

THE UNSOCIAL MEDIA September 2015

SUNDAY WORKING

We have recently attended some Branch meetings where the question of "Do we have to work our Sundays?" This has been previously raised and at that time we obtained legal advice from Thompsons Solicitors. This advice was that we have an obligation to work contractual Sundays. However there are agreements (Company Council and Local) that allow Drivers to make themselves unavailable to work Sundays that are at the beginning and end of their leave. Should you require a rostered Sunday off (which isn't associated with leave) it is your responsibility to find cover for the turn. Failure to do this may lead to possible disciplinary action being taken against you.

BTP FATALITY HOTLINE

If you are unfortunate enough to be involved in a fatality at work you may be told to phone the BTP Fatality Hotline. We would just like to remind you that British Transport Police Fatality Hotline is a voluntary service and is not compulsory. There is some useful guidance on BTP investigations in the ASLEF diary.

DRIVER INSTRUCTORS

As part of the 2012 pay deal, it was agreed to carry out a joint review of the Driver Instructors role. A Working Party was established which included Southern Management, Company Council and six Driver Instructors, who were asked to take part in the Working Party by Company Council. The Job Description is being sent to all Driver Instructors, via their Line Managers. The revised role does not require Driver Instructors to be Assessors.

TAXI CAB ARRANGEMENTS

It has been confirmed that should a female driver request a female taxi driver, every effort will be made to provide the request (in line with ASLEF policy). This should be requested at the earliest opportunity, to allow the Resource Manager and Cab Line the time to try and meet it.

POLICE CALLED TO A TRAIN INVOLVED IN A FAIL TO CALL

In August, we were made aware that as a result a fail to call incident, Sussex Police were trying to make arrangements to interview the driver, although they never managed to meet up with the driver. It is believed that someone (possibly a passenger on the train) made a comment on a social media site, which alerted the Police. We raised this with Management and asked what steps have been taken to prevent a recurrence. They stated that measures have been put in place and the relevant action taken which will hopefully prevent this from happening again.

CLASS 377 UNITS, RELACEMENT OF SEATS AND DSD.

The replacement of seats and DSD's has started. We have asked why some units have not had the seats and DSD in the same cab replaced and are awaiting a reply. We will update when we are in a position to do so.

RAISING WORKPLACE ISSUES

Should any Driver believe that a request or instruction does not conform with our Terms and Conditions, they should raise directly with their Local Representatives. The Local Representatives will be able to provide advice and guidance. They are also in a position to bring the issue/s to the attention of the Train Crew Manager responsible for their Depot. If the matter is not resolved to the satisfaction of the Local Representatives, they can then forward it to Company Council as a Fail to Agree.

GSM-R 3.5

Following a trial on Network Rail infrastructure on other routes, a new software will be uploaded to the radio systems. We are awaiting a joint meeting to discuss how this will be rolled out.

FACEBOOK PAGE AND WEBSITE. **Don't forget to register**

www.aslefsouthern.org.uk