

Engineering Procedure  
Electrical Distribution Unit

PR D 78305

# 1500 Volt Operating Procedures

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# Procedure

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## Document control

Version	Date	Author/ Prin. Eng.	Summary of change
1.0	16 May 2016	Chris Leung	First issue as a Sydney Trains document, rebranded from previous RailCorp SMS-06-EN-0570 V2.1
1.1	19 February 2019	Nick Loveday	Updated roles and position names to reflect the current organisation
1.2	10 March 2020	Wayne Halls	Minor correction
1.3	31 July 2020	Nick Loveday	Revised section 2 to reflect ENA NENS03 principle of isolation, Eliminate duplications Approved tools and test equipment relocated to SP D 79039.
1.4	25 September 2020	Nick Loveday	Includes rules for 1500V equipment outside substations as per version 1.2 and earlier versions.
1.5	23 October 2020	Nick Loveday	Revisions arising from SME review

## Summary of changes from previous version

Summary of change	Section
Text of second para revised	2
Warning revised	3.8
Section 5 heading and 1 <sup>st</sup> para of 5.1 revised	5, 5.1

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## 1. Purpose and scope

This procedure describes the operating procedures that are applicable to RailCorp's 1500 Volt system.

## 2. Isolation of 1500 Volt equipment

1500 Volt equipment shall be isolated from all sources from which it could be made live, by providing at least one visible break in each source.

The effectiveness of the isolation shall be demonstrated by a visible break, or where it is not practicable to demonstrate a visible break, test or operating procedures shall be used in accordance with the approved Local Instruction for the equipment.

Isolation may be achieved using the following *isolating devices*:

- Opening Sectioning Switches, refer section 3.1;
- Opening Isolating Links, refer section 3.2;
- Operating Two-Position Combined Isolating and Rail Connecting Field Switches, refer to section ;
- Operating Three-Position Combined Isolating and Rail Connecting Switches, refer 3.4;
- Operating Isolating and Rail Connecting Switch Pairs, refer to section 3.5;
- Removing 1500 Volt Withdrawable Type Circuit Breakers, refer to section 3.6;
- Removing bridges, refer to section 3.7; or
- Operating a Remote Isolating and Rail Connecting (RIRC) switch, refer to section 3.8.

Isolating devices in substations and sectioning huts shall be carried out in accordance with Local Instructions.

### 2.1. The point of isolation shall be DANGER tagged

The isolating device that provides the isolation break shall be DANGER tagged in accordance with *PR D 78105 DANGER Tags for Electrical Equipment* for the duration of the isolation.

Jumpers that have been removed to effect isolation are not required to be DANGER tagged or locked.

### 2.2. The point of isolation shall be secured

1500V DC equipment shall be secured at all times to prevent inadvertent operation of the equipment either by a Special Lock (refer PR D 78104) or by being located in a secured area.

An isolating device shall be locked with a Special Lock (refer *PR D 78104 Locking Systems for Electrical Equipment*) for the duration of an isolation:

- a) Where it is outside of a substation or sectioning hut, or
- b) Where the isolating device has facilities for locking, and provided that the action of locking does not bring the Authorised Person within the minimum Safe Approach Distances (SAD) of exposed electrical equipment as specified in *PR D 78700 Working around Electrical Equipment*.

When an isolating device can also be operated by remote control, the remote control shall be made inoperative and the means of ensuring that it remains inoperative shall be DANGER tagged (refer 2.1).

Switches or links that are used to provide an isolation may also incorporate a rail-connecting feature, either as an interlocked pair or as a single combined unit.



**Warning**

An open circuit breaker is not a sufficient isolating break. The circuit breaker shall be racked out or the associated switch or links opened.

## 2.3. Rectifiers

To isolate a rectifier, the following steps shall be carried out whilst ensuring that no person comes within the minimum SADs:

- a) Isolating the High Voltage supply to the rectifier transformer.
- b) Racking out the DC circuit breaker or opening the positive link.
- c) Opening the negative link.
- d) Isolating the Low Voltage AC and DC supplies as required.



**Warning**

The negative link shall not be opened before the DC circuit breaker is racked out or the positive link is opened. The negative link shall be closed before the DC circuit breaker is racked in or the positive link is closed.



**Warning**

Rectifiers contain capacitors that shall be isolated and discharged in accordance with Local Instructions or PR D 78102 Electrical Hazards and Warnings, section 8 Capacitors, and then proved dead prior to the commencement of work.



**Warning**

Ensure capacitors are isolated, completely discharged (for at least 5 minutes) and "Tested before Touched" prior to working on the equipment.

## 2.4. Harmonic filters

Harmonic Filters shall be isolated by opening the link or switch connecting the filter to the 1500 Volt positive busbar and opening the link in the connection to the negative busbar when a link is provided.



**Warning**

Harmonic Filters contain capacitors that shall be isolated and discharged in accordance with Local Instructions or PR D 78102 Electrical Hazards and Warnings, section 8 Capacitors, and then proved dead prior to the commencement of work.



**Warning**

Ensure capacitors are isolated, completely discharged (for at least 5 minutes) and "Tested before Touched" prior to working on the equipment.

## 2.5. 1500 Volt positive busbar

When a 1500 Volt positive busbar is isolated for work, the harmonic filter shall be considered as a source of supply and shall be discharged or isolated from the bus bar.

### 3. Operation of 1500V isolating equipment



#### Warning

Isolating equipment shall not be opened before its controlling circuit breaker has been opened. Opening the equipment under load may cause severe and dangerous arcing, damage to the equipment or serious injury to the operator.



#### Warning

An isolating device with a DANGER tag attached shall not be operated.

All isolating devices shall be operated under the direction of the Electrical System Operator (ESO) and agreed to by the Authorised Person undertaking the switching operation.

All communications between the ESO and the Authorised Person shall be in accordance with the communications protocol that is set out in *PR D 78103 Electrical Operational Communication and Records*.

The ESO shall instruct the Authorised Person:

- a) Which isolating device is to be operated, and
- b) The operation to be undertaken.

The Authorised Person shall confirm either that these instructions match the written schedule that they have, or they shall record the instructions in writing.

All off-load isolating devices shall not be opened before their controlling circuit breakers have been opened. Where practicable, prove dead these devices before opening, refer to section 5.

The Authorised Person shall then ensure that the isolating device is the correct one by checking the location and the label on the isolating device against the written schedule or instruction.

The Authorised Person shall check the isolating device is in the expected position (open, closed, racked in or racked out) prior to operation. In the case of a switch, this shall be done by checking the positions of both the blade and handle. In the case of a link, this shall be done by checking the blade position.

When operating a field switch, the Authorised Person shall stand on the Operator's platform, where installed.

The Authorised Person shall then carry out the operation required.

After the required operation has been carried out, the Authorised Person shall advise the ESO of the operation that has been carried out.

### 3.1. Sectioning Switches

#### 3.1.1. Description

Sectioning Switches are used to isolate a section of the 1500 Volt overhead wiring (OHV) from another section or from an aerial or cable feeder.

Sectioning Switches may be hand lever or motor operated. They are of a pivoted blade construction and have two positions, labelled "CLOSED" and "OPEN".

