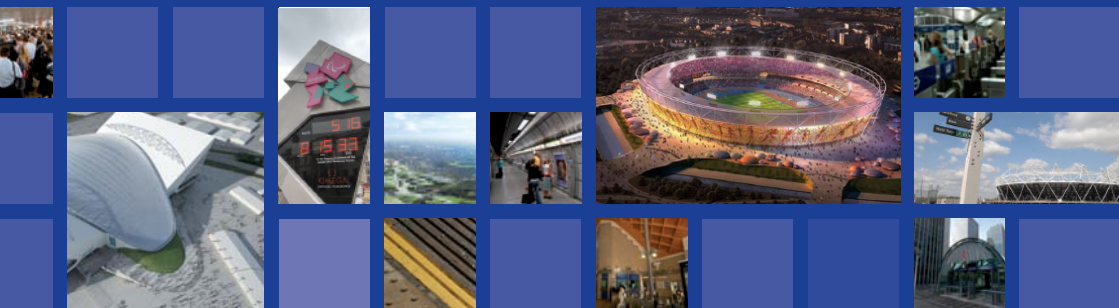


Operational Standards Notice No. 101



- Setting a train back by up to one car
- Carrying customers over shunt signalled moves
- Platform categorisation.

Effective from 25th September 2011 until further notice

Getting ready

The long count-down has started and it is time to shape up for the Olympics. Plans are well underway for an additional peak service, a longer traffic day, and managing unprecedented customer volumes.

The whole world will be watching how we do it. They will be watching when things go well. They will especially be watching how we respond when things do not go as planned.

Responding quickly and safely to asset failures or incidents has never been more important. With the volume of customers to London during the Olympics we can expect much higher expectations around recovery times.

It is important that we introduce these before the Olympics and their use becomes second nature. They will make a significant difference to recovery times and this is what our customers will expect.

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Contents

1	Setting a train back by up to one car	6
2	Carrying customers over shunt signalled moves	12
3	Platform categorisation	18
4	Frequently asked questions	20

Reducing delays after signals passed at danger

When a SPAD happens in a complex, controlled area, we congratulate ourselves if we can move the train within 15 minutes. Sometimes it takes much, much longer. Imagine the impact of these during the Olympics.

When you examine why recovering from these events takes so long, the time is taken by introducing Rule Book controls: securing the route or changing ends through crowded trains, doing a wrong direction move – and so on. Sometimes our Rules make response times longer than they need be.

Most of the SPADs which cause disruption are less than one cars length. Have you ever thought, “if only we could be authorised to move the train back without changing ends, to stop when the signal I have passed comes into view”. The move would be protected, the points ahead would get unlocked and there would be no need to secure. The train could then proceed at normal line speed when the signal clears again.

A SPAD which at its worst causes twenty to thirty minutes delay could be managed to a five minute delay.

Like all changes to the rule books these have been extensively consulted on with Health and Safety representatives, risk assessed and peer reviewed by senior safety professional over many months to ensure that this is safe. Now we need to put them into practice to drive unnecessary delay out of our railway.

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Briefing

General

This rule has been extended from use on the Jubilee line at stations fitted with platform edge doors, to all lines and locations. This rule enables service control to efficiently manage the service when a train has overrun a signal or platform. The train can be set back by up to one car's length without the train operator needing to change ends.

Details of the rule

The controller authorises the move either:

- by secure radio, or
- with the assistance of station staff if points have been manually secured.

If at a platform, station staff will also make announcements telling the customers what is happening.

The train in the rear of the train which is setting back, is used to protect the movement and the train operator is instructed accordingly.

Where the use of this procedure is not appropriate, the train should continue to the next station or a wrong direction movement should be carried out as shown in Rule book 5 *Movement of trains due to exceptional circumstances*.

The instructions for setting a train back into a platform fitted with platform edge doors are in the *Transmission based train control (TBTC) Jubilee Line appendix to the Rule Book*.

I Setting a train back by up to one car

I.1 When setting back is to be carried out

All concerned



These instructions do not apply:

- on the District line between Putney Bridge and Wimbledon
- on Network Rail infrastructure
- at stations with platform edge doors.



The instructions for setting a train back into a platform fitted with platform edge doors are in the *Transmission based train control (TBTC) Jubilee Line appendix to the Rule book*.

All concerned



These instructions allow a train to be set back by up to one car's length, without the train operator changing ends, when:

- the train has overrun a platform stopping mark at any platform, or
- the train has overrun a signal at danger.

Setting back can only be carried out when:

- authorised by a service manager, and
- protection for the move has been arranged, and
- any points the train will move over have been secured.

1.2 Preparing for the move

You must both agree:

- the location and number of the train
- the limit of the movement
- the method of protection to be used
- how authority to carry out the move will be given
- if any points need to be secured and how this will be done.

Controller
Signaller
Service
Manager
(awareness)

You must tell the train operator:

- to prepare for setting back
- how authority to carry out the move will be given
- not to move the train until authorised.

Controller
Signaller
Train operator
setting back
(awareness)

1.3 Arranging protection using the train in the rear

You must ask the train operator of the train in the rear to confirm:

- the leading car number, and
- the signal number the train is stopped at.

Controller
Signaller
Train operator
in the rear
(awareness)

You must then tell the train operator of the train in the rear:

- the train ahead will be setting back
- not to move the train until authorised to do so.

If the train is setting back into a platform

All concerned



The move can be carried out by either:

- using the in-cab CCTV if fitted, or
- with station staff on the platform, making announcements.

Controller

Station supervisor
Station staff
Train operator
Signaller (awareness)

You must tell the station supervisor:

- that the train operator will be authorised to set back into the platform
- to place a member of staff at the rear of the train
 - to make announcements to customers
 - to pass messages from the controller to the train operator, if instructed.

You must also tell the station supervisor to tell you when the member of staff is in position.

1.4 Setting the train back

Signaller



If points need to be manually secured, you must not give authority for the movement using the radio.

Train operator setting back
Signaller (awareness)

When instructed by the signaller that the train is to be set back, you must confirm:

- the limit the train is to move and the appropriate position to stop
- any points the train will move over have been secured
- how the authority to carry out the move will be given.