

Engineering System Integrity  
**Engineering Instruction**  
**Electrical Distribution Unit**

# EI D 23-07

## 1500 V Isolations – Adjacent Sections

This Engineering Instruction includes urgent engineering information. Adherence to the information in this Instruction is **MANDATORY**.

---

**Date in Force: 4 October 2023**

**Approved by:**

Sean Budge  
A/Associate Director  
Electrical Distribution Unit

**Date of Review: 1 October 2024**

**Authorised by:**

Aaron Manvell  
A/Engineering Technical  
Publications Manager

**Audience:**

- Authorised Operators Mains
- Authorised Operators (Substations)
- Electrical System Operators (ICON).

**Main Points:**

- Clarifies the safe use of a temporary connection (or bridge).

---

**Primary Affected Document: PR D 78305 1500 Volt Operating Procedures**

### Scope

This Engineering Instruction clarifies the scenario where a temporary bridge cable may be used to connect sections of overhead wire on either side of a Section Isolator or air-gap to ensure both sections remain at rail potential.

### Background

As described in PR D 78305 Section 9.1, when working on 1500 V equipment with an Electrical Permit, rail connections must be applied to ensure each section of the overhead wire is rail connected on both sides of the worksite.

Section 9.11 states 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.

In a very small number of situations the installation of portable rail connections is not achievable to protect the worksite appropriately or is not practicable.

OFFICIAL

---

**Disclaimer**

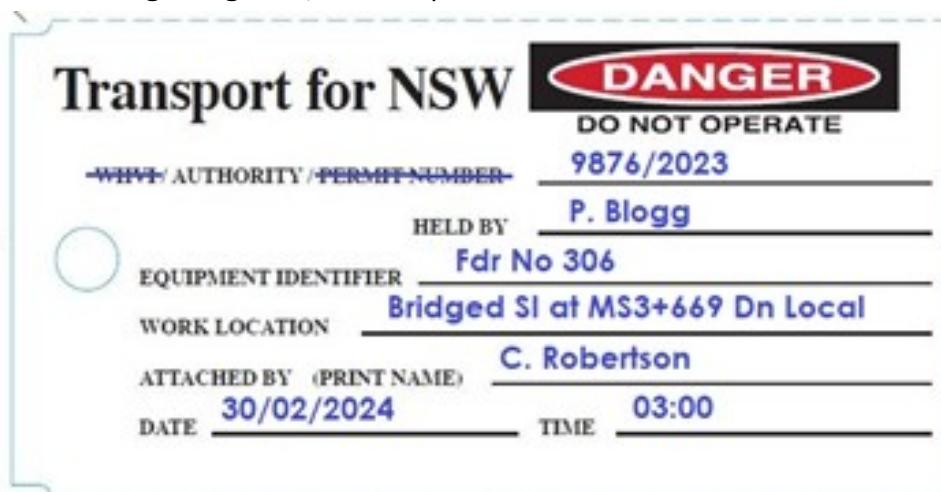
This document was prepared for use by Sydney Trains and its intended recipient. The information in this document is protected by copyright and no part of this document may be reproduced, altered, stored or transmitted by any person without the prior consent of Sydney Trains. Errors or omissions in this document should be reported to [sydneytrainsstandards@transport.nsw.gov.au](mailto:sydneytrainsstandards@transport.nsw.gov.au). Sydney Trains makes no warranties, express or implied, that compliance with the contents of this document shall be sufficient to ensure safe systems or work or operation.

In the situations where the installation of a portable rail connection is not feasible, a temporary bridge cable should be installed to connect the sections on either side of the break in OHW to ensure continuity of the rail connection.

## Action required

A temporary bridge cable may only be used to connect sections on either side of a break (i.e., Section Isolator or air-gap) provided:

1. You have obtained prior written consent from the Associate Director EDU to use a bridge cable at this location.
2. The location of the temporary bridge installation is less than 100m from the traction substation or Section Hut.
3. Once clearance from the ESO has been given to the Authorised Person (Mains) in charge of the Authority they may proceed with proving dead and installing rail connections where required, prior to issuing permits.
4. Before installing the bridge cable between two different sections of OHW the sections either side of the break shall be tested and confirmed to be de-energised.
5. The bridge cable shall be clamped to the OHW conductors on either side of the break ensuring personnel do not encroach the SAD's by using insulated tools.
6. The full length of the bridge cable must be located above the OHW conductor to ensure it is not caught on plant or vehicles passing under, e.g. track machines.
7. A Danger Tag shall be applied to the switches associated with the 1500 V OHW sections that have been bridged together, for example:



8. The bridge shall be noted on PR D 78501 FM02 Portable Rail Connection/Earthing Schedule.
9. Once the work is complete and the Electrical Permit to Work has been surrendered the bridge cable shall be removed, including the Danger Tags and noted on the Portable Rail Connection Schedule.

