

Information about this document

1. This document contains information about engineer's trains and heritage trains that are permitted to operate on the line(s) and route(s) shown. Other engineering vehicles that do not operate as a train must operate only in a possession, specified area or engineer's current area, as appropriate, and are not included in this document.
2. A valid Certificate of Technical Conformance (CTC), signed by London Underground's Professional Head of Rolling Stock, or signed by a person accredited by London Underground's Professional Head of Rolling Stock, is required for the operation of all trains on London Underground infrastructure.

Note a: It is possible that a train listed in this document, which has previously been permitted to operate over a specific route, is no longer permitted to do so. This would be the case if, for example, the validity of the previous CTC has expired, or if the CTC has been withdrawn. In this circumstance, it is the appropriate manager's responsibility to make sure an amended or new CTC is obtained before further operation of the train over the route concerned.

Note b: It is recognised and accepted that 'old' rolling stock will not necessarily have had a Certificate of Technical Conformance issued before their first operation on London Underground infrastructure.

3. Infrastructure Manager approval must be obtained from London Underground before the first operation of any train listed in this document.
4. Any train listed in this document must operate under a Safety Certificate with the prior agreement of the Safety Certificate Duty Holder.
5. All trains listed in this document must operate in accordance with London Underground rules and, where appropriate, Network Rail rules.
6. Before the operation of any heritage train listed in this document, it is the appropriate manager's responsibility to obtain the prior agreement of the line General Manager (or deputy) concerned.
7. When a change is to be introduced that will affect this document, prior to the operation of the train(s) on the line(s) and route(s) shown, it is the appropriate manager's responsibility to notify London Underground Access Improvement of this change within reasonable timescales. Notification will enable this document to be appropriately updated and uploaded onto the Network Improvement website before the change becomes effective.
8. The routes shown in this document can be varied by the issue of a 'route specific' Route Availability Certificate. This will apply to a train, to a single vehicle/several vehicles (for example, on-track plant) or to a single vehicle/several vehicles in a train formation, only when required to operate entirely within a Possession, Specified Area or Engineer's Current Area. When on-track plant is involved, a valid Plant Approval Certificate will also be required. In all cases, a valid CTC must have been issued.

Abbreviations used in this document

ATP	Automatic Train Protection
BR	British Rail
DBS	DB Schenker
DTG-R	Distance To Go - Radio
EB	Eastbound
GBRf	Great Britain Rail freight
LPTB	London Public Transport Board
LT	London Transport
LU	London Underground
N	Not permitted to operate over the route/section shown
NB	Northbound
P	Permitted to operate over the route/section shown
PWR	Permitted to operate over the route/section shown, subject to one or more explained restrictions
SB	Southbound
SWT	South West Trains
TBTC	Transmission Based Train Control
TS	Tube Stock
WB	Westbound.

Permitted running routes for engineer's trains and heritage trains

19/09/2014

Self powered engineer's trains – Bakerloo line

Vehicle type	Battery loco	Battery loco	Battery loco	TRV pilot cars	Tamping machine	7.5 tonnes cranes	10 tonne twin jib crane	4 wheel diesel loco	Diesel rail milling machine	Diesel rail grinding machine
Stock type	1964	1969	1973	ex-1960 TS	Plasser 07-16	Cowans Sheldon	Cowans Sheldon	Schöma	Schweerbau SFU-04	Schweerbau RGU
Vehicle numbers	L20-L32	L15-L19	L44-L54	L132, L133	TM771, TM772, TM773	C623 C626	TRM 627, TRM 628	1-14	37.081-001/Fz1 37.081-001/Fz2 084.001	PWR2000/02 1120990299 1120990199 EPC6837
Duty Holder	TransPlant Also, see note (b)	TransPlant Also, see note (b)	TransPlant Also, see note (b)	TransPlant Also, see note (b)	TransPlant Also, see note (b)	TransPlant Also, see note (b)	TransPlant Also, see note (b)	TransPlant Also, see note (b)	TransPlant Also, see note (b)	TransPlant Also, see note (b)
Route	Stonebridge Park depot									
	P	P	P	P	P	P	P	P	N	N
Route	Stonebridge Park depot to LU/Network Rail boundary north of Queen's Park north shed (Network Rail lines) LU/Network Rail boundary north of Queen's Park north shed to Kilburn High Road (Network Rail lines). Also, see Note (a)									
	P	P	P	PWR (1)	PWR (1)	PWR (1) (2)	PWR (1) (2)	N	N	N
Route	LU/Network Rail boundary north of Queen's Park north shed to Elephant and Castle, and London Road depot									
	PWR (6) (9)	PWR (6) (9)	PWR (6) (9)	PWR (6) (9)	PWR (3) (6) (9)	PWR (2) (3) (5) (6) (9)	PWR (2) (3) (6) (9)	PWR (4) (6) (9)	PWR (2) (3) (7) (8) (9)	PWR (3) (9) (10) (11)
Route	Harrow & Wealdstone to Stonebridge Park									
	P	P	P	N	N	N	N	N	N	N

