

GE/RT8000 - AC2
Rule Book

Module AC2

AC electrified lines

Working on or near to the OLE

Issue 1
June 2003
Comes into force 6 December 2003



Issue	Date	Comments	Comes into force
1	June 2003	Initial issue	6 December 2003



You will need this module if you carry out duties in AC electrified line areas.

Contents

Section

- 1 Using ladders**
 - 1.1 Portable ladders
 - 1.2 Carrying or using ladders

- 2 Using cranes, plant or similar equipment which can be extended**

- 3 Damage to or interference with the electrification fixed equipment or automatic power control (APC) track inductors**
 - 3.1 Preventing damage
 - 3.2 Reporting incidents

- 4 Bonds and continuity of running rails**
 - 4.1 Red bonds
 - 4.2 Reporting defective bonds
 - 4.3 Continuity of running rails

- 5 Types of isolation**

Section

6 Blocking lines to electric trains

- 6.1 General instructions
- 6.2 Procedure at locations where signal box supervisors deal directly with the ECO
- 6.3 Procedure for all other locations
- 6.4 During the blockage
- 6.5 Special switching arrangements
- 6.6 Movement of electric trains towards an isolated section
- 6.7 Altering the extent of an existing isolation
- 6.8 Procedure for cancelling the blockage of lines or sidings to electric trains
- 6.9 Blocking sidings where local isolation is not allowed

7 Issuing Overhead Line Permits

- 7.1 Issuing an Overhead Line Permit
- 7.2 During the work
- 7.3 Changes of personnel within the work group
- 7.4 When the work is completed or suspended

1 Using ladders

The people responsible: all concerned

all concerned

The instructions in this section apply unless some other system of work has been approved and authorised by the REPE as shown in Part A section 3.2 of module AC1 *AC electrified lines: Part A Dangers of the system, description of equipment, personal safety and communications Part B Emergency procedures.*

1.1 Portable ladders

all concerned

When using ladders near OLE, you must only use ladders that are made of:

- wood, or
- other safety approved non-conducting material.

You must not use ladders that are reinforced with metal attachments running along the sides.

Even ladders made of wood or other non-conducting material will not protect you if they come into contact with, or are close to, the live OLE.

However, if you are trained and authorised to do so, you may, on certain types of traction unit, use aluminium ladders that are specially designed, constructed and approved for work at a location authorised by the REPE to:

- clean windscreens, or
- replace windscreen wiper blades.

1.2 Carrying or using ladders

You must take extreme care when carrying or using ladders to avoid coming close to, or in contact with, OLE.

all
concerned

You must not use a ladder that is longer than necessary.

You must carry ladders horizontally and, if necessary, get other people to help you.

2 Using cranes, plant or similar equipment which can be extended

The people responsible: all concerned, COSS

The instructions in this section apply unless some other system of work has been approved and authorised by the REPE as shown in Part A section 3.2 of module AC1.

all concerned

Except in specially defined conditions, you must not use a crane, plant or similar equipment which can be extended, on or near to the OLE unless:

- the COSS has arranged for the OLE to be isolated and earthed, and
- an Overhead Line permit has been issued.

COSS

You must make sure the operator of the crane, plant or similar equipment is told about any electrical hazards when operating a crane, plant or similar equipment.

all concerned

Wherever possible, you must carry out work so that it will not interfere with the OLE.

COSS

If work needs to be carried out that will affect the OLE, you must arrange for the infrastructure maintainer (or other organisation authorised by the REPE) to adjust or remove the OLE.

all concerned

You must take great care not to damage the OLE. If you do cause any damage, you must tell the ECO immediately.

3

Damage to or interference with the electrification fixed equipment or automatic power control (APC) track inductors

The people responsible: all concerned

3.1 Preventing damage

You must take great care to prevent interference with any part of the electrification fixed equipment.

all
concerned

You must not fix any attachment to the electrification fixed equipment unless you have permission from the REPE.

You must get the permission of the relevant Network Rail Regional Engineer before you carry out excavation or other work that is likely to affect the electrification fixed equipment particularly:

- structures
- cables
- other supports or covers.

