

Operational Standards Notice No.72 - version 2

Operation of train door interlocks, before starting from a platform

Staff involved:

Train operators – All lines

Controllers – All Lines

Station staff – All lines

Effective: From 26th August 2012
until further notice

OPERATIONAL STANDARDS NOTICE

Operation of train door interlocks, before starting from a platform

This Notice has been updated to clarify instructions when operating the train door interlocks before a defective train starts from a platform, after detraining.

An incident occurred where the train door interlock cut-out switch was operated following a loss of door closed visual at a station. However, the doors on the rear car were not closed.

When a defective train is being withdrawn from service at a station, and the train door interlock cut-out switch needs to be operated, the train operator **must not** operate the train door interlock cut out switch until they have confirmed all doors are closed or a member of staff has been posted on the train at doors that cannot be closed.

The train operator and/or platform staff must :

- visually check all customers have got off the train, and
- close the doors using the porter buttons (platform close buttons on S stock).

If platform staff have assisted with the detraining, the train operator must confirm with the platform staff which cars have been checked and that they have closed the doors.

When assured that all doors are closed (or a member of staff has been posted on the train at doors that cannot be closed), the train operator must then operate the train door interlock cut-out switch.

Any staff seeing a train leaving a platform with doors open on a carriage and no member of staff posted, must immediately report this to the controller.



Operational Improvement and Competence Manager