Self powered engineer's trains – Bakerloo line (*continued*)

Vehicle type	8 car rail adhesion train	5 car rail adhesion train	4 car pilot unit	Diesel rail grinding machine	
Stock type	1962TS	1962TS	1962TS	Schweerbau RG8	
Vehicle numbers	1407, 9459, 9577, 1682, 1681, 9125, 2406, 1406	1570, 9691, 2440, 9441, 1441	1570, 9691, 9441, 1441	1206130102 1206150102 1206140102	
Duty Holder	LU	LU	LU	TransPlant Also, see note (b)	
Route	Stonebridge Park depot				
	N	N	N	N	
Route	Stonebridge Park depot to LU/Network Rail boundary north of Queen's Park north shed (Network Rail lines) LU/Network Rail boundary north of Queen's Park north shed to Kilburn High Road (Network Rail lines. Also, see Note (a)				
	N	N	N	N	
Route	LU/Network Rail boundary north of Queen's Park north shed to Elephant and Castle, and London Road depot				
	PWR (12)	PWR (12)	PWR (12)	PWR (3) (9) (10) (11)	
Route	Harrow & Wealdstone to Stonebridge Park				
	N	N	N	N	

Self powered engineer's trains – Bakerloo line (*continued*)

Restrictions

- (1) Permitted to operate in transit over this section to gain access to/from Stonebridge Park depot, with permission from Network Rail.
- (2) In traffic hours must only operate in train formation. Permitted to operate under own power in a possession or specified area.
- (3) When working in tube tunnels, must operate under the safety plan for adequate ventilation of diesel engine. The diesel engine must be shut down if the vehicle remains stationary for a time exceeding 10 minutes.
- (4) Must not operate as a single vehicle train; the short wheel base is not guaranteed to operate track circuits, and only one tripcock is fitted (at the cab end).
- (5) Maximum speed must not exceed 20mph/32kph.
- (6) Must not operate on number 1 road at London Road depot.
- (7) Maximum speed must not exceed 15mph/24kph.
- (8) When travelling to / from a work site in a train formation, must operate as last train / first train.
- (9) A table of the applicable conditions and restrictions for all engineer's trains and vehicles operating at Piccadilly Circus crossover during traffic hours, engineering hours (i.e. specified areas and engineer's current areas) and possessions is shown below. Also, see notes 1 and 2 beneath this table.
- (10) Maximum speed must not exceed 25mph/40kph.
- (11) In traffic hours, must only operate as last train and first train. Permitted to operate under own power in a possession or specified area.
- (12) Must only be used for stock transfers, training purposes and test runs, as appropriate.

Note (a) The route from the LU/Network Rail boundary north of Queen's Park north shed, to Kilburn High Road, is available as a diversionary route for reversing at Kilburn High Road via the up platform.

Note (b) Operates under the Trans Plant Safety Certificate, except when working in a possession or specified area.

Self powered engineer's trains – Bakerloo line (*continued*)

Track section	Operational conditions	Known operational restrictions
Piccadilly Circus crossover	Through running movements in the right direction on the northbound line (7 ^B trailing).	Maximum speed 20mph.
	Through running movements in the right direction on the southbound line (7 ^A trailing). See also * below.	Maximum speed 20mph.
	Through running movements in the wrong direction on the northbound line (7 ^B facing).	Maximum speed 5mph.
	Through running movements in the wrong direction on the southbound line (7 ^A facing). See also * below.	1. Maximum speed 5mph. 2. Battery locomotives subject to notes 1 and 2. 3. All other engineer's vehicles subject to note 1.
	Shunt movements from signal BP4 on the northbound line to the southbound platform (7 ^B to 7 ^A crossover move). See also * below.	1. Maximum speed 5mph. 2. Emergency use only when necessary to avoid detrainment or over-crowding, and the associated safety risks. 3. Planned movements of engineer's trains, in a possession, specified area or engineer's current area only, require hand greasing of the right hand switch of 7 ^B points.
	Shunt movements from signal BP10 on the southbound platform to the northbound line (7 ^A to 7 ^B crossover move). See also * below.	Maximum speed 5mph.
	*Movements in any direction over 7 ^A points if wheel skates have been fitted.	1. Maximum speed 5mph. 2. Before movements commence, either: - the wheel skates must be removed from the train, or - the housetop must be removed from the track.