**Table 1: Pivoted Blade Switch Positions**

State of electric circuit through switch	Switch Position
Continuous	"CLOSED"
Broken	"OPEN"

Sectioning Switch isolation is carried out as follows:

- a) Hand lever operated switches are fitted with a locking pin for locking the switches in either position. The locking pin is secured by a padlock.
- b) Motor operated switches are fitted with a padlock for locking the door of the motor cubicle.

### 3.1.2. Sectioning Switch Operating Procedure

#### Hand Lever Type

The Authorised Person shall:

- a) Remove the padlock and locking pin from the switch-operating handle. Where required, use the locking pin to secure the sections of the hinged type handle.
- b) Move the switch handle to the required position with a single unhesitating movement.
- c) Check that the switchblade has moved to the required position.
- d) Insert the locking pin in the switch handle and lock the switch in the required position

**Note 1:** If operating the switch for isolating purposes, the switch shall be Danger Tagged, refer 2.1.

#### Motor Operated Type

There are three methods of operation for this type of Sectioning Switch:

- Remotely controlled electrical operation.
- Locally controlled electrical operation.
- Manual operation.

The procedures for operating the motor operated switch are documented in the Local Instructions, which are available in the switch cabinet.

- Movement of the switch between the "OPEN" and "CLOSED" positions (either direction) is by motor operation under remote or local control. Movement between these positions is normally controlled remotely by the ESO. Remote control is disabled by selecting local control. Manual operation can be used when motor operation is not available.
- Where a locking device is located inside the cabinet, it should be used to secure and padlock the switch in the "OPEN" position. The locking device operates an auxiliary switch to disable the motor.

**Note 2:** When supply is being restored, a remotely controlled switch shall finally be operated by the ESO to test the control system.

## 3.2. Isolating Links

### 3.2.1. Description

Isolating links are installed at some substations and sectioning huts for isolating 1500 Volt OHW sections.

At the majority of these substations and sectioning huts, the links are in the outdoor area. At a few of the older locations, the links are inside the building.

The links, of a pivoted blade construction, are operated by hand using an operating stick and have two positions, "CLOSED" and "OPEN" (which are not labelled).

**Table 2: Pivoted Blade Link Positions**

State of OHW Section	Link Position
Live	"CLOSED"
Isolated at that location	"OPEN"

### 3.2.2. Isolating Link Operating Procedure

#### To Open the link

When advised by the ESO that the controlling circuit breaker has been opened by SCADA and that the isolating link is to be opened, the Authorised Person shall:

- a) Operate the blade of the link vertically from the "CLOSED" to the "OPEN" position with the operating stick, using a double-shuffle action where possible. The double-shuffle involves opening the link momentarily to check if arcing occurs and then closing the link;
- b) If no arcing was observed, proceed to fully open the link. If arcing was observed, ensure the link remains "CLOSED" and immediately advise the ESO;
- c) DANGER tag the isolating link, (refer 2.1).

At indoor locations, the Authorised Person shall check the written Authority or instruction to confirm that the correct circuit breaker has opened prior to operating the feeder isolating link and the link shall be operated using a double-shuffle action. Care shall be taken to ensure that the link is fully opened.



#### Warning

The isolating link shall not be opened before its controlling circuit breaker has been opened. Opening the link under load may cause severe and dangerous arcing. If this occurs, the link should be immediately reclosed.

#### To Close the link

When advised by the ESO that the isolating link is to be closed, the Authorised Person shall operate the blade of the link vertically from the "OPEN" to the "CLOSED" position, using the operating stick, in a single unhesitating movement.

Care shall be taken to ensure that the link is closed completely and that the safety latch, where fitted, is engaged.



### 3.3. Two-Position Combined Isolating and Rail Connecting Field Switch

#### 3.3.1. Description

Two-position combined isolating and rail connecting field switches are installed at various sidings and terminating roads to enable the 1500 Volt OHW section that is switched to be isolated and rail connected.

This type of switch is used only when it is the single source of 1500V supply to a subsection, such as in a siding or terminating road.

The switch has a pivoted single blade construction, is operated by a hand lever and has two positions labelled "CLOSED" and "TO RAIL".

Some types of switch prevent the movement of the blade directly from one position to the other, by means of an intermediate stop position in the hand lever mechanism.

Another type of switch has a pivoted two blade construction, having a compound action that causes the isolating blade to move from the "CLOSED" position to an isolated position before the rail connecting blade moves to the "TO RAIL" position. This operation is reversed during the restoration of supply, when this switch is operated from the "TO RAIL" position to the "CLOSED" position.

**Table 3: Pivoted Two Blade Switch Positions**

State of OHW Section	Switch Position
Live	"CLOSED"
Isolated at that location	Intermediate (See Note below)
Rail connected at that location	"TO RAIL"

**Note:** The switches cannot be locked in the intermediate position and shall not be left in this position. The intermediate position is not labelled.

Two-position combined isolating and rail connecting field switches are fitted with a pin for locking the switches in either position. The locking pin is secured by padlock.

#### 3.3.2. Two-Position Combined Isolating and Rail Connecting Field Switch Operating Procedure

Prior to operating the switch, the Authorised Person shall check that the rail connecting cables are connected to rail. This should be done by:

- an end to end visual inspection, or
- by testing from the rail connecting jaw using the LR Tester.

To operate the switch, the Authorised Person shall:

- a) Remove the padlock and locking pin from the switch handle. Where required, use the locking pin to secure the sections of the hinged type handle.
- b) Move the switch handle to the intermediate stop position with a single unhesitating movement.
- c) Check that the switch blade has moved to the isolated position.
- d) Move the switch handle horizontally and then to the required position.

- e) Check that the switch blade has moved to the required position.
- f) Insert the locking pin in the switch handle and lock the switch in the required position, and
- g) DANGER tag the switch, (refer 2.1).

Proving dead is not required before moving this type of switch into the "TO RAIL" position.

### 3.4. Three-Position Combined Isolating and Rail Connecting Switches

#### 3.4.1. Description

Three-position combined isolating and rail connecting switches (Three-position switches) enable the 1500 Volt OHW section controlled by the switches to be isolated and rail connected. These switches are installed at most substations and sectioning huts, as a preferred alternative to Isolating Links (refer 3.2) or Isolating and Rail Connecting Switch Pairs (refer 3.5).

**Table 4: Three-Position Switch Positions at Substations/Section Huts**

State of OHW Section/Subsection	Switch Position
Live	"CLOSED"
Isolated at that location	Open
Rail connected at that location	"TO RAIL"

Three-position switches are also installed at some field locations, as an alternative to Sectioning Switches (refer to section 3.1). They enable the rail connection of one of the 1500 Volt OHW subsections controlled by the switch.

Three-position switches may be hand lever or motor operated, are of pivoted blade construction and may be set at three positions labelled: "CLOSED", "OPEN" and "TO RAIL".

#### Hand Lever Operated Type Three-Position Switch

Movement of the hand lever directly from the "CLOSED" position to the "TO RAIL" position, or vice versa, is inhibited by the configuration of the operating handle lever slot which ensures that the operating handle lever is placed into the "OPEN" position prior to being moved from the "CLOSED" position to the "TO RAIL" position or vice versa.

Locking tabs are fitted to allow the locking of the switch in the "CLOSED", "OPEN" or "TO RAIL" position by the use of a padlock.

#### Motor Operated Type Three-Position Switch

There are three methods of operation for this type of switch:

- Remotely controlled electrical operation
- Locally controlled electrical operation
- Manual operation.

