

North of Amersham (Mantles Wood)

The ownership boundary is at Mantles Wood at 87.077km. Network Rail (NR) reference is 25 miles 400 yards. The track maintenance boundary is 40 yards north of this boundary at 87.114km (Network Rail post 25.25). The signal maintenance boundary on the southbound (up) road is 30 metres south of the track maintenance boundary. The signal maintenance boundary on the northbound (down) road is 91 metres south of the mile post 25.



This section is non electrified and only National Rail trains operate in this area.

Due to this overlap of assets, and the need to place lookouts, either side of the boundary, London Underground (LU) and Network Rail (NR) staff may be required to work on either side of the ownership boundary.

During LU Traffic Hours, normal railway operating

Staff working on the track in this area should comply with the safety rules for which they are trained (LU or NR), and can be applied throughout the section either side of the boundary north of the Amersham platform on either road. (NR staff are not expected to enter the electrified section and LU staff are not expected to go more than 750 metres past the track access point north of the ownership boundary). This avoids the need to change working practices during passage through the area and reduces the risk of possible confusion to staff. For further details, see the Metropolitan line boundary maps found on the Operational Standards website, under Rule Book Support Documents.

During LU Engineering Hours

LU have specific sets of rules which apply in Engineering Hours when no passenger trains would be running and traction current is switched off.



NR do not have similar arrangements and possessions or joint working with LU and NR protection staff is always required.

When a possession is required

Depending on the nature of the works and the type of possession required a variety of techniques can be employed in this area. Where the required possession limits are either side of the ownership boundary both LU and NR certificated possession staff will be required to take the possession and the way in which this is done should be jointly planned before

Train operating principles-North of Amersham (Mantles Wood)

TOC Trains change between LU and NR operating practices when crossing the ownership boundary at 87.077km which is marked with a line side sign.

Harrow-on-the-Hill (Kenton Road)

The ownership boundary is at 61.257km for both roads. This is 160 metres north of the south face of bridge MR 42 (130 metres south of crossover) on the lines to Neasden North signal box.

Due to this overlap of assets, and the need to place lookouts, either side of the boundary both LU staff, LU staff and NR staff may be required to work on either side of the ownership boundary.

During LU Traffic Hours, normal railway operating

Staff working on the track in this area should comply with the safety rules for which they are trained (LU or NR), and can be applied throughout the section either side of the boundary on either road. (NR staff are not expected to enter the electrified section and LU staff are not expected to pass the track access point at Woodford Place. This avoids the need to change working practices during passage through the area and reduces the risk of possible confusion to staff. For further details, see the Metropolitan line boundary maps found on the Operational Standards website, under Rule Book Support Documents.

During LU Engineering Hours

LU have specific sets of rules which apply in Engineering Hours when no trains would be running and traction current is switched off.



NR do not have similar arrangements and possessions or joint working with LU and NR protection staff is always required.

When a possession is required

Depending on the nature of the works and the type of possession required a variety of techniques can be employed in this area. Where the required possession limits are either side of the ownership boundary both LU and NR certificated possession staff will be required to take the possession and the way in which this is done should be jointly planned before hand.



In order to ensure the safety of all staff, this document serves as guidance to good practice that can be employed on the Metropolitan line/NR interface, when undertaking work on the track.

Train operating principles-Harrow-on-the-Hill (Kenton Road)

Train Operating Companies (TOCs) change between LU and NR operating practises when crossing the ownership boundary at 61.257km which is marked with a line side sign.

Contact telephone numbers

LU Harrow on the Hill signal box – 33105 (LU auto)
LU Amersham Signal Box – 33901 (LU auto)
LU Service Manager – 0207 918 1417 BT or 41417 (LU auto)
Marylebone Signal Control South – 0207 922 9542 or 1200 29542 (LU Auto)
Marylebone Signal Control North – 0207 922 9541 or 1200 29541 (LU Auto)

REMEMBER

- Be aware of the danger from moving trains.
- Obey all safety signs and warnings when you are on or near the track.



When undertaking work at the boundary locations reference should be made to the Network Rail Hazard Directory which is available via the LU intranet.

GENERAL

Chiltern Railways operate over LU track between Kenton Road and Mantles Wood under LU Track Agreement T01.

LU's National Agreements team must be notified of LU applications for possessions and closures affecting Chiltern Railways operations and will consult Chiltern Railways to obtain their consent.

NR radio base stations are located on LU property under licence from LU at a number of locations at stations on or near to the track. The details are shown in SSEA volume ML-M2.

NR London North Western South Territory must be advised of LU possessions on Metropolitan mainline infrastructure between Kenton Road and Mantles Wood.

LU must be notified of possessions on London North Western Territory Marylebone - Aylesbury (Chiltern) line infrastructure near these locations.

NR applications for Third Party Engineer approval should be sought, in the first instance, from the LU Infrastructure Protection Manager.



Metropolitan Line Network Rail / London Underground interface



Local guidance for maintenance staff
working near Network Rail / LU end-on
boundaries

Operational Standards
Issue 04



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Documents

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