Self powered engineer's trains – Bakerloo line (*continued*)

Notes for Piccadilly Circus crossover

1 - Housetop inspection and lubrication (requirements for wrong direction movements).

Immediately prior to engineer's vehicles being permitted to move in the wrong direction on the through route (southbound) of 7^A points, and prior to the start of traffic following use of these points, the following actions must be taken by an authorised Inspector who has been briefed on the Housetop inspection requirements:

- The Housetop securing bolts must be examined for movement. Tabbed white lines have been marked on the bolt heads and housetop for visual checking of the bolt tightness. The bolts can also be torque checked with a torque wrench set at 420Nm.
- The clearance between the underside of the Housetop and the top of the switch rail must be measured to ensure a gap of 3mm or more is maintained.
- The Housetop must be lubricated along its entire length.

This is a minimum requirement and, where the Housetop will be exposed to a significant amount of engineer's train movements, intermediate inspection and lubrication of the Housetop bolts may be required at the discretion of the Inspector.

The Inspector must carry the relevant tools to enable any loose bolts to be tightened (refer to TH027 Piccadilly Circus 7a Technical Manual).

Should any deterioration of the Housetop support occur that cannot be rectified by the Inspector, further movements in the wrong direction must not take place until the Bakerloo line Track Manager has been contacted and any necessary corrective action completed.

2 - Battery locomotives

The Housetop bolts must be inspected for signs of movement and the Housetop lubricated along its entire length before and after the passage of each individual battery locomotive, or before and after the passage of each individual train consisting of more than one battery locomotive.

Self powered engineer's trains – Central line

Vehicle type	Battery loco	Battery loco	Battery loco	Battery loco	TRV pilot cars	Tamping machine	7.5 tonnes cranes	10 tonne twin jib crane	4-wheel diesel Loco
Stock type	1964	1964	1969	1973	ex-1960TS	Plasser 07-16	Cowans Sheldon	Cowans Sheldon	Schöma
Vehicle numbers	L20-L21	L22-L32	L15-L19	L44-L54	L132, L133	TM771, TM772, TM773	C623, C626	TRM 627, TRM 628	1-14
Duty Holder	TransPlant Also, see note (b)	TransPlant Also, see note (b)	TransPlant Also, see note (b)	TransPlant Also, see note (b)	TransPlant Also, see note (b)	TransPlant Also, see note (b)	TransPlant Also, see note (b)	TransPlant Also, see note (b)	TransPlant Also, see note (b)
Route	All sections excluding Ruislip depot and White City sidings.								
	P	PWR (1)	P	P	P	PWR (1) (5)	PWR (1) (2) (5) (3)	P (1) (2) (5)	PWR (1) (5)
Route	Ruislip depot								
	P	P	P	P	P	P	P	P	P
Route	White City sidings. Also, see note (a)								
	P	PWR (1)	P	P	P	PWR (1) (5)	PWR (1) (2) (5)	PWR (1) (2) (5)	PWR (1) (2) (5)

Self powered engineer's trains – Central line (*continued*)

Vehicle type	Diesel rail grinding machine	Tamping machine	Harsco grinding machine	8 car rail adhesion train	5 car rail adhesion train	Diesel electric locomotives	Diesel rail milling machine	Diesel electric locomotives
Stock type	Schweerbau RGU	Plasser 08-275 4ZW	Permanently coupled 2 car machine	1962TS	1962TS	Ex-BR class 20	Schweerbau SFU-04	GBRf Class 73
Vehicle numbers	PWR2000/02 1120990299 1120990199 EPC6837	TM774	RGH20C2	1407, 9459, 9577, 1682, 1681, 9125, 2406, 1406	1570, 9691, 2440, 9441, 1441	20142, 20227, 20189, 20901, 20905, 20301, 20302, 20304, 20305, 20308, 20096, 20107, 20132, 20311, 20314, 20118	37.081-001/Fz1 37.081-001/Fz2 084.001	73204, 73205, 73206, 73207, 73208, 73212, 73213, 73119, 73141
Duty Holder	TransPlant Also, see note (b)	TransPlant Also, see note (b)	TransPlant Also, see note (b)	LU	LU	LU	TransPlant Also, see note (b)	GBRf
Route	All sections excluding Ruislip depot and White City sidings.							
	PWR (4) (5) (6)	PWR (1) (2) (5) (7) (8)	PWR (1) (2) (3) (5) (8)	PWR (9) (16) (22)	PWR (9) (16) (22)	N	PWR (2) (5) (11) (12)	N
Route	Ruislip Depot							
	P	P	P	P	P	PWR (10) (18)	P	PWR (13) (14) (15) Also, see note (c)
	White City sidings. Also, see note (a)							
	N*#	N*	N*	PWR (17)	PWR (17)	N	N*	N

