

Central News



West Ruislip-White City-Leytonstone-Loughton-Hainault



JUNE '18

ENOUGH IS ENOUGH - UNION THREATENS TO BALLOT AS MANAGEMENT IGNORES CONCERNS

MORALE CONTINUES TO SUFFER AS ISSUES REMAIN UNADDRESSED

Despite reps at all Central line depots raising similar concerns at their Level 1 meetings, managers on the line continue with their same dictatorial approach to industrial relations, showing scant regard for the issues of concern to drivers. Senior LUL managers ignored repeated requests for line meetings but have reluctantly agreed to meet our industrial reps following calls from both Central line branches to the RMT National Executive to declare a dispute. The H&S reps have been waiting almost 2 years for a line meeting because senior managers are making things impossible by agreeing to meet only some of the reps – this is in breach of the local agreement which permits all reps to attend as we have 2 lines.

Taking strike action is always a last resort but if the line meeting on June 18th doesn't result in a major change of approach from senior LUL managers, then the next step is for the RMT to send out ballot papers to all members on the Central line, including NT drivers.

The new anti-Trade Union laws make it essential that everyone votes in this proposed ballot, not only to send a clear message to LUL that we have had enough of this situation on the line but to overcome these draconian laws. Every non-vote is counted as a No Vote so be sure to send back your paper when it arrives!

Here is a reminder of the issues...

Bullying has to stop

The overall picture on the line is one where it is being run on a shoestring in terms of driver numbers and proper and safe equipment. At the same time management are putting undue pressure on drivers to continue driving when parameters are reached, they are preventing you being represented and harassing members about their attendance when they are not even sick.

Service Control out of Control

Reports are coming in almost daily of abuses of our agreements and this has to stop. Drivers are expected to go beyond their parameters to stable trains even when it is known in advance that no relief is available. We demand no forced overtime unless in a declared service emergency, and for Controllers and TMs to stick to the Framework Agreement.

A review of communications and service recovery was promised 2 years ago but was blocked at a higher level, since then Service Control performance has plummeted. If they have nothing to hide why not meet with us?

Not enough drivers

We all know that we have too few drivers on the line and we need a clear commitment that driver numbers are properly maintained. The displacements we suffered were unnecessary and damaging not only to individuals but also to service levels. Training of new drivers has started now but it is too little, too late.

The shortage of drivers means that requests for annual leave and special leave are routinely being refused, again in breach of agreements. We also know that TMs are routinely phoning drivers at home to ask them to change shifts to help out with coverage; this may seem harmless but it has a knock-on effect on other drivers in the depot.

Safety Reps being prevented from representing their members

Blaming lack of coverage (see above) managers are refusing to release reps to attend meetings to address their members' concerns. The state of the track has long been an issue but LUL refuse to take our concerns seriously and will not meet to discuss it. When items are referred up, the process is abused with senior managers deliberately "losing" paperwork to bog down the process.

Rainbow procedure returns and agreements are ripped up

As well as putting a squeeze on your representatives the line management have ripped up previous commitments given in areas such as the case of the "Rainbow" procedure. They have now reintroduced a system of randomly harassing members who

are fit and at work by dragging up past attendance issues such as one-unders or family bereavements and told not to have them again - take time off work and your job could be at risk. There is absolutely no agreement or policy that allows for these meetings and they have to stop.

NT issues

We have an "oil and water" agreement signed by Directors which prevents NT drivers operating day trains and vice versa but there are frequent breaches of this agreement. When it suits management, trains are simply renumbered so that spares can drive the "wrong" trains. It is also noticeable that NT drivers on the Central line are treated as second class citizens when it comes to canteen and mess facilities.

The Waterloo and City line

The W&C has always been the poor relation when it comes to facilities, but things are set to get worse if management get their way and do away with detrainment staff. Drivers on every other line enjoy the support of station staff to help to safely detrain – why should our drivers not have the same

support? The W&C trains also operate without air conditioning and we have years of broken promises from LUL about fixing that particular problem.

Get involved

To find out more, please speak to your local reps and attend your branch meetings. The details of which are advertised in the TU notice cases.

"I returned to White City in January following 4 years on the Trains Functional Council to find that the job is now worse in every respect. Managers are openly breaking agreements in all 5 depots, so the problems must be coming from the top. All drivers know that we achieve our best results when the unions work together, so let's hope our sisters and brothers in Aslef join us in this campaign to protect our agreements."

T/Op Vaughan Thomas

UNITY IS STRENGTH

This leaflet has been produced by the RMT representatives on the Central line.