### Note:

**The Danger Tag is the safety control ensuring the Authority cannot be cancelled (or the OHW re-energised) while the temporary bridge is in place.**

## Contact

Sean Budge – A/Associate Director Electrical Distribution Unit

Mobile: 0412 521 544

OFFICIAL

# Engineering System Integrity Electrical Network Safety Rules

## Engineering Procedure Electrical Distribution Unit

### Electrical Distribution Network Management

# PR D 78305 1500 Volt Operating Procedures

Version 1.7  
Date in Force: 4 February 2022

Approved by: Associate Director  
Electrical Distribution Unit  
Engineering System Integrity

Authorised by: Engineering Technical  
Publications Manager  
System Integrity

## Disclaimer

This document was prepared for use by persons in connection with works near or on/within the rail network electricity system operated by Sydney Trains. Sydney Trains makes no warranties, express or implied, that compliance with the contents of this document shall be sufficient to ensure safe systems or work or operation. It is the document user's sole responsibility to ensure that the copy of the document it is viewing is the current version of the document as in use by Sydney Trains. To the extent permitted by law, Sydney Trains excludes any and all liability for any loss or damage, however caused (including through negligence), which may be directly or indirectly suffered in connection with the use of this document.

## Copyright

The information in this document is protected by copyright and no part of this document may be reproduced, altered, stored or transmitted by any person without the prior consent of Sydney Trains.

## 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 1500 Volt equipment outside substations as per version 1.2 and earlier versions.
1.5	23 October 2020	Nick Loveday	Revisions arising from SME review
1.6	1 February 2022	ENSR Project Team	Reviewed as part of the ENSR Project.
1.7	4 February 2022	Wayne Halls	Updated Section 6 1500 Volt Isolation

## Summary of changes from previous version

Summary of change	Section
New sections added: <ul style="list-style-type: none"><li>Sectioning Switches</li><li>Two-Position Combined Isolating and Rail Connecting Field Switch</li><li>Isolating and Rail Connecting Switch Pairs</li></ul>	6
Updated document references	

## Table of Contents

<b>1</b>	<b>Purpose and scope .....</b>	<b>5</b>
<b>2</b>	<b>Definitions.....</b>	<b>5</b>
<b>3</b>	<b>Operation of 1500 Volt isolating equipment.....</b>	<b>5</b>
<b>4</b>	<b>Staged Operation .....</b>	<b>6</b>
4.1	Incident Operation.....	6
<b>5</b>	<b>Isolation of 1500 Volt equipment for Safe Access.....</b>	<b>7</b>
5.1	Point of Isolation.....	7
5.2	The point of isolation shall be secured.....	7
<b>6</b>	<b>1500 Volt Isolation.....</b>	<b>8</b>
6.1	Isolation of 1500 Volt Traction Sections.....	8
6.2	Sectioning Switches .....	8
6.2.1	Description .....	8
6.2.2	Sectioning Switch Operating Procedure.....	9
6.3	Two-Position Combined Isolating and Rail Connecting Field Switch .....	10
6.3.1	Description .....	10
6.3.2	Two-Position Combined Isolating and Rail Connecting Field Switch Operating Procedure .....	10
6.4	Isolating and Rail Connecting Switch Pairs .....	11
6.4.1	Description .....	11
6.4.2	To Isolate and Rail Connect the 1500 Volt Overhead Wiring Using Switch Pairs ..	11
6.4.3	To Restore Supply to the 1500 Volt Overhead Wiring Using Switch Pairs .....	12
6.5	Removing Bridges .....	13
6.6	Rectifiers .....	13
6.7	Harmonic filters .....	14
6.8	1500 Volt positive busbar.....	14
6.9	1500 Volt Withdrawable Type Circuit Breakers .....	14
6.9.1	Background.....	14
6.9.2	Racking Procedure .....	14
6.9.3	Withdrawal for Work on the 1500 Volt OHW Section .....	14
6.9.4	Withdrawal for Work on the Circuit Breaker .....	15
<b>7</b>	<b>Identifying the traction rail.....</b>	<b>15</b>
<b>8</b>	<b>Manually Proving Dead 1500 Volt equipment .....</b>	<b>16</b>
8.1	Principles.....	16
8.2	Proving dead 1500 Volt cables .....	17
8.3	Proving dead for equipment inside substations .....	17
8.4	Proving dead for equipment outside substations.....	17
8.4.1	Test equipment .....	17
8.4.2	Before connecting to rail .....	17
8.4.3	Before issuing an Electrical Permit to Work .....	18
8.4.4	Measured Voltage.....	18
8.4.5	Voltage < 375V .....	18