Procedures for operating the motor operated switch are available in the switch cabinet and are documented in Local Instructions.

Motor operated switches are fitted with a padlock for locking the door of the motor cubicle.

- Movement of the switch between the "OPEN" and "CLOSED" positions (either direction) is by motor operation under remote or local control. Movement between these positions is normally controlled remotely by the ESO. Remote control is disabled by selecting local control. Manual operation can be used when motor operation is not available.
- Movement of the switch between the "OPEN" and "TO RAIL" positions (either direction) can be by local motor or manual operation only.
- A locking device, located inside the cabinet, is used to secure and padlock the switch in the "TO RAIL" position. The locking device operates an auxiliary switch to disable the motor.

### 3.4.2. Three-Position Switch Operating Procedures

#### 3.4.2.1. To Isolate the 1500 Volt OHW at a Substation or Sectioning Hut Using a Three-Position Switch

##### Hand Lever Type Switches

Before proceeding, the Authorised Person shall be advised by the ESO that:

- a) The controlling circuit breaker has been opened by SCADA
- b) EITHER:
  - The circuit breaker for the other end of the section has been opened by SCADA, or
  - Any field switches have been operated as necessary to remove supply from the section
- c) The three-position switch is to be opened

Then the Authorised Person shall:

- i) Prove dead the blade/upper jaw of the switch in accordance with approved procedures. (See Section 5 Proving Dead 1500 Volt Equipment)

Where the switch is mounted at a high level on a mast, with its blade / upper jaw not easily accessible, it is acceptable that the proving dead can be carried out at the contact wire instead of the switch. This method may only be used when the contact wire in question can be physically traced back to the switch.



##### **Warning**

Do not proceed further unless the blade/upper jaw of the switch is dead. The switch shall not be opened before the OHW section/sub-section connected to the switch is dead. Opening the switch under load may cause severe and dangerous arcing.

- ii) Operate the switch from the "CLOSED" position to the "OPEN" position with a single unhesitating movement.
- iii) Check that the switchblade has moved to the "OPEN" position and then advise the ESO that the switch is in the "OPEN" position.

Should it be necessary for the Authorised Person to have to leave the immediate vicinity of the switch with the switch in the "OPEN" position as part of this isolation procedure (such as is necessary, for example, when one Authorised Person is switching at multiple locations) then it will be necessary to proceed as follows:

- Special Lock the isolating switch in the “OPEN” position, and
- DANGER tag the isolating switch, (refer 2.1).

#### **Motor Operated Type Switches**

None are installed at this time.

### **3.4.2.2. Emergency Switching at a Substation or Sectioning Hut**

In a life-threatening situation:

- When ALL circuit breakers (feeders and rectifiers) connected to the 1500V bus-bar are opened by SCADA prior to the switch being opened, and
- When instructed by the ESO,

it is permissible to move the switch from the “CLOSED” position to the “OPEN” position without first proving dead.



#### **Warning**

Opening the switch under load may cause severe and dangerous arcing.

### **3.4.2.3. To Rail Connect the Overhead Wiring at a Substation or Sectioning Hut using a Three-Position Switch**

#### **Hand Lever Type Switch**

When advised by the ESO that:

- a) The other end of the 1500 Volt overhead wiring section concerned has been isolated, and
- b) The rail connecting switching is to proceed  
the Authorised Person shall:
  - i) Operate the switch from the “OPEN” position to the “TO RAIL” position with a single unhesitating movement, and
  - ii) Check that the switch blade has moved to the “TO RAIL” position, and
  - iii) Special Lock the switch in the “TO RAIL” position and attach a DANGER tag (refer 2.1), and
  - iv) Advise the ESO that the switch is in the “TO RAIL” position, and the Special Lock and DANGER Tag have been applied.

#### **Motor Operated Type Switches**

None are installed at this time.

### **3.4.2.4. To Isolate the 1500 Volt Overhead Wiring at a Field Location Using a Three-Position Switch**

#### **Hand Lever Type**

When advised by the ESO that the switch is to be operated to the “OPEN” position, the Authorised Person shall:

- a) Stand on the Operator’s platform, (where installed), during the operation of the switch handle.

- b) Remove the padlock and operate the switch from the "CLOSED" position to the "OPEN" position with a single unhesitating movement.
- c) Check that the switch blade has moved to the "OPEN" position and then advise the ESO that the switch is in the "OPEN" position.

Should it be necessary for the Authorised Person to have to leave the immediate vicinity of the switch with the switch in the "OPEN" position as part of this isolation procedure (such as is necessary, for example, when one Authorised Person is switching at multiple locations) then it will be necessary to proceed as follows:

- Special Lock the isolating switch in the "OPEN" position, and
- DANGER tag the isolating switch, (refer 2.1)

#### **Motor Operated Type Switches**

The procedures for operating the motor operated switch are available in the switch cabinet and are documented in Local Instruction.

#### **3.4.2.5. To Rail Connect the Overhead Wiring at a Field Location Using a Three-Position Switch**

Prior to operating the switch to the "TO RAIL" position, the Authorised Person shall check that the rail-connecting cables are connected to rail. This should be done by either:

- an end to end visual inspection,
- by testing from the rail-connecting jaw using the LR tester.

#### **Hand Lever Type**

When advised by the ESO that the rail connecting switching is to proceed, the Authorised Person shall:

- a) Prove dead the overhead wiring section to be rail connected in accordance with approved procedures. (Refer Section 5 Proving Dead 1500 Volt equipment)
- b) Operate the switch from the "OPEN" position to the "TO RAIL" position with a single unhesitating movement,
- c) Check that the switchblade has moved to the "TO RAIL" position.
- d) Special Lock the switch in the "TO RAIL" position & attach a DANGER tag, and
- e) Advise the ESO that the switch is in the "TO RAIL" position and the Special Lock and DANGER tag have been applied.

#### **Motor Operated Type Switches**

The Authorised Person shall, when advised by the ESO that the switch is to be operated to the "TO RAIL" position:

- a) Prove dead the overhead wiring section to be isolated, in accordance with approved procedures. (refer section 5) dead the overhead wiring section to be rail connected in accordance with approved procedures.
- b) Carry out switching as described in procedures for operating the motor operated "TO RAIL" switch, available in the switch cabinet and documented in Local Instructions.

#### **3.4.2.6. Emergency Three-Position Switch operation at a field location**

In a life-threatening situation, and provided that the switch has been operated from the "CLOSED" to the "OPEN" position and the 1500 volt overhead wiring section concerned

has been isolated, the switch may be operated to the "TO RAIL" position on instruction from the ESO without first proving dead.

### 3.4.2.7. To Restore Supply to a 1500 Volt Overhead Wiring Section Using a Three-Position Switch

#### Hand Lever Type

When advised by the ESO, to operate the switch from the "TO RAIL" position to the "OPEN" position, the Authorised Person shall:

- a) Remove the Special Lock and then proceed to operate the switch from the "TO RAIL" position to the "OPEN" position with a single unhesitating movement,
- b) Check that the switch blade has moved to the "OPEN" position, and
- c) Advise the ESO that the switch is in the "OPEN" position.

