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Level 3

Working On or About 25 kV A.C. Electrified Lines

Module 5 Particular Actions to be Taken by the Infrastructure Maintainer

(This module is one of a suite of modules forming Network Rail standard NR/L3/ELP/29987 'Working On or About 25 kV A.C. Electrified Lines')

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1 Purpose

This module will preserve the integrity of the 25 kV a.c. electrification system and promote its safe operation through requirements for actions by the Infrastructure Maintainer. Further requirements for working on or about the electrified lines are contained in the Rule Book Module AC (GE/RT8000/AC).

2 Scope

This module states the requirements for particular actions to be taken by the Infrastructure Maintainer on or about 25 kV a.c. electrified lines.

It is applicable to Network Rail personnel and to Network Rail's contractors.

To provide a consistent approach to working on or about 25 kV a.c. electrified lines, Train Operating Companies may, as best practice, apply this standard to infrastructure they control.

3 Roles and Responsibilities

The general responsibilities of employers, persons on or about the electrified lines and Electrical Control Operators are stated in Module 1.

The Infrastructure Maintainer shall arrange for persons under their supervision to be aware of the danger from live OLE and from live pantographs and other roof-mounted equipment on trains.

The Infrastructure Maintainer shall restrict access to the equipment and into switching station buildings, housings and compounds to only those persons so authorised in accordance with local instructions.

In accordance with the Lifesaving Rules, all staff working adjacent to sealing ends, on risers, bare feeders and associated overhead line feeder switches are to be trained, competent and authorised for this purpose.

In areas equipped with an autotransformer feeder system, the Infrastructure Maintainer shall arrange for their staff to be aware of the feeding arrangements and to understand the particular risks arising from the presence of the autotransformer feeders and associated equipment.

In areas where the Network Rail OLE abuts or is adjacent to the Network Rail (High Speed 1 Ltd) lines, the Infrastructure Maintainer shall arrange for their staff to be aware and conversant with the interface isolation procedure.

In areas where the OLE is in close proximity to other electrification, the Infrastructure Maintainer shall arrange for persons under their control to be aware of the danger from other electrification systems, and where necessary to be conversant with isolation practices.

Note: Other electrification systems include Network Rail (High Speed 1 Ltd), d.c. third and fourth rail systems and tram systems.

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