Self powered engineer's trains – Central line (*continued*)

Vehicle type	4 car pilot unit	Diesel rail grinding machine	Diesel locomotives			
Stock type	1962TS	Schweerbau RG8	Ex-BR class 33			
Vehicle numbers	1570, 9691, 9441, 1441	1206130102 1206150102 1206140102	33012, 33025, 33029, 33207			
Duty Holder	LU	TransPlant Also, see note (b)	N/A Also, see note (d)			
Route	All sections excluding Ruislip depot and White City sidings.					
	PWR (16)	PWR (4) (5) (6)	N			
Route	Ruislip Depot					
	P	P	PWR (19) (20) (21)			
	White City sidings. Also, see note (a)					
	N**	N*	N			

N* The prohibition of these vehicles within White City sidings is because they have fixed wheelbases of 3m or greater and the sidings have unchecked curves of less than 200m radius. The prohibition of the fixed wheel-based vehicles in White City sidings might be able to be removed if an assessment is made of individual vehicles to establish their compatibility with the track geometry within the sidings complex. Where '#' is shown next to 'N*', an assessment has been carried, and approval has been given, for this vehicle to operate only into / out of White City number 15 siding.

N** Must not operate in White City sidings until technical assurance has been given, after which this restriction will be lifted and this document updated.

Self powered engineer's trains – Central line (*continued*)

Restrictions

- (1) Must not operate as a leading vehicle as not ATP fitted.
- (2) In traffic hours must only operate in train formation. Permitted to operate under own possession or specified area.
- (3) Maximum speed must not exceed 20mph/32kph.
- (4) Permitted to operate in a possession or specified area only.
- (5) When working in tube tunnels and/or White City sidings, must operate under the safety plan for adequate ventilation of the diesel engine. The diesel engine must be shut down if the vehicle remains stationary for a time exceeding 10 minutes.
- (6) Maximum speed must not exceed 25mph/40kph.
- (7) Maximum speed must not exceed 30mph/48kph.
- (8) Not permitted to operate east of North Acton station.
- (9) Only permitted to apply sandite on open sections between the following locations:
 - West Ruislip and White City
 - Ealing Broadway and White City
 - Leytonstone and Epping
 - Leytonstone and Woodford via the Hainault loop.
- (10) Must only be used for depot shunting, and to enable the following on the Metropolitan line:
 - New rolling stock delivery
 - Scrap rolling stock dispatch
 - Stock transfers
 - Heritage train operations.
- (11) Maximum speed must not exceed 15mph/24kph.

Self powered engineer's trains – Central line (*continued*)

- (12) When travelling to / from a work site in a train formation, must operate as last train / first train.
- (13) Shoe gear must be in the retracted position at all times.
- (14) GBRf Train Operators must be piloted by LU Test Train Operators.
- (15) Must only be used for shunting within Ruislip depot.
- (16) Must only be used for stock transfers, training purposes and test runs, as appropriate, except for the 5 car and 8 car 62TS rail adhesion trains which can also be used for laying sandite during the leaf fall season.
- (17) Not permitted to operate on roads 4 to 13 inclusive.
- (18) Not permitted to operate on 48, 49 and 50 roads in Ruislip depot.
- (19) Only permitted to operate in Ruislip depot, between the Network Rail link at West Ruislip and Ruislip depot.
- (20) Must only be used for stock deliveries, despatch and associated shunting.
- (21) Must not operate over track where the curvature is tighter than 70m radius.
- (22) When not laying sandite, maximum speed must not exceed 43mph/70kph.

