

Reference document

R0289 Investigating Alleged Brake Irregularity or SPADs on Trains in Stonebridge Park Depot

(Formerly PI.722.10.98.01.i1)

Issue No.: A2

Issue date: January 2014
Review date: January 2017

MAYOR OF LONDON

 **Documents**
Document Sharing Hub



Contents

1	Purpose	3
2	General	3
3	Conducting brake checks and tests	3
4	References	3
4.1	Content Approver	3
4.2	Document history	3
5	Appendix 1 Recording form	4



1 Purpose

- 1.1 This reference document outline the investigation procedure to be followed when a train has been involved in an alleged brake irregularity or Signal Passed At Danger (SPAD) incident.

2 General

- 2.1 This process requires two people at various times.
- 2.2 The work instruction [W3656](#) for isolating trains safely must be followed.
- 2.3 The minimum PPE of protective clothing, safety shoes, Hi visibility vest and bump hat must be worn and the work place risk assessment referred to.
- 2.4 Form [F1112](#) is used to identify the tests needed to capture the assurance details.

Note

The recording arrangements for this task are set out on F1112.

3 Conducting brake checks and tests

- 3.1 Carry out the test as listed on form F1112 and record responses.
- 3.2 The individuals undertaking these tests must have knowledge of the 72 tube stock trains.
- 3.3 The completed form must be returned to the Engineering Support Manager (ESM/ Nominated Investigation Leader).

4 References

- [S1180](#) Standard for Rolling Stock
- Form [F1112](#) Investigating an alleged brake irregularity or SPAD

4.1 Content Approver

Content Approver
Mark Glover - ESM

4.2 Document history

Issue no	Date	Changes	Author
A1	June 2012	PI.722.10.98.01.i1 reformatted, renumbered and revised as per DRACCT No. 01103.	E Quildan
A2	January 2014	Updated in line with comment from Alan Taylor and Mark Glover as per DRACCT No. 01910	Ed Quildan



5 Appendix 1 Recording form

Name of person 1 undertaking tests _____

Name of person 2 undertaking tests _____

Date of test _____

Location of test _____ Work order number _____

Train number _____ Comp _____

Nature of alleged incident _____

Test to be undertaken (Confirmed by ESM/ Nominated Investigation Leader)

Note: Carry out and record responses to the following steps noted on this form. This form is used to identify the tests needed to capture the assurance details. The individuals undertaking these tests must have knowledge of the 72 tube stock trains. The list the activities identified below must be carried out and does not always detail precisely all actions (e.g. brake test procedure is not detailed in full). Where order of actions is particularly critical, then steps are listed in detail.

Item	Step	Action	Record
1.	Carry out brake block inspection.	Record any blocks that are missing or are below the minimum acceptable thickness.	
		Record number of new/recently fitted blocks.	
		Record any block positions at which the block appears to be contaminated with grease or oil. Check all wheel treads for evidence of grease or oil contamination.	
		Check condition of rigging for defects.	
		Check locking keys in position on cylinder handwheel.	
		DO NOT CHANGE ANY BLOCKS AT THIS TIME.	



2.	Check the state of the brakes.	If brakes are applied, record this fact.	
		If brakes are released, check the brake block/brake cylinder pushrod clearance at every position.	
		Note position of packing pieces against wheel size (even if stroke seemingly correct).	
		DO NOT OPERATE BRAKES AT THIS STAGE.	
3.	Power up the train (all motor cars) & allow main line to charge fully.	DO NOT FULLY OPEN UP ANY CAB AT THIS STAGE, ONLY TURN ON CONTROL SWITCH SO THAT COMPRESSORS & MA's CAN BE TRIPPED PRIOR TO INSERTING JUMPERS. RESET COMPRESSORS & MA's ONCE JUMPERS ARE FITTED.	
		All compressors are operating correctly.	
		Mainline pressure is correct.	
4.	Check & record the position of all EPBIC's & TVIC's.	All cocks should be cut in.	
5.	Check & record the position of the following controls on the car from which the train was being driven at the time of the incident.	CT/BC,	
		SK,	
		EP Brake COS,	
		Compressor COS,	
		All MCB's,	
		TCIC,	
		DMVIC,	
		Control Governor COS (& seal),	
		Offside Console Emergency Handle,	



Item	Step	Action	Record
5 con't		AWIC. Brake Test Switch,	
		Speed Control Switch (& seal),	
		Uncoupler Switch,	
		Traction Control Cut-out Switch,	
		FIS,	
		MLIC & TLIC,	
		Blowdown Test Button (e.g. not stuck in)	
		Audible Warning Reset Button (not stuck in),	
		Ensure train-line is not charged at this stage.	
6.	Repeat the above step at each cab.	See above (Where fitted in middle cabs).	
7.	Check & record the position of controls at SCP position.	At SCP confirm: CT/BC.	
		Selector Switch,	
		DBVIC,	
		Emergency Button position,	
		Any MCB's are set,	
		Check Uncoupler switch setting & position of isolating cocks (MLIC & TLIC).	
8.	Open up the cab on the car from which the train was being driven at the time of the incident.	Allow train-line & auxiliary reservoirs to charge fully (allow at least 3 minutes).	
9.	With the brakes in the released position check brake block/brake cylinder clearance at every position, if not already done so in step 2.	Clearances are correct.	