

ENGINEER TRAINING

Key to successful implementation

Tandem running of new and old signalling systems requires Westinghouse engineers to understand the current system.

Training courses have therefore been organised by Terry Weston, Metronet Rail BCV's Signal Asset Engineer and Peter Clifford, Signalling Project Engineer for the Victoria line Upgrade (VLU). "It is extremely complex to have old trains on the existing signalling system and new trains with the new system running at the same time," said Terry.

"It is also essential that we ensure that the new system is designed and installed for optimum 'maintainability' – the success of this project will not only be judged by meeting programme dates but also by Metronet's maintenance bill for the next 40 years. So we must invest time and effort now to get it right."

Peter Clifford has devised the specific knowledge and skills course for the Victoria line. "This extends even to the way wiring diagrams are presented for London Underground's approval, so design familiarisation has been part of the course."

Initially all the designs will be checked by MRBCV but it is hoped that Westinghouse will become self-assuring, leaving MRBCV to carry out audit and selective checks. ■

Course planning: Peter Clifford, Signalling Project Engineer for the Victoria Line Upgrade (left) and MRBCV Signal Asset Engineer Terry Weston discuss the training timetable



AMBIENCE INITIATIVES

Ambience champions, a roving handyman and the contractors' forum

Station ambience is one of the measures on which Metronet is judged by Mystery Shopper Surveys and a number of initiatives are being introduced to further improve the ambience scores.

Ambience champions

A recent measure is the creation of 13 'ambience champions' so that London Underground Group Station Managers at all Metronet Rail SSL stations have a single point of contact.

The managers now know who to contact within Metronet when a fault or problem arises, and they appreciate the obvious benefits of dealing with a single person who knows the station and is familiar with previous incidents.

Roving handyman

At the same time, agreements are being negotiated between LU and Metronet to allow a newly created



Running repairs: Roving handyman Carlton Chambers from contractor Acorn Projects fixes a loose door lock at Baker Street station



Steering group: The contractors' forum meets monthly

roving handyman to undertake five activities during traffic hours. These activities would previously have been permitted only during engineering hours once train operations had ceased.

To begin with, he can work at only certain specified less busy stations. If all goes well the number of permitted tasks will be increased to 10, and then perhaps work will be authorised at busier stations, at least outside peak hours.

Contractors' forum

The roving handyman initiative came from the contractors' forum – a steering group that meets monthly following some extremely successful business relationship development workshops, designed to identify and implement improvements in the way LU and Metronet work together.

A subsequent issue of *Metronet Matters* will look at the process in detail. ■