



4LM: Irregularities & Investigations



There have been two known signalling system irregularities that have required thorough investigation prior to any 'go live' dates.

Your RMT Service Control & Trains Upgrade Rep's have met with LUL and made it abundantly clear that a letter of safety assurance, from the professional head of signalling, is required before drivers will operate the trains in ATO working.

We've also demanded the opportunity for our Service Control Rep's to have the opportunity to try and create unsafe working on a simulator and evidence that the system will prevent any unsafe movement of trains.

Questions remain unanswered about potential SOO waivers to operational re-

strictions that are imposed to enable safe methods of working. LUL signalling experts continue to travel to/from Canada to review the THALES internal system checks and if any further issues are found with the signalling system this could well impact on the initial proposed go live date on 17th /18th November 2018 !

A meeting has been requested with relevant LUL Upgrades managers once all the facts are known, the outcome of this meeting will be shared asap.

Platform strike

Several months ago, a train in ATO working, struck a platform at Edgware Road station. The root cause of the incident has yet to be established.

RMT reps are demanding an explanation into this event.

20/21 October SMA 0.5 System Testing: closure Edgware Road to Paddington suburban e/b using .82 version of the software – which is what will be used when we Go Live.

3 / 4 November SMA 3 testing: closure Baker Street / South Ken to East Ham

SMA 0.5 Ops Proving: closure extended from Baker Street down to Hammersmith. Shuttle service with I/Os and T/Ops driving.

17/18 November SMA 0.5 Go Live: full through Timetable (actually a TTN with outstanding and late start to allow time for CBTC to be cut over). Closure Paddington to Hammersmith, with a "soft" start on the Sunday at some point. I/Os rotating round Lattimer Road to Hammersmith in order to facilitate Driving Experience for T/Ops.

Mid January Potential SMA 1 Go Live along side SMA 2 testing

Mid March Potential SMA 2 Go Live – first time Met and District (west) T/Ops will drive in CBTC

Summer Potential SMA 3 Go Live.

Rolling stock update

New Master Control Switch (MCS)

Production due to start in November 2018. S7 train 21317/21318 and S8 train 21043/21044 have been fitted with MCS. It is expected that up to 8 MCS's will be changed per week.



checked over last weekends closure (29 / 30 September) to ensure the software didn't introduce issues on CBTC operating trains.

The software seems to resolve the bleeping issue and hasn't introduced any further issues. On that basis the go

ahead has been made for the software to be rolled out across the fleet. Software normally takes about 4 to 6 weeks to rollout, the majority of the fleet should be done relatively quickly.

Traction Brake Controllers (TBCs)

A concern with brakes failing to release was identified. Commercial discussions with supplier to resolve the issue are now complete and the proposed programme for change out will be shared once the details are known.

Bleeping noise in cabs

A couple of weeks ago new software was loaded onto 10 trains to determine whether the software had stopped the bleeping, which it had, trains with the software were

Customer Information System (CIS)

CIS software will start to be loaded anytime soon. The software will include new destination codes for new reversing moves, changes to 3 letter abbreviations and changes to passenger select door open announcements.

Changes include ~ Baker St (BSS) Embankment (EBK) Kings Cross St Pancras (KCS) Moorgate (MRG) Notting Hill Gate (NTG) Watford (WAF).

Windscreen wipers

After discussions with the wiper motor manufacturer it's been identified that the actual maintenance regime of the motor was incorrect



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and this had resulted in motors failing. Bombardier propose to change out motors and recommence the trial with new motors, arm and blade with the overhaul regime by the maintenance team significantly improved.

Seat cushion trial

An improved seat cushion will hopefully go on trial soon so please provide any feedback you may have if you come across the seat whilst at work.

