



The Chronicle



Issue 5

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SOUTHERN DRIVERS
COMPANY COUNCIL NEWSLETTER.

P.I.B.S

Following the updated software being installed on 3-car 377 units, we have been made aware of a problem encountered on Monday morning. This occurred on the up fast platform at Clapham Junction. An investigation found the Beacon system had been installed but not activated on the leading 3-car of a 12-car service. We have a planned meeting for Wednesday 6th May to review any issues encountered by drivers when using the system. If you are aware or become aware of any problems, please send them to Roy Luxford, Company Council, Secretary. Contact details overleaf.

Following the review, Southern will introduce any measures to ensure problems are not replicated. When this has been completed, the rest of the 377 fleet will have the Beacon software installed. The proposed date for the software upgrade Saturday 9th and Sunday 10th May.

Combined Power Brake Controllers (CPBC).

We have been advised of a problem encountered with a CPBC. Following a report from a driver of a CPBC jamming, an inspection found an object had fallen inside the casing surrounding the CPBC. If you become aware of this happening on a 377 you are working you should report it immediately so the unit can be inspected.

The CPBC is inspected in both cabs every 15000 miles or 45 days (which ever is the sooner) as part of the ongoing unit inspection programme.

Medical issues.

A meeting has been arranged with representatives from Southern and Partners to discuss the concerns raised on behalf of members. Southern have written to members concerned asking for their permission to discuss their case at this meeting. In order for us to proceed with the complaints, we require members to agree to this and send the letter back to Human Resources.

We will advise each member of the outcome of their case. The meeting will take place on 6th May.

Purley PNB point.

We have received a number of complaints about other staff and bus drivers using this facility during drivers PNB's. We have brought this to the attention of management and are currently waiting for a response.

We will advise you on the response and solution when we are in a position to do so.

Points free SMS.

We have previously reported that we have been in talks with Southern about introducing a category free and points free procedure. The procedure concentrates on identifying why an incident occurred. This should be addressed with a suitable coaching plan and importantly, with any additional support. The support will and is dependant on the type of incident.

We are meeting with members of our Executive Committee to brief them on the procedure in early May. We will advise on the outcome.

Drivers Attendance Procedure.

The referendum conducted with ASLEF members has rejected a revised procedure. Our Executive Committee noted the result and there are no proposals to reopen talks.

Booking on between 22.00 & 05.00.

We have been advised that some drivers who were either spare or on cover turns booking on before 05.00 have been asked to cover work beyond their rostered 8 hours 30 minutes. When some challenged this, they were advised the 8 hours 30 minutes only applies to diagrams with work content. This is not the case. Any turn starting before 05.00, including cover and spare turns are restricted to a maximum length of 8 hours 30 minutes.

Mobile phones.

Southern have received cases and have started to issue them to drivers. This is in response to some drivers reporting they had found their phones switched on in their bags or jacket pockets.

Summer timetable 2009.

Local Representatives should have received the summer diagrams. Additional time to Scrutinise has been agreed by Southern, which is based on the number of drivers at each depot.

Locations with accessible toilets have almost been finalised. The male toilets will be locked using the BR1 lock and female toilets will have a key pad lock.

Door key switch Class 455 & 456 Units.

We have received complaints that a recent modification has introduced a distraction in the drivers cab. The modification is meant to identify if there is more than one BR1 or door key switch key active in other cabs. A blue light is now constantly illuminated in the drivers cab, which is causing the distraction. We have brought this to the attention of Southern and following a meeting, arrangements are being made to rectify this problem. The blue light will only be visible should there be another BR1 or door key switch key in the on position in another cab.

A trial is taking place with 455837, please feed back any issues to your DM and forward a copy Roy Luxford, contact details below.

Noise level survey—377 cabs.

Some of you may be aware of a survey on the noise levels on ASCOM cab radios. This survey will hopefully be concluded by June. Cab radios found with unacceptable noise levels will be modified.

The noise level of the AWS system has also been discussed. A modification to reduce the noise level is being considered by Southern. We will advise further on both noise levels when are in a position to do so.

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