Self powered engineer's trains – Central line (*continued*)

Notes

- (a) Engineer's trains must not operate in siding roads 4 to 13 (both inclusive), i.e. must only operate in siding road numbers 1, 2, 3, 14, 15 and 16, at a maximum speed of 12kph.

(Explanation – The train arrestors in White City sidings are designed to arrest an empty 8 car 1992TS Central line train, weighing 172 tonnes, engaging them at 16kph. For the arrestors to safely arrest a 300 tonne engineer's train, the speed of such a train would require to be reduced to 12kph. Rather than have differential speed restrictions for engineer's trains of greater than, or, less than or equal to 172 tonnes, within White City sidings, all engineer's trains are limited to a maximum speed of 12kph. The prohibition from sidings 4 to 13 inclusive is because these have staff accommodation behind them which, in the event of an overrun, would place staff within the accommodation at risk).

The maximum speed of 12kph is applicable over the feeder road to the sidings, as well as the sidings fan.

(Explanation – because trap points 2721 terminate with the same design of train arrestor that is utilised in the sidings, the speed restriction of 12kph requires to be applied over the feeder road as well as the sidings fan. An overrun through 2721 points and train arrestor could compromise the westbound Central line).

- (b) Operates under the Trans Plant Safety Certificate, except when working in a possession or specified area.
- (c) Permitted area of operation in Ruislip depot includes the spur to the Network Rail link at West Ruislip.
- (d) A Duty Holder (for Safety Certificate purposes) is not required for depot only operations.

Self powered engineer's trains – District line

Vehicle type	Battery loco	Battery loco	Battery loco	TRV pilot cars	Tamping machine	7.5 tonne cranes	10 tonne twin jib crane	4-wheel diesel loco	Sandite de-icer train	Sandite unit
Stock type	1964	1969	1973	ex-1960TS	Plasser 07-16	Cowans Sheldon	Cowans Sheldon	Schöma	Class 930	A60
Vehicle numbers	L20-L32	L15-L19	L44-L54	L132, L133	TM771, TM772, TM773	C623 C626	TRM627 TRM628	1-14	Various	Also, see note (a)
Duty Holder	TransPlant Also, see note (b)	TransPlant Also, see note (b)	TransPlant Also, see note (b)	TransPlant Also, see note (b)	TransPlant Also, see note (b)	TransPlant Also, see note (b)	TransPlant Also, see note (b)	TransPlant Also, see note (b)	TransPlant Also, see note (b)	LU
Route	Ealing Broadway to High Street Kensington Putney Bridge to Upminster Triangle sidings, High Street Kensington to Gloucester Road, Tower Hill to Aldgate Lillie Bridge, Ealing Common, Acton Works and Upminster depots.									
	PWR (1) (18)	PWR (1) (18)	PWR (1) (18)	PWR (1) (18)	PWR (1) (18)	PWR (1) (2) (4) (18)	PWR (1) (2) (18)	PWR (1) (3) (18)	N	PWR (8) (16) (31)
Route	Wimbledon to Putney Bridge East Putney point numbers 697 and 698 to platform numbers 3 and 4.									
	PWR (30)	PWR (30)	PWR (30)	PWR (5) Also, see note (c)	PWR (30)	PWR (2) (4)	PWR (2)	N	PWR (6)	N
Route	Turnham Green to Richmond (LU and Network Rail lines)									
	PWR (7)	PWR (7)	PWR (7)	PWR (7)	PWR (7)	PWR (2) (4) (7)	PWR (2) (7)	N	N (9)	N

Permitted running routes for engineer's trains and heritage trains 19/09/2014

Self powered engineer's trains – District line (*continued*)

Vehicle type	Tamping machine	Harsco grinding machine	8 car rail adhesion train	5 car rail adhesion train	4 car pilot unit	Diesel rail milling machine	6 car asset inspection train (AIT)
Stock type	Plasser 08-275 4ZW	Permanently coupled 2 car machine	1962TS	1962TS	1962TS	Schweerbau SFU-04	1972TS Mk1 and 1967TS
Vehicle numbers	TM774	RGH20C2	1407, 9459, 9577, 1682, 1681, 9125, 2406, 1406	1570, 9691, 2440, 9441, 1441	1570, 9691, 9441, 1441	37.081-001/Fz1 37.081-001/Fz2 084.001	3213, 4213, 3179, 3079, 4313, 3313
Duty Holder	TransPlant Also, see notes (b) and (e)	TransPlant Also, see note (b)	LU	LU	LU	TransPlant Also, see note (b)	LU Also, see note (d)
Route	Ealing Broadway to High Street Kensington Putney Bridge to Upminster Triangle sidings, High Street Kensington to Gloucester Road, Tower Hill to Aldgate Lillie Bridge, Ealing Common, Acton Works and Upminster depots.						
	PWR (2) (10) (18)	PWR (4) (11) (12) (13) (18)	PWR (19) (20) (23) (31)	PWR (1) (19) (20) (31)	PWR (1) (19) (20) (31)	PWR (14) (15) (18) (28)	PWR (17)
Route	Wimbledon to Putney Bridge East Putney point numbers 697 and 698 to platform numbers 3 and 4.						
	PWR (2) (10) (30)	PWR (4) (11) (30)	N	N	N	PWR (5) (14) (15) (18) (28) (30)	N
Route	Turnham Green to Richmond (LU and Network Rail lines).						
	N	PWR (4) (7) (11)	N	N	N	N	N

