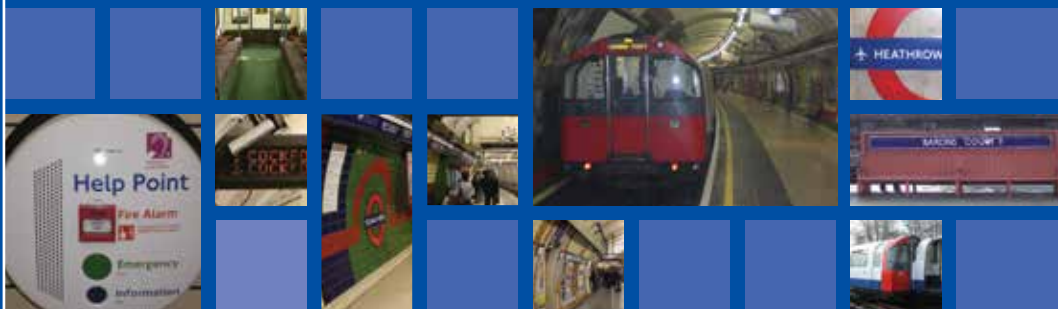


Network Improvement

Piccadilly line supplement

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I General section

I.1 What this supplement is for

This supplement contains information and additional rules to the Rule Book and is a point of reference for when working on the Piccadilly line. It also includes relevant rules and information for when Piccadilly line trains operate over sections of the Metropolitan and District lines.

I.2 Who requires this supplement

You will need this supplement if you work on the Piccadilly line and are:

- London Underground staff
- any person contracted to London Underground
- carrying out maintenance or engineering work.

I.3 General requirements of this supplement

Staff must make sure that they are familiar with the contents of this supplement and any amendments that are subsequently published in the *Traffic Circular* and on the Network Improvement web page of the intranet.

If you are aware of any amendments required to this supplement, please contact Network Improvement.

All concerned



The rules contained within this book can only be deviated from by an LU senior operating officer.

The LU senior operating officer will record a real time risk assessment, which provides adequate controls to mitigate risk.

2 Line information

2.1 Names of tracks

The following information describes sections of line and direction of travel:

Section of line	Direction
Cockfosters to east of Barons Court	To Cockfosters (eastbound)
	From Cockfosters (westbound)
Northfields to east of Barons Court	To Cockfosters (eastbound fast)
	To Cockfosters (eastbound local)
	From Cockfosters (westbound fast) From Cockfosters (westbound local)
Heathrow Terminals 1,2,3 to Northfields direct	To Cockfosters (eastbound)
	From Cockfosters (westbound)
Hatton Cross to Heathrow Terminals 1,2,3 via Terminal 4	From Cockfosters (Heathrow loop)
Heathrow Terminals 1,2,3 to Terminal 5	To Terminal 5 (westbound)
	From Terminal 5 (eastbound)
Ealing Common to junction west of Acton Town	To Cockfosters (eastbound, Ealing)
	From Cockfosters (westbound, Ealing)
Uxbridge to Rayners Lane junction	To Rayners Lane junction (eastbound)
	From Rayners Lane junction (westbound)

Section of line	Direction
Rayners Lane junction to Hanger Lane junction	To Cockfosters (eastbound)
	From Cockfosters (westbound)
Aldwych Branch (single line)	To Aldwych (westbound)
	To Holborn (eastbound)

2.2 Traction current

All concerned



After operating a traction current plunger, you must always get confirmation that traction current has been switched off.

All concerned



Tunnel telephones are provided at strategic locations between Hatton Cross and Heathrow Terminals 1, 2, 3. When operated, traction current will be switched off on the Heathrow loop. They are for emergency use only.

Section ahead and section in the rear traction current plungers are provided at the following stations:

Russell Square

Location of plunger	Section ahead or section in rear	Section affected
Westbound platform 2 Headwall	Section ahead	Russell Square to Leicester Square
Eastbound platform 1 Headwall	Section ahead	Russell Square to Holloway Road

Leicester Square

Location of plunger	Section ahead or section in rear	Section affected
Westbound platform 1 Headwall	Section ahead	Leicester Square to Hyde Park Corner
Eastbound platform 2 Headwall	Section ahead	Leicester Square to Russell Square

Hyde Park Corner

Location of plunger	Section ahead or section in rear	Section affected
Westbound platform 2 Headwall	Section ahead	Hyde Park Corner to South Kensington
Eastbound platform 1 Headwall	Section ahead	Hyde Park Corner to Leicester Square

South Kensington

Location of plunger	Section ahead or section in rear	Section affected
Westbound platform 3 Tailwall	Section in rear	Hyde Park Corner to South Kensington
Eastbound platform 4 Headwall	Section ahead	South Kensington to Hyde Park Corner

Holloway Road

Location of plunger	Section ahead or section in rear	Section affected
Westbound platform 1 Headwall	Section in rear	Manor House to Holloway Road
Eastbound platform 2 Headwall	Section in rear	Russell Square to Holloway Road

Traction current plungers are provided at the following depots:

Cockfosters depot

Section affected	Location of plunger
Main shed	At regular intervals along 52 road, and on the stanchions between 49 and 50 roads. Also on the stanchions between 46 and 47 roads, the wall of 46 road and at the entrance of the shed roads inside the shutters.
Cleaning shed	At the entrance to each road next to shutters and at regular intervals along the walls and on the stanchions.

Northfields depot

Section affected	Location of plunger
Main shed	At the west end, half a car length from the end on the stanchions between 4, 5, 8, 9, 12, 13, 16 and 17 roads. The overhead trolley leads can be isolated by the circuit breakers for 1-11 roads at the east end of the shed on the outside wall by 1 road.
	Two switches on the south wall of the lifting shed (21 road) one car's length from the east and west end respectively. One switch on the partition between the lifting shed and the main shed (20 road) opposite the main entrance.
	The circuit breaker for 12 to 21 roads at the east end of the shed is on the dividing wall by 19 road.

2.3 Rail gap jumper leads

Rail gap jumper leads are stored at the following locations:

Location	
Acton Town	West end of eastbound platform
Arnos Grove	Footbridge by station supervisor's office
Cockfosters	West end of platforms 1 and 2
Northfields	West end of westbound platforms
Oakwood	By station supervisor's office
Rayners Lane	Westbound platform 2 and on the wall at the east end of platform 1
South Harrow	Entrance to sidings
Turnham Green	West end of eastbound platform
Uxbridge	Adjacent to sand drag and disused signal cabin
Uxbridge sidings	Under bridge UT7