

Working over arrangements for London Underground Limited trains on Network Rail infrastructure (Bakerloo & District Lines)

**Train speeds
Single line working
Wrong direction movements
Shunting
Trains left on running lines**

3

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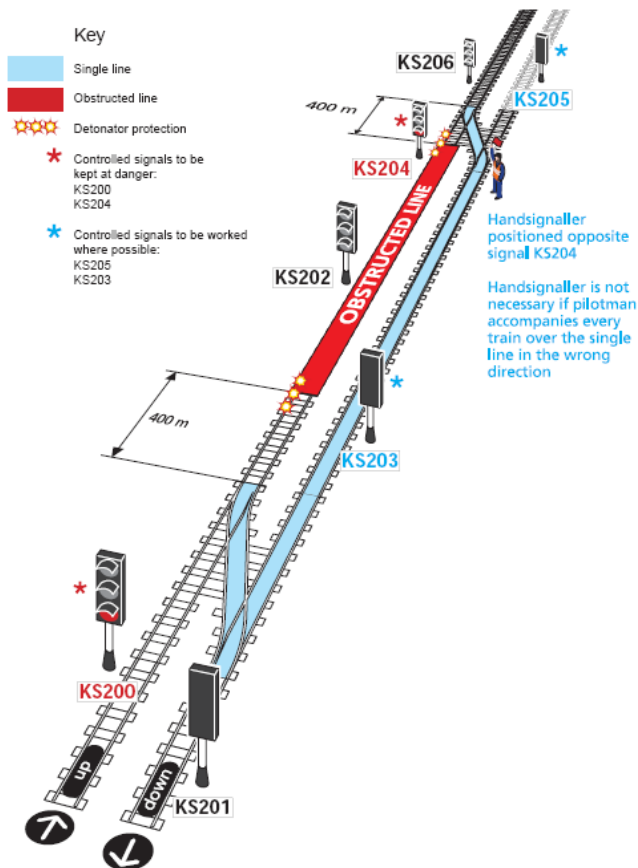
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1 Principles

When one line of a double line becomes blocked, single line working by Pilotman allows trains to travel over the remaining line in either direction. A Pilotman must be appointed to take charge of the single line working.

3 Typical arrangements for Single Line Working



9 Driver's duties during movements over the single line

9.1 Entering the single line

Before entering the single line, you must make sure:

- the Pilotman is properly identified by wearing on the left arm an armband with PILOTMAN in white letters on a red background, or a red flag



- you clearly understand all the instructions the Pilotman has given you
- you have the personal authority of the Pilotman to enter the single line.

You must also make sure the pilotman has given you a RT3193 Driver's Single Line Working Ticket (see example on page 8). However, you do not need this ticket if your train is to enter an obstructed section to:

- assist a failed train
- evacuate customers from a failed train
- remove a portion of a divided train
- remove a train or vehicles that have proceeded without authority.

9.2 Obeying handsignals

When instructed by the Pilotman, you must make sure you clearly understand at which locations your train will be controlled by a handsignal.

You must stop at each of these locations unless a 'proceed' handsignal is shown.

9.3 Right-direction movements

You must obey each signal when travelling over the single line in the right direction.

You do not need to travel at any reduced speed, other than at locations where you must proceed at caution or as described in the instructions in section 9.5 of this module.

You must not pass a signal at danger unless authorised by any of the following:

- Network Rail Signaller
- Pilotman
- handsignaller

When passing a signal at danger, you must carry out the instructions in **Part A** of module S5 *Passing a signal at danger*.

9.4 Wrong-Direction movements

If you are working a train that is required to travel over the single line in the wrong direction, you must consider:

- station working, operating doors and customers safety
- protection arrangements if you have to carry out the requirements of module M1 *Train stopped by train accident, fire or accidental division*.

c) Control of movements

Your train movement in the wrong direction will be controlled by handsignals except where it is possible for shunting signals and position-light signals to be worked normally.

d) Signals on the obstructed line

You must disregard fixed signals on the obstructed line.

e) Safety measures while running

You must:

- travel at reduced speed
- carry out the instructions in module TW7 Wrong-direction movements.

g) Returning to the proper line - no handsignaller

If there is no handsignaller to control wrong-direction movements returning to the proper line, the Pilotman will **accompany you** and will instruct you to stop the train opposite the signal which applies to the obstructed line protecting the crossover where trains return to the proper line.

If the crossover where trains return to the proper line is **facing** to movements you must:

- get the Network Rail Signaller's permission for your train to proceed over the crossover, or
- if a signal is provided for the movement, proceed when the signal is cleared.

If the crossover is **trailing** to movements, you must ask the signaller for instructions about drawing forward and then setting back over the crossover to return to the proper line.

9.5 First train over the single line

If you are the driver of the first train over the single line, you must proceed at caution.

a) When accompanied by the Pilotman

If you are the driver of the first train over the single line, you must stop, if instructed to do so, to allow the Pilotman to:

- tell anyone who is working on or near the line used for single line working that single line working has been introduced
- check that points are properly secured.

b) When not accompanied by the Pilotman

If you are the driver of the first train over the single line you must, if instructed by the Pilotman before you entered the single line, stop and tell anyone who is working on or near the line used for single line working:

- that single line working has been introduced, and
- the line over which it applies.