Should it be necessary for the Authorised Person to have to leave the immediate vicinity of the switch with the switch in the "OPEN" position following operation of the switch from the "TO RAIL" position to the "OPEN" position as part of this isolation procedure (such as is necessary, for example, when one Authorised Person is switching at multiple locations) then it will be necessary to proceed as follows:

- Special Lock the isolating switch in the "OPEN" position and
- DANGER tag the isolating switch (refer 2.1).

When advised by the ESO that:

- a) ALL rail connections have been removed from the 1500 Volt overhead wiring section concerned, and
- b) The isolating switch is to be operated from the "OPEN" position to the "CLOSED" position, and
- c) The Authorised Person is to proceed to operate the switch from the "OPEN" position to the "CLOSED" position,

The Authorised Person shall:

- i) Operate the switch from the "OPEN" position to the "CLOSED" position with a single unhesitating movement,
- ii) Check that the switch blade has moved to the "CLOSED" position,
- iii) If outside a Substation, lock the switch in the closed position with a Standard Lock, and
- iv) Advise the ESO that the switch is in the "CLOSED" position and a Special Lock applied.

#### Motor Operated Type Switches

The Authorised Person shall carry out the following switching operations in accordance with procedures located in the switch cabinet and documented in local instructions:

- a) when advised by the ESO, operate the switch from the "TO RAIL" position to the "OPEN" position.
- b) when advised by the ESO, operate the switch from the "OPEN" position to the "CLOSED" position.

Should it be necessary for the Authorised Person to have to leave the immediate vicinity of the switch with the switch in the "OPEN" position following operation of the switch from the "TO RAIL" position to the "OPEN" position as part of this restoration procedure (such

as is necessary, for example, when one Authorised Person is switching at multiple locations) then it will be necessary to proceed as follows:

- Special Lock the isolating switch in the "OPEN" position, and
- DANGER tag the isolating switch (refer 2.1);

### 3.5. Isolating and Rail Connecting Switch Pairs

#### 3.5.1. Description

Isolating and rail connecting switch pairs (switch pairs) are installed at some sectioning huts and substations to enable the 1500 Volt overhead wiring section, controlled by the switches, to be isolated and rail connected.

The switch pair arrangement consists of two single switches mounted alongside each other and interlocked so that the isolating switch cannot be placed in the "CLOSED" position when the rail connecting switch is in the "CLOSED" position.

The switches are of a pivoted blade construction and operated by hand levers. Each switch has two positions, "CLOSED" or "OPEN" for the isolating switch and "OPEN" or "CLOSED" for the rail connecting switch. These positions may not be labelled.

**Table 5: Switch Pair Positions**

State of OHW Section/Subsection	Isolating Switch	Rail Connecting Switch
Live	CLOSED	OPEN
Isolated at that location	OPEN	OPEN
Rail connected at that location	OPEN	CLOSED

#### 3.5.2. To Isolate and Rail Connect the 1500 Volt Overhead Wiring Using Switch Pairs

The following procedure describes the situation where the Authorised Person at a location can commence and complete the isolation and rail connection process at that location without having to leave the location concerned.



##### **Warning**

The isolating switch shall not be opened before its controlling circuit breaker has been opened. Opening the switch under load may cause severe and dangerous arcing.

When advised by the ESO that the isolating switch is to be opened, the Authorised Person shall:

- Operate the isolating switch from the "CLOSED" to the "OPEN" position with a single unhesitating movement,
- Apply a Special Lock and DANGER tag, and
- Check that the isolating switch blade has moved to the "OPEN" position, and
- Advise the ESO that the switch is in the "OPEN" position.

When advised by the ESO that proving dead and rail connecting switching is to proceed, the Authorised Person shall:

- i) Prove dead the fixed top 1500V contact of the rail connecting switch in accordance with approved procedures.
- ii) Operate the rail connecting switch from the "OPEN" to the "CLOSED" position;
- iii) Check that the rail connecting switch blade is in the "CLOSED" position;
- iv) Apply a Special Lock to the rail-connecting switch in the "CLOSED" position where facilities for locking are provided and provided that the action of locking does not bring the Authorised Person within the minimum SADs of exposed electrical equipment as specified in *PR D 78700 Working around Electrical Equipment*;
- v) Apply a DANGER tag to the rail-connecting switch (refer 2.1);
- vi) Advise the ESO that the rail-connecting switch has been operated to the "CLOSED" position and Special Lock and Danger Tag have been applied.

Should it be necessary for the Authorised Person to leave the immediate vicinity of the switch pair with the isolating switch in the "OPEN" position prior to operating the rail-connecting switch from the "OPEN" to the "CLOSED" position (such as is necessary, for example, when one Authorised Person is switching at multiple locations) then it will be necessary to proceed as follows:

- Special lock the isolating switch in the "OPEN" position where facilities for locking are provided and provided that the action of locking does not bring the Authorised Person within the minimum safe approach distances of exposed electrical equipment as specified in *SMS-06-GD-0268 / PR D 78700 Working around Electrical Equipment*, and
- DANGER tag the isolating switch (refer 2.1).

### 3.5.3. To Restore Supply to the 1500 Volt Overhead Wiring Using Switch Pairs

The following procedure describes the situation where the Authorised Person at a location can commence and complete the restoration process at that location, without having to leave the location concerned.

When advised by the ESO that the rail-connecting switch is to be operated from the "CLOSED" to the "OPEN" position, then the Authorised Person shall:

- a) Operate the rail-connecting switch from the "CLOSED" to the "OPEN" position.
- b) Check that the rail-connecting switch blade has moved to the "OPEN" position and advise the ESO that the rail-connecting switch is in the "OPEN" position.

When advised by the ESO that:

- a) ALL rail connections have been removed from the 1500 Volt OHW section concerned, and
- b) The isolating switch is to be operated from the "OPEN" to the "CLOSED" position, then the Authorised Person shall:
  - i) Operate the isolating switch from the "OPEN" to the "CLOSED" position with a single unhesitating movement,
  - ii) Check that the isolating switch blade has moved to the "CLOSED" position, and
  - iii) Advise the ESO that the switch is in the "CLOSED" position.

Should it be necessary for the Authorised Person to leave the immediate vicinity of the switch pair during the restoration process with the isolating switch in the "OPEN" position prior to operating the isolating switch from the "OPEN" to the "CLOSED" position (such as



is necessary, for example, when one Authorised Person is switching at multiple locations) then it will be necessary to proceed as follows:

- Special lock the isolating switch in the "OPEN" position where facilities for locking are provided and provided that the action of locking does not bring the Authorised Person within the minimum safe approach distances of exposed electrical equipment as specified in *PR D 78700 Working around Electrical Equipment*.
- DANGER tag the isolating switch (refer 2.1).

### **3.6. 1500 Volt Withdrawable Type Circuit Breakers**

#### **3.6.1. Background**

At some substations and sectioning huts, isolation of 1500 Volt OHW sections is carried out by the racking out of the controlling circuit breakers. In such instances, the relevant circuit breakers shall be DANGER tagged (refer 2.1).

#### **3.6.2. Racking Procedure**

The Authorised Person shall carry out the procedure to rack out or rack in the circuit breaker as set out in the Local Instruction held at the substation or sectioning hut.

#### **3.6.3. Withdrawal for Work on the 1500 Volt OHW Section**

To ensure adequate isolation of the 1500 Volt OHW section, the controlling circuit breaker should be racked out a distance of at least 300 mm. This may generally be achieved if the front truck wheels of the breaker frame are clear of the cubicle.

