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Issue	2
Date	December 2005

Business Process Document

Work instruction for Network Rail/Euro Tunnel electrical interface at Folkestone operating and maintenance procedures

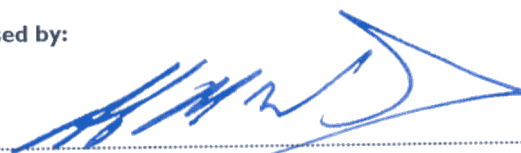
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Issue record

Issue	Date	Comments
2	December 2005	Re-issued as a SAF3 Business Process Document

Implementation

3 December 2005

Compliance

This Network Rail work instruction is mandatory and must be complied with by Network Rail and its contractors from 3 December 2005.

When this work instruction is implemented, it is permissible for all projects, which have formally completed GRIP Level 4, to continue to comply with the Issue of any relevant Network Rail standards current when GRIP Level 4 was reached and not to comply with requirements contained herein unless the head of electrification and fixed plant has stipulated otherwise in the accompanying briefing note.

Where the head of electrification and fixed plant has specified that all projects will comply with the requirements, specific authority not to comply can be sought in the usual manner using the appropriate non-compliance authority processes described in Network Rail standard, [NR/SP/STP/045](#) Managing the process for non-compliance authority (formerly RT/LS/P/045).

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I Introduction

- I.1 The attached document sets out the electrical operating and maintenance procedures for work on the overhead catenary system (OCS), permanent way (Track) and distribution equipment, at the interface between Network Rail (NR) and Euro Tunnel (ET) at Folkestone.
- I.2 This represents the safety procedures agreed by Network Rail (NR) and Euro Tunnel (ET) when working within the interface zone. Although this instruction is in draft form, the information contained within shall be used as the basis for present Operations pending its final ratification.
- I.3 The second draft includes reference to forms NR/ET and ET/NR which have been introduced to replace form 'N' at the Folkestone interface.

Network Rail/Euro Tunnel electrical interface at Folkestone operating and maintenance procedures

I Introduction second draft

This document sets out the electrical operating and maintenance procedures for work on the overhead catenary system (OCS), permanent way (Track) and distribution equipment at the interface between Network Rail (NR) and Eurotunnel (E.T.) at Folkestone.

The electrical sections 600M, 60A, 602L and 603A between the Isolation Transformers provide an Isolation Section to prevent the flow of D.C. traction current towards the Channel Tunnel. Sets of block joints are provided in each end of the Isolation Section and it is essential that both block joint sets in any one line are not bridged simultaneously. Any work that will result in a block joint being bridged out either by OCS line earthing requirements, connections in the OCS between the NR electrical sub sections 600M, 601A, 602L and 603A and abutting electrical sections or by train movement must be planned in consultation between NR and ET to ensure simultaneous bridging does not occur.

2 Division of responsibilities

2.1 Network Rail, Appendix I

The Network Rail (NR) Electrical Control Operator (ECO) at Paddock Wood will be responsible for monitoring and control of the 25kV power supply and for instructing all operations on the following lines/equipment:-

- 2.1.1 Down Goods, between Dollands Moor yard and OCS structure 07-028C at PK 7.935.
- 2.1.2 Down Fast, between Saltwood Tunnel, at CH 106.677 and OCS structure 07-029C at PK 7.953.