Self powered engineer's trains – District line (*continued*)

Vehicle type	Diesel rail grinding machine	Diesel rail grinding machine	Diesel electric locomotives	Track recording coach train	
Stock type	Schweerbau RGU	Schweerbau RG8	Ex-BR class 20	Class 73 loco MK1 generator coach High speed track recording coach Plain line pattern recognition 3 coach MK2 barrier coach Class 73 loco	
Vehicle numbers	PWR2000/02 1120990299 1120990199 EPC6837	1206130102 1206150102 1206140102	20142, 20227, 20189, 20901, 20905, 20301, 20302, 20304, 20305, 20308, 20096, 20107, 20132, 20311, 20314, 20118	73107 6261, 6262, 6263 or 6264 999550 1256 9481, 72612 or 9523 73201	
Duty Holder	TransPlant Also, see note (b)	TransPlant Also, see note (b)	LU	DBS	
Route	Ealing Broadway to High Street Kensington Putney Bridge to Upminster Triangle sidings, High Street Kensington to Gloucester Road, Tower Hill to Aldgate Lillie Bridge, Ealing Common, Acton Works and Upminster depots.				
	PWR (11) (18) (21)	PWR (11) (18) (21)	PWR (24) (25) (26) (27) (31)	N	
Route	Wimbledon to Putney Bridge East Putney point numbers 697 and 698 to platform numbers 3 and 4.				
	PWR (11) (21) (30)	PWR (11) (21) (30)	N	PWR (10) (29)	
Route	Turnham Green to Richmond (LU and Network Rail lines)				
	PWR (11) (21) (22)	PWR (11) (21) (22)	PWR (22) (24) (27)	N	

Self powered engineer's trains – District line (*continued*)

Restrictions

- (1) Due to a surface stock friction buffer being installed in High Street Kensington platform 3, operation into this platform for reversing purposes is only permitted during traffic hours in an emergency. The short berth length prevents operation of trains longer than 6 cars into platform 3.
- (2) In traffic hours must only operate in train formation. Permitted to operate under own power in a possession or specified area.
- (3) Must not operate as a single vehicle train; the short wheelbase is not guaranteed to operate track circuits, and only one tripcock is fitted (at the cab end). Permitted to operate only when coupled to at least one other approved vehicle.
- (4) Maximum speed must not exceed 20mph/32kph.
- (5) Must not operate between points 697 & 698 and platform numbers 3 & 4 at East Putney.
- (6) Must not operate between points 697 & 698 at East Putney and Putney Bridge.
- (7) Permitted to operate only between Turnham Green and Network Rail boundary east of Gunnersbury. Permitted to operate on Network Rail owned lines, with the permission from Network Rail, to gain access to/from LU owned section from Gunnersbury to Turnham Green eastbound.
- (8) Permitted to operate only over the section from Ealing Broadway to Acton Town, and in Ealing Common depot. Must not operate east of Acton Town, except on the Piccadilly line, see Piccadilly line table.
- (9) Must not operate over LU lines from east of Gunnersbury to Turnham Green. Operation over Network Rail lines is the responsibility of Network Rail.
- (10) Maximum speed must not exceed 30mph/48kph.
- (11) In traffic hours, must only operate as last train and first train. Permitted to operate under own power in a possession or specified area.
- (12) Not permitted to operate beyond the LU/Tube Lines boundaries east of South Ealing station and east of North Ealing station.
- (13) Not permitted to operate in Acton Works.
- (14) When operating coupled between locos in an approved train formation, maximum speed must not exceed 15mph/24kph.