

ON THE RECORD

RECENT SPADS

For the past several months, Drivers Company Council has had some discussions with the Head of Drivers regarding the number of SPADS that have happened recently.

We fully understand the companies concerns, but we did point out that there is too much attention on the SPAD, and more needs to be done with trying to understand the events beforehand.

Drivers Company Council has seen a marked increase of Drivers going to licence review.

TPWS is another issue to us all; this is what really condemns a Driver to a permanent licence withdrawal. With so many unanswered questions involving TPWS activations/interventions it is becoming extremely hard to defend. So the message from us is to do whatever it takes to avoid triggering a TPWS in all instances, the grids are now so tight there is no tolerance in the braking curve used, so it will always come out at a level 2 which is not good on an incident record. We have tried to get the company to understand what support a Driver needs, but during our discussions on TPWS, it was clearly pointed out to us, their view is: 'TPWS takes control when you have lost control'. As you can imagine, that statement is impossible to argue against.

DOO MONITORS

The recent Operations Safety Bulletin regarding DOO Monitor dispatch clearly states how to dispatch your train safely, what it failed to state was how to dispatch your train safely when the Monitors you are using are defective, either by sun light, quality of images or images missing. Contact the signaller that you are doing a manual DOO close door operation. When this is complete, advise the signaller of the defective monitor also put a report in the usual manner. Time is NOT of the essence when dealing with DOO Monitors, your safety and the passenger's safety is paramount do not allow it to be compromised.

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