



September 2018 - read more at www.rmtlondoncalling.org.uk/jubileesouth

CSAs join detrainment dispute



W&C train photo by Sunil060902

Waterloo & City detrainment - No flash and dash here. Not today, not tomorrow, not ever.

LUL have thrown down the gauntlet to drivers on the W&C line with their attempted imposition of "flash and dash."

This is an untried and untested procedure to detrain customers by flashing the train saloon car lights on and off 3 times then dashing off to the sidings, without the train being physically checked.

W&C drivers have already been successful balloted and the RMT NEC has instructed that they should:

'refuse to enter sidings to reverse until the train has been physically checked and doors closed on porter buttons beginning on Sunday 9th September 2018 for the next 6 months until notified otherwise.'

Now Waterloo station staff have pledged their support against this unsafe practice.

RMT station members at Waterloo have asked for their own ballot on this issue. Members are asking 'how can something that today would get you a disciplinary for failing to carry the procedure out be deemed safe tomorrow?'

"How can something that today would get you a disciplinary for failing to carry out correctly be deemed safe to do tomorrow?"

The fact that a number of station jobs have been cut as a result of the withdrawal of detrainment staff is unacceptable to us.

The RMT NEC have declared we are in dispute and will be balloting Waterloo CSAs shortly.

We will be discussing this and other issues at the next branch meeting. Come and have your say.

The RMT is your union.

Is WTT15 Safe?

That is the question that our Health & Safety reps will be asking at a special line meeting, called following a spate of incidents. We have seen numerous issues on the line since working timetable 15 was introduced, and your union is concerned that these are related to the increased fatigue, stress and pressure that the new timetable has introduced.

The Jubilee has always been a high pressure line, with drivers chased for delays regardless of where fault lay, but the decision to worsen rosters, and take out a platform at Stratford and cut turn around times means we don't have a moment to relax.

Another important issue that will be raised is the track noise. We won't risk our hearing for the sake of the service. Once the line meeting has taken place we will feed back to members. We will do what is needed to fix these issues.

PNRs

If you need a PNR, take one. The rules on these necessary breaks are clear and simple:

'If you need a physical needs relief, you must give as much notice as possible by telling the duty manager at the next depot on the route, or telling station staff. When a physical needs relief is required at a terminus, you must tell either the controller, signaller or station supervisor. After a physical needs relief, you must immediately report to the duty manager or station supervisor, as necessary.'

Branch news in brief...

Inappropriate use of CCTV

It was raised as a general concern at both Waterloo and London Bridge that some control room staff were using the CCTV to monitor staff and covertly follow their movements.

The Level 1 committee agreed to re-issue the LUL standard and guidelines for the use of CCTV. The idea of this was to protect all staff and give everyone confidence going forward that we would use CCTV in the manner it was designed. Pretty simple you would think. It's already a standard, all the AMS had to do was send out to their staff.

The London Bridge AMS complied, however the Waterloo AMS declined and has refused to adhere to an agreed action from his own level 1 committee. This matter will now progress to the Stations Functional Council for discussion.

Look out for the CCTV standard and guideline coming to an email box near you real soon.

Core values under pressure

A number of very well respected and diligent staff tell the Westminster AMS that there are real problems with the current staffing levels. This leaves us working under extreme pressures, having to deal with code 36 issues, gate-line problems, travel information, ticketing and POM queries as well as VIPs, MIPs and more. We do all of this on our own, often all at once!

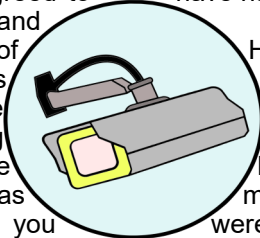
This happens because there is a lack of sufficient numbers and LUL are not covering all the duties on the BNS because they don't want to pay overtime. Rather than engage in a positive and collaborative approach with the local RMT rep to build a case for more staff as you would expect, the AMS declares war on the staff with threats of minimum meal breaks and cut-aways.

The AM has totally disregarded the genuine and real problems the discredited FFFS operating model has thrown up. Our advise to the AMS is simple: stop grandstanding and discuss the local issues with the local rep collaboratively.

New rosters at Waterloo

A new roster is due to be imposed at Waterloo any time soon.

Most staff would have had the opportunity to review these during the consultation period and may or may not have had anything to say.



However the Waterloo AMS has denied the local RMT rep the right to present feedback from the staff to him and has stated that the meeting where the rosters were presented was also a feedback meeting.

He's also suggesting that comments made by the local rep meant acceptance of the roster. Irrespective of what the local rep thinks, the right to submit feedback is in our negotiating agreements and we will exercise that right.

This matter is likely to be referred to the SFC for debate. Expect another climb down from LUL management.



Police, thieves and blurred lines

Those of us who were involved in defending the London Bridge 3 have always held the belief, which was vindicated when LUL chose not to defend their decision to sack Lee Cornell at the ET, that the fare evader was no more than an anti social petty criminal who was spoiling for a row

when he was challenged for not having a ticket.

Now it seems LUL are complicit with the BTP in trying to entrap station staff, with covert BTP teams engaging in exactly the sort of anti social behaviour demonstrated by the fare evader in the London Bridge incident. All with the AMS's being aware and by definition with LULs blessing and complicity.

- Read more about this story on www.rmtlondoncalling.org.uk

Calling in sick?

There have been numerous issues recently on train side of logs not being kept when drivers report ongoing sickness. RMT advice is to make a note when you call in, with date and time and the name of who you talk to.

Being off sick is stressful enough, but then finding out your pay could be docked or worse, because your call hasn't been logged, is not something anybody should have to deal with.

If this happens to you, or you have concerns let your RMT rep know.

People forum

Our unions have a hard won 'machinery of negotiations' - the forums through which we negotiate and consult with the bosses. As tube workers we all have the right to vote for who represents us.

Now Jubilee line bosses want to bypass this with a 'People Forum' of people handpicked by them. They call e people in the group representatives, but the only people who truly represent us are those we vote for. The RMT has raised our concerns about this forum, and this will be tabled at the highest level next month.

The RMT is your union, have your say!

The Jubilee South Branch meets every pay day (weds) at the Blue Eyed Maid on Borough High St, 1600-1800, nearest tube stations are London Bridge and Borough.

All members are welcome. It's important members have an input on what the RMT submit to LUL in regards to our next pay deal and now is the time we must format that claim.

The next meeting is on Wednesday, 26th of September at 4pm.

For further information please speak to your local rep or contact our Branch Secretary Eamonn Lynch on 07578769943 / eamonnlynchrmt@outlook.com.