



SSL Training & Train Operator Competence Update



an outcome of the concerns raised, a brake and train download presentation will be made to the group at the earliest opportunity.

Management informed the forum that the next software update is scheduled for Sunday 17th July 2020 and 10 trains are being trialled with an enhanced system to reduce wheel slip/slide. If successful the whole fleet will be upgraded to minimise the effects of low rail adhesion. There will hopefully be a system test weekend on the 08/09th August 2020 and Ops proving weekend at the beginning of July 2021. At the moment SMA3 "go live" is planned for the weekend of the 6th and 7th of March 2021.

At the latest SSL competence and assurance meeting on Monday 29th June the following issues were discussed between LUL Management, Aslef and your nominated RMT Rep's Paul Shannon & Dave Rayfield.

At previous meetings your rep's have requested reliability information to help try & understand both the extent and causes of the on-going delays since the introduction of automatic working over the Sub Surface Railway. Management have the information up until March 2020, and will share this with us, but since the introduction of the special timetables (due to the virus outbreak) the data will not be up to this present time.

Prior to March 2020 there were

indications that recent software updates were reducing the amount of delays and further proposed software enhancements should hopefully improve reliability furthermore.

Braking systems

Following on from a spate of rail adhesion problems towards the end of last year your rep's enquired about the braking system within ATO working. In particular, the interaction with the centrally based commands being sent to the trains braking system and the environmental weather conditions the trains were operating over i.e. rain, snow or ice. Additional concerns have been raised about drivers operating their trains manually, and the potential impact of poor rail adhesion brake application awareness. As



ATO delays

With all the delays to the extension of ATO working areas this has had an obvious knock on effect to the training of drivers expected to operate their trains in the affected areas. The reintroduction of training is provisionally due to start during the second week in September 2020 and their intention is to schedule all East End District drivers with the full conversion course. Management suggested that due to class sizes being reduced to a max of 3 drivers the course can now be 3 days instead of 4 as the full training schedule can still be covered.

There will be 3 staggered start times and an assessment at the end of day 3.

Continues on other side >

4LM Upgrade News

Drivers will be expected to return to their normal duties on the 4th day. Your rep's did not agree with this training proposal and requested time to formulate a response. Management assured your rep's that 3 days training is only for this existing predicament of social distancing training constraints due to the covid 19 virus pandemic. Training will then return to normal class sizes and 4 days duration.

However, due to the West End District drivers operating their trains through the Paddington / Edgware Rd boundary section, a 2 day refresher course is managements preferred option.

Your reps do not agree with this training proposal and this is one of the many reasons why we argued to not count the Boundary trips between Paddington and Edgware Road as any type of training and insisted that IO's and upgrade drivers were always available.

Next steps

We await the notes from a Directors meeting where this issue was discussed before deciding next steps to take.

Proposed 4LM migration dates

SMA 3 Operational Proving – 9 th / 10th January 2021

SMA 3 – 6 th / 7th March 2021

SMA 4 – 8 th / 9 th May 2021

SMA 5 – 18th / 19th July 2021

SMA 6 – September 2021

SMA 7 – January 2022

SMA 8 – May 2022 SMA 9 – August 2022

There are 77 East End and 110 West End training courses proposed and some of the training will be undertaken by Instructor Operators. There's currently a shortfall of project pool upgrade drivers.

With regards to the 4LM project, it's unsure whether or not all the proposed SMA's will ever be completed and some areas may be de scoped.

The interoperability areas are the most likely to remain non ATO due to the financial costs involved.

Funding is still available to extend beyond the SMA 8 area (Neasden) but due to the amount of staff working

on this particular part of the project being furloughed, everything is currently on hold. There will be an announcement on the future of four lines modernisation within the next 2/3 weeks and we will keep you updated.

If you have any queries pertaining to the issues mentioned then please either contact Paul (07800808297) or Dave (07719132161) and if possible attend your next RMT branch meetings to participate in debate on these important topics.

Get in touch

If you have any questions or comments please get in touch.

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