



April 2018 - read more at www.rmtlondoncalling.org.uk/trains



CBCT Is Here, But Shortfall of Instructor Operators Looms

Train Operators should make sure of Instructor Operators several they're fully comfortable with new months ago and have done little to resolve the issue.

systems of work, in a controlled environment, prior to working on their own in passenger service. A driver experience log book will have to be completed by individual drivers The log book will act as a record that trips have been completed in the CBTC section & should be retained by the driver until the logbook is fully completed.



Drivers must receive their training from a competent Instructor Operator; otherwise they shouldn't complete their log book entry for that trip. The introduction of ATO working is scheduled for the 27th of May, 2018 from start of traffic in passenger service.

The logbook will require Train Operators to complete six trips in the CBTC area (Latimer Rd to Hammersmith Stations). At least two of the trips must be in PM, two in ATO and one trip in each direction across the migration boundary.

It's been identified that there may be a shortfall of Instructor Operators to deliver the training but management have

been informed that training cannot be diluted to suit operational needs of the business . Management were made aware of the potential shortfall

Your local TU Rep's have been invited to take part in familiarisation of the ATO working on the 12th/13th May 2018.

Shortfall of Instructor Operators

We expect few people to apply for I/O due to the added responsibility for little gain. This is training on the cheap which used to be delivered by management. I/O's are taking on more responsibility for less than £100 a month. Bosses have introduced peer to peer assessment as a seconded management role (CISA), something which the RMT are refusing to accept!

There is a six month window for drivers to have completed the classroom training so if your training has been longer than six months ago, be sure to highlight this and also to request an additional three days of CBCT training.

A training supplement handbook is going to be produced and circulated to assist drivers with their underpinning knowledge on ATO working.

Mistakes Happen

It is acknowledged that with the transition from manual driving to automatic operation, Train Ops may have operational errors until such time as they become fully familiar with new methods of working. With this in mind an agreed form of words has been drawn up (please see below) between the TU's and Management overseeing the introduction of ATO working.

"It is acknowledged that during the introduction and for the following three months after the implementation of CBTC across the SSL there is likely to be an increased level of operational incidents as drivers adjust to the new system of working.

In recognition of the new change in the modes of driving the managers across the SSL will take a supportive approach and make allowances, over and above that which would normally be the case to take account of the new operating requirements in place.

Line managers should be aware that after this transitional period the normal arrangements of monitoring and support will apply".



Upgrade Issues Update

Sand Issues



One rolling stock issue that may lead to human error on behalf of the driver is the current problem with the sanding equipment. Depot staff have ongoing training issues on how to fill the sanding equipment. As a result, trains may start skidding and overshooting platforms. Braking and acceleration rates can be modified if skidding become problematic and drivers should notify service control immediately if they believe there's a problem with their train.

Is Hammersmith depot a depot or a siding?

The RMT is still awaiting official notification as to whether or not Hammersmith Depot is to be deemed a Depot or Siding. The plan is to timetable two trains a day through the train wash. A briefing note will be provided to drivers as there is nothing a driver will need to operate.

Saloon Doors Secure?

Your Rep's have raised concerns about a recent spate of pilot lights lost between stations. The maintenance teams have undertaken investigations, identified the root cause with remedial action being implemented.

Get involved

There are so many ways you can get more involved with the RMT.

Drivers can attend our monthly branch meetings and our train grades meetings too.

We also want you join the drivers RMT WhatsApp group. This useful two way communication tool allows you to ask reps questions, and reps to keep you updated.

The Hammersmith & City Branch meet on the first Wednesday of every month at 16.00hrs at the Royal Exchange Public House, 26 Sale Rd, London W2 1PU (nearest stations Edgware Rd or Paddington).

East Ham Branch meet on the 1st Thursday of every month at 15.00hrs at the Spotted Dog Public House , which is just outside of Barking Station..... See you soon!

Destination Nowhere

LU is still waiting for the software to be released from Bombardier to resolve the problems of CIS destinations blanking in the first car. Apparently, this will not take place until the end of 2018. In the meantime, drivers on affected units should request a Train Technician ride with the train so the problem can be rectified at the trains destination.

Wipe Out This Problem

The problem with the windscreen wipers has been put down to a defective component known as the ' spline'. The spline attaches the wiper arm to the wiper motor. A one month trial is being undertaken on unit 21079 / 21080 which has new motor , wiper & spline fitted. Be sure to provide feedback on the kit if you happen to be operating that unit in the rain please.



Sit Comfy

The S stock seats cushion project has been handed over to a Network Rail Secondee . A seat cushion trial will hopefully be rolled out towards the end of 2018.

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