

general

# NGE 226 Planned removal of the 1500V supply in Electric Vehicle Maintenance Centres

## Purpose

To prescribe the rules for planned removal and restoration of the 1500V supply in Electric Vehicle Maintenance Centres (EVMCs).

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## Principle

The 1500V supply must be removed only:

if all prescribed approvals have been obtained

in accordance with the requirements specified in the Maintenance Representative's Electrical Safety Instructions.

### Note

If storage or servicing roads in an EVMC can be individually rail connected, the special instructions kept at the EVMC must be applied in place of this Rule.

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## Planning and notification

The Electrical Representative must tell the Officer in Charge of the EVMC about the intention to remove 1500V supply from sections of 1500V overhead wiring within the EVMC.

The Electrical Representative must:

- make sure that the planned removal of power is advertised
- at least 24 hours before the intended starting time, issue a Notification for the Removal of 1500V Supply in EVMCs form to notify the extent of the isolated 1500V overhead wiring sections.

Removal of the 1500V supply from an overhead wiring section must be authorised or notified using an Authority for Removal of Supply from 1500 Volt Sections form.

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## Clearance to remove 1500V supply

The Electrical System Operator must get clearance from either the Running Supervisor or the Network Controller before removing the 1500V supply.

If removal of 1500V supply affects only those roads that have individual combined isolating and rail-connecting switches, the Running Supervisor must give the clearance for the removal.

If removal of 1500V supply affects more than those roads that have individual combined isolating and rail-connecting switches, the Network Controller must give the clearance for the removal.

The Running Supervisor or the Network Controller must:

- give clearance to the Electrical System Operator
  - record, in permanent form, the details about the removal of the 1500V supply.
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## Applying blocking facilities

Signallers must prevent rail traffic from entering the isolated 1500V overhead wiring sections by:

- setting signals at STOP, and
- applying blocking facilities in accordance with *NSG 614 Blocking facilities*, and
- making sure that protection has been applied to prevent entry by way of unsignalled routes.

**Warning**

If it bridges isolated and live 1500V overhead wiring sections, a raised pantograph will re-energise an isolated section.

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## Travel between live and isolated sections

Electric trains or electric locomotives must not enter or leave an isolated 1500V overhead wiring section unless:

- their pantographs have been lowered with the air supply isolated
- they are hauled by diesel locomotives.

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If the motive power of approaching rail traffic is not known, before the rail traffic may enter an isolated 1500V overhead wiring section, the relevant Signaller must:

- stop the rail traffic
  - determine its motive power
  - tell the Network Controller if rail traffic requires electric traction.
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## Restoring 1500V supply

The 1500V supply must be restored in accordance with the requirements specified in the Maintenance Representative's Electrical Safety Instructions.

When the 1500V supply has been restored, the Electrical System Operator must tell the Running Supervisor or affected Network Controller.

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## Removing blocking facilities

If they are not needed to protect other work in the affected 1500V overhead wiring sections, Signallers must:

- remove blocking facilities
  - tell Network Controllers.
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## Related Documents

*NPR 706 Removing 1500V supply in Electric Vehicle Maintenance Centres*