



The Chronicle



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SOUTHERN DRIVERS
COMPANY COUNCIL NEWSLETTER.

DECEMBER 2008 TIMETABLE DISCUSSIONS

Recently Southern asked for discussions on the new timetable and the problems they were having in introducing the increase in services, a temporary shortfall in driver numbers, the continuing migration of drivers from Selhurst and our concerns with re-routing of certain new services. The company explained that due to the delays within the DfT and TfL in giving Southern the final service requirements and Southern's need to produce diagrams for our representatives to scrutinise and agree new rosters some service were left uncovered. This has now led to a further 7 diagrams being required which they now wished to place at Victoria x 1, London Bridge x 1, Redhill x 2, Three Bridges x 1, Brighton x 1 and Barnham x 1 as UFN diagrams until December 2009.

They then went onto explain that they wished to explore ways of stopping the movement of drivers from Selhurst until such times as they had enough relief drivers to replace those leaving. They also explained that their view in regard to the DOO services they were intending to run was not increased as a quantum for the following reasons.

The 2a services from Brighton to Victoria were the current Brighton to Watford services that were be re-routed at Clapham Junction to go to Victoria.

The Current Charing Cross/London Bridge to Smitham services are being extended to Tonbridge and Reigate with conductors being supplied from and to Purley.

So the complaints in this regard were unfounded.

We said that we had listened to their explanations and were prepared to explore various possibilities to enable a smooth introduction of the new timetable and also ensure that our members were not disadvantaged with any effort to stop the flow of drivers leaving Selhurst.

We explained that there were certain areas of our terms and conditions where we wanted to see improvements i.e. time limits on how long UFN/STPs that increase diagram lengths should run before the roster has to be rebalanced, reduction in the lower limit of how long spare turns can be and also recognition for the work our local representatives are required to do to ensure the depots run as smoothly as possible.

We then spent some considerable time exploring what agreement could possibly be reached and both sides agreed to go away and explore the others proposals.

We met again yesterday and concluded the following agreements.

1. Additional release of staff side representatives to undertake LDC activities and/or represent/accompany staff .

This release will be effective from 1st January 2009 for an initial period of one year. This release will be reviewed at the October 2009 DFC meeting. At this meeting, the DFC will submit evidence of the activity that the individual representatives have undertaken as a result of the release agreed.

There was an agreement we made when the 377s were first introduced on regenerative braking and drivers being given a further days training as we were unsure as to the implications of using such a braking system. We are satisfied following our involvement in the testing of this system which showed no difference in the braking characteristics of the train nor required any input from a driver coupled with the fact that our colleagues who drive the 3 car 377s in particular have not raised any concerns driving these units using this braking system. We felt it was worth using this agreement to achieve extra valuable release for your representatives something a number of representatives and branches had been complaining about.

2 .Agreement on STP/UFN restrictions

Any alteration within the first 2 weeks of a new roster will be rebalanced by the TPO

Any ongoing alterations lasting more than 3 weeks within the term of a roster will also lead to rebalancing of the roster by the TPO

This give us control over the past abuse of ST/UFN diagrams that destroyed the agreed rosters at a number of depots on a regular basis.

4. Agreement to acceptance of up to 7xSTP diagrams until further notice (in effect, until December 2009 timetable change)

5. Agreement to freeze driver vacancies from Thursday 1st January 2009 until Tuesday 30th June 2009

We have agreed to the freezing of all vacancies and the use of these STPs so as to avoid the distinct possibility of live redundancies within our relief driver grade. This enables Southern the time to recruit enough new relief drivers to fill in vacancies that will be created at Selhurst in particular when the vacancies are unfrozen. In no way will anyone be disadvantaged by this freezing on the current information we have to hand on future resignations/retirements. Registering of clause moves can continue in the normal manner and bi monthly monitoring by us will take place.

6. Agreement that the minimum spare turn length on the May 2009 master roster will be 8 hours 30 minutes.

We have begun to increase the shortest time a spare length can be rostered thus reducing the amount of enforced overtime we can be booked..

7. Agreement that 2Axx services will run DOO (P) throughout (up to 8 cars) with cab dispatch at Clapham Junction

8. Agreement that Charing Cross to Tonbridge/Reigate will operate DOO (P) between Charing Cross and Purley

This in our opinion means there is no increase to the quantum in the current DOO scheme

We believe this agreement has made major long term progress in the terms and conditions of drivers. We have achieved control over the past abuse of ST/UFN diagrams that destroyed the agreed rosters at a number of depots on a regular basis. We have begun to increase the shortest time a spare length can be rostered thus reducing the amount of enforced overtime we can be booked. We have ensured no relief driver is forced down the redundancy road. We have started to ensure that the work our local representatives do to ensure all depots run in the best of everyone's interest is at last being recognised. Although being unpopular in certain areas we are certain that the vast majority of our members will see this as progress as indicated by the majority of reps last week when we canvassed their opinion on our ideas.