



## Signal Migration Areas Update



### SMA3

Before the COVID-19 lockdown, the SMA3 Go Live was planned for July 2020. This had to be called to a halt due to the associated constraints on training (including a shortage of staff).

SMA3 Go Live is now planned for March 2021, with Operational Proving taking place in January 2021. This will run similarly to SMA0.5 and SMA2, with weekend running (trains empty) within a closure under CBTC. This will enable a good picture of how systems and processes work with real operators on trains. Go Live will be the permanent switch with passengers allowed onto trains once confidence in the system is established.

### SMA4 and beyond

SMA4 is scheduled in 2 months after SMA3 Go Live (with SMA5 and SMA6 being introduced in

subsequent 2 monthly slots). This will be led by when the Thales software is available and when permissions are in place for closures for testing and commissioning. SMA5 will come in next Summer, followed by SMA6 in the autumn.

SMA8 contains the Neasden area, and the challenges presented with the interfaces with CBTC and TBTC.

SMA9 includes the interface with Chiltern and interoperability, which will require further training for T/Ops.

A decision has been made to remove SMAs 10, 11 and 12 from scope (which included the Wimbledon branch, south of Fulham Broadway and the Richmond and Ealing Broadway branches west of Baron's Court). In these areas the Programme was going to overlay signalling on Network Rail with LU providing the signalling: instead, now the legacy signalling will remain as it currently works today. The Programme is also looking at the position of the CBTC boundary longer term and would like to ex-

tend that to get a longer run in CBTC in proximity to Earl's Court.

Although LU is not now carrying customer loads as previously, 4LM still remains important to the company and further descoping is not being planned.

### Training for SMA 3

#### SMA3 CBTC Experience

Your reps received a presentation on management's eight options to consider which provides an alternative arrangement for the driving experience trips for

CBTC qualified T/Ops in SMA3. This is because the previous 6 trips arrangement (which was provided in SMA0.5 and SMA2) may no longer be feasible in SMA3 due to social distancing constraints.

The 8 options are:

- Option 1: Instructor Operator support from remote location.
- Option 2: Instructor Operators at stations in the SMA3 area.

*Continued >*



## RMT: All Grades United For Safety

One of the many benefits of being in an all grades union is the ability to join forces with other grades in the railway industry whenever there's a potential struggle in a shared workplace. With the introduction of new techn there is the ability to run trains fully automatic within depots and sidings. Well thankfully technology does not have the capability to give a train a set of eyes or hearing and the RMT Fleet and Trains Reps continue to have regular meetings at Director level to try and prevent what we consider to be an unsafe method of working in these environments. Please can all drivers continue to utilise manual driving as they enter depots / sidings as a safer method of working and to maintain their practical driving skills.

# 4LM Upgrade News

- Option 3: Instructor Operator to travel on train behind the J Door or in the Back Cab.
- Option 4: T/Ops to do CBTC Driving Experience trips in S Stock Cab Simulator.
- Option 5: Remote monitoring of Trains in the CBTC area.
- Option 6: Stick to process agreed for SMA 0.5 and 2.
- Option 7: Provide the CBTC experience on another CBTC line.
- Option 8: Boundary Support with no sign off process.

Management added a combination of more than 1 of the above may form the final solution.

LUL asked your Reps to take the 8 options away and to return with their preferred option and feedback to share at the next ad hoc meeting scheduled for 21<sup>st</sup> September. Your reps asked that any preferred options should fall in line with in cab access arrangements struck at the Competence Management JWP for training across the combine. It's worth mentioning LUL did not consider the driving experience in ATO areas as training as drivers were already CBTC qualified. Your reps maintain that driving through the area is a new method of working and does require training of a minimum of six trips through the area, two of which must consist of manual operation. A lot of discussion amongst affected reps ensued and the consensus is that District drivers should be afforded the same driving experience (training) as their fellow Metropolitan & H & C drivers and furthermore drivers welfare

must be paramount with no relaxation of social distancing guidelines for the Covid virus.

The RMT does not consider operating trains on other lines as a viable option as this would be deemed as cross line working. Further meetings will take place on this issue but thankfully, for now, common sense has prevailed and driver's welfare will not be put at risk to accommodate additional areas of automatic train operation.

## CBTC new route training

With the introduction of new ATO areas also comes the introduction of new crossovers which incur new moves. Your reps maintain that adequate training must be delivered for all new moves and this issue has been referred to director level of the machinery for consideration and hopefully a positive resolution.

Your reps also raised concerns that with the introduction of new migration areas, it may be the first time certain drivers will enter an ATO section on their own, and to them, this is a new environment. We asked for some further level of support. LUL responded that IO support had been provided on the boundaries for SMA2, but this had been lightly utilised. It is planned to be in place for a short period after each subsequent SMA.

## Service Control comms to T/Ops when change of braking capacity

Concerns have been raised about changes to trains braking capacity and no notification to affected drivers. Management explained that although possible to communicate any significant change in speed over a large section of line this would be difficult to implement for changes in

brake rate as these are set over much smaller sections and therefore the logistics of constantly updating T/Ops would be difficult to implement. Service Managers are not always informed of tweaks made by Thales Engineers. In addition, if all such negligible changes in brake rate were relayed to T/Ops in ATO they would be receiving a barrage of messages for changes that would be barely perceptible. In PM T/Ops are taught to drive to the information provided on the SID (whilst monitoring driving and contemporary rail conditions). If a noticeable difference in conditions, then the braking capacity would be changed in line with this, and T/Ops would instinctively understand why this change had been made. It's been reported that some T/Ops are reporting that the braking capacity was not as strong as in legacy signalling, and sometimes this was unexpected and not negligible. Management agreed to see if change in braking rate

comms could be made to T/Ops in adverse weather conditions.

Your reps asked if all braking rate changes were recorded on the Train? Apparently, all of the changes were fed through the VOBC, and this information could be downloaded at the H'smith SCC. A presentation has been scheduled at a future meeting so if you have any questions on this, or any other matter, please get in touch with your local reps.

## New seat cushion trial

After all that time awaiting the new seat cushion we're on the final furlong. However, the latest situation would suggest that there are a number of Train Operators who haven't had an opportunity to try every seat cushion. The proposal therefore is to extend the survey date by a couple of months to allow those who haven't tried all the cushions to do so.