3.2 Reporting incidents

**all
concerned**

You must immediately report the following to the ECO:

- objects that have been thrown onto, are hanging from, or are otherwise touching the OLE
- damage to the OLE
- OLE that is smoking, excessively flashing or fusing
- broken or displaced return conductors
- damaged or loose APC track inductors.

You must also tell the ECO:

- the lines which are affected, and
- the number on the nearest OLE structure.

4 Bonds and continuity of running rails

The people responsible: all concerned

4.1 Red bonds

You must not disturb bonds that are marked red. If these bonds are disconnected, there could be a dangerous voltage.

all
concerned

You may only disturb a red bond if you are specially authorised to do so by the REPE.

4.2 Reporting defective bonds

You must **immediately** report to the ECO any bond that you find to be broken or defective (other than during planned electrification maintenance work). You must tell the ECO:

all
concerned

- the type of bond concerned
- details of the defect
- location of the bond.

4.3 Continuity of running rails

You must **immediately** report to the ECO any defect that will interrupt the continuity of the running rail such as a broken or parted rail.

all
concerned

If the defect will also affect the the safe operation of trains, you must first report the defect to the signaller or Operations Control.

5

Types of isolation

The people responsible: all concerned

**all
concerned**

There are three types of isolation:

- pre-arranged isolation (see section 6.1 to 6.7 of this module)
- local isolation (see local instructions and also sections 6.2 and 6.8 of this module)
- emergency isolation (see Part B section 1 of module AC1).

When a section or sub-section of OLE has been isolated, you must treat it as being **live** until:

- an Overhead Line Permit has been issued, or
- where local instructions allow this, the OLE has been isolated and earthed and an assurance received as shown in local instructions, or
- it has been made safe in an emergency and the ECO has given an assurance that it is safe. See Part B section 1.2 a) of module AC1.

When an isolation has been granted, this does not mean that train running has been stopped. You must get an assurance from the signaller that trains have been stopped.

6

Blocking lines to electric trains

The people responsible: signal box supervisor, signaller, operations controller, and person in charge of sidings

6.1 General instructions

The ECO will get an assurance that the lines have been blocked to electric trains before isolating any section of the OLE. This does **not** apply in an emergency or as shown in section 6.5 of this module.

all
concerned


During an emergency, the procedure to be used will be carried out as soon as possible after the OLE has been isolated.

In every case where a pre-arranged isolation is to be carried out, the ECO will contact Operations Control or the signal box supervisor or the signaller (whichever is appropriate) and will:

- give a numbered message and details of the isolation
- state the electrical sections or sub-sections to be isolated as shown in the Isolation Instructions together with the agreed time of the isolation
- enter this information on Form AE (RT3112 Blocking Of Lines For Electric Traction Purposes, see page 21 for an example).

If the location of an electrical section or sub-section cannot be described by a number as shown in the Isolation Instructions, the ECO will describe precisely the limit of the blockage.



In this section the term 'all concerned' means signal box supervisor, signaller, operations controller and person in charge of sidings who should carry out these instructions as appropriate.

AC electrified lines: Working on or near to the OLE

6
section**all
concerned**

You must enter this information on Form AT (RT3113 Blocking Of Lines For Electric Traction Purposes, see page 22 for an example) or Form AS (RT3114 Blocking Of Lines For Electric Traction Purposes, see page 23 for an example), whichever is appropriate.

The instructions for closing signal boxes (see section 7.4 d) of this module) will not apply to the blockage unless it forms part of a through route which is left open for traffic when the signal box is closed.

signaller

You must carry out the appropriate rules and regulations when lines need to be blocked to **all** trains.

