



March 2019 - read more at [www.rmtlondoncalling.org.uk/trains](http://www.rmtlondoncalling.org.uk/trains)

## There's nothing to see here so carry on driver!



**Bosses have pushed through with a rule change on how we should respond when the Train Operator Display (TOD) fails; they want us to remain in passenger service!** The union has fought against this inexplicable decision through all the available avenues open to us within LU and have been unable to make management see sense.

We need to consider why it is that management are so keen to make this change. Why would they want to demonstrate it is safe to drive a train without the driver being able to see a target speed or knowing at what speed it is travelling? We need to decide what we want to do. The RMT will always defend members who act reasonably in the interest of safety. However, if we want to prevent this change being forcefully implemented the only option left is industrial action, for example action short of strike that any driver who's TOD fails would withdraw it from service

and go to the nearest depot. Let your rep know your thoughts on this important matter, and try and come along to the next branch meeting to discuss it further and help decide how we should proceed.

### Disciplined for an accident on duty

A member recently received a 26 week sickness warning which included an accident at work. When a sickness local disciplinary is triggered (for example if a person has two sickness absences in 26 weeks) a review will be carried out. At the review the sickness history is checked and if prior to the items that triggered the review there is a 52 week period with no absences, then the disciplinary will not go ahead.

In this specific case the driver had well over 52 weeks clear except for an accident on duty, caused by the poor maintenance of our

work environment. Subsequently, a 26 week warning was issued. We argued against the warning at appeal and it was upheld so this important point of principle was raised at a 'level One.'

The TOM didn't agree the point, so it will be tabled at the next 'trains functional' meeting, where full time RMT reps will debate it with senior management.

The agreements and technicalities of this item may seem a bit complex, but the principle is simple, an accident at work shouldn't mean that you get a disciplinary warning. In that regard, it was disappointing when ASLEF announced that they did not support the point, effectively siding with management.

### Pay update

The third day of London Underground pay talks took place recently. Bosses previously asked the RMT to remove a number of items from our pay claim before they would make us an offer. We refused this request.

There were discussions about improving staff travel facilities and our demand for a 32 hour, 4 day week. LU did not make any pay offer to us during the talks. A full report will now be submitted to the National Executive Committee, who will decide on our next steps. We will continue to engage in talks with London Underground, but must be prepared to take any necessary action if those talks fail. Further talks are scheduled at the end of March.

# Stratford Depot News



## HOT Process Issues

The RMT recently met with management to discuss our ongoing concerns regarding the HOT process. The big issue is that management want us to search through locked or sealed items of lost property to make sure they are not suspicious! This isn't our role and the RMT does not accept that it is safe.

This issue has been ongoing for some time, but the RMT now believes that LU has seen sense. We are awaiting a written response from them.

Of course it will often be station staff that deal with lost property items, but if they are forced to do unsafe things, then it is unsafe for all of us, which is why an all grades union is essential.

ASLEF did not attend the recent meeting on this issue. It surprised us as they claim to be the 'only drivers union' and this issue is crucial to drivers safety. Rest assured the RMT will continue to fight, alone if necessary, for the safety of our 1500 driver members and all drivers and workers on London Underground.

Read more details about this on our website at:  
[Rmtlondoncalling.org.uk/safety](http://Rmtlondoncalling.org.uk/safety).

## Staff assaults rise

A new RMT survey of members reveals the shocking level of threats, assaults and abuse experienced by Tube staff on a daily basis the length and breadth of the network. We have seen drivers on our line face such aggression. The union will be demanding serious and concrete action to turn back this surging tide of violence and hate.

The RMT survey of Tube staff found that when dealing with passengers:

- Three quarters of those surveyed had been verbally abused with one in five experiencing abuse more than 20 times a year.
- Over a third of this abuse related to race whilst one in ten examples related to gender.
- Almost one in five (18%) of Tube staff have been physically assaulted
- 1 in 10 staff has reported being sexually harassed by passengers.



## Warnings thrown out

We had more local success recently as two sickness warnings were thrown out.

One was dismissed at appeal and the other stopped from proceeding to disciplinary following the intervention of your local RMT rep. The RMT will always be on your side, we don't do deals or cosy up to management. If you face any issue, get in touch with your local rep now. You can sign up at: [www.rmt.org.uk/join](http://www.rmt.org.uk/join)

RMT General Secretary Mick Cash is writing urgently to the London Mayor and London Underground to seek assurances that measures will be promptly put in place to protect the safety of our members. Should this not happen a dispute will exist between the RMT and London Underground. We must be safe in work.

## We need more train drivers on the Tube

Train driver shortages are having an increasingly detrimental effect on members in terms of their abil-

ity to take leave, family friendly & flexible arrangements, medically necessary reasonable adjustments, training, secondments, career development and representation at management meetings including disciplinaries.

The NEC has taken the decision to arrange an urgent meeting of all our Trains Industrial and Safety Representatives with the Lead Officer, Senior Assistant General Secretary and NEC in attendance and prepare a ballot matrix of our entire train operator membership for strike action. We'll keep you updated as this issue progresses.

## Jubilee South branch meeting

**10th of April at 4pm**

Our branch meetings are held on payday at 1600hrs in the The King's Arms on Newcomen Street. The venue is a five minute walk from London Bridge station via the Borough High Street exit. All members are welcomed and encouraged to attend. Come along and hear reports from your reps, ask questions, find out what is going on and get involved.

## Get in touch

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