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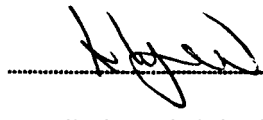
Business Process Document

A.C. electrified lines management of incidents involving damage to overhead line equipment

Endorsement & Authorisation

Endorsed by:



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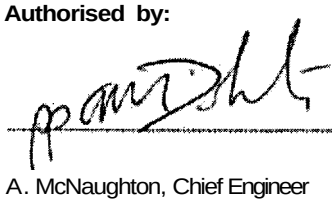

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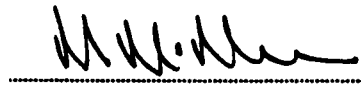

M. McManus, National Standards Manager

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Network Rail

This standard should only be used for reference to ensure 'The Control of Risk' until the compliance date of its replacement standard is reached, upon which this standard will be withdrawn. The development of all new processes and procedures should be to the replacement standard.

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2	April 2006	Re-issued as a SAF3 Business Process Document *(formerly RT/E/G/00003)*

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Contents

1	Purpose	4
2	Scope	4
3	Reference documentation	4
4	Definitions	5
5	Initial actions when called to an incident (before arriving at site)	5
6	Early provisional request for resources (before arriving at site)	6
7	Making OLE safe (on arrival at site)	6
8	Communication and co-ordination	7
9	Assessment of OLE damage	7
10	Assessment of resources	8
11	OLE Recovery plan	8
12	Confirmation of resource requirements	9
13	Regular updating of OLE recovery plan	10
14	Preservation of evidence	10
15	Monitoring of restored OLE	10
16	Review of restoration performance	10
Appendix A	Principal lines of communication (typical)	11

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1 Purpose

The requirements for managing accidents and incidents are set out in Railway Group Standard GO/RT3472 (and associated Guidance Note GO/GN3672). The Standard is wide ranging and deals with electrified and non-electrified lines.

This Guide is intended to assist Network Rail operations, maintenance and engineering staff when damaged overhead line equipment (OLE) has to be restored following an incident.

The Guide is to be read in conjunction with, and actions are to be taken in accordance with, the relevant Network Rail standards, in particular, NR/SP/ELP/29987 and GE/RT8000 Modules AC1, AC2 and AC3 and Module M5.

Incidents range in their severity, geographical extent and their effect on rail traffic and possibly on road and pedestrian traffic at level crossings and elsewhere.

The Guide is intended primarily for those cases where the severity of damage generally requires the presence of a Rail Incident Officer (RIO) on the site. Whilst the Guide is not written for the repair of minor damage which does not warrant the attendance of an RIO, or where repairs can be left to a more convenient time, the contents may be of general help in these situations.

Because of the widely varying circumstances surrounding incidents, the Guide cannot be exhaustive and actions will need to be adapted and supplemented to suit particular situations.

It is in everyone's interest to achieve the earliest safe restoration of overhead line equipment in order to reduce to a minimum train lost minutes, inconvenience to customers, and the reputation of the railway business as a whole.

2 Scope

The Guide applies to the restoration of 25 kV a.c. overhead line equipment:

a) On Network Rail controlled infrastructure and at the interfaces with infrastructure not controlled by Network Rail, for example, interfaces with Train Operating Company depots;
b) To the Maintainer.

3 Reference documentation

GE/RT8000	Railway Group Standard – Rule Book - Modules AC1, AC2, AC3 and M5
GO/RT3472	Railway Group Standard - Incident Management and Evidence Gathering
GO/GN3672	Railway Group Guidance – Incident Management and Evidence Gathering
NR/SP/ELP/29987	Network Rail Business Process Document - Working on or about 25 kV A.C. Electrified Lines

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