6.2 Procedure at locations where signal box supervisors deal directly with the ECO

**all
concerned**

This procedure may only be used when authorised in the *Signal Box Special Instructions*. If there is no supervisor, the signaller will carry out the duties of the supervisor.

a) Procedure within the signal box

**signal box
supervisor**

When you receive the numbered message from the ECO, you must:

- record the message in Part 1 of Form AT
- tell each signaller to block each line concerned by the agreed time
- complete Part 2 of Form AT and hand it to each signaller concerned.

signaller

When you have blocked the lines concerned, you must:

- place a reminder appliance on the appropriate lever, button, switch or work station control
- make an entry in Part 3 of Form AT
- return Form AT to the supervisor
- make a suitable entry in the Train Register.

b) Signal boxes or sidings nominated in the signal box special instructions

You must contact each signal box or sidings which controls access to the lines concerned and tell the signaller or person in charge of the sidings:

signal box supervisor

- the numbered message
- the electrical sections or sub-sections which need to be blocked as shown in the Isolation Instructions
- the agreed time of the isolation.

You must then record the message in Part 2 of Form AT.

You must record the message in Part 1 of Form AS.

When you have blocked the lines or sidings concerned, you must:

signaller,
person in
charge of
sidings

- place reminder appliances on the appropriate levers or devices
- complete Part 2 of Form AS
- make a suitable entry in the Train Register or other authorised document and attach Form AS to it
- tell the signal box supervisor.

You must record the acknowledgement in Part 3 of Form AT.

signal box supervisor

When you have received confirmation that the lines or sidings have been blocked, you must tell the ECO quoting the message number and then complete Part 4 of Form AT.

6.3 Procedure for all other locations

**operations
controller**

You must record the numbered message received from the ECO in Part 1 of Form AT and then:

- tell each signaller controlling access to the lines or person in charge of sidings controlling access to sidings that are to be blocked
- give the signaller or person in charge of sidings the numbered message
- record the message in Part 2 of Form AT.

**signaller,
person in
charge of
sidings**

You must record the message in Part 1 of Form AS.

When you have blocked the lines or sidings, you must:

- place a reminder appliance on the appropriate lever or devices
- make an entry in Part 2 of Form AS
- tell Operations Control when you have done this and quote the message number
- get Form AS countersigned by any other signaller involved
- make a suitable entry in the Train Register or other authorised document and attach Form AS to it.

**operations
controller**

You must then record the acknowledgement in Part 3 of Form AT.

When you have been told that the lines or sidings have been blocked, you must tell the ECO quoting the message number and then complete Part 4 of Form AT.

6.4 During the blockage

These instructions apply to all locations no matter which procedure was used to block the line or sidings to electric trains.

all
concerned

a) When the line will stay open to non-electric trains

When the line stays open to non-electric trains, you must not clear the signal controlling the entrance to the section of line concerned until you have made sure the train is not an electric train.

signaller

b) Change of personnel

You must countersign the appropriate form when taking up duty. This is to show that you fully understand the arrangements that are in place and the extent of the blockage.

all
concerned

c) Opening signal boxes

If you open your signal box during the time the line is blocked to electric trains, you must, depending on which procedure was used to block the line:

signaller

- immediately contact the signal box supervisor or Operations Control
- carry out the instructions in 6.2 or 6.3 of this section (whichever is appropriate).

You must tell the ECO if the blockage needs to be adjusted.

signal box
supervisor
or operations
controller

d) Closing signal boxes

signaller

You must not close your signal box unless arrangements have been made to extend the blockage.

6.5 Special switching arrangements

**signal box
supervisor
or operations
controller or
signaller**

When the switching arrangements need the electricity to be switched off from the whole section to isolate a sub-section, the ECO will arrange with you to:

- make sure that the sub-section which will stay isolated when the switching is completed is blocked to electric trains, and
- will then switch off the electricity from the complete section without blocking the section.

The ECO will make sure the electricity is restored to the unblocked sub-section as quickly as possible.

6.6 Movement of electric trains towards an isolated section

signaller

You may authorise the movement if it becomes necessary to make a movement with an electric train:

- beyond the signal protecting an isolated section or sub-section towards the limiting point (as shown in the Isolation Instructions), or
- an unsignalled movement towards the limiting point.

However, a handsignaller must be positioned at the limiting point with instructions to place three detonators on the line 20 metres (approximately 20 yards) apart and show a red hand signal to each train approaching on the line concerned.