8.4.6	375V < Voltage < 600V.....	18
8.4.7	Voltage > 600V .....	18
8.4.8	Defects.....	19
8.4.9	Connecting Test Equipment .....	19
8.5	Proving dead 1500 Volt OHW sections when working from heights .....	19
<b>9</b>	<b>Rail Connections.....</b>	<b>21</b>
9.1	Adjacent live sections or subsections .....	21
9.2	Multiple feeders.....	21
9.3	Sectioning Hut between worksite and point of isolation.....	21
9.4	Break in overhead wiring.....	21
9.5	Rail connecting pantographs on rail mounted overhead wiring maintenance vehicles .....	21
9.6	Insulated track joints .....	21
9.7	1500 Volt positive feeders (cable or aerial) originating from substations or section huts.....	22
9.8	Equipment within a substation .....	22
9.9	Methods of rail connecting .....	22
9.10	Rail connection methods.....	23
9.11	Portable rail connections.....	24
9.11.1	Rail connection procedure.....	24
9.11.2	Removing rail connections .....	26
9.12	Temporary rail connections.....	26
9.12.1	Arrangement of temporary rail connections.....	26
9.12.2	Installing and removing temporary rail connections .....	26
9.12.3	Installing temporary rail connections .....	27
9.12.4	Removing temporary rail connections .....	27
9.13	Equipment subject to fault currents.....	27
<b>10</b>	<b>Approved equipment .....</b>	<b>28</b>
<b>11</b>	<b>Reference documents.....</b>	<b>28</b>

## 1 Purpose and scope

This procedure describes the operating procedures that are applicable to Transport Asset Holding Entity of New South Wales (TAHE) 1500 Volt system, which includes:

- configuring the system (Switching)
- proving dead
- applying 1500 Volt Rail connections.

## 2 Definitions

Refer to the **Electrical Safety Definitions** page available on the **RailSafe** site.

## 3 Operation of 1500 Volt isolating equipment

### WARNING

**Off Load Isolating equipment shall not be operated on load or fault current. 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) at ICON Electrical 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 *NGE 204 Network Operations* and *NPR 721 Spoken and written communication*.

The ESO shall instruct the Authorised Person:

- Which isolating device is to be operated, and
- 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 until confirmation has been received that the load has been removed. Where practicable, prove dead these devices before opening. For details on operating the equipment refer to local instructions or set out in Section 6.

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.

The Authorised Person shall then as required:

- a. remove Standard Lock
- b. carry out the operation per the Equipment Local Instructions or as set out in Section 6
- c. secure the equipment.

Proving dead is not required before moving a two position isolating and rail connecting switch into the "TO RAIL" position.

---

#### NOTE

If operating the switch for isolating purposes, the switch shall be Danger Tagged. Refer to *PR D 78104 Securing Systems for Electrical Equipment* and for individual cases refer to the Equipment Local Instruction.

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

---

## 4 Staged Operation

Isolating equipment that has an intermediate position or is mechanically interlinked may be secured in the open position, with a special lock and Danger Tag in preparation for operating the switch to the 'To-Rail' position.

### 4.1 Incident Operation

In a life-threatening situation:

- a. It is permissible to move the isolating equipment from the 'CLOSED' position to the "OPEN" position without first proving dead:
  - When ALL circuit breakers (feeders and rectifiers) connected to the 1500 Volt bus-bar are opened by SCADA prior to the switch being opened, and
  - When instructed by an ESO at ICON Electrical.
- b. It is permissible to move the isolating equipment from the 'OPEN' position to the 'To-Rail' position without first proving dead:
  - The 1500 Volt overhead wiring section concerned has been isolated, and
  - When instructed by an ESO at ICON Electrical.