#### **3.6.4. Withdrawal for Work on the Circuit Breaker**

For work on withdrawable type circuit breakers, the:

- Circuit breaker shall be fully withdrawn, and
- Low Voltage control-wiring plug shall be removed.

The Low Voltage control wiring plug may be reinserted for testing purposes.

Whilst the circuit breaker is fully withdrawn, a *special barrier* shall be placed across the circuit breaker cubicle opening to prevent access to live 1500 Volt equipment.

### **3.7. Removing Bridges**

Where bridges are to be removed to isolate a portion of overhead wiring or cable, any free ends shall be positively secured to avoid contact with other conductors, structures, masts, guy arrangements or earth, etc.

### **3.8. Remote Isolation Rail Connecting switch (RIRC)**

The procedures for operating a Remote Isolation Rail Connecting Switch are described in Local Instructions for that equipment.

In normal use, the RIRC is intended to be operated remotely by the ESO. In the event that this is not possible, the RIRC may be operated by an Authorised Person locally or manually in accordance with the Local Instruction for that equipment.

In Remote & Local modes “proving dead” is performed automatically by the RIRC switch system once commanded to operate “To Rail” as detailed in the local instruction (i.e. Proving dead with a Hivotech is not required in these instances).



**Warning**

If the Feeder Circuit Status Evaluator is not functioning (e.g. loss of power), the Authorised Person shall manually test for dead prior to manually operating the switch “To Rail”, as detailed in section 5 below and the Local Instruction.

## 4. Identifying the traction rail

When proving dead 1500V OHW whilst working on track or when applying portable rail connection on track, this procedure requires the identification of the Traction Rail.

At steel masts with spark gaps, the traction rail is the rail to which the steel masts are bonded.

For all other cases, e.g. wood pole construction or steel construction with missing bonds, a representative of the Signal Discipline shall identify the Traction Rail.



**Warning**

Care shall be taken when applying rail connections so that they do not short circuit rails and affect signal operation.



**Warning**

Care shall be taken to ensure that rail connections are not made to portions of rail that are, or will become, disconnected from the traction return path as a result of work.

## 5. Manually Proving Dead 1500 Volt equipment

### 5.1. Principles

When it is necessary to manually prove dead, this shall be performed with approved test equipment defined in SP D 79039 *Electrical Tools and Test Equipment*.

Prior to coming within the Safe Approach Distance (SAD) 1500 Volt equipment shall be:

- a) isolated for work (refer section 2), and other end of the 1500 Volt Overhead Wiring section concerned has been isolated, and
- b) proven dead (refer section 5) using approved Test Equipment (refer SP D 79039) before issuing an Electrical Permit to Work, and
- c) rail connected (refer section 7), where appropriate, and
- d) included in the Safe Work Area defined by an Electrical Permit to Work, where appropriate.

For 1500V cables, proving dead shall be carried out at cable/exposed equipment junctions.

For discrete items of Substation equipment, Local Instructions shall be followed concerning proving dead procedures.

Where equipment has designated test points these shall be used.

For 1500V OHW, proving dead shall be performed immediately prior to rail connecting to ensure that rail connections can be safely applied. However, proving dead may also be required at additional times during the progress of the work.

The RailCorp Substation 1500V DC 2-Pole Hollow Tube Conduit (HTC), Dehn PHE/GII (Dehn) are high impedance testers. High impedance test equipment can be used for proving dead 1500V equipment when the test point at which the proving dead is performed is not part of an OHW Section/Subsection. This test equipment cannot generally be used for proving dead 1500V equipment when the test point at which the proving dead is performed is part of an OHW Section/Subsection. This is because low source resistance often exists between isolated 1500V OHW Sections/Subsections and other live 1500V OHW Sections/Subsections. The Hivotech 1500V DC OHW Tester shall be used for this purpose.



#### **Warning**

Although electrical equipment or a section of OHW is "dead" or de-energised, this does not mean that the equipment or the section of the OHW is safe to work on.

## **5.2. Proving dead 1500 Volt cables**

Prior to work, 1500 Volt dc cables shall be isolated and proven dead at cable/exposed equipment junctions.

**Note 4:** 1500 Volt dc cables shall not be proved dead by spiking.

Before cutting an isolated 1500 Volt dc cable at a worksite that is remote from the worksite location where the cable was proved dead, it shall be identified as the proved dead cable at the worksite by two independent methods. Identification methods include, but are not limited to:

- a) visual tracing
- b) utilisation of an electronic cable tracing device; or
- c) reference to labelling on the cable or the cable enclosure.

## **5.3. Proving dead for equipment inside substations**

1500V equipment inside a substation shall be proven dead with respect to an appropriate negative connection, e.g. rectifiers, 1500V busbars and harmonic filter components such as capacitors.

The capacitors of harmonic filters shall be proved dead to confirm that they have been discharged.

The Approved Test Equipment for use inside substations that are **not** part of an OHW Section/Subsection is a high impedance tester and are (refer SP D 79039):

- 1) RailCorp Substation 1500V DC 2-Pole Hollow Tube Conduit Tester, or
- 2) Dehn PHGE/GII Tester.

The Approved Test Equipment for use inside substations for testing at test points that **are** part of an OHW Section/Subsection is the Hivotech 1500V DC OHW Tester, refer SP D 79039.

All testers shall be checked immediately prior to proving dead and at the completion of the test in order to ensure that the tester was functional throughout the proving dead test. Where the tester has a self-test function, this shall be used for this purpose. Where the

tester does not have a self-test function, this check shall be done on known live 1500 Volt equipment.

Refer to SP D 79039 for Approved Test Equipment details and instructions for use.

## **5.4. Proving dead for equipment outside substations**

### **5.4.1. Test equipment**

Sections of the 1500 Volt OHW system that have been isolated for work shall be proven dead using the appropriate Approved Test Equipment immediately prior to applying rail connections. The test equipment is used to determine if a section of the 1500 Volt OHW system:

- a) is live or dead; or
- b) **after** isolation is safe to rail connect, or
- c) safe to work on **under** Permit conditions.

### **5.4.2. Before connecting to rail**

**A conductor shall not be rail connected unless:**

- a) the conductor has been isolated, and
- b) the Voltage measured is less than 375 Volts d.c.

### **5.4.3. Before issuing an Electrical Permit to Work**

**A conductor shall not be considered safe to work on unless:**

- a) the conductor has been isolated, rail-connected, is included in the Safe Work Area defined by an Electrical Permit to Work, and
- b) the Voltage measured was less than 50 Volts d.c.

### **5.4.4. Measured Voltage**

Based on the measured voltage the Authorised Person shall proceed as per table 6 and 5.4.4...5.4.8 (next page).

**Table 6: Action**

Measured Voltage	Action
> 600V	Report to ESO and seek advice.
>375 and ≤ 600V	Obtain 2nd Hivotech Tester and simultaneously prove dead at same location. If voltage measured on both testers is > 375V, report to ESO and seek advice. If voltage measured on both testers is ≤ 375V, proceed with rail connection, report to the regional engineer during business hours.
≤ 375V	If conductor is isolated, proceed with rail connection where required.
≤ 50V	If conductor is isolated, rail-connected, is included in the Safe Work Area defined by an EPTW, then conductor is safe to work on.