You must make sure this is done before allowing the movement to take place.

6.7 Altering the extent of an existing isolation

a) Alteration to be planned in advance

If there is a need to alter the extent of an existing isolation, either to increase or decrease it, this will be considered at the planning stage of the work.

all
concerned

b) Procedure to alter the extent of an existing isolation

If another blockage to electric trains is to be carried out to lengthen or shorten an existing isolation, the ECO will arrange for this blockage to electric trains to be carried out before the initial blockage to electric trains is cancelled.

When you have been told about the alteration to the isolation, you must make appropriate entries in Form AS or AT (whichever is appropriate).

6.8 Procedure for cancelling the blockage of lines or sidings to electric trains

a) What the ECO will do

When the ECO has made sure the OLE is again live and, as far as the ECO is concerned, electric train working can restart, the ECO will give you a numbered message.

signal box
supervisor,
or operations
controller, or
signaller

b) Procedure at signal boxes authorised in the signal box special instructions

This procedure may only be used when authorised in the *Signal Box Special Instructions*. If there is no supervisor, then the signaller will carry out the duties of the supervisor.

AC electrified lines: Working on or near to the OLE

6
section**signal box
supervisor**

When the ECO has given you the numbered message, you must:

- record the message in Part 5 of Form AT
- tell each signaller or person in charge of sidings that the blockage has been cancelled.

**signaller,
person in
charge of
sidings**

When the signal box supervisor has told you that the blockage has been cancelled and the line or sidings are clear and fit for traffic, you must:

- remove any appliance on the appropriate lever, switch, button, workstation control or other device
- resume normal working
- complete Part 6 of Form AT or Part 3 of Form AS (whichever is appropriate)
- make a suitable entry in the Train Register or other authorised document.

c) Procedure for all other locations**operations
controller**

When you have received the numbered message from the ECO, you must:

- record the message in Part 5 of Form AT
- tell the signaller at each signal box, or person in charge of sidings, that the blockage has been cancelled.

**signaller,
person in
charge of
sidings**

When the operations controller has told you that the blockage has been cancelled and the line or sidings are clear and fit for traffic, you must:

- remove any appliance on the appropriate levers or devices
- resume normal working
- complete Part 3 of Form AS
- make a suitable entry in the Train Register or other authorised document.

d) Dealing with completed forms

You must keep your copies of Form AT or AS (as appropriate) as shown in local instructions.

all
concerned

6.9 Blocking sidings where local isolation is not allowed

When an isolation is required in the sidings, you must consult with Operations Control or the signal box supervisor or signaller (whoever is appropriate).

person in
charge of
sidings

You must then arrange with the ECO for the isolation to take place.

You must carry out the instructions in section 6 of this module (whichever is appropriate). However, the ECO may authorise the siding switch to be opened without first opening the circuit breakers feeding the section to which the siding is connected.

You must make sure all personnel working in the sidings are told about the limits of electric train movements and that either:

- reminder appliances are placed on or adjacent to hand points levers that control access to the sidings to be isolated, or
- hand points controlling access to the sidings to be isolated are clipped and padlocked for other routes that are not affected by the isolation.

If the points are controlled from a signal box or shunting panel, you must place reminder appliances on the appropriate levers and make a suitable entry in the Train Register or other authorised document.

signaller,
person in
charge of
sidings

AC electrified lines: Working on or near to the OLE

6

section

person in charge of sidings

When the isolation is no longer needed, you must carry out the instructions in sections 6.8 a) and 6.8 c) of this module (whichever is appropriate) and make sure that:

- reminder appliances and point clips are removed from hand points
- personnel working in the sidings are told that normal working has resumed.

signaller or, person in charge of sidings

If the points are worked from a signal box or shunting panel, you must remove any reminder appliances and make a suitable entry in the Train Register or other authorised document.