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9.6 Disposing of RT3193 Driver's Single Line Working Ticket

a) When accompanied by the Pilotman

On reaching the end of the single line you must:

- cancel your ticket by writing CANCELLED across it
- give the ticket to the Pilotman.

b) When not accompanied by the Pilotman

You do not need to stop at the end of the single line to give up the ticket unless specially instructed to do so. However, you must:

- as soon as possible, cancel the ticket by writing CANCELLED across it
- hand the ticket in when you book off duty.

14 Withdrawing single line working

14.1 Pilotman's authority

Only the Pilotman can authorise the withdrawal of single line working.

14.4 First train through the section

If you are the driver of the first train through the section, you must stop if instructed by the signaller to do so, to tell anyone working on or near the line that was used for single line working:

- that single line working has been withdrawn, and
- whether the obstructed line is open or is to stay blocked.

Example of RT3193 Driver's Single Line Working Ticket (side 1)

RT3193
December 2009 (Side 1 of 2)

DRIVER'S SINGLE LINE WORKING TICKET
MOVEMENT IN THE RIGHT DIRECTION

(Form referred to in Rule Book module P1)

Single Line Working applies over the line
between the crossover which is facing/trailing* to your train at:
. and the crossover which is facing/trailing*
to your train at

Handsignaller appointed at

AHB level crossing locally
operated at:

Other instructions:

(* delete as required)

SIGNED (Name of Pilotman)

REMINDER TO DRIVER - If it is necessary to pass a signal at Danger, you must
approach cautiously any points, switch diamonds or swing-arm crossings and do NOT
exceed 10 mph, when passing over them. The instructions in Rule Book module S3
apply

This ticket must be disposed of as shown in Rule Book module P1

1 Communications

1.1 Reminding the Network Rail Signaller

When your train is detained at a signal at danger on a running line, you must remind the signaller by one or more of the following means:

- telephoning from the signal
- going to Richmond signal box on the District line only
- in exceptional circumstances using the train radio via the LUL line controller.

Except as otherwise shown in this module, you must contact the signaller as soon as possible.

However, you can wait for up to two minutes before contacting the signaller if you can see an obvious reason for the signal to be at danger such as:

- the section ahead being occupied by a train
- a conflicting movement being made at a junction.

1.2 Using any other telephone

If the telephone at the signal at which your train is standing has failed, you must carry out the instructions shown in section 2.3.

2 Train detained at a signal with a telephone

2.1 Contacting the Network Rail Signaller

a) Standard arrangement

When your train has stopped, you must, as soon as possible, tell the Network Rail Signaller

- your train description
- the letters and number of the signal at which your train is detained.



Standard sign for telephone

The Network Rail Signaller will tell you the reason for the delay and if necessary, instruct you to wait for the signal to clear. You do not need to comply with this section immediately, but can wait for a maximum of two minutes before contacting the Network Rail Signaller if you can see an obvious reason for the signal being at danger, such as



Non-Standard
sign (example)

- the section ahead is occupied by a train
- a conflicting movement is being made at a junction
- your train is closely following others approaching major stations.

b) **Non-standard arrangement**

If there is a number on the telephone sign at the signal, you must contact the signaller within the number of minutes shown.

or

Any other specified time.

c) **Contacting the Network Rail signaller again**

If your train is required to stay at any signal, you must contact the Network Rail Signaller every five minutes unless the Network Rail Signaller gives you other instructions.

2.3 **If the telephone at the signal has failed**

a) **Contacting the Network Rail Signaller**

If the telephone at the signal at which your train is standing has failed, you must contact the Network Rail Signaller in the quickest way possible by:

- using the telephone at another signal
- using a lineside telephone
- going to Richmond signal box on the District Line only
- in exceptional circumstances using the train radio via the LUL Line Controller.

b) **Using another signal telephone or a lineside telephone**

If you use a telephone that is not at the signal at which your train is standing you must first make sure:

- you are speaking to the right Network Rail Signaller
- the Network Rail Signaller clearly understands on which line your train is standing.



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4. Going to Richmond signal box (applicable to District line trains only)

4.1 Driver actions

When you arrive at Richmond signal box, you must:

- remind the Network Rail Signaller of the presence of your train
- write in the Train Register:
"Train no. ... detained on line
at signal"
- sign your entry and enter the time (*the Network Rail Signaller will countersign your entry*)
- get the Network Rail Signaller's assurance that reminder appliances have been used where necessary.

You must then return to your train immediately.

5 Limited clearance at signal post telephones

Where there is limited clearance at a signal post telephone, as indicated by the sign at the signal, you must carry out the following instructions:

5.1 Limited clearance warning sign

Where there is a limited clearance warning sign but no white or yellow diamond sign with the letter X shown at the signal, you may use the telephone because:

- it is in a position of safety in relation to the adjacent running line, and
- protection is provided by the presence of your train.

