

ANPR 706

Removing 1500v Supply in Electric Vehicle Maintenance Centres

Applicability

NSW

SMS

Publication Requirement

External Only

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Introduction

Removing 1500V supply to allow engineering work in *Electric Vehicle Maintenance Centres* (EVMCs) has specific procedures for:

- roads with individual combined isolating and *rail-connecting switches*, and
- areas including more than roads with individual combined isolating and rail-connecting switches.

Roads with individual combined isolating and rail-connecting switches

Removing 1500V supply

Electrical Representative

1. At least 24 hours before the intended starting time, compile a Z.609A Notification for the Removal of 1500 volt Supply for Engineering Work in Electric Vehicle Maintenance Centres form.
2. Issue the Z.609A form to the Officer in Charge of the EVMC.
3. If a *groundframe* can be used to gain entry to the roads to be isolated, give additional copies of the Z.609A form to the Officer in Charge of the EVMC.

Officer in Charge of the EVMC and Running Supervisor

4. Sign the Z.609A form to acknowledge receipt.
5. Confer and agree about the details of the intended removal of 1500V supply.

Running Supervisor

6. Attach a copy of the Z.609A form to the Train Register, or its equivalent.

Electrical System Operator

7. When 1500V supply removal is due, ask the Running Supervisor to give the clearance to remove the 1500V supply.

Running Supervisor

8. Get assurance from the *Electrical System Operator* that:
 - both parties are using the current colour version of the 1500V Sectioning Diagram, and
 - the details of the Z.609A form correspond with the 1500V Sectioning Diagram, and
 - there are no vehicles requiring electric traction that may need to be moved during the period of isolation of the 1500V supply.
9. Make sure that the EVMC's safety procedures to prevent trains from entering the *isolated 1500V overhead wiring sections* have been carried out.
10. Give the Electrical System Operator clearance to remove the 1500V supply.
11. Record, in *permanent form*, details about the clearance and the removal of the 1500V supply.

Restoring 1500V supply

Electrical System Operator

1. Tell the Running Supervisor when the work is completed and the 1500V supply has been restored.

Running Supervisor

2. Sign the Z.609A form to confirm that the 1500V supply is restored.
3. Record, in permanent form, the time when the 1500V supply was restored.

Areas including more than roads with individual combined isolating and rail-connecting switches

Removing 1500V supply

Electrical Representative

1. At least 24 hours before the intended starting time, compile a Z.609A Notification for the Removal of 1500 volt Supply for Engineering Work in Electric Vehicle Maintenance Centres form.
2. Issue copies of the Z.609A form to the Officer in Charge of the EVMC and affected *Signallers*.
3. If a groundframe can be used to gain entry to the roads to be isolated, give additional copies of the Z.609A form to the Officer in Charge of the EVMC.

Officer in Charge of EVMC and Running Supervisor

4. Sign the Z.609A form to acknowledge receipt.
5. Confer and agree about the details of the intended removal of 1500V supply.

Officer in Charge of EVMC

6. Give the additional copies of the Z.609A form to the Running Supervisor for the *Qualified Workers* operating groundframes in affected areas.

Running Supervisor

7. Attach a copy of the Z.609A form to the Train Register, or its equivalent.

Signallers

8. Sign the Z.609A form to acknowledge receipt.
9. Attach copies of the Z.609A form to the Train Registers or their equivalent.

Running Supervisor

10. On the day of the intended 1500V supply removal, send a copy of the Z.609A form to the *Train Controller*.
Ask the Train Controller to give the clearance to remove the 1500V supply.
11. Give the additional copies of the Z.609A form to the *Qualified Workers* operating groundframes in affected areas.

Qualified Workers

12. Sign the Z.609A form to acknowledge receipt.

Train Controller

13. Confirm with the Electrical System Operator, the Running Supervisor at the EVMC and the Signallers that:
 - the parties are using the current colour version of the 1500V Sectioning Diagram, and
 - the details of the Z.609A form correspond with the 1500V Sectioning Diagram, and
 - the sections to be isolated are clear of vehicles that may need to be moved during the period of isolation of the 1500V supply.
14. Get assurance from Signallers that:
 - signals controlling entry to the overhead wiring sections to be isolated have been set at STOP, with *blocking facilities* applied, and
 - *protection* has been applied to prevent entry or exit by way of unsignalled routes.
15. Give clearance to the Electrical System Operator to remove the 1500V supply.
16. Tell the Running Supervisor and Signallers that the clearance has been given.

Train Controller, Running Supervisor and Signallers

17. Record, in permanent form, the time when clearance to remove the 1500V supply was given.

Restoring 1500V supply

Electrical System Operator

1. Tell the Train Controller when the work is completed and the 1500V supply has been restored.

Train Controller

2. Tell the Running Supervisor and affected Signallers that the 1500V supply has been restored.
3. Get assurance from Signallers that blocking facilities have been removed.

Train Controller and Signallers

4. Record, in permanent form, the time when the 1500V supply was restored.

Running Supervisor

5. Tell the Qualified Workers operating groundframes to restore non-interlocked *points* within the EVMC to normal working.
6. Record, in permanent form, the time when the 1500V supply was restored.

Running Supervisor and Signallers

7. Sign the Z.609A form.

Related ARTC Network Procedures

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| ANPR 705 | Removing 1500V supply |
| ANPR 714 | Removing 1500V supply in unplanned situations |

Effective Date

11 October 2015