#### 5.4.5. Voltage < 375 V

If the voltage measured is **less than 375V** then rail connecting may proceed without further direction from ESO.

#### 5.4.6. 375V < Voltage < 600V

In the event the measured voltage is in the range **375V to 600V**, the Authorised Person shall obtain a second Hivotech tester and simultaneously prove dead using both testers at the same location. Note that with both Hivotech testers in parallel they will have similar readings. If the voltage measured on both testers is greater than 375V this shall be reported as a defect to the ESO and their advice sought prior to the application of rail connections on the OHW sub-section concerned. The ESO will proceed as described at 5.4.7. below.

#### 5.4.7. Voltage > 600 V

In the event the voltage reads more than **600V** this shall be reported as a defect to the ESO and their advice sought prior to the application of rail connections on the OHW sub-section concerned. The ESO will proceed as described at 5.4.7. below.

#### 5.4.8. Defects

When advised of a defect, the ESO will inform the regional maintenance engineer. The regional maintenance engineer will:

- a. Record a defect for the OHW section concerned;
- b. Carry out an inspection of the OHW as soon as practical in accordance with insulator inspection requirements contained in Service Schedules E08014 (for open track), E08032 (for tunnels) and E08012 (for section insulators) for those insulators separating different electrical sections to identify the degraded insulation;
- c. Carry out all actions necessary to remove the defect.

The technical maintenance plan shall be updated to reflect the inspection.

### 5.4.9. Connecting Test Equipment

The rail to be utilised for the proving dead process is the Traction Rail (refer to section 4) associated with the section of 1500 Volt OHW to be isolated, rail connected and worked on. Should that particular Traction Rail not be available, i.e. a section of rail has been removed, the Traction Rail of the nearest adjacent track can be utilised as the Traction Rail; and hence connected to the rail connection lead (negative return) of the Approved Test Equipment for the proving dead procedure.

Should an associated/adjacent Traction Rail not be available for the prove dead procedure then the Authorised Person is to prove dead the 1500 Volt OHW section to be worked on by visual tracing of the 1500 Volt OHW from another location where the prove dead test procedure can be successfully completed.



#### Warning

An OHW supporting structure or earth stake shall not be utilised for connection to the rail connection lead (negative return) of the Approved Test Equipment.

**Note 5:** When proving dead in outdoor link areas at the:

- a) **Isolating and Rail Connecting Switch Pair** – the test probe shall make contact with the fixed top 1500V contact (not the blade) of the rail-connecting switch to be operated.
- b) **Three-Position Combined Isolating and Rail Connecting Switch** – the test probe shall make contact with the blade of the switch.
- c) **Isolating link** – testing can only be carried out if there is provision to connect the tester to a Traction Rail. the test probe shall make contact with the jaw (not the blade) of the rail-connecting link to be operated.

### 5.5. Proving dead 1500V OHW sections when working from heights

When working at height (i.e. on an elevated work platform (EWP), bucket or ladder) , both at the beginning of a shift and whilst a shift is in progress, the OHW and associated equipment that normally conducts, isolates or may be energised with a voltage of 1500 volts dc shall be tested and proven dead. The test shall be performed prior to coming within the electrical SAD of the OHW and associated equipment as specified in *PR D 78700 Working around Electrical Equipment*. Regardless of work being done under an Electrical Permit, the test shall be performed:

- a) prior to ascending from track level in an elevated work platform (EWP), bucket or ladder up to OHW height, i.e. the OHW and associated equipment shall be tested and proven dead, or
- b) if any section insulator, pennant insulator or air gap is to be passed when working from an EWP, bucket or ladder, i.e. the OHW and associated equipment on the other side of that insulator or air gap shall be tested and proven dead, or
- c) before working at less than the electrical SAD from any mid-track insulator or section insulator, i.e. the OHW and associated equipment on the other side of that insulator shall be tested and proven dead, or
- d) before working at less than the electrical SAD from any OHW or associated equipment located over an adjacent track to that which the EWP, bucket or ladder is located on, i.e. the OHW and associated equipment over the other track shall be tested and proven dead, or
- e) before working at less than the electrical SAD from any exposed conductor such as a bare aerial feeder passing over or near the track on which the EWP, bucket

or ladder is located, i.e. the conductor shall be tested and proven dead or proven rail-connected.

**Note 6:** Only the Hivotech 1500V DC OHW Tester may be used for testing when working from an Elevating Work Platform, Bucket or Ladder.

Refer to SP D 79039 for Approved Test Equipment details and instructions for use.



**Warning**

If the OHW has not been visually traced from a set of rail connections, the OHW shall be considered live until tested and proven dead or proven rail-connected.



**Warning**

When working from an Elevating Work Platform, bucket or ladder, an insulated operating stick shall be used when using the Hivotech 1500V DC OHW Tester.

## 6. Approved equipment

Authorised Persons shall use approved equipment described in SP D 79039 Electrical Tools and Test Equipment. This includes:

- a) 1500V test equipment for testing live/dead;
- b) Temporary barriers to prevent access to live equipment; and
- c) Insulated (operating) sticks.

## 7. Rail Connections

### 7.1. Adjacent live sections or subsections

A rail connection shall be applied between the worksite and each point of isolation. If there is a live section or subsection of OHW adjoining the section/subsection to be rail connected such that a pantograph could bridge between live and rail connected OHW, then the rail connections shall be placed as close as possible to the points of isolation. This is to ensure the quick and proper operation of the protection equipment should faults occur between the live and rail connected sections.

Additional rail connections shall be applied, if necessary, to ensure that each section of the overhead wiring is rail connected on both sides of the worksite, except for:

- a) Dead-end sidings.
- b) Electric Vehicle Maintenance Centres where special instructions apply.

### 7.2. Multiple feeders

Multiple feeders to a section of OHW from the one substation that attach at different locations (for example at a junction) are to be treated as separate sources of supply. Rail connections shall be applied between the worksite and all sources of supply.

### 7.3. Sectioning Hut between worksite and point of isolation

Where there is a Sectioning Hut between the worksite and a point of isolation, rail connections shall be applied to each section/subsection concerned at the Sectioning Hut or between the worksite and the Sectioning Hut.

#### **7.4. Break in overhead wiring**

Additional rail connections shall be applied on each side of a break, if a section of OHW will become discontinuous during the course of work. Alternatively, temporary connections shall be made prior to the work in order to provide a continuous path. These measures are necessary to protect persons against a difference in remote rail potentials transferred to the worksite and persons being exposed to touch potentials.

#### **7.5. Rail connecting pantographs on rail mounted overhead wiring maintenance vehicles**

The rail connecting pantograph of a rail mounted OHW maintenance vehicle, where fitted, shall be raised if the wire is "runnable" and it is otherwise practical to do so.

#### **7.6. Insulated track joints**

Rail connections shall not cause insulated track joints to be short-circuited via the OHW.

#### **7.7. 1500 Volt positive feeders (cable or aerial) originating from substations or section huts**

When working on 1500 Volt positive feeders (cable or aerial) originating from Substations or Sectioning Huts, the OHW end of the feeder shall be rail connected. The Substation or Sectioning Hut end of the feeder should be rail connected if switches or links are provided and it is otherwise practicable.

