

RMT up front



The newsletter for London Underground drivers

Issue 25, December 2012

Bakerloo and Central Line drivers: Vote YES for yours and your passengers safety

Bakerloo and Central Line drivers will be receiving ballot papers for action short of strike action over London Underground's detrainment procedures.

Despite warnings that LU's procedures for detraining before trains go into sidings or depots is unsafe, LU have refused to implement a procedure on the Bakerloo Line for physically checking carriages to ensure they are clear of passengers. LU is also insisting on bringing in the same procedures on the Central Line.

The serious safety concerns of LU's detrainment procedures came to the fore in early October when a 12 year old boy was trapped on a train at Queens Park sidings. The boy managed to "shimmy up" and out of the train squeezing past the inner car barrier and onto the track. He could have been killed as he was in close proximity to the 430 volt live positive rail and moving trains. It was only the alert actions of the driver that spotted this dangerous occurrence. He told the driver "he was going to walk home to Kensal Green on the "charcoals", ie the ballast. The driver got him back on the train.

The RMT objected to removing detrainment staff and said at the time that it would be unsafe, not just for passen-

gers but also for staff as the risk of staff assaults would increase. The union's objections have proven to be correct.

The RMT is working closely with our sister union, ASLEF, on this matter and both unions are balloting our members

concerned with a view to holding joint action. A number of meetings have been held with management but LU refuse to give ground.

Notwithstanding the union's safety concerns for passengers trapped on trains, the RMT has also shown that hundreds of passengers a month are being over carried into the sidings on the Bakerloo Line. It is only

a matter of time before a driver is seriously assaulted. This could be you!

If the union receives a mandate for action short of strike action then there would be an instruction from the General Grades Committee that all drivers ensure that trains are physically checked prior to going into sidings or depots. This to be done either by suitable staff or by drivers themselves. Because of the ballot mandate this would be a lawful action for our drivers to take.

Ballot papers must be returned by Thursday 3rd January. **Vote YES!**

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RMT ballot forces LU to withdraw sell off of annual leave

The RMT's ballot for strike action of our driver members over the proposal that drivers can sell their annual leave when working on Boxing Day was enough to make London Underground formally withdraw this attempt to change our terms and conditions. Gerry Duffy and Howard Collins have written to General Secretary Bob Crow and Regional Organiser Brian Whitehead giving assurances that selling annual leave is off the table.

These assurances were given in advance of the strike mandate showing that RMT train drivers were resolved to defend and maintain the principle that our leave is not for sale. The RMT General Grades Committee (GGC) has considered the written assurances from London Underground and the ballot result and has decided to call no action. Our demands and objectives this time round have been met.

The union is still concerned how-

ever that LU have discussed with ASLEF the possibility of rest day and overtime working. With ASLEF's history of selling out framework agreements during the summer of 2012 the GGC has agreed to "remain vigilant to any attempts by LUL to bring in... rest day working." The General Secretary is to provide a report in the new year.

The RMT's campaign to defend our annual leave arrangements has raised the issue of who actually put the idea on the table. The union's correspondence with London Underground indicates that it was ASLEF themselves who raised this as a proposal. Either way the RMT believes that we should be going forward and improving our drivers terms and conditions and not selling out our hard fought for working conditions.

This is a victory for RMT and all our drivers prepared to take action to defend our annual leave arrangements and our terms and conditions.

Sent to LUOH? Contact your RMT Rep

As part of the attendance and discipline clampdown management have increasingly used their occupational health department as a tool to bully and threatening our members back to work or redeployment or even medical termination. There have even been examples of sometimes medically unqualified staff directly contradicting the advice of a GP used this as a pretext to stop company sick pay. Even members of that department who are bullied themselves don't have their complaints heard and there is generally an atmosphere of fear and intimidation from senior staff that results in advice being given to managers that does not assist our members getting back to work and has a negative effect on them generally. This is not acceptable and your union is currently campaigning for you to have the right to representation or be a companion at any meetings with OH staff. If you do attend on your own ensure that you read their advice and agree with it before you leave as it is likely this could be used to get you a P45 rather than return to work! If in doubt contact your rep.



TRAIN DRIVERS COALITION OF SOLIDARITY

All DRIVERS are reminded not to go to work without the protection of the RMT. Only the RMT stands up for the principled defense of our terms and conditions and has the track record of fighting for workplace justice.

RMT STAGE 2 REPS FOR THE NEW YEAR

From 2013 the RMT stage 2 reps are as follows:

TRAINS FUNCTIONAL COUNCIL

BRIAN MUNRO GLENROY WATSON DEAN O'HANLON

TRAINS SAFETY COUNCIL

NEAL HODGSON GARY FITZPATRICK JIM MCDAID

UPGRADES

GWYN PUGH

I spy LUL spyware

In an increasingly electronic age your reps have relied on LUL's email system to communicate with members as it is convenient and ensures we can assist at times when members and their reps are on different shift patters etc. However every time an email is sent LUL reserve the right to monitor and intercept the content of these emails in a policy that has never been agreed with your union. This is another example of a high handed management team who ride roughshod over your union's concerns. However the union is campaigning to adjust this policy to make it clear when the emails between reps and their members sometimes discussing confidential issues can not be accessed. In the meantime be aware that this means of communication is not secure and can be used by vindictive managers who may try to get members and their reps into trouble.