



SPECIFIC GUIDELINES PACK

This document acts as a guide to the specific considerations and undertakings for your potential attempt on the Guinness World Records™ category and is used in conjunction with the Record Breakers' Pack, which outlines the evidence required to prove your attempt's success. This should be read and understood by all concerned with the record attempt prior to the attempt – this includes every participant, organiser and witness.

These guidelines are specific to your attempt and **must** be followed. Should any guideline be contravened, your attempt will be disqualified, without any right of appeal.

Please note that, as detailed in the Agreement Regarding Record Attempts, these guidelines in no way provide any kind of safety advice or can be construed as providing any comfort that the record is free from risk. Guinness World Records will not accept responsibility for the safety of participants or bystanders in any record attempt. It is your sole responsibility to ensure that all necessary safety precautions are in place and that all equipment used is suitable and thoroughly checked prior to the record attempt taking place and in compliance with any and all local health and safety laws and regulations.

FASTEST TIME TO VISIT ALL THE LONDON UNDERGROUND STATIONS

DEFINITION OF RECORD

The record is for the fastest time travelling the entire London Underground system.

The (SW Trains) Waterloo and City line, the (West Anglia) Finsbury Park to Moorgate line, East London line and the Docklands Light Railway are *not* included in this attempt.

This is to be attempted by an individual.

Measurement value: time – in hours, minutes and seconds to the nearest 100th of a second.

GUIDELINES FOR 'FASTEST TIME TO VISIT ALL THE LONDON UNDERGROUND STATIONS'

1. All of the stations served by London Underground trains must be visited. To 'visit' a station, the challenger must arrive and/or depart by an underground train in normal public service, but where a service is shared by underground and British Rail trains travelling over the **same** tracks it is permissible to use the British Rail trains. It is necessary for a through train to stop at the station for the visit to count, although the challenger does not need to get out. Certain stations are normally only open at certain times of the day, and this must be taken into account in planning. Attempts can only be made during the week as certain stations are shut at weekends. Only if a station is temporarily closed (e.g. for rebuilding, or in an emergency), or if it closes earlier or opens later than normal as a result of rebuilding work, will a non-stop pass through a station be acceptable.
2. Stations which are geographically separate and not linked but which have the same name must each be visited. This applies to Shepherd's Bush and Edgware Road.
3. It is only necessary to visit all the stations on the network, not to travel every stretch of line. Thus, if a station is served by more than one line it is not necessary to visit that station on each line.
4. Challengers may travel the same stretch of track (and visit the same station) more than once if necessary.
5. Attempts on this record must be continuous (i.e. any breaks or stops that are taken must be included in the final time).
6. Transfers between underground lines must be made by scheduled public transport or on foot. The use of private motor vehicles, taxis or any other form of privately arranged transport (bicycles, skateboards etc) is not allowed.
7. It is not necessary to have an independent witness accompany the record attempt at all times. However, it is necessary to have an independent person witness the beginning and the end of the record attempt, and confirm the exact time of each. Although it is preferable, it is not necessary for the same person to serve as witness at both the start and the finish. However, a 'master' stopwatch must be started by the witness at the beginning of the event, and should be stopped by the witness at the end of the event. If the same person cannot be a witness at start and finish, arrangements must be made for it to be transferred

between the start and finish witnesses. This 'master' stopwatch may not be carried by the participants on their journey. However, a separate stopwatch may be carried by the participants for their own reference if required.

8. The clock must start the moment the doors close on the first train taken by the challengers. It must stop the moment the challengers set foot on the platform at the last station.

GENERAL 'FASTEST TIME TO...' GUIDELINES

- The name of the organisation, company or person(s) making the attempt must be given, along with the date and place.
- The event should take place in a public place or in a venue open to public inspection.
- A loud start signal recognised by all participants must be used.
- Two experienced timekeepers (e.g. from a local athletics club) must time the attempt with stopwatches accurate to 0.01 seconds. If there is any difference between the two timings, the average should be recorded as the official time.
- It is suggested that a loud finish signal should also be done once the attempt is completed.
- The participant may take as many breaks as he/she wishes, but the clock must not stop at any time for any reason.

ADDITIONAL EVIDENCE

- The activity you are attempting **MUST BE CLEARLY VISIBLE** on the video footage as we will not be able to accept your claim. This comes from problems we have encountered when trying to count legitimate push-ups.
- The entire attempt must be filmed.
- Slow motion footage of the attempt must be made available.
- The camera must be focused on the attempt at all times and preferably be static.
- **Witness Book**
Any attempt must take place in view of the public, wherever possible, and a book made available for independent witnesses to sign. The book should be set up so that the following details can be included for each potential witness:

Date & Time	Location	Name	Signature

For solo and unsupported attempts, we appreciate that it might not be possible to gain an unbroken line of witnesses for the attempt, but one should try to obtain as many as possible. For an attempt, which is supported by a backup team, we would expect it to be possible to gain sufficient numbers of independent witnesses to enable verification for the entire duration of the attempt. Where possible, local dignitaries and police should be sought to sign the book.

- **Log Book**
A logbook detailing every stage of the journey, i.e. the time of arrival and departure from each station, line changes, commutes between lines and

stations, etc. must be maintained. This book should illustrate clearly the route followed.

All rest breaks or stoppages for whatever reason must also be fully detailed in the log.

To attest to the validity and genuineness of the claim, we require signed statements of authentication by two independent persons of some standing, one of whom should have attended the beginning of the event, and if possible the end.

These statements should originate directly from the witnesses (in their own hand) and be submitted where possible on their own headed notepaper and include full contact details

- Statements should not take the form of documents pre-prepared by those involved in the record attempt.
- Failure to include the required documentation will ultimately delay the outcome of your claim or lead to its rejection.