Example of Form AE

FORM AE	RT3112 <small>December 2003 (Side 1 of 1)</small>
BLOCKING OF LINES FOR ELECTRIC TRACTION PURPOSES	
PART 1	
FOR ELEC. CONTROL USE ONLY	From Electric Control Operator at To * Operations Control/signal box Supervisor/Signaller at Block to electric trains the lines or routes affected by the isolation of electric sections/sub-sections numbered † and report to me when this has been done. Message No. Sent by Date Received by
PART 2	
	From *Operations Control/signal box Supervisor/Signaller at To Electrical Control Operator at The blockage specified in your Part 1 Message No. has been imposed Message No. Received from Date Received by
PART 3	
FOR ELEC. CONTROL USE ONLY	From Electric Control Operator at To * Operations Control/signal box Supervisor/Signaller at The blockage specified in my Part 1 Message No. is cancelled Message No. Sent by Date Received by If the blockage cancelled by this message has been superseded by a revised blockage, enter new Message Numbers here:- Part 1 Part 2 Date Date
* Delete as required † When part of an electrical section or sub-section cannot be described by a number as given in the Isolation Instructions the location and extent of the blockage must be described precisely.	

AC electrified lines: Working on or near to the OLE 6 section

Example of Form AT (front)

FORM AT	RT3113 <small>December 2003 (Side 1 of 2)</small>
BLOCKING OF LINES FOR ELECTRIC TRACTION PURPOSES	
PART 1	
From Electric Control Operator at	
To * Operations Control/signal box Supervisor/Signaller at	
Block to electric trains the lines or routes affected by the isolation of electric sections/sub-sections numbered †	
.....	
.....	
and report to me when this has been done.	
Message No.	Received from
Date	Received by
Noted by * Operations Control/signal box Supervisor/Signaller	
Date	Time
	..... hours
	..... hours
	..... hours
PART 2	
Details of blockage specified in Part 1 Message No. above advised to the following:-	
* Signaller/Person in charge of sidings at	Date Time
.....	..... hours
.....	..... hours
.....	..... hours
.....	..... hours
.....	..... hours
.....	..... hours
.....	..... hours
.....	..... hours
PART 3	
Acknowledgement received from the following that the blockage specified in Part 1 Message No. above has been imposed.	
* Signaller/Person in charge of sidings at	Date Time
.....	..... hours
.....	..... hours
.....	..... hours
.....	..... hours
.....	..... hours
.....	..... hours
.....	..... hours
.....	..... hours

Example of Form AT (back)

<p>RT3113 <i>December 2003 (Side 2 of 2)</i></p>																								
<p>PART 4 From * Operations Control/signal box Supervisor/Signaller at To Electric Control Operator at The blockage specified in your Part 1 Message No. has been imposed. Message No. Sent by Date Received by</p>																								
<p>PART 5 From Electric Control Operator at To * Operations Control/signal box Supervisor/Signaller at The blockage specified by Part 1 Message No. is cancelled. Message No. Received from Date Received by</p> <p>If the blockage cancelled by this message has been superseded by a revised blockage, enter new Message Numbers here:-</p> <p style="text-align: center;">Part 1 Part 4</p> <p style="text-align: center;">Date Date</p>																								
<p>PART 6 Advice to/acknowledgement from the following that the blockage imposed by Part 1 Message No. above is cancelled.</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; border-bottom: 1px dotted black;">* Signaller/Person in charge of sidings at</th> <th style="text-align: left; border-bottom: 1px dotted black;">Date</th> <th style="text-align: left; border-bottom: 1px dotted black;">Time</th> </tr> </thead> <tbody> <tr><td>.....</td><td>.....</td><td>..... hours</td></tr> <tr><td>.....</td><td>.....</td><td>..... hours</td></tr> <tr><td>.....</td><td>.....</td><td>..... hours</td></tr> <tr><td>.....</td><td>.....</td><td>..... hours</td></tr> <tr><td>.....</td><td>.....</td><td>..... hours</td></tr> <tr><td>.....</td><td>.....</td><td>..... hours</td></tr> <tr><td>.....</td><td>.....</td><td>..... hours</td></tr> </tbody> </table>	* Signaller/Person in charge of sidings at	Date	Time hours hours hours hours hours hours hours
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<p>* Delete as required</p> <p>† When part of an electrical section or sub-section cannot be described by a number as given in the Isolation Instructions the location and extent of the blockage must be described precisely.</p>																								

