

Operational Standards Notice No. 105

Operating test trains during cancelled Engineering Hours

Staff involved:

Service Controllers – all lines
Signallers – all lines
Track Access Controllers
Power Control Room Operators
Signal Operations Managers – all lines
Signal Systems Duty Managers
Engineer (signal and control) – all lines
Planners
Senior LU Managers
Senior Project Managers
Project Managers
Site Persons in Charge
Test Train Operators

Effective: From 16th December 2011
until further notice

OPERATIONAL STANDARDS NOTICE

Background

In support of the line upgrades, LU Network Improvement is introducing a new rule to allow a method of operating test trains during cancelled Engineering Hours. Under a temporary approval, this rule has been detailed in an Operational Safety Plan (OSP), which has been successfully used for approximately 3 nights a week over the last 2 years on the Metropolitan line, facilitating the testing of S stock. It is now also in use on the Hammersmith & City, Circle and District lines. There is also further potential for its use on other lines during upgrade work, or indeed post upgrades when, for example, further fine tuning of train/station systems integration testing is required.

By formally introducing this rule to the Rule Book, this method of operating test trains during cancelled Engineering Hours will be permanent and become embedded in LU's normal mode of operation across the network. This is preferable to operating under a temporary approval, particularly as it is almost certain this rule will be required and used for many years.

What this new rule achieves

In summary, it 'locks' test trains into an area that is under Traffic Hours conditions for the night, enabling Engineering Hours access to adjoining traction current sections to take place as normal without the need for staff to be kept clear of them. This is strictly provided that the signalling and train protection systems will prevent the test trains from reaching any traction current section on which staff will be allowed access using the Line Clear and Line Safe rules.

How this new rule works

The rule can only be used on lines that have a proven signalling system. Also, the test trains must have a proven, and at all times operative, train protection system that is compatible with the signalling system on the line concerned. The test trains will travel to site as published. They must be the last train upon their arrival at the location where testing will commence. The Site Person in Charge (SPC) of the test train (or Lead SPC when there is more than one test train operating in the same cancelled Engineering Hours area) shall then obtain confirmation that all other trains have cleared the area in which Engineering Hours have been cancelled, and that there are no other trains required to pass through the area.

Upon receiving this confirmation, and before the test trains move, the SPC will arrange for the implementation of the protection arrangements. This requires semi-automatic signals to be maintained at danger, track circuits to be dropped and routes to be set, as necessary, using reminder devices where appropriate. This is achieved by removing fuses or disconnection links, setting levers or closing tracks, as appropriate for the line and location concerned. These protection arrangements are pre-determined and, when implemented, will prevent the test trains from inadvertently leaving the area in which Engineering Hours have been cancelled. They remain in place for the night, allowing Engineering Hours access and work to take place as normal outside of the area in which Engineering Hours have been cancelled.

During this period, the test trains will only follow signalled moves within the area in which Engineering Hours have been cancelled, as required by the SPC. Just before the test trains depart to their stabling location at the published departure time, the protection arrangements are removed, and the signalling and points are returned to normal operation.

Rule Book affected and when this new rule is effective from

This new rule will be incorporated into a new section 13 of Rule Book 18 at the next available print run. Section 1 of Rule Book 18 will also be amended at the next available print run to include Signallers, Signal Operations Manager's staff and Signal Systems Duty Manager's staff as additional staff who require this book. This new rule will be effective from 16 December 2011 under the authority of this Operational Standards Notice 105 (OSN 105), which will be attached to the electronic version of Rule Book 18 on the Network Improvement website. When the next issue of Rule Book 18 is printed, the contents of this OSN will be incorporated into Rule Book 18, after which this OSN will be withdrawn.

Consultation

As this new rule will be available for use across the LU network, consultation for the introduction of this rule has taken place, and acceptance has been reached, with the Tier 2 Health and Safety Representatives for Service Control, Track Access Control and Power Control.

Authorisation for publication

The Director's Risk, Assurance and Change Control Team have authorised the publication of this rule.

Operational Learning update

Learning material for service control staff will be appropriately updated to reference the key requirements of this new rule.

13 Operating test trains during cancelled Engineering Hours

13.1 General requirements

All concerned

The following rules must only be used during cancelled Engineering Hours, and will ensure the following:

- all test trains stay in their work area
- the safety of staff working under Engineering Hours protection on adjoining traction current sections is maintained.



This is achieved by use of the signalling system to prevent test trains from leaving their work area.



All test trains must have a proven train protection system that is fully compatible with the proven signalling system on the line(s) concerned.

Train protection systems must always be operative.

Traffic Hours rules are applicable at all times.

Only signalled train movements are permitted.

All staff working on the test trains must not access the track or place equipment on the track.

The traction current sections on which Engineering Hours are cancelled must be published.

If traction current is switched off from the section on which any test train is moving, coasting is not permitted and the test train must immediately be brought to a stop.