

RAILTRACK

Safety & Standards

Briefing Notes for:	Production and Management of Electrification Isolation Documents	
Document No:	GL/RT1252	Issue: 1
Subject Committee(s)	Electrification Subject Committee	
Issue date:	01/04/2000	
Initial Compliance Date	03/06/2000	

BACKGROUND

This document incorporates amendments to the existing GM/RT1006, but due to recent changes in the numbering format of Railway Group Standards it now appears as Issue One of GL/RT1252 and supersedes GM/ RT1006. GM/RT1006 was reviewed against the background of higher speed (in excess of 125mile/h); tilting operations and the introduction of a new traction power supply system. This review identified the need to amend the document in three areas namely:

- the need to present the requirements so as not to preclude the use of an auto-transformer traction power supply system (or any other form of traction power supply);
- the need for the isolation documents to include the consideration of adjacent electrification systems to manage the risk of an incomplete isolation when working in the interface between adjacent electrification systems; and
- standardisation of format, graphics, nomenclature, content and presentation of the isolation documents.

KEY CHANGES INTRODUCED BY THIS STANDARD

- Withdrawal of GM/RT1006 Issue One – Electrification Isolation Documents – Production and Modification
- Introduction of GL/RT1252 Issue One - Production and Management of Electrification Isolation Documents

The document has been categorised in the GL (Electrification) series.

A primary objective of the redraft of the document was to make it generic, and therefore applicable to envisaged future traction power supply arrangements.

The title, synopsis, purpose, scopes and contents list of the document have been revised to reflect the process of production of isolation documents and the need to maintain and manage the upkeep of such documents. The document has been structured accordingly.

The following aspects have been considered in the re-drafting of the document:

- the consideration of adjacent electrification systems where they may affect safe working and also the need to identify hazards at interfaces between different supply systems, particularly those between the auto-transformer systems and the conventional or classic electrification systems. The list of other neighbouring power systems has therefore been expanded and clarified;
- the consideration of **all** points of isolation, including those in trackside buildings, structure-mounted switchgear, etc, as well as those on the overhead line equipment itself. The definition of Isolation Documents has been revised so as not to preclude these; and
- the need to ensure that electrical operating features of auto-transformer systems can be supported within Isolation Documents.

The need was also identified for common and consistent presentation of information on an isolation document within an ECR area, with areas abutting it, and indeed, where reasonably practicable, throughout all electrified lines. Hence the need to standardise the format, graphics, nomenclature, content and presentation of all isolation documents. A revised clause mandates Railtrack to take the lead in sharing best practice with other Infrastructure Controllers concerning electrical references and symbols.

COMPLIANCE

The provisions in this document are to be complied with from 3 June 2000.