

general

Planned removal of the 1500V supply

Purpose

To prescribe the rules for planned removal and restoration of the 1500V supply in the MTS Network.

General

Only Traffic Controllers may give clearance for the removal of 1500V supply.

The 1500V supply must be removed only:

- if all prescribed approvals have been obtained, and
- in accordance with the requirements specified in the *MTS Electrical Safety Rules*.

NOTE:



For planned removal in SMTF Maintenance Buildings and Stabling Roads, see *MGE 226 Planned removal of the 1500V supply in SMTF and Maintenance Buildings*.

For unplanned removal, see *MGE 228 Unplanned removal of the 1500V supply*.

Advertising 1500V supply removal

Planned removal of the 1500V supply must be advertised.

Removal of the 1500V supply from an overhead wiring section must be authorised or notified using an *Authority for Removal of Supply from 1500 Volt Sections* form.

Clearance to remove the 1500V supply

The Engineering Controller must get clearance from the relevant Traffic Controller before removing the 1500V supply.

The Traffic Controller must record, in permanent form, the details about the planned removal of the 1500V supply before giving the clearance.

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If the removal of the 1500V supply affects more than one Traffic Control area, the Traffic Controllers for the affected areas must confer and nominate a coordinating Traffic Controller.

The coordinating Traffic Controller must:

- give the clearance to the Engineering Controller, and
- record, in permanent form, the details about the planned removal of the 1500V supply.

NOTE:



If a station needs to take control of the signalling system after the clearance to remove the 1500V supply has been given, the Traffic Controller must tell the station's Traffic Controller the details about the removal of the 1500V supply.

Apply blocking facilities

Traffic Controllers must prevent rail traffic from entering the isolated 1500V overhead wiring sections by:

- setting signals at stop, and removing any routes set for the portion of line, and
- applying blocking facilities in accordance with MSG 614 Blocking facilities, and
- making sure that protection has been applied to prevent entry by way of unsignalled routes, or by manually operated rail vehicles.



WARNING

If it bridges isolated and live 1500V overhead wiring sections, a raised pantograph will re-energise an isolated section.

Travel between live and isolated sections

Electric Rail Traffic must not enter or leave an isolated 1500V overhead wiring section unless:

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- Their pantographs have been lowered with the air supply isolated, and
- They are hauled by the Battery Electric Locomotive with pantographs lowered and isolated.

If the motive power of approaching rail traffic is not known, before the train may enter an isolated 1500V overhead wiring section, the relevant Traffic Controller must:

- Stop the rail traffic, and
- Determine its motive power.

Restoring 1500V supply

The 1500V supply must be restored in accordance with the requirements specified in the *MTS Electrical Safety Rules*.

When the 1500V supply has been restored, the Engineering Controller must tell affected Traffic Controllers, and the Chief Controller.

Removing blocking facilities

If they are not needed to protect other work in the affected 1500V overhead wiring sections, Traffic Controllers must:

- Remove blocking facilities, and
- Record in permanent form.

Procedures

MPR 705 Removing 1500V supply

Effective date

28 April 2025