AC electrified lines: Working on or near to the OLE 6 section

Example of Form AS (front)

FORM AS	RT3114
<small>December 2003 (Side 1 of 2)</small>	
BLOCKING OF LINES FOR ELECTRIC TRACTION PURPOSES	
PART 1	
From Operations Control/signal box Supervisor/Signaller at	
To * Signaller/Person in charge of sidings at	
Block to electric trains the lines or routes affected by the isolation of electric sections/sub-sections numbered †	
.	
.	
and report to me when this has been done.	
Message No.	Received from
Date	Received by
Time received hours	
Noted by * Signaller/Person in charge of sidings	Date Time
Noted by * Signaller/Person in charge of sidings	Date Time
Noted by * Signaller/Person in charge of sidings	Date Time
For continuation of Part 1 use reverse of form	
PART 2	
From * Signaller/Person in charge of sidings at	
To * Operations Control/signal box Supervisor/Signaller at	
The blockage imposed by Part 1 Message No. above has been imposed.	
Sent by	
Received by	
Date Time hours	
PART 3	
From * Operations Control/signal box Supervisor/Signaller at	
To * Signaller/Person in charge of sidings at	
The blockage imposed by Part 1 Message No. above is cancelled.	
Received from	
Received by	
Date Time hours	
* Delete as required	
† When part of an electrical section or sub-section cannot be described by a number as given in the Isolation Instructions the location and extent of the blockage must be described precisely.	

7 Issuing Overhead Line Permits

The people responsible: COSS

7.1 Issuing an Overhead Line Permit

When the nominated person has made sure that the OLE has been isolated and earthed, the nominated person will hand to each COSS of each work group requiring the isolation a separate Overhead Line Permit (see page 29 for an example).

COSS

The nominated person will make sure that you fully understand:

- the working limits on the Overhead Line Permit
- where live equipment is adjacent to, or crosses over, earthed equipment, which equipment is **live** and which is earthed
- the issue of the Overhead Line Permit does not mean that train movements are stopped on the lines concerned. (Where necessary you must make arrangements for approaching trains to be stopped.)

You must sign Part 1 of the Overhead Line Permit and make sure that each person you are responsible for fully understands the conditions shown above before work is allowed to start.

7.2 During the work

You must keep the Overhead Line Permit with you and stay on duty and in control of the site of work until:

COSS

- work is completed and you and those you are responsible for are clear of the line, or
- you are relieved by another COSS, in which case you must hand the Overhead Line Permit to that person and both sign Part 2.

You must tell the new COSS about the conditions shown in section 7.1 of this module.

You must tell the nominated person (either directly or through the ECO) that you have taken over the duties of the COSS.

COSS
coming on
duty

You must immediately tell the ECO if your Overhead Line Permit is lost or misplaced.

COSS

7.3 Changes of personnel within the work group

If other personnel for whom you are responsible come on duty, you must make sure that each person coming onto the site of work after the Overhead Line Permit has been issued fully understands the conditions shown below before being allowed to start work:

COSS

- The working limits on the Overhead Line Permit.
- Where live equipment is adjacent to, or crosses over, earthed equipment, which equipment is **live** and which is earthed.
- Whether trains are continuing to run on the lines concerned and, if so, the arrangements that have been made for the protection of staff.

AC electrified lines: Working on or near to the OLE

7

section

7.4 When the work is completed or suspended

COSS

When the work is completed or suspended, you must make sure all personnel and materials are removed from anywhere near the OLE.

You must then:

- instruct each person for whom you are responsible to treat the OLE as **live and dangerous to life**
- complete Part 3 of Overhead Line Permit showing whether the OLE is fit for the passage of electric trains
- hand the Overhead Line Permit to the nominated person who will countersign it.

