

## SWITCHING TRACTION CURRENT OFF IN AN EMERGENCY

<b>Standard</b>		<b>S</b>
Series No.	Role	Issue No.
<b>Ea104</b>	-	03
Persons involved: <b>All staff</b>		
Effective: 28 April 2002		
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**This document includes**

Tunnel and sub-surface sections

*Train Operator unable to communicate with Line Controller*

*Use of tunnel telephone wires for other purposes*

Tunnel stations (tube and sub-surface)

Tunnel telephones - Metropolitan Line (Moorgate to King's Cross) and Piccadilly Line  
(Hatton Cross to Heathrow Terminals 1,2,3 via Heathrow Terminal 4 loop)

Open sections

*No communication with the Line Controller*

Tunnel telephone wires and tunnel telephones out of commission

Train bridging a traction current rail gap

Line Controller's equipment

Short Circuiting Devices

*General*

*Description of Short Circuiting Devices*

*General instructions for use of Short Circuiting Devices*

*Location of Short Circuiting Devices*

**1. Tunnel and sub-surface sections**

- 1.1 When it is necessary to switch traction current off in an emergency in a tunnel or sub-surface section (other than short tunnel sections and at the locations shown in section 3 of this document, where tunnel telephone wires are not provided), the tunnel telephone wires must be used to switch current off, using document Eb207 in the Reference Manual.
- 1.2 If, after communicating with the Line Controller by telephone handset, it is then impossible to communicate by other means, the telephone handset must be used again.
- 1.3 If the Train Operator cannot communicate with the Line Controller by tunnel telephone (this might be because the tunnel telephone is out of commission or the handset is not working), he must use train radio to ask the Line Controller to switch traction current off, and tell him
  - his name and grade
  - the Line and train number (e.g. Piccadilly train 334)
  - direction (e.g. westbound) and track name if multiple tracks (e.g. fast line)
  - location of the train (e.g. between which two stations or approaching station.) and any other relevant location factors (e.g. at signal number A445)
  - the reason for the request.
- 1.4 If a train radio is not available, the Train Operator must try to communicate with the Line Controller as shown in paragraphs 1.5 to 1.9 of this document.

***Train Operator unable to communicate with Line Controller***

- 1.5 Before leaving the train the Train Operator must
  - fully secure his train to prevent it moving
  - place a Short Circuiting Device across the traction current rails at the front and rear of his train
  - return to the train except when it is necessary
    - to use a nearby telephone

OR

  - when it is unsafe to remain near the train