

If the stalled train or trains **CANNOT** be moved to a depot or siding before close of traffic

You must tell the TLL or CMO security manager, via the network operations centre:

- “hot outstabling” is taking place
- to arrange for British Transport Police or other security staff to attend.

You must report the incident using IRF and FRC procedures.



The security manager will:

- arrange for mobile security to attend
- provide security guarding until the train or trains can be moved to a secure location, if possible
- liaise with the British Transport Police.



Hot outstabling procedure



Guidance for staff

Operational Standards Issue 01



General

Instances of vandalism have occurred where traction current feeder cables have been deliberately placed on the positive rail, with the intention of removing all the collector shoes on one side of a train and disabling it. We have also had in the past instances where trains have over-run obstructions on the track.

In extreme cases, this has resulted in numbers of trains being outstabled. As a result, outstabled trains have been vandalised.

This “hot outstabling” procedure must be used when due to unplanned service disruption, it might be necessary to outstable trains at other than normal stabling locations.

This procedure provides additional instructions to those shown in the LU Rule Book and TLL procedures, which will still apply.

Fleet staff responsibilities

You must tell the service manager and duty operations engineer if you become aware of:

- damage to a train's shoe gear, or
- loss of power either in service or when trains stable.

Track and signal staff responsibilities

You must tell the service manager and duty operations engineer if you become aware of:

- damage to traction current feeds or signalling systems, or
- reports of items fouling the traction current or running rails.

Emergency Response Unit responsibilities

You must tell the service manager and duty operations engineer if you are called out to deal with:

- track, train or signal incidents, or
- damage to lineside fences where this coincides with these incidents.

Service Managers responsibilities

If any of the above are reported to you, you must consider the possibility of intentional damage or sabotage to track or rolling stock with the aim of trains being outstabled in less secure locations.

You must tell the following about the situation:

- Network Operations Centre, who will arrange for the Rostered Duty Officer and the Security Manager On Call to be informed
- duty operations engineer, who will arrange for the infrastructure duty engineer to be informed.

If the stalled train or trains can be moved to a depot or siding before close of traffic

You must:

- arrange for the train (or trains) to be moved to a depot or siding
- tell the relevant engineering staff
- report the incident using IRF and FRC procedures
- tell TLL or CMO security about the situation, via the network operations centre.



The security manager will arrange for mobile security to attend and liaise with the British Transport Police.



Documents
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