## 5 Isolation of 1500 Volt equipment for Safe Access

### 5.1 Point of Isolation

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.

AND

The effectiveness of the isolation shall be demonstrated by a visible break, or where it is not practicable to demonstrate a visible break, then in accordance with the approved Equipment Local Instruction or as set out in Section 6 for the 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.

**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.**

### 5.2 The point of isolation shall be secured

The isolating device that provides the isolation break shall be secured in accordance with PR D 78104 for the duration of the isolation.

The equipment shall be secured at all times for the duration of an isolation to prevent inadvertent operation of the equipment with a Danger Tag and Special Lock:

- a. where it is outside of a substation or sectioning hut
- 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*.

**NOTE**

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

## 6 1500 Volt Isolation

### 6.1 Isolation of 1500 Volt Traction Sections

Isolation of the 1500 Volt Traction sections/subsections in accordance may be achieved using the following isolating devices:

- Opening Sectioning Switches (refer to Section 6.2)
- Operating Two-Position Combined Isolating and Rail Connecting Field Switches (refer to Section 6.3)
- Operating Three-Position Combined Isolating and Rail Connecting Switches (Edward Keller), refer to *EL D 81020 EDWARD KELLER/ART 1500VDC – 3000A Isolator Equipment Operation*
- Operating Isolating and Rail Connecting Switch Pairs (refer to Section 6.4)
- Operating a Remote Isolating and Rail Connecting (RIRC) switch (refer to *EL E 81064 Remote Isolation and Rail Connecting (RIRC) Switch (Infraco)*)
- Removing 1500 Volt Withdrawable Type Circuit Breakers (refer to Section 6.9)
- Removing bridges (refer to Section 6.5).

Operation of Isolating equipment must be carried out in accordance with the Local Instructions or as set out as follows.

### 6.2 Sectioning Switches

Off Load Isolating.

#### 6.2.1 Description

Sectioning Switches are used to isolate a section of the 1500 Volt overhead wiring (OHW) 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.

## 6.2.2 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

If operating the switch for isolating purposes, the switch shall be Danger Tagged, refer to Section 5.2.

---

### 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

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

## 6.3 Two-Position Combined Isolating and Rail Connecting Field Switch

Off Load Isolating.

### 6.3.1 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 2: 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.

### 6.3.2 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 to Section 5.2).

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

## 6.4 Isolating and Rail Connecting Switch Pairs

Off Load Isolating

### 6.4.1 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 3: Switch Pair Positions**

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

### 6.4.2 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:

- i. Operate the isolating switch from the "CLOSED" to the "OPEN" position with a single unhesitating movement.
- ii. Apply a Special Lock and Danger tag.
- iii. Check that the isolating switch blade has moved to the "OPEN" position.
- iv. 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.
- v. Apply a Danger tag to the rail-connecting switch (refer to Section 5.2).
- 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 PR D 78700.
- Danger tag the isolating switch (refer to Section 5.2).

#### **6.4.3 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.
- 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.
  - 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.
- Danger tag the isolating switch (refer to Section 5.2).

## 6.5 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.

## 6.6 Rectifiers

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

1. Isolating the High Voltage supply to the rectifier transformer.
2. Racking out the DC circuit breaker or opening the positive link.
3. Opening the negative link.
4. 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 10 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.**

## **6.7 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 Section 10 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.**

## **6.8 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.

## **6.9 1500 Volt Withdrawable Type Circuit Breakers**

### **6.9.1 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.

### **6.9.2 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.

### **6.9.3 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 300mm. This may generally be achieved if the front truck wheels of the breaker frame are clear of the cubicle.

#### 6.9.4 Withdrawal for Work on the Circuit Breaker

For work on withdrawable type circuit breakers, the:

- Circuit breaker shall be fully withdrawn
- 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.

### 7 Identifying the traction rail

When proving dead 1500 Volt 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.**

## 8 Manually Proving Dead 1500 Volt equipment

### 8.1 Principles

When it is necessary to manually prove dead, this shall be performed with approved test equipment.

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

- a. isolated for work, and other end of the 1500 Volt Overhead Wiring section concerned has been isolated
- b. proven dead using approved Test Equipment
- c. rail connected where appropriate.

