

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

**Train Preparation
Train movement**

6

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1 Before starting the train

1.2 Personal equipment

When on duty, you must have with you all equipment required by LUL procedures and instructions.

1.4 Route and traction knowledge requirements

Driver's responsibilities

When working a train, you must:

- have the knowledge you need for the entire route over which you are required to work, or
- be accompanied by a competent conductor if you do not have that route knowledge

3 Communications

3.1 General

You will receive the Network Rail Signaller's instructions by one of the following ways:

- direct (face to face)
- direct (via telephone) or
- in the case of instructions which do not affect the immediate safety of the train or the running line through the LUL Line Controller.

4 External train lights

4.1 Headlights

a) When lights must be on

You must make sure that headlights at the front of your train are switched on when the train is:

- on a running line
- moving on any line or in a siding.

You must make sure that the headlights (fixed or portable) at the front of your train are switched on when the train is moving on a running line.

b) When lights must be off

You must make sure that the headlights (fixed or portable) are switched off:

- in a siding
- when stabled on a running line.

c) At a reversing point

Before changing ends at a reversing point, you must:

- switch off the headlight
- switch on the tail lights.

4.2 Tail lights

You must make sure there is a tail light that is lit at the rear of the train when it is:

- on a running line
- on a reception siding or reversing line.

You must make sure tail lights are lit where possible.

You must make sure that no other tail light is lit at any other position in the train other than at the rear of the last vehicle.

4.5 Lights when making a wrong-direction movement

a) Movement of less than 400 metres (1/4 mile)

When making a wrong-direction movement of less than 400 metres (1/4 mile), you need not change:

- the normal head lights
- the tail lights.

b) Movement of more than 400 metres (1/4 mile)

You must make sure that the following are lit and displayed on the leading end of the movement:

- headlights

You can use a portable headlight or a handlamp if the above lights or lamps are not available.

5 Travelling in driving cabs

You may only allow the following personnel to travel in a driving cab in accordance with LUL procedures and instructions.

Whilst on Network Rail Infrastructure you may allow persons holding one of the following passes to travel in a drivers cab subject to the instructions given on the pass.

Passes may be in book format and need the details of the journey to be entered. You must initial the entry in the pass before starting the journey.

DRIVING CAB PASS Pass No.: _____ Validity: _____ Name: _____ DC Card No.: _____ Dept: _____ Valid Reason: _____ Endorsement to: _____ Issued by: _____ AUTHORISED TO INSTRUCT OR ASSESS	DRIVING CAB PASS Pass No.: _____ Validity: _____ Name: _____ DC Card No.: _____ Dept: _____ Valid Reason: _____ Endorsement to: _____ Issued by: _____ COMPETENT PERSON
DRIVING CAB PASS Pass No.: _____ Validity: _____ Name: _____ DC Card No.: _____ Dept: _____ Valid Reason: _____ Endorsement to: _____ Issued by: _____ PASSED IN PERSONAL SAFETY RULES	DRIVING CAB PASS Pass No.: _____ Validity: _____ Name: _____ DC Card No.: _____ Dept: _____ Valid Reason: _____ Endorsement to: _____ Issued by: _____ THE HOLDER OF THIS PASS MUST BE ACCOMPANIED

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10 During the journey

10.1 General

Throughout the journey you must:

- observe all signals and speed restrictions which apply to your train
- be alert for handsignals. You may disregard a blue and white chequered flag which, although indicating that there are people working on the line ahead, does not apply to you.

10.2 Using the train whistle

a) General

You must not use the train whistle more than is necessary to give an effective warning or to make sure safe working takes place.

c) Sounding the train whistle as a warning

Personnel on or near the line

You must sound the whistle to warn anyone who is on or near the line on which you are travelling.

Give a series of short urgent danger warnings to anyone who is on or dangerously near the line who does not:

- acknowledge your warning by raising one arm above the head, or
- appear to move to a position of safety.

Whistle boards

You must sound the whistle when passing a whistle board between 07.00 and 23.00. You must not sound the whistle when passing a whistle board between 23.00 and 07.00 (except in an emergency or when anyone is seen on or near the line).

Train movements

You must sound the train whistle:

- when approaching or passing a location where shunting is taking place on a line immediately adjacent to the line you are on
- at any other time you consider necessary.

Tunnels

You must sound the train whistle before leaving a tunnel if you see someone working on or near the line beyond the tunnel exit.

Other purposes

You must sound the train whistle on starting your train when passing a signal at danger.

d) Wrong-direction movements

When making a wrong direction movement on a running line for which there is no signal provided, you must sound a series of short blasts at frequent intervals on the train whistle.

(This is to warn anyone who might not be expecting an approaching wrong direction movement).

10.4 Driving a traction unit from the leading driving cab

You must drive a locomotive or multiple unit from the leading driving cab, except when the driving controls are defective when the following will apply.

When the driving controls are defective you can drive from another cab, which must be a forward facing cab if one is available.

A competent person must:

- ride in the leading cab
- keep a good lookout
- use the whistle as necessary
- observe all signals.

The competent person must signal to you as necessary by:

- cab to cab telephone
- radio
- handsignal.

The competent person must be prepared to stop the movement by using the automatic brake in an emergency.

10.8 Sidings and goods lines

You must not allow a passenger train to enter a siding, unless:

- the arrangements have been published in the LUL Traffic Circular, or
- in an emergency, when authorised by the Network Rail Signaller.

10.11 Passenger emergency alarm (PEA)

If a train is stopped because the PEA has been operated you must act in accordance with LUL procedures and instructions. You must also tell the Network Rail Signaller straight away and then tell the LUL Line Controller.
Note: Network Rail may refer to the PEA as the Passenger Communication Appartaus (PCA).

10.12 Proceeding at caution

If instructed to proceed at caution, you must in addition to obeying any specified speed, proceed at such a speed that will allow you to stop the train within the distance you can see to be clear on the line ahead.

12 Permissive Working

12.1 Definition

Permissive working allows more than one train at a time to be on the same line in a dead-end platform line (Richmond and Wimbledon terminal platforms).

12.2 Authority for permissive working

Permissive working is authorised on all dead-end platform lines. It can also be used in an emergency situation when the Network Rail area operations manager gives permission to the signaller to allow another train to enter an occupied section to use a station platform.

12.3 Proceeding towards the rear of another train on permissive worked lines

In the event you are required to enter a platform line which is already occupied by another train contact the Network Rail Signaller before making a movement and then act on his/her instructions.

14 Reduced speed in poor visibility

You must reduce the speed of your train as you consider necessary, if you cannot see signals at the normal distance during:

- fog
- falling snow, or
- any other poor visibility.

You must not exceed **40 mph** during fog or falling snow over Network Rail running lines.

15 Unusual occurrences

15.1 Abnormal brake application

You must immediately find out if the train is complete with a tail light if your train has been brought to a stand by a brake application which was not made by:

- yourself, or
- the operation of the passenger emergency alarm (PEA).

You must assume that your train has become divided and carry out the instructions shown in module M1 *Train stopped by train failure, accident fire or accidental division* or M2 *Train stopped by train failure* if the rear vehicle of your train is not attached.