When working on a cable feeder and the work may result in persons or equipment bridging between the core and the screen, the Rail Earth Contactor (REC) shall also be closed for the duration of the work.

#### **7.8. Equipment within a substation**

For work on 1500 Volt equipment within a Substation it is not necessary to rail connect the equipment except in the case of feeders extending outside the Substation. In this case, only the OHW to which the feeder is connected shall be rail connected as close as practicable to the worksite. (Refer to *PR D 78301 Removal and Restoration of 1500 Volt Supply* section 4.1.)

The REC shall also be closed for the duration of work on a cable feeder if the work may result in persons or equipment bridging between the core and the screen.

#### **7.9. Methods of rail connecting**

Prior to rail connecting, each section/sub-section of the OHW which is to be rail connected shall be isolated (refer to section 2) and proved dead (refer to section 5).

Rail connecting shall be carried out by either:

- a) The operation of rail connecting links (refer to section 8.7) or switches (refer to section 8.6), or
- b) The application of portable rail connection equipment (refer to section 8.4), or
- c) The installation of temporary rail connections (refer to section 8.5).

Where rail connecting links or switches are provided, they shall be used in preference to portable rail connection equipment and temporary rail connections.



**Exception:** Portable rail connection equipment shall be used in situations where work is to be carried out on the rail connecting links or switches which requires the rail connecting links or switches to be opened.

Switches used to rail connect 1500 Volt equipment shall be secured with a Special Lock (refer 2.2) and a DANGER tag applied (refer 2.1).



**Warning**

In order to prevent an undesirable electrolysis situation, overhead wiring “dead legs” or “pennants” which, by design, are directly connected to an OHW structure (i.e. without insulation) shall not be rail connected to the traction rail for an extended period of time as the "dead leg" or "pennant" is earthed via the overhead wiring structure.

Unless working in accordance with *PR D 78702 Guide for the Stringing of 1500V OHW Conductors in the Vicinity of Existing Electrical Equipment*, rail connected overhead wiring shall not be connected to an earth stake or electrode.

## 7.10. Rail connection methods

This section provides a guide to selecting the appropriate method of rail connection. Use the table below to select the particular type(s) of rail connection for a particular application.

Rail Connection Application	Minimum Requirement
Daily/Week-End Isolations – with no requirement for traction return current via rail connected OHW.	Rail connecting links (refer to section 7.7) or switches (refer to section 7.6), and Portable rail connection equipment (refer to section 7.4)
Any isolation with a requirement for traction return current via rail connected OHW.	Rail connecting links (refer to section 7.7) or switches (refer to section 7.6), and / or Portable rail connection equipment (refer to section 7.4) supplemented by Temporary rail connections (refer to section 7.5) as required by the Electrical Engineering Manager.
Isolations where long sections of rails (> 200m) are removed – Traction return current via rail connected OHW.	Rail connecting links (refer to section 7.7) or switches (refer to section 7.6), and / or Temporary rail connections (refer to section 7.5)

The above table represents the minimum requirement.

Alternative connection methods that differ from the minimum requirements described in the table above shall be approved by Electrical Distribution Unit.

Approved alternative arrangements may be substituted if convenient. For example:

- a) An arrangement which is mandatory where a requirement exists to carry traction return currents may be used where no such requirement exists.
- b) An arrangement that is mandatory for a longer time may be used for a shorter time.

## 7.11. Portable rail connections

Approved portable rail connection equipment is identified in SP D 79039 *Electrical Tools and Test Equipment*.



### Warning

Portable bridging equipment shall not be used at feeding air gaps, to provide continuity of rail connection between sections. Portable rail connections shall be used and noted on the schedule.

### 7.11.1. Rail connection procedure

Portable rail connections shall only be applied at the point of the 1500 Volt OHW that has been proved dead immediately prior to rail connecting. The rail connections shall be applied strictly in the following order:

- a) Inspect the equipment for no defects, and the condition of the clamp itself to ensure there is no deterioration, overheating or discharge mark.



**Figure 1 – Condition of a good clamp**

- b) Verify that a “Defect / DANGER” tag is not attached to the equipment and the equipment is in a serviceable condition.
- c) Verify the inspection label indicates the equipment is still within the next due inspection date.
- d) Check that the cable connections on the OHW connection clamp and the rail clamp are tight.
- e) Attach the OHW connection clamp to the insulated stick.
- f) Inspect the condition of the rail, and report any suspected damage, or abnormal condition to the track discipline representative. Proceed if all is OK.
- g) Remove the ballast underneath the rail to ensure that the rail connection clamp can be properly fitted.
- h) Connect the rail clamp to the outside of the foot of the Traction Rail, or to the stud that is attached to the rail for that purpose.

Where the rail connection is made to the second rail, the cable shall be run under both rails.

Refer to section 5 for Identification of Traction Rail.

In audio frequency track circuit areas, connect the cable to the point nominated by the Signals Discipline.

- i) Ensure that the clamp is fully, rather than partially engaged onto the rail. Refer photos following.



- j) Tighten the clamp onto the rail firmly and check the firm connection by pulling it to ensure that it does not come loose.
- k) Connect the OHW connection clamp to the contact wire. This shall be done by drawing the hooked section of the clamp firmly and smartly onto the contact wire. The person applying the rail connections shall maintain the SADs from other conductors to which rail connections are not to be applied, as specified in PR D 78700 Working around Electrical Equipment.
- l) Tighten the OHW connection clamp by rotating the insulated stick in a clockwise direction.
- m) Detach the insulated stick from the OHW connection clamp. If the track is to be available for non-electric train running, the cable shall be secured clear of rolling

stock. The cable connection plate of the OHW clamp shall be positioned in the same direction as the cable when the cable is to be secured clear of the track.

- n) Where possible, the portable rail connection shall be secured to the OHW structure, or other suitable structure, clear of the track to permit the clear passage of diesel hauled trains and work trains.

### **7.11.2. Removing rail connections**

The 1500 Volt OHW to rail connections shall be removed strictly in the following order:

- a) Detach the portable rail connection from the OHW structure, or other applicable structure.
- b) Attach the insulated stick to the OHW connection clamp.
- c) Loosen the OHW connection clamp by rotating the insulated stick in an anti-clockwise direction.
- d) Disconnect the OHW connection clamp from the contact wire.
- e) Disconnect the rail clamp or cable connection.
- f) Inspect the equipment for damage as the clamps and lead may have been carrying traction return currents.
- g) Inspect the rail and report any damage or discharge mark to the track discipline representative.

## **7.12. Temporary rail connections**

This section describes the rail connection method for situations where provision shall be made for traction return current to flow via rail connected OHW. Temporary rail connections should be shown on operating diagrams.

### **7.12.1. Arrangement of temporary rail connections**

Temporary rail connections are those connections that are made via an appropriate bolted clamp arrangement to the catenary **and** a corresponding bolted connection, i.e. not a Pfisterer rail clamp, to either:

- a) The neutral point of an impedance bond, or
- b) The trackside negative bus rail at a substation or section hut, or
- c) Directly to the Traction Rail in a single Traction Rail return area.

For details of the engineering requirements for Temporary Rail Connections, refer to standard EP 95 20 00 06 SI Methods of Rail Connecting 1500 Volt Overhead Wiring.

### **7.12.2. Installing and removing temporary rail connections**

This type of connection shall be installed and removed by persons who have signed on to an Electrical Permit.

