

THE UNSOCIAL MEDIA May 2015

ATTITUDE OF CONTROL

Over the years we have heard of and received complaints from drivers about how the members of control staff talk to us when we need to talk to them about a problem. The one stock answer we hear most about from control is

"are you refusing duty"

The head of trains said at a recent agenda meeting that was unacceptable and that control are there to support a driver not to coerce them into doing something they are unhappy about or fell it is unsafe to do.

He has since spoken to the control managers and this sort of response should not be encountered going forward. If you do. Can you please log the time date and the controllers name so we can follow this up.

QUALITY OF NON DRIVERS SEAT

We asked the head of trains to enquire as to what the maintenance regime is for the non driving seat in all forms of traction.

The response from fleet was unacceptable to us as they are saying they have no plans to look after these seats in a fashion that makes them fit for purpose.

Can any member of the driving grade who comes across a non driving seat that has not been recovered or re cushioned where the foam has deteriorated to an uncomfortable state please report these as a unit fault on the correct form in the normal manner of fault reporting and hand a copy of this form to their local health and safety representative.

DRIVERS SEAT 377 UNITS

Fleet have now advised that the first batch from the manufacturer has been delayed in delivery. The first seats are now due to arrive this month. Bastille with fuller explanation to follow.

FATIGUE WORKING PARTY

The fatigue working party is pressing for an urgent meeting to finalise the arrangements for the introduction of a NON PUNATIVE reporting process.

ON TRAIN PASSENGER INFORMATION SYSTEM

The Head of Trains has indicated that all the software faults with the above have now been rectified. We have told him that in our recent experience that is not the case. He has asked that Drivers report these problems on a unit by unit basis so that these problems can be rectified. Again please report these as a unit fault on the correct form in the normal manner of fault reporting and hand a copy of this form to your local health and safety representative, as not having announcements made correctly regarding the P.T.I has serious safety implications especially on D.O.O. trains.

SPARE TO SPARE AGREEMENT

It has been highlighted again that drivers are being rostered from turns in the wrong manner.

The long standing agreement is quite clear. To be moved more than three hours the two days work has to come from the same line of work. Once you have been moved that becomes your datum time and you cannot be moved more than three hours again.

FACE BOOK PAGE

In an effort to ensure we continue to give the members on Southern the best possible service we have created a Southern DFC page on Face Book.

This is for us get important and urgent information to the members in the most timely manner.

It will not be open for comments. Any comments you wish to make regarding what we post should be made via a telephone call to a member of the DFC or through the Branch Meetings we attend on a regular basis. To register you must request via email giving your Name, Depot and ASLEF membership number.

UNSOCIAL MEDIA

This publication will normally be published in the early part of the following month, this is so we can include any news/agreements from our monthly agenda meeting which is normally held on the last Thursday of each month

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