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1. PURPOSE

The purpose of this rule is to prescribe the protocols for the De-Energisation of Overhead Supply in life-threatening or Emergency situations or for urgent Infrastructure work, in the Public Transport Authority (PTA) Network.

2. GENERAL

De-Energisation of the Overhead Supply requires coordination between Train Controllers and the Electric Control Officer (ECO).

WARNING

Unless the Electrical Representative tells them otherwise, Workers near Electrical Equipment and Electrical Infrastructure must treat it as Live.

3. RESCUE OPERATIONS

In life-threatening or Emergency situations, rescue operations must not be attempted before the ECO or Electrical Representative says that it is safe to do so.

3.1. LIFE-THREATENING AND EMERGENCY CIRCUMSTANCES

In life-threatening situations, the ECO may De-Energise the Overhead Supply before telling the Train Controller.

In Emergency situations, the ECO and affected Train Controllers coordinate De-Energisation of the Overhead Supply.

Where the ECO is not in attendance the Train Controller may De-Energise the Overhead Supply by operating the Emergency key which will De-Energise the Overhead Supply.

3.2. ELECTRIC CONTROL OFFICER AND TRAIN CONTROLLER

WARNING

In life-threatening or Emergency situations, Overhead Supply must also be De-Energised from Adjacent Sections that could allow the affected Section to be electrified by the passage of a Train.

The ECO or Train Controller must obtain as much information about the life-threatening or Emergency situation from the caller as possible.
3.3. ELECTRIC CONTROL OFFICER

De-Energise the Overhead Supply from the affected Overhead Line Equipment (OLE).

As soon as possible, tell Train Controllers about the De-Energisation of the Overhead Supply.

If the Overhead Supply has been De-Energised for a rescue operation, request the Train Controller to apply Blocking Facilities and confirm with the Blocking of Track Section for Electrical Purposes form (BF).

As soon as practicable, tell the Train Controller about the Electrical Section from which Overhead Supply has been De-Energised.

Make a Permanent Record of details about:

- the De-Energisation of the Overhead Supply; and
- if issued, the BF form number.

3.4. TRAIN CONTROLLERS

Once the Overhead Supply has been De-Energised tell the Emergency Services that:

- the Overhead Supply has been De-Energised for rescue purposes only; and
- rescue personnel should not come within one metre of OLE unless advised by an Electrical Representative.

Tell Rail Traffic Crew in affected areas:

- about the Condition Affecting the Network (CAN);
- that Overhead Supply has been De-Energised;
- that people must be kept away from OLE; and
- Rail Traffic Crew must not come within one metre unless advised by an Electrical Representative.

Make a Permanent Record of:

- the CAN; and
- the De-Energisation of the Overhead Supply.

3.5. WHEN THE LIFE-THREATENING OR EMERGENCY SITUATION IS OVER

Once the life-threatening or Emergency situation is over and work is still required to be carried out, earthing must be applied and where required, the Overhead Supply must be De-Energised in accordance with Rule 2017 Working Around Electrical Infrastructure.
4. DE-ENERGISATION OF OVERHEAD SUPPLY FOR URGENT ENGINEERING WORK

If urgent engineering work on Electrical Infrastructure is needed to prevent OLE failure, Overhead Supply may be De-Energised without being Advertised.

4.1. ELECTRICAL REPRESENTATIVE

Ask the ECO to De-Energise the Overhead Supply for urgent engineering work.

4.2. ELECTRIC CONTROL OFFICER AND TRAIN CONTROLLER

Confer and agree about:
- which Electrical Section the Overhead Supply will be De-Energised from; and
- when the Overhead Supply can be De-Energised.

4.3. ELECTRIC CONTROL OFFICER

The ECO prepares a BF for De-Energisation of Overhead Supply and issues the BF to the Train Controller.

The Train Controller must give Authority to De-Energise the Overhead Supply on the BF.

When De-Energisation of the Overhead Supply is due, ask the Train Controller to give the Authority to De-Energise the Overhead Supply.

4.4. TRAIN CONTROLLERS

The Train Controller must get assurance from the ECO that the details of the BF for De-Energisation correspond with the overhead section from where the Overhead Supply will be De-Energised.

The Train Controller must make sure or get assurance that the Sections from where the Overhead Supply will be De-Energised are Clear of Rail Traffic.

The Train Controller must tell Rail Traffic Crew and affected Workers about the affected Sections.

The Train Controller must make sure that Blocking Facilities have been applied to Signalled Routes and Protection has been applied to unsignalled Routes.

The Train Controller must prevent all Rail Traffic from entering the De-Energised Sections by:
- setting Signals at Stop;
- applying Blocking Facilities; and
- making sure that Protection has been applied to prevent entry by way of unsignalled Routes.
The **Train Controller** must give the **ECO Authority** to **De-Energise** the **Overhead Supply**.

Make a **Permanent Record** of the **Authority** and the **De-Energisation** of the **Overhead Supply**.

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### 5. RESTORING OVERHEAD SUPPLY

The **ECO** must coordinate the restoration of the **Overhead Supply**.

**Overhead Supply** must be restored in accordance with the requirements specified in **Rule 2017 Working Around Electrical Infrastructure**. The **ECO** must tell the **Train Controller** when **Overhead Supply** has been restored.

The **Train Controller** must make a **Permanent Record** of the time that the **Overhead Supply** was restored.

If **Blocking Facilities** are no longer needed the **Train Controller** must remove the **Blocking Facilities**.

#### 5.1. TELL AFFECTED TRAIN CONTROLLERS THAT OVERHEAD SUPPLY HAS BEEN RESTORED

The **Train Controller** may **Authorise** the **Overhead Supply** to be restored only after receiving assurance that rescue personnel and their equipment are **Clear**.

This assurance can only be given by the **Electrical Representative**.

The relevant **Train Controller** gives clearance to restore **Overhead Supply** if the supply was **De-Energised** due to a life threatening or **Emergency** situation.

#### 5.1.1. Electric Control Officer

After ensuring it is safe to do so, restore **Overhead Supply** and inform the relevant **Train Controller**.

#### 5.1.2. Train Controllers

Tell other affected **Train Controllers** that **Overhead Supply** has been restored.

If **Blocking Facilities** are not needed for **Work On Track**, remove:

- **Signal Protection** from **De-Eenergised OLE**; and
- **Protection** applied to unsignalled **Routes**.

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### 6. KEEPING RECORDS

The **Train Controller** and the **ECO** must make a **Permanent Record** of the time when **Overhead Supply** is restored.
7. **REFERENCE**

Rule 2017 Working Around Electrical Infrastructure  
Rule 2019 Planned De-Energisation of Overhead Supply

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8. **EFFECTIVE DATE**

4 December 2017