



RMT demand management honour ATO training commitments



At a recent training review your RMT reps were provided with details of the familiarisation of drivers in the automatic area between Latimer Road and Hammersmith stations.

The majority of drivers have now been trained and those outstanding will be familiarised as / when they're available.

The RMT continue to have a different position to others as we have gone on record that when reps agree on a 'minimum' base level of training requirements both drivers and management should honour that particular training regime.

It suits management to dilute training as this will lessen the resources required to deliver the agreed training. We ask that all drivers at least do the

agreed minimum training and by all means ask for more if personally necessary.

Now the H & C are operating in ATO mode there's no need for Met / District drivers to visit the Northern Line to experience a cab ride under automatic signalling. Drivers can now visit the H & C.

The next ATO migration areas between Paddington / Finchley Road & Euston Sq are scheduled for mid July but this is very likely to be postponed until a later date to allow more testing of all the infrastructure and equipment required for the full introduction of ATO working.

Manual Skills

RMT went on to announce they expect all drivers on automatic lines to retain their

manual driving skills for times of degraded operation and for this competency to not be left up to individual drivers choice.

Once again Aslef / management had a difference of opinion with the RMT. It is the RMT's position to maintain & protect as many core driving skills as possible.

In numbers:

- 188 T/Ops signed off.
- 97 T/Ops remain of which:
 - 33 only returned from annual leave on Sunday 24 March.
- 39 have not been available to drive trains and have completed no trips.
- 25 T/Ops started doing trips last week and have not been signed off as confident yet.

The main reasons for requiring additional trips have been:

- T/Ops asking for more trips in PM / not being comfortable with operating the train under the new system.
- IOs not always picking up T/Op comments from the previous book as after 10 trips a new log book is started.

S Stock Modifications Update

Traction Brake Controllers

A prototype of the new AQ Traction Brake Controller was delivered to London. London Underground and Bombardier Engineers scrutinised the TBC, the TBC was then removed and returned to AQ. It was noted that the new TBC does not have a notch as the TBC is rotated through 90 degrees and is considerably smoother when engaging. This is attributed to a different internal mechanism. Bombardier is aware that consultation is required before rollout can commence. Prototype expected for trial June 2019 production planned to start October 2019.

New Signalling Interface Display software

New SID software is currently being trialled which is designed to resolve the instability issues currently being experienced on S stock trains. The latest version of the software is loaded on 8 trains in London and is being monitored to determine whether it has had a difference to reliability. It was noted during the first couple of days of go live that when a small number of trains were in reversionary mode

that not all the SID information appeared on the screen. The Rolling Stock engineers have confirmed the issue and have attributed it to one of the files in the software not loading correctly. A fleet wide check is being undertaken to ensure all the correct SID software files are loaded.

Final
ver-

tion of SID software is due to be signed off within the next week. Should make SIDs more reliable and reduce the number of times the SIDs are seen to crash.

New Master Control Switch

The new AQ Master Control Switch has now been signed off and briefings have been distributed to depots advising of the imminent rollout Awaiting MCSs

from supplier. AQ has reported they are having difficulty sourcing gold contactors for MCS leading to a delay in rollout. AQ has been experiencing difficulties sourcing gold contactors for MCSs. First batch of MCSs expected beginning of June

Brake tests

Drivers are reminded that if they are asked to bring a train into service, that has been left without a driver on it, they must first undertake the full brake test procedure.

Customer Info System

Destination and first car CIS blanking. Bombardier will address the issue once they have completed CBTC software which is currently taking priority. This is likely to be undertaken towards the end of this year (2019)



Train Control Management System Human Machine Interface

T/Ops are reporting their frustration with slow and unresponsive Train Control Management System screens. Bombardier believe this will improve when they introduced a new software platform drop. (similar to a systems update) However this is not expected to be imminent as CBTC software is taking priority at the moment. Neasden Depot has asked for feedback on stylus for use with the TCMS screen.

Their own trial has suggested that the screen is more responsive when the stylus is used. 5 stylus have been given to T/

Ops at Neasden Depot and feedback requested.

Bombardier has indicated they are working on a fix for the selective door issue. They believe it can be resolved through TCMS software

Windscreen Wipers

A new windscreen wiper and arm has been developed which

should improve the way the windscreen is wiped. The previous wiper was found to judder and scratch the windscreen. A New wiper motor is currently being developed and will be designed to cope with increased drag of the new blade when. The new wiper/ arm / motor combination will be introduced together.

New motors are expected August. They will be fitted on a limited number of trains in London to determine reliability and if successful they will be rolled out across the fleet.

Communication Based Train Control

The signalling contract makes provision for a two week period during which we retain the option to revert to the legacy signalling. This period has now passed and we will not be reverting the system.

Are you sitting comfortably?

Tube bosses are going to trial five different seat cushions in 10 trains (both cabs equals 100 seat cushions total for all of SSL) and on both S7 & S8 rolling stock. The trial will hopefully start end of July and seats can be identified by different type of cushion fabric patterns.

We welcome driver feedback so we can roll out the desired seat cushion ASAP. I / op cushion not part of trial but will be fitted once best type of seat is agreed upon.

