



WATERGATE SCANDAL

Your Train's Health and Safety Council Reps have had several rounds of arguments with senior London Underground management about the removal of the chilled water provision for operational, front-line staff.

We were initially informed that Eden Springs, the company who previously supplied our chilled water dispensers, were removing these units as LU had cancelled the contract.

We were also told that a new provider would be sourced. LU expected to cut back on units by providing 40% less. This saving was to be met by removing units where there was currently an over-supply and duplication. All along, assurances were given that front line staff would always have *access to water*.

Drink from the tap

What LU meant by *access to water* has become blatantly clear over the last couple of months: chilled water dispensers have been removed from driver's mess rooms, step back rooms and tea points. Our colleagues on the stations are facing similar withdrawals. No replacement dispensers have been forthcoming.

When we pointed out to LU that drivers didn't have access to chilled water, the uncaring reply from LU was drivers could 'drink from the tap.' LU's position had changed from its previous '*Dignity at Work*' position of a commitment to supply chilled water to 'we are only obliged to provide tap water'.

However, the real scandal in all this is that while our chilled water provision has disappeared over night, take a quick look around some head office buildings and you will see that they are awash with chilled water dispensers.

Do LU bosses even care? They are sat in their palatial, air conditioned offices, drinking chilled Alpine spring water while we melt and dehydrate.

So, while the mercury rises to 35 degrees in London and our tunnels, platforms and trains are like ovens, frontline staff who keep the capital moving day and night are supposed to drink the lukewarm crap from the tap!

Just like austerity in society saving money on the backs of the poorest in society, LU are making savings on the backs of us frontline staff by withdrawing the most basic of provisions.



This matter has been tabled for next week's Safety Forum where your Train's Safety Reps and Regional Organiser will be letting LU know in no uncertain terms what we feel about this water apartheid.

Station staff needed

LU's cuts to station staffing levels came back to haunt them the other night. A Jubilee Line train at Bond street had a defect and the driver was unable to close the doors on three carriages. The Rule Book says there has to be a member of staff on each carriage before the train moves. But, losing these three staff from Bond St took the station to below minimum numbers and the station had to close.

We need more station staff to run stations safely.

A Change Too Far!



A new Rule Book is currently being issued to drivers with yet more changes to safety critical rules incorporated. We have mentioned several times recently that we are concerned with the constant changes and the chronic lack of briefings regarding these changes. A piece of paper at book on and stick the change in CDP is LU's very unhelpful approach to this problem.

LU want to merge the rules for passing automatic signals at danger, passing semi-automatic signals at danger and the signals known to have failed rules into one big super rule. This would be in the form of a type of flow chart: is it an auto signal? Go to the next section etc....

The good folk in charge of our rules must be running out of things to change because this proposed change appears to be for no apparent reason. As far as we are aware there have been no recent scenarios of drivers reading the wrong rule and misapplying it; there have been no complaints from drivers that rule is hard to understand in its current format.

If it's not broken, don't fix it.

Enough already with the constant changes. We will be opposing this change and have referred the matter up the machinery.

Dust Committee Is Up and Running

Some good news to report! Pressure from the trade unions has forced LU to set up a Dust Monitoring Committee. This committee met for the first time this week. LU appear to be taking our concerns seriously as they have sent Directors in to chair the meeting.

There were a number of topics to discuss including whether or not there were plans to reintroduce the 'tunnel cleaning train.' Unfortunately the answer to this was an emphatic no. This is a decision driven purely by cost as far as we can tell at this stage. We will keep trying though.

Positive responses were received regarding asthmatic people being allowed to wear dust masks, looking into the fitting of air filters and the maintenance of ventilation shafts being reviewed.

If you have any concerns you would like us to raise at this

committee then just drop us an email. A fuller report of this meeting has been sent to your local RMT Safety Rep.

Cab Security

RMT H&S reps and activists have been expressing concerns about cab security following recent terrorist attacks. We share these concerns and have raised them with senior LU management. We were promised an update from management and the engineering boffins but no real answers were forthcoming. Management said any improvement to the current system would be expensive.

We will keep pushing the issue and keep you fully updated.

Night Tube

The BTP were at the recent THSC meeting claiming all is good on Night Tube with 'only' 12 or 13 incidents per weekend. The feedback we get from our drivers is that things are not good. We remind our members that if there is any sign of trouble or grief from the travelling public you should immediately call it in and request the BTP if necessary. Remember to request EIRF numbers in order that your H&S reps can chase these items up.

Get in touch

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