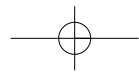
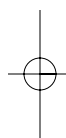
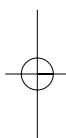
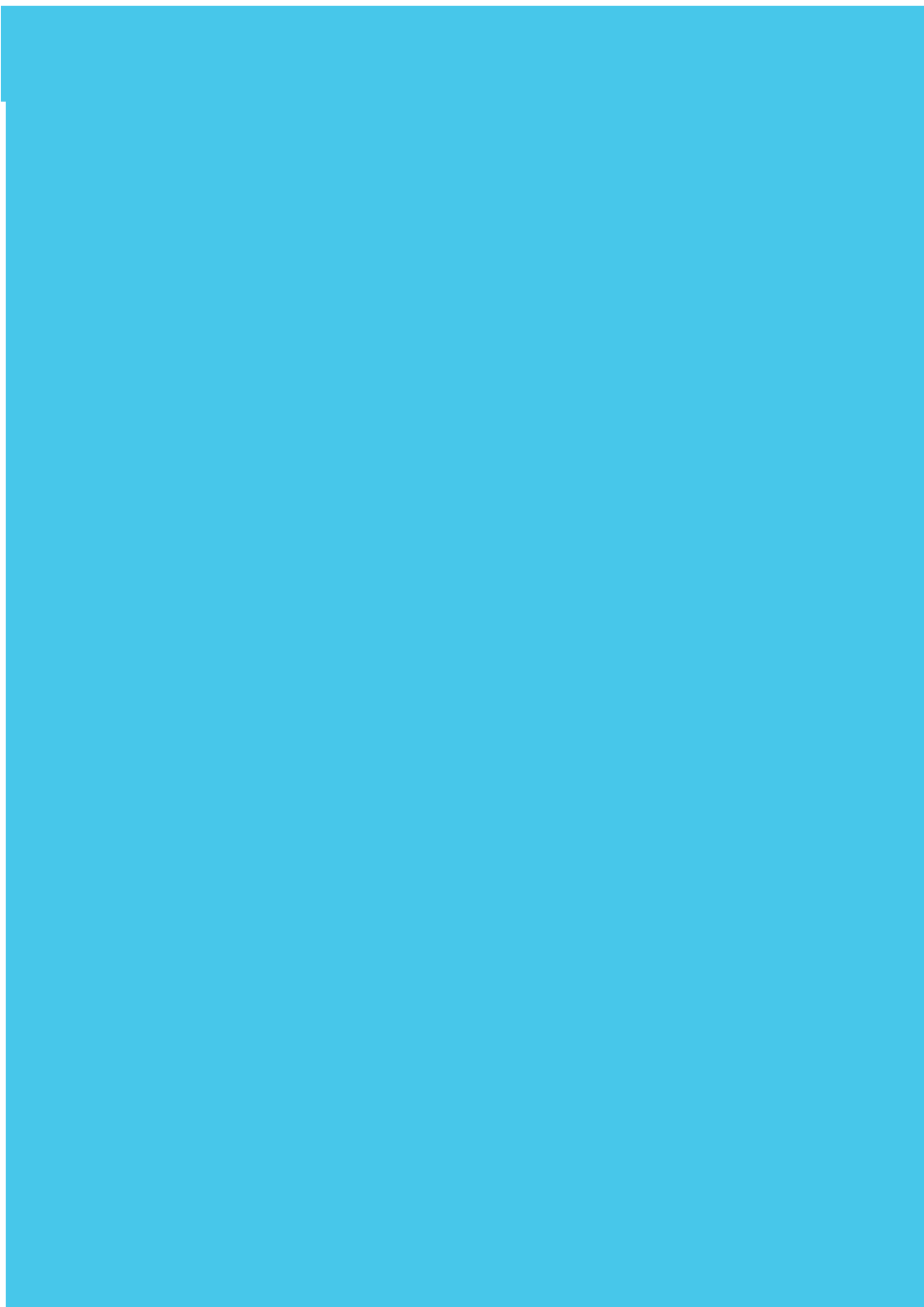
Example of Form C Overhead Line Permit (front)

