

Piccadilly News



Arnos Grove

Acton Town

Northfields



STRIKE ROCK SOLID

Thursday 24th March will go down in history as the day when every driver on the Piccadilly line said: **“ENOUGH IS ENOUGH”**. Not a single train ran on any part of the line as drivers from both RMT and ASLEF stood shoulder to shoulder to show our managers that we will not accept their lies, bullying and broken promises any longer. And a special thank you to ASLEF members at Acton and Northfields for solidly supporting the action.



RMT Regional Organiser John Leach (second from left) joins the Arnos Grove picket line

Why We Shut the Line

Here is a recap of the issues which have caused this dispute.

1. Management promised to abide by local agreements following our strike ballot held last year. **Broken promise.**

2. Management promised to take braking and SPAD issues seriously and committed to engage in brake testing in the early New Year. **Broken promise.**
3. They agreed to work with safety reps and set up review meetings to reduce SPADS. **Broken promise.**
4. We asked for the driver training course to be increased. It used to be 20 weeks, now it is 14 and the predictable outcome is that novice drivers are now having almost half of the SPADs on the line. **Management said NO.**
5. Your union asked for reps to be given access to newly qualified drivers to make sure they are happy with the training they received. **Management said NO.**
6. We have serious concerns about the integrity of train downloads which can be used to help sack drivers and asked for union reps to be trained in interpreting the data. This is vital if reps are to be able to properly defend members at case conferences and disciplinarys. **Management said NO.**
7. Your union asked for CAP plans to be a minimum of 3 days to ensure you get the best chance of not having further SPADs and risk losing your job. **Management said NO.**

- Members are also being routinely sent to SPAD case conferences after 3 rather than 4 SPADs. This repeats a tactic management started two years ago before we stopped it after threatening strike action. **We want the company to abide by all agreements.**

Justice for Oakwood Six

In addition to the issues listed above, there are six drivers facing disciplinary hearings for trying to book on as per procedure. With the Oakwood DTSM absent without explanation, the station supervisor was asked to book on the drivers concerned. However, as the supervisor indicated that she was not sure of what the task entailed, the drivers correctly refused to be booked on by her.

In an act of pure spite, management have invoked the disciplinary procedure against these drivers. So far, two of them have been issued with 52-week written warnings after flawed hearings in which members were refused the right to call witnesses and denied the right to see all witness statements. Our demand is that these charges be dropped and all warnings issued be rescinded. **Management have totally ignored our demand.**

Cockfosters Depot Fiasco

Walking times have still not been finalized and management have refused to route the depot walkway round the back of the IMR building, as our safety reps requested.

There are still only 25 parking places for staff and some kind of crazy parking system being proposed whereby drivers must book on, get a parking card, put it on their car and then pick up!

Also, management are refusing to familiarize the majority of drivers with the new depot. Only drivers moving to Cockfosters are to be familiarized with the depot and walkway. **This is frankly ludicrous.**

I HATE YOU, BUTLER!

In a scene reminiscent of the 70s comedy *On the Buses* (for those of you old enough to remember it) a fleet of ancient buses lined up to ferry passengers along the route of the Piccadilly Line on the day of the strike. What a waste of money.



So this is what management were planning while pretending to negotiate with us at ACAS? No wonder they followed these sham discussions with six days of silence followed by a letter to our head office asking us to call off the strike!

This contempt for their staff was answered loud and clear last Thursday with a total wipe-out of the service. With two further 24-hour strikes looming, management now need to wake up and smell the coffee, address our concerns and start treating our members with respect instead of going on TV and falsely claiming we are not prepared to attend talks.

We will not allow management to ride roughshod over policies and agreements, and the Oakwood 6 are just the tip of the iceberg. The issues of the ageing fleet and our concerns over the opening of Cockfosters, proper driver training and action plans also need to be addressed with some urgency, along with the forced resignation from her driver job by Niamh O'Loughlin from Acton Town.

The clock is ticking and, instead of more *On the Buses* comedy, we need a serious response.

Further updates will be provided on any

Unless there is an outbreak of common sense among line management, two further 24-hour strikes will take place as follows: **Tuesday 19 April, 1200hrs to Weds 20 April, 1159hrs**
Thursday 21 April, 1200hrs to Friday 22 April, 1159hrs

STAY STRONG – STAY UNITED – SUPPORT YOUR UNION