Agreed 27 March 2003
NOTES OF AN AGENDA MEETING HELD ON THURSDAY 27 FEBRUARY 2003 AT FRIARS BRIDGE COURT, LONDON

Present

Elwyn Roberts, Operations Director
Kevin Eade, Drivers Company Council
Roy Luxford, Drivers Company Council
Dawn Thorn, HQ Personnel Manager – notes

1. Agree Previous Minutes

The minutes for the previous meeting were agreed.

Deferred Items

a) Resignalling Schemes – West Coast – Horsham

Mr. Roberts said that he had no further information on the Horsham resignalling at present, he expected the staff briefing to be available in advance as normal.

So far as the West Coast was concerned, the current project manager was retiring and he would ensure that a new project manager was appointed. He had no further information on that scheme currently.

Item deferred

b) 375/377 Units AC Training

Mr. Roberts confirmed that he had arranged for practical handling training as requested, a journey to Watford and back would be undertaken. This would not form part of the programme until October/November and he would forward a copy of the presentation slides for their information.

c) SPAD at Bognor Regis 22 June 2002 (Letter from HMRI to South Central dated 16 July 2002)

Company Council confirmed that they had not received a response on this matter from HMRI.

Item deferred
d) Result of formal Inquiry into Collision in Selhurst

Mr. Roberts said that the documents giving a revised method of working in Selhurst depot were near to being finalised. In the meantime he would ensure that both Alan Taylor and Terry Wiltshire were involved in discussions.

Item deferred

e) Locations for Berthing Failed Trains 5.3 Matrix

Mr. Roberts stated that he was in receipt of a letter from Company Council and was in agreement that if the walking route was not cleared as safe, then trains would not be berthed in the sidings at Lewes, West Worthing, Haywards Heath and the middle road at Havant.

f) Laying of Sandite Leaf Fall period 2002

Mr. Roberts stated that a meeting had taken place on 12 February involving Network Rail to look at the routes which needed additional sandite and determine the effectiveness of this and whether there was a need to continue this next year. Alan Taylor, Paul Smith and Chris Elliott had been consulted on this process. He was still waiting for feedback.

g) 375/377 Units, Location of on Board G.P.S and Emission of Waves from On Board G.P.S system

Company Council said that the Email Mr. Roberts sent partly answered their question, however, they still required to know what protection was in place between the aerial and the driving cab?

Mr. Roberts replied that he would find out and respond accordingly.

Item deferred

h) P.N.B. Facilities, Haywards Heath

Mr. Roberts reported that a comprehensive look at who uses the PNB at Haywards Heath and at what times, would be undertaken. In the meantime the work previously discussed would be carried out and the speaker would be moved if possible.

i) Failed to Agree – Eastbourne Train Despatch Norwood Junction

Mr. Roberts stated that a safe method of despatch was needed and he would discuss this was Gary Prodger to determine this for future instances. He would forward copies of the agreed safe method of working.

Item deferred
j) Non Progression of conductors to Driver Training after Passing Aptitude Test

Mr. Roberts advised that the assessment was only valid for one year and could only be taken twice. He would investigate why these individuals were assessed and then not progressed earlier and look into the possibility of starting a driver training course earlier than has been arranged.

*Item deferred*

k) Payment to Learner Representatives

It was agreed to list this item at a meeting with the HR Manager.

**New Items**

1) Failed to Agree, Horsham Train Crew Accommodation

Company Council said that the accommodation did not have sufficient space and therefore the locker size had been reduced without the agreement of the staff.

Mr. Roberts replied that they were trying to improve the facilities and the new lockers did not take up so much space. He would visit the location and see what the issues were.

*Item deferred*

2) Newspapers in Driving Cabs

Following discussions it was re-iterated that reading of this type of material was not allowed in the driving cab.

However, it would be permissible during turn round times, providing that the driver was not in sight of the public joining that train and returned to their duties in sufficient time to prepare for their outward journey.

3) Skid Pan Training Barnham Drivers

Company Council said that some of the more experienced drivers had requested Skid Pan Training, but this was declined by the DSM. They had only driven 400 stock and did not feel that they had WSP experience in leaf fall conditions for the new units.

Mr. Roberts confirmed that the new units did not slide much in these conditions and had Smart Sanders fitted. He was happy for the 2 drivers who had made the request to go on a course, however he would need to re-assess the situation for the coming autumn and how we trained staff in future.
4) **Safety Days in Roster**

Mr. Roberts said that he did not feel that South Central were meeting their obligations in this regard and he wanted to review the syllabus to ensure it met all the necessary requirements. He would provide figures at each monthly meeting showing how many staff had been trained to monitor the number of staff attending. He would look at the syllabus and report back.

Company Council agreed with this course of action.

*Item deferred*

5) **Method of working 375 DOO Services**

Mr. Roberts handed Company Council a paper explaining the method of working for these units in this mode. He explained that it was the intention to introduce this in approximately 2 weeks time.

Company Council asked what instructions would be given to the driver regarding stations not booked to stop at?

Mr. Roberts gave them a proposed method of working.

Next Meeting 27 March 2003