

Piccadilly News



Arnos Grove

Acton Town

Northfields



WAR AGAINST DRIVERS

MANAGEMENT GO MILITANT BUT THE FIGHTBACK STARTS NOW

It may be a new year but it's the same old bad ways for Piccadilly Line management as they blame drivers for their failings and try to drive a coach and horses through policies, procedures and agreements.

Broken Promises

As you recall you were balloted last year over a range of issues including management ignoring or trying to remove local agreements and over issues regarding weak breaks. At meetings last year the Union was assured that your reps could go through all line circulars and local agreements to ensure they are current and displayed. As far as your local agreements go, **this has not happened.**

Management promised to take braking and SPAD issues seriously and committed to engage in brake testing in the early new year. **This has not happened.**

They agreed to work with safety reps and set up review meetings to reduce SPADS. **This has not happened.**

Union demands rejected

Your Union asked for reps to be given access to newly qualified drivers to make sure they are happy with the training they received as newer drivers are having more than half of the SPADs on the line. **Management said no.**

Your union has serious concerns about the integrity of download information provided which can be used to help sack drivers and asked for one member of the Union to be trained in interpreting the data which we only see as fair and necessary in the interests of your job. **Management said no.**

Your Union asked for CAP plans to be a minimum of 3 days to ensure you get the best chance of not having further SPADs and risk losing your job. **Management said no.**

Policies abused and members targeted

At the time of writing two members have been issued maximum 52-week cautions and one is pending for the heinous crime of expecting to book on for duty with a manager at Oakwood, a remote booking on location. With the early turn manager somewhere on the North Circular Road, management scrambled around and asked the Station Supervisor to book them on. However it soon became clear that there were glaring holes in training as she did not seem confident to carry out the task. Our members rightly stood their ground and for this the discipline at work policy has been totally abused as management seek revenge for members standing up for their rights and safety at work. It is no coincidence that disciplinary papers were ordered to be issued from high the day after the line Performance

Manager gave false assurances about the integrity of the door safety systems and members voted with their feet and refused to drive with such a casual attitude to passenger safety.

As if this was not bad enough the members' right to see all witness statements of those involved in the incident and call witnesses has been ignored and they even saw fit for one of the disciplinaries to be chaired by the late running DTSM! You really could not make this rubbish up. **This is wrong and we will not tolerate it.**

Members are also being routinely sent to SPAD case conferences after 3 rather than 4 SPADs and the case of **Niamh O'Loughlin** has been completely mishandled with the member being forced to resign from LUL after a botched CDI attempt by management and a request for her to be transferred to an automatic line where she was the first one on the waiting list was brutally refused. **This is wrong and we will not tolerate it.**

The list is growing by the day with a 25 year man, **Kevin Bampton** from Northfields potentially facing marching orders to an automatic line without due consideration being given to all the circumstances.

Also there are numerous examples of members having their wages stopped for no good reason and not having grievances held within good time or at all.

Safety Reps being harassed

With your safety reps being the last line of defence for a management team who seem to think it is OK for brake defects to be given a

low priority and for doors to routinely fly open when you are driving along, it is no wonder they seem to think it is OK to deny them their legal rights and to try and bully them.

At the time of writing, Acton safety rep Carlos Barros has been issued a 26-week caution for withdrawing defective trains from service and Gary Fitzpatrick has been made ill by low level bullying and unreasonable behaviour by management. Carlos was also denied his legal right to investigate a signalling issue. **This is wrong and we will not tolerate it.**

Cockfosters Depot fiasco

With a shiny new depot and a management team sitting around twiddling their thumbs and getting paid for nothing it seems that drivers concerns are pretty much down the list. With a walkway the length of a half marathon and the width of a needle the parking provision is totally inadequate with some kind of crazy parking system being proposed. This involves booking on getting a parking card putting it on your car and then picking up with the same in reverse when you finish! Also with a date being proposed in May there is still no sign of what the duties will look like and not all drivers on the line will be familiarised. **This is not acceptable.**

What next?

RMT is rightly proud of its record on the line for defending its members with industrial action if necessary and unfortunately with all these abuses going on we are going to have to ballot you for industrial action.

Ballot papers are being sent out on Monday 22nd February to be returned on Tuesday 8th March.

Vote YES for dignity and justice at work and for a safe work place

Time to stand up and be counted!

Vote YES for strike action

Vote YES for action short of a strike