



M Door Dispute Continues

19th April, 2015

Management are still pushing to introduced a new procedure for when a rear M door alarm activates – proceeding to the next station rather than investigating first.

We believe this is unsafe as an intruder could have entered via the rear cab from outside of the train. It is also an example of management's attempts to dumb down our job by taking away the need for a train operator.

While consultation is still ongoing with your union representatives locally and at tier 2 level, the advice for RMT members is to continue with the previous policy of going back to investigate an alarm indicating that the rear M door has opened.

The RMT have previously stopped the issuing of the new Line Supplement. If it is issued now, we advise you not to sign for it until the full machinery within your union has been exhausted.

Your branch has already passed a motion on this matter, which clearly states we are willing to take further action on this important issue:

This branch is concerned that once again a new procedures has been introduced on the Jubilee Line which decreases safety checks in order to avoid disruption to the train service.

The latest Jubilee Line supplement changes the procedure for responding to an 'M door alarm'. Previously a rear M door alarm would require the train driver to stop the train where it is and check the rear M door is secured before proceeding. LUL want to alter this procedure so that the train can continue to the next station and then be checked.

We ask that the union executive take whatever action is necessary, up to action short of strike, to prevent LUL imposing this new process.

We also note that recent changes to procedures for train drivers effectively remove or lessen the role of the train driver and subsequently are less safe. We believe LUL's primary aim is enable the introduction of driverless trains.

Any questions? Please ask you rep or come to branch.