For 1500 Volt 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 1500 Volt 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.

For proving safe to apply rail connections or safe to touch the appropriate approved 1500 Volt testers per *SP D 79039 Electrical Tools and Test Equipment* must be used:

- Test point connected to Traction Overhead Wiring - Low Impedance Voltage Tester
- Test point not connected to Traction Overhead Wiring - High Impedance Voltage Tester.

#### **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.**

## 8.2 Proving dead 1500 Volt cables

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

---

### NOTE

**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.

## 8.3 Proving dead for equipment inside substations

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

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

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.

## 8.4 Proving dead for equipment outside substations

### 8.4.1 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
- b. after isolation is safe to rail connect
- c. safe to work on under Permit conditions.

### 8.4.2 Before connecting to rail

A conductor shall not be rail connected unless:

- a. the conductor has been isolated
- b. the Voltage measured is less than 375 Volt DC.

### 8.4.3 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 Volt DC.

### 8.4.4 Measured Voltage

Based on the measured voltage the Authorised Person shall proceed as per Table 4.

**Table 4: 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.

### 8.4.5 Voltage < 375V

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

### 8.4.6 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 Section 8.4.7.

### 8.4.7 Voltage > 600V

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 Section 8.4.8.

#### 8.4.8 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.

#### 8.4.9 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.**

### 8.5 Proving dead 1500 Volt 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 Volt 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 *SP D 79049 Safe Approach Distances (SADs)*. 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.
- 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.

- 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.
- 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**

**Only a Low Impedance 1500 Volt DC OHW Tester per SP D 79039 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 1500 Volt DC OHW Tester.**

## 9 Rail Connections

### 9.1 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.

### 9.2 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.

### 9.3 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.

### 9.4 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.

### 9.5 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.

### 9.6 Insulated track joints

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

## 9.7 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.

## 9.8 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*)

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.

## 9.9 Methods of rail connecting

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

Rail connecting shall be carried out by either:

- a. The operation of rail connecting links or switches
- b. The application of portable rail connection equipment.
- c. The installation of temporary rail connections.

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

---

### NOTE

**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 and a Danger tag applied.

**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 Stringing of 1500 Volt OHW Conductors in the Vicinity of Existing Electrical Equipment*), rail connected overhead wiring shall not be connected to an earth stake or electrode.**

## 9.10 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 switches and Portable rail connection equipment
Any isolation with a requirement for traction return current via rail connected OHW.	Rail connecting links or switches and or Portable rail connection equipment supplemented by Temporary rail connections 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 switches and/or Temporary rail connections

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 the Regional Electrical Engineer.

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

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

## 9.11 Portable rail connections

Approved portable rail connection equipment is identified in SP D 79039.

### 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.**

### 9.11.1 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 7 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 to photos following.



**Figure 2: Fully engaged clamp**



**Figure 3: Partially engaged clamp (no good)**

- 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.

- I. 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.

### 9.11.2 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.

## 9.12 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.

### 9.12.1 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.
- b. The trackside negative bus rail at a substation or section hut.
- 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 Transport for NSW (TfNSW) standard *EP 95 20 00 06 SI Methods of Rail Connecting 1500 Volt Overhead Wiring*.

### 9.12.2 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.

### 9.12.3 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 9.11), 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 (refer to 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.

### 9.12.4 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 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.

## 9.13 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.

## 10 Approved equipment

Authorised Persons shall use approved equipment described in SP D 79039. This includes:

- a. 1500 Volt test equipment for testing live/dead
- b. Insulated (operating) sticks.

## 11 Reference documents

EL D 81020 EDWARD KELLER/ART 1500VDC – 3000A Isolator Equipment Operation

EL E 81064 Remote Isolation and Rail Connecting (RIRC) Switch (Infraco)

EP 95 20 00 06 SI Methods of Rail Connecting 1500 Volt Overhead Wiring

NGE 204 Network Operations

NPR 721 Spoken and written communication

PR D 78102 Electrical Hazards and Warnings

PR D 78104 Securing Systems for Electrical Equipment

PR D 78301 Removal and Restoration of 1500 Volt Supply

PR D 78700 Working around Electrical Equipment

PR D 78702 Stringing of 1500 Volt OHW Conductors in the Vicinity of Existing Electrical Equipment

SP D 79039 Electrical Tools and Test Equipment

SP D 79049 Safe Approach Distances (SADs)