FORM C	OVERHEAD LINE PERMIT	RT3116	December 2003 (Side 1 of 2)																																				
<p>This form certifies that the overhead line equipment (OLE) including return conductors, and booster transformers, are electrically isolated where necessary and earthed, and constitutes a Permit-to-work on or near these</p> <p>WARNING - THE ISSUE OF THIS PERMIT DOES NOT MEAN THAT TRAIN MOVEMENTS ARE STOPPED ON THE LINES CONCERNED AND WHERE NECESSARY SUCH ARRANGEMENTS MUST BE MADE IN ACCORDANCE WITH THE RULE BOOK GE/RT8000.</p>																																							
<p>Part 1 Issued to (Name) (Cert. No.) (Employer) For the purpose of carrying out the following work, the following equipment is earthed.</p>																																							
Equipment	Working Limits		Line(s)	Remarks																																			
	at/from structure	to structure																																					
Overhead Line Equipment excluding Return Conductors																																							
Return Conductors																																							
Booster Transformers																																							
<p>ALL OTHER OVERHEAD LINE EQUIPMENT (OLE) INCLUDING RETURN CONDUCTORS, AND BOOSTER TRANSFORMERS, MUST BE REGARDED AS LIVE AND DANGEROUS AND MUST NEITHER BE TOUCHED NOR APPROACHED</p> <p>This permit is to be cancelled not later than hours, on date Issued by (name) (signature) Time and Message No. Date I undertake to ensure that all persons for whom I am responsible fully understand the extent of the isolation and the working limits before work commences. Received by (name) (signature)</p>																																							
<p>Part 2 (For use if Permit holder is relieved - continue on back of Form if necessary) I am now in charge of the work under this Overhead Line Permit and fully understand the conditions, and have notified the Issuer or Electrical Control Operator</p> <table border="1" style="width: 100%; border-collapse: collapse; font-size: x-small;"> <tr> <td></td> <td style="text-align: center;">1</td> <td style="text-align: center;">2</td> <td style="text-align: center;">3</td> <td style="text-align: center;">4</td> </tr> <tr> <td style="font-size: x-small;">Name</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td style="font-size: x-small;">Signature</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td style="font-size: x-small;">COSS Certificate No.</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td style="font-size: x-small;">Name of person relieved</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td style="font-size: x-small;">Signature of person relieved</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td style="font-size: x-small;">Date and time (hours)</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>						1	2	3	4	Name					Signature					COSS Certificate No.					Name of person relieved					Signature of person relieved					Date and time (hours)				
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<p>Part 3 The work for which this Permit was issued is completed. All persons for whom I am responsible and all materials are clear of the overhead line equipment (OLE) including return conductors, and booster transformers, and they have all been instructed that the overhead line equipment (OLE) including return conductors, and booster transformers, must now be regarded as LIVE and DANGEROUS. I hereby return my Overhead Line Permit. The OLE is *fit for the passage of electric traction / not fit for the passage of electric traction / other (describe) *delete as required (signature) (name) (Employer) Date Time Received by (signature) (name)</p>																																							

Glossary of terms and abbreviations

The term	Includes or means:
Detonator	A small disc-shaped warning device, designed to be placed on the railhead for protection and emergency purposes. It explodes when a train passes over it.
Hand points	Points that are worked manually by lever independent of any other signalling controls.
Lever	Includes a switch, button or workstation control.
Operations Control	The general term used for Network Rail Operations Control offices.
Protection	Ways of making sure that a line is protected. This includes keeping signals at danger, placing detonators on the line, using a track circuit operating clip and showing a hand danger signal.
Reminder appliance	A device or control used to remind the signaller that a particular lever, button or switch must not be operated at all, or used only under certain conditions.
Traction unit	Locomotive, multiple unit, self-propelled rail vehicle or road-rail vehicle operating in rail mode.
Train	Light locomotive, self-propelled rail vehicle or road-rail vehicle in rail mode.
Train Register	The record that signallers keep of: <ul style="list-style-type: none"> • train times • other information required by the rules and train signalling regulations to be recorded. It includes an occurrence book or other authorised method.

Notes





Corporate member of
Plain English Campaign.
Committed to clearer communication.