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RMT upfront

Industrial and health & safety news for LUL drivers

Cab security is our priority new proposal could provide a solution

RMT Train's Safety Reps today met with senior LU management and LU engineers in the latest of a series of meetings to find a solution to the cab security problems we have been raising for the past couple of years.

You will recall that the issue has been raised with management several times

over the years but took on added urgency after the plethora of terrorist attacks in London and Manchester last year. We pointed out that a safe cab environment is the

very least we deserve when carrying out our job.

LU have committed to addressing the problem before, only to pull the plug at the last minute citing funding issues. More recent talks have seen LU propose a 5 year plan to address our concerns only to be told in no uncertain

terms that was just not good enough.

We are happy to report that we now seem to have positive movement to address our concerns!

What is the new proposed solution?

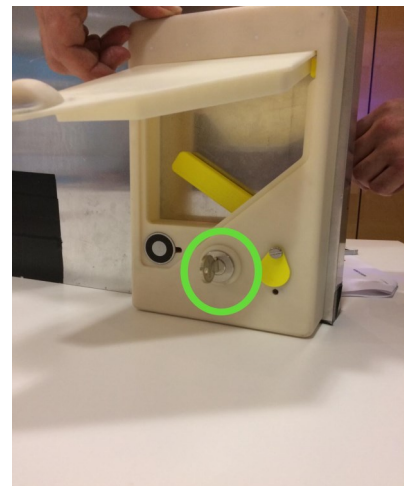
Train's Safety Reps met with Engineers and LU Safety Advisers about a

month ago to explain to them what it was we were looking for: Essentially we wanted a cab door that we were able to lock when driving and that passengers were unable to

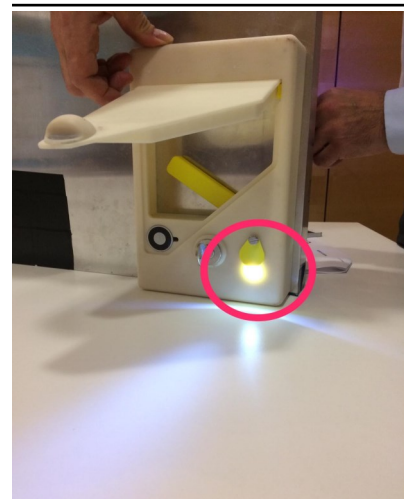
access uninvited.

The stumbling block was finding a way that the door could be released should the driver become incapacitated. Today's meeting has seen the issue take a positive step forward.

The engineers presented us with a prototype which is essentially a box over



J door access key (figure 1)



J door access button (figure 2)

- Read more at www.rmtlondoncalling.org.uk/trains -

How will the security system work?

the current type of access handle we currently have on the saloon side of the door. This box would be accessed using a security key that lifted a flap to the door handle. (see figure one)

In the event of the driver becoming incapacitated there will be a override button on the box (figure 2, front page), with

a time delay on it (timings still to be agreed). This will enable staff to enter to assist the driver should it be needed. It will also allow the passengers to evacuate the train in an emergency.

On the inside of the door (driver's cab side) there will be a button that will allow the driver to cancel the override in instances of erroneous and malicious use. (see figure 2) The driver will be alerted to this via an audible warning.

A good proposal

It is very early days but the prototype offers us what we have asked for: a safe cab environment with access in emergencies should

it be required.

The timescales now being discussed are, the first stock fitted within 12 months with a combine wide completion by the end of 2020. Given the task at hand our initial thoughts are that this is reasonable.

There are many problems and procedural issues still to overcome but

the Safety Council feel positive that we have taken a step in the right direction. We will be consulting with our members over the coming months and a series of ongoing workshops will be set up with Safety Council members and engineers moving the issue on.

LU have assured us that a budget of £9.4 million has been ring-fenced for this modification. All the proposals given to us today will be put and writing and sent to our Head Office next week. Of course we have been here before and we have good reasons to have our optimism tinged with cynicism. But it does at last feel that progress has been made.



Door access override (figure 3)

How will the proposed new system work?

- The cab is accessed from the saloon via the J door by a key which only the driver has.
- There will also be an emergency access button which can be pushed to open the cab door, but with a delay.
- If the access button is used, an alarm sounds in the drivers cab and the driver can then override it to stop the door opening if necessary.

What do you think of this technical solution? The Trains Health & Safety Council wants your feedback. Please come along to the Trains Grades meeting, or your local branch meeting to find out more.

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