

Operational Standards Notice No. 91 Version 2

Route proving for the Hammersmith & City, Circle and Metropolitan lines

Staff involved:

Duty managers – Hammersmith & City and Metropolitan lines

Signallers - Hammersmith & City and Metropolitan lines

Train operators - Hammersmith & City, Circle and Metropolitan lines

Controllers - Hammersmith & City and Metropolitan lines

Service managers - Hammersmith & City and Metropolitan lines

Effective: From 4th November 2010
until further notice

OPERATIONAL STANDARDS NOTICE

Changes in Version 2

Because of track and signalling changes in the Plaistow area, it is no longer possible to carry out route proving at Plaistow. The details relating to Plaistow signal FC2 have therefore been removed from the District line table in this Notice.

The route cards issued to train operators and service control staff will not be reissued at this time. Staff issued with route proving cards must update them by removing the entry for Plaistow.

Route proving

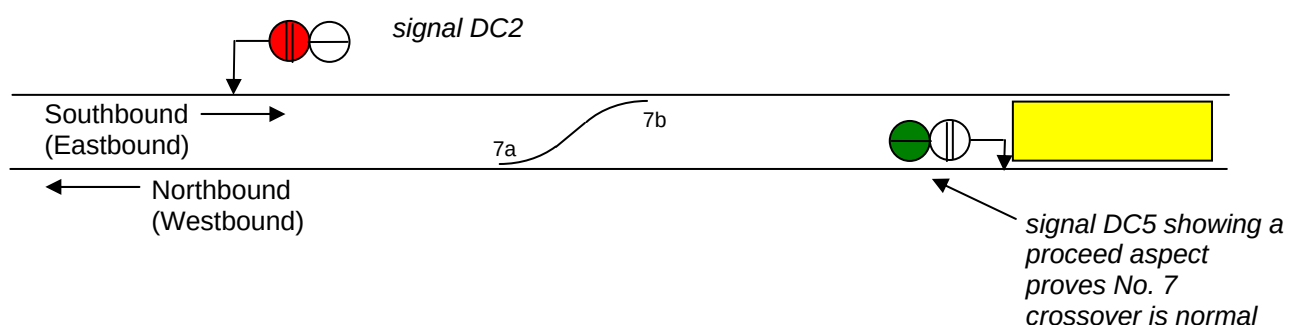
General

Route proving has been used for some time on the Victoria Line to enable a train to pass a signal at danger or proceed after a SPAD incident, without the need to secure points. This minimises delay and reduces risk to staff who would otherwise have to go on the track to secure the points.

The process uses a proceed aspect of a signal reading over points to prove the points of a crossover are set in the correct position for a train on an adjacent line to proceed.

This procedure is now being introduced at approved locations on the Hammersmith & City, Circle and Metropolitan lines. The procedure will work in the same way as on the Victoria Line, except that the train operator will need to stop and reset the tripcock after passing the signal at danger.

The diagram below explains how route proving works. In this example, signal DC5 is showing a proceed aspect which proves that no. 7 crossover is normal. A train standing at signal DC2 can therefore be authorised to proceed without the points being secured.



Conditions

Route proving can only be used at the signals shown in the following instructions.

Route proving must be authorised by a service manager.

This procedure must only be used if the signalling equipment on the opposite line is working normally.

All messages between the signaller and train operators must be:

- carried out using one to one radio, and
- repeated back to confirm understanding.

1. Route proving

All concerned



Route proving allows a train to pass specific semi-automatic signals at danger without the need to manually secure points.

Route proving can also be used after a train has passed a specific semi-automatic signal at danger without authority (SPAD).

All concerned



All messages between the signaller and the train operators must be:

- carried out using one to one radio, and
- repeated back to confirm understanding.

If the signaller is unable to communicate directly with the train operators, the signaller must agree with the controller to pass messages to and from the train operators on the signaller's behalf. This agreement must be by a means which is recorded.

Signaller
Train operator
(awareness)



You must make sure every communication with either train operator always confirms the:

- train number
- signal number.

All concerned



Route proving can only be carried out at the locations listed below, and only when authorised by a service manager.