



Trial running planned for 2019

Pack a lunchbox, we may be here some time!



The new London Mayor awaits ATO on the SSR.

The planned SMA0.5 Go Live (week 34 / 17-18 November) did not go ahead due to a number of issues discovered. Following a joint conference call between LU and Thales on Tuesday 30 October, Thales withdrew the Trial Ops planned to allow them more time to find the root cause of these issues.

The core issues were:

Manual Route Reservation (MRR). Points normalised after the route was set.

VCCs. When rebooted, information recorded on the memory as to where Temporary Speed Restrictions (TSRs) were located was lost. VCCs took time to reboot and TSRs would appear to be still loaded on, but actually were not on the system. Thales proposed to clear these TSRs and to manually

reload them. LU said that this was not acceptable.

Enhanced approach to obstacles (EAOs) system. An issue also discovered with EAOs, which require TSRs to be put in place in terminating platforms as part of the mitigation.

LU has decided that the application of Operational restrictions is not suitable, and that the above issues should be engineered out. The delay in the Programme reduces time pressure and gives space for Thales to work through a "to do" list of issues, which LU will provide.

The LU Project Team will take this list of issues to Thales in Canada, where it will be determined how long they will take to resolve.

In terms of training, a hiatus may be called to the District and Metropolitan Line training, or this may be stopped and restarted. TU's requested that the following meetings should go ahead:

The SSL "myth busting" meeting for local safety rep's to help stop the rumour mill.

The outstanding joint meeting with Service Control re: systems issues should go ahead.

The revised dates for SMA 0.5 (Latimer Rd – Hammersmith) are:

Test weekend 09th/10th February 2019, Trial Ops proving 02nd/03rd March 2019, Go Live 16th March 2019.

SMA Areas 1 & 2 (Finchley Rd/Hammersmith to Euston Sq) are likely to be merged together.

SMA area 3 (Sloane Sq to Stepney Green) is going to be a stand alone migration area.

SMA areas 4 & 5 have the potential to also be merged together.

As a result of the delays to introduction, some drivers may need refresher training. If your booked refresher training is postponed then you have the option to either return to your normal rostered duties or keep to the training working hours.

The London mayor has an aspiration for all of the Circle Line to be fully ATO in 2020 (just in time for the elections).

We are not sure what the odds are on that !

S Stock Modifications Update

Traction Brake Controller Update

A new manufacturer of the TBC has been identified and this will be AQ (a Swedish company). The new TBC will look and feel the same as the existing TBC & once a prototype TBC is available, further consultation / testing will be undertaken. A physical test of the new TBC will be conducted by a SSL safety rep.

New Master Control Switch (MCS) (Supplier AQ)

The trial so far has been successful, and LU is currently awaiting modification paperwork from Bombardier for sign off.

Rollout is now expected to start in February 2019.

Customer Information System (CIS) destination displays blanking (first car)

The CIS software rollout has started and no problems have been identified thus far.

S Stock Seat cushion trial

Funds have been secured, and now LU is awaiting an invoice from the cushion supplier (Grinsty rail interiors).
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tingham) so funds can be released. Six different versions will go on trial. If you see some seats in the booking on areas around the SSR, please take the opportunity to try them out, and provide feedback.

New SID software

A decision has been taken to halt roll out of the new version and, for the moment, S8 trains will not be fitted with the new software.

Windscreen Wipers

Discussions continue with Bombardier re: the replacement of the existing motor with a more powerful motor. The new blade and wiper are known to wipe better than the existing, and Bombardier are eager to recommence the trial. A person responsible for overseeing the windscreen wiper debacle has been invited to a future upgrades meeting. If your vision ahead is compromised in any way then take the appropriate action with that unit.



Number of ATC fitted trains in London

S8 - 47 out of 59

S7 - 93 out of 133

Tripping hazard 9 inter connecting door plates)

There have been reports of the inter connecting door plates rising up due to rubbish underneath. The depots have

been asked to look out for these tripping hazards as part of routine maintenance.

Noisy M door sun blinds

Complaints have been received about noisy 'M' door sun blinds. Please be sure to book up any defects and the depots will seek to cure any problems.

Lighting Over Points

A proposal was shared to request a concession against Standard S1066 A5 (3.1.68)

for permanent lighting over points and crossings at:

Kings Cross (new scissors crossover installed December 2015); and Tower Hill (new points at west end of platform installed June 2017)

The joint position is that lighting crossovers creates light pollution, impedes on sighting and lights must be switched off.

Engineer's Train Stopping Mark

Management are going to look into putting information about the stopping mark into local training for SSL T/Ops so they are aware that the "E" stopping mark is for Engineering vehicles only.

Tripcock Tester Euston Square Westbound

Concerns have been raised about not being able to see trip cock tester lights from a train's normal berthed position. A response to this concern is still outstanding.

