PUBLIC TRANSPORT AUTHORITY
SAFeworkING RULES AND PROCEDURES

2019
PLANNED DE-ENERGISATION OF OVERHEAD SUPPLY

2019 Planned De-Energisation of Overhead Supply Rev1.01
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1. PURPOSE

The purpose of this rule is to outline the process for planned De-Energisation and restoration of Overhead Supply in the Public Transport Authority (PTA) Network. Removing Overhead Supply requires coordination between the Train Controller and Electric Control Officer (ECO).

**WARNING**
De-Energisation of the Overhead Supply does not prevent Rail Traffic from operating within the De-Energised area.

2. GENERAL

Only Train Controllers may give Authority for the De-Energisation of Overhead Supply. Overhead Supply must be De-Energised only:
- if all prescribed approvals have been obtained; and
- in accordance with the requirements specified in Rule 2017 Working Around Electrical Infrastructure.

3. ADVERTISING OVERHEAD SUPPLY DE-ENERGISATION

Planned De-Energisation of the Overhead Supply must be Advertised by the Electrical Representative.

4. DE-ENERGISATION OF OVERHEAD SUPPLY

The ECO prepares a Blocking of Track Sections for Electric Traction Purposes (BF) form for De-Energisation of Overhead Supply, and issues the BF to the Train Controller.

If De-Energisation of Overhead Supply affects more than one Train Controller, the Train Controllers for the affected areas must confer and give clearance to De-Energise the Overhead Supply on the BF.

The ECO must obtain Authority from the affected Train Controllers before De-Energisation of the Overhead Supply.
4.1. AFFECTED TRAIN CONTROLLERS

The affected Train Controllers must make sure that the details for the De-Energisation of Overhead Supply are correct and:

- give Authority to the ECO; and
- make a Permanent Record about the De-Energisation of Overhead Supply.

4.2. ELECTRIC CONTROL OFFICER AND TRAIN CONTROLLERS

Before De-Energisation of the Overhead Supply, the ECO must inform the Train Controller of the affected Electrical Section. The Train Controller must check the Electrical Section on the Train Control system.

The ECO and the Train Controller must confer and make sure that details about the Authority to De-Energise the Overhead Supply correspond with the Overhead Sectioning Diagram.

The Train Controller must make sure that, in the Electrical Section to be De-Energised:

- there is no Rail Traffic requiring electric traction that might need to be moved during the period of De-Energisation; and
- the Pantographs of Rail Traffic have been lowered.

4.3. TRAIN CONTROLLERS

The Train Controller must make a Permanent Record of the De-Energisation of Overhead Supply before giving clearance.

The Train Controller must prevent Rail Traffic from entering the Electrical Section by:

- setting Signals at Stop;
- applying Blocking Facilities; and
- making sure that Protection has been applied to prevent entry by way of unsignalled Routes.

4.4. ELECTRIC CONTROL OFFICER

Make sure that the prescribed Authorities have been given by the affected Train Controller.

De-Energise the Overhead Supply.

**WARNING**

De-Energisation of the Overhead Supply may happen sometime after clearance.
5. AUTHORISING TRAVEL BETWEEN LIVE AND DE-ENERGISED SECTIONS

The ECO must Authorise the temporary removal of Blocking Facilities for non-electric Rail Traffic to enter the De-Energised Section.

The Train Controller must not permit electric Rail Traffic to enter or leave a Section where the Overhead Supply has been De-Energised unless:

- their Pantographs have been lowered and air supply isolated; and
- they are hauled by non-electric Locomotives.

6. 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 affected Train Controllers when the work has been completed and Overhead Supply has been restored.

Affected Train Controllers must make a Permanent Record of the time when Overhead Supply was restored.

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

7. REFERENCE

Rule 2017 Working Around Electrical Infrastructure

8. EFFECTIVE DATE

4 December 2017