### **7.12.3. Installing temporary rail connections**

In order to allow for the erection of the temporary rail connection, the following steps shall be carried out in sequence:

- a) Portable Rail Connecting Equipment, (refer to section 7.4), is erected.
- b) A Permit is issued to allow for the erection of temporary rail connections.

- c) Temporary rail connections are then installed immediately adjacent to the portable rail connection equipment (i.e. at the locations listed on the Permit).

The temporary rail connection shall be secured to the OHW structure, or other suitable structure, clear of the track to permit the clear passage of diesel hauled trains and work trains.

When using the direct rail connection to a single traction rail, the rail connection shall be either to a tapered bolt connection (see note 1 of Drawing EL 0011876) or to a welded stud. Only one cable may be terminated to each tapered bolt or stud. The cable shall be connected to the outside of the rail web. Under no circumstances may any form of rail clamp be used.

When connecting to the neutral point of an impedance bond, prior confirmation shall be received from the Signals Engineer that the particular impedance bond(s) to be used are suitably rated to provide an adequate rail connection.

If it is necessary to pass the cable under one rail to connect to the neutral point of the impedance bond, the cable shall be double insulated at the point where it passes under the rail.

- d) The portable rail connection equipment is removed.
- e) The Permit issued for installation of the temporary rail connections can then be cancelled.

#### **7.12.4. Removing temporary rail connections**

In order to allow for the removal of the temporary rail connection the following steps shall be carried out sequence:

- a) Portable Rail Connecting Equipment (refer to section 8.48.3) is erected immediately adjacent to the temporary rail connections.
- b) A Permit is issued to allow for the removal of temporary rail connections.
- c) Temporary rail connections are then removed.
- d) The portable rail connection equipment is removed.
- e) The Permit issued for removal of the temporary rail connections can then be cancelled.

#### **7.13. Rail connecting switches**

Rail connecting switches, typically installed outside substations, are of a pivoted blade construction, are operated by a hand lever and have two positions labelled "OPEN" and "TO RAIL". The 1500 Volt OHW section is rail connected with the switch in the "TO RAIL" position.

The switches are fitted with a locking pin for locking the switches in either position by a padlock.

##### **7.13.1. Rail connecting switch operating procedure**

- a) The ESO shall instruct the Authorised Person which rail connecting switch is to be operated and the action that is required.
- b) The Authorised Person shall ensure that the rail connecting switch is the correct one, by checking the location and the label on the switch with the written Authority or instruction. The Authorised Person shall also ensure that the rail connecting switch is in the correct position by checking the blade and handle positions.
- c) To operate the rail connecting switch from the "OPEN" position to the "TO RAIL" position the Authorised Person shall:

- i) Check that the rail connecting cables are connected to the rail. This may be done, either by an end to end visual inspection or by testing from the rail connecting jaw using the LR Tester.
  - ii) Check that the 1500 Volt OHW section to be rail connected has been proved dead.
  - iii) Remove the padlock and locking pin from the rail connecting switch handle. Where required, use the locking pin to secure the sections of the hinged type handle.
  - iv) Move the switch handle vertically from the "OPEN" to the "TO RAIL" position, with a single unhesitating movement.
  - v) Check that the switch blade has moved to the "TO RAIL" position.
  - vi) Lock the switch in the "TO RAIL" position by inserting the locking pin and Special Lock in the switch handle.
  - vii) Place a DANGER tag on the operating handle, refer to section 4 Danger Tags.
- d) To operate the rail connecting switch from the "TO RAIL" position to the "OPEN" position, the Authorised Person shall:
- i) Remove the padlock and locking pin from the rail connecting switch handle. Where required, use the locking pin to secure the sections of the hinged type handle.
  - ii) Move the switch handle from the "TO RAIL" position to the "OPEN" position.
  - iii) Check that the switch blade has moved to the "OPEN" position.
- e) The Authorised Person shall then advise the ESO of the rail connection switch operation that has been carried out.

## 7.14. Rail connecting links

### 7.14.1. Description

Rail connecting links are used to rail connect the 1500 Volt OHW for work at locations where use of the portable rail connection equipment is difficult.

The links, of a pivoted blade construction, are operated manually using an operating stick and have two positions labelled "OPEN" and "TO RAIL". The 1500 Volt OHW section is rail connected with the link in the "TO RAIL" position.

### 7.14.2. Rail connecting link operating procedure

- a) The ESO shall instruct the Authorised Person, which rail connecting link is to be operated and the action required.
- b) The Authorised Person shall ensure that the rail connecting link is the correct one, by checking the location and the label on the link with the written Authority or instruction. The Authorised Person shall also ensure that the rail connecting link is in the correct position by checking the blade and handle positions.
- c) To operate the rail connecting link from the "OPEN" to the "TO RAIL" position the Authorised Person shall:
  - i) Prove dead the jaw of the link, refer to section 6 Proving Dead 1500 Volt Equipment, then
  - ii) Using the operating stick, move the blade of the link from the "OPEN" to the "TO RAIL" position with a single unhesitating movement, and then

- iii) The Operator shall advise the ESO of the rail connecting link operation carried out.
- d) To operate the rail connecting link from the "TO RAIL" position to the "OPEN" position, the Authorised Person shall:
  - i) Use the operating stick and move the blade of the link from the "TO RAIL" to the "OPEN" position, and then,
  - ii) The Authorised Person shall advise the ESO of the rail connecting link operation carried out.

## 7.15. Equipment subject to fault currents

Portable rail connection equipment clamps and associated connecting cables shall be inspected for effective operation after use, due to the possibility of damage from fault or traction return current.

Rail connecting links or switches and associated connecting cables shall be inspected for effective operation after being subjected to fault currents.

Defective components shall be replaced.

## 8. Other hazards

When thunderstorms or lightning are in the vicinity of the worksite there is a risk of a strike transmitting a hazardous transient via the OHW or the traction return rail. Please refer to *PR D 78101 General Requirements for Electrical Work*, section 17 "Precautions to be undertaken when lightning is imminent" for further information.

## 9. References

EL D 81064	Local Instruction: Remote Isolation & Rail Connecting Switch
ENA NENS03	National guidelines for safe access to electrical and mechanical apparatus
EP 95 20 00 06 SI	Methods of Rail Connecting 1500 Volt Overhead Wiring
PR D 78101	General Requirements for Electrical Work
PR D 78102	Electrical Hazards and Warnings
PR D 78104	Locking Systems for Electrical Equipment
PR D 78107	Insulated Sticks, Tools and Equipment used for work On, Near or In the Vicinity of Exposed Electrical Equipment – Inspection, Testing, Care and Maintenance
PR D 78301	Removal and Restoration of 1500V Supply
PR D 78302	1500 Volt Authority
PR D 78307	Inspection and Care of Portable Rail-Connecting Equipment for 1500 Volt Overhead Wiring
PR D 78105	DANGER Tags for Electrical Equipment
PR D 78103	Electrical Operational Communication and Records
PR D 78700	Working around Electrical Equipment
PR D 78702	Guide for the Stringing of 1500V OHW Conductors in the Vicinity of Existing Electrical Equipment

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SMS-06-GD-0268	Working around Electrical Equipment ( <i>will be superceded by PR D 78700, above</i> )
SP D 79039	Electrical Tools and Test Equipment