

# VOTE FOR TONY COLLINS

## EDGWARE ROAD SAFETY REP

phone **07949 228324** email **tony@evilplan.org.uk**



I've been an RMT rep for 6 years, and was also a rep in the early 2000s. I standing for re-election this year, and I would really appreciate your vote (it's online, on November 8/9).

### WHAT I'VE ACHIEVED

Good safety reps have to have the tenacity not to let issues go; I know how to choose different types of fights. In the last few years, I've achieved a lot for drivers across the line.

I got LU to agree a full redesign of the driver's seat in my role as RMT stock rep (it'll take a long time, but that's LU), got track defects fixed by getting other drivers involved, and got many more train defects reported. I'm getting much more done as a result of drivers supporting me with evidence.

I also helped give drivers and IOs confidence to demand extra training when SMA0.5 came in. My work meant drivers could have an IO for as long as they needed. For the rest of the SMA intros, LU at first refused all training. I won a line agreement to get a full IO briefing and as much time as needed to learn new reversing moves, for every new SMA.

I achieved this with the trust and support of HMS drivers & reps - LU tried to make them carry out a reversing move without any training. I came in at start of traffic and helped the drivers enforce the rulebook. Thanks to the drivers' support, the resulting shutdown led to me securing the agreement on training.

I've achieved important (sometimes small) wins, such as getting portable AC units when

the depot cooling fails & reducing how long it takes to get defects sorted. I've dealt with faulty water dispensers, failed lighting, blocked urinals, no cold water; these are vital issues that return again & again, and to be a good rep you need to be dogged in your approach.

### MY APPROACH

I've used my position to develop direct lines of communication with fleet staff, service management etc. - meaning windscreens get replaced, new radio handsets, better seat hydraulics and defective blinds taken seriously.

One lesson I've really learned as a safety rep is when to work with management and when to confront them.

Developing good relationships with managers means they listen to me and I get things done; it means they also listen to me if a driver needs help. But they also know I will always stand up to them, especially when a driver has a problem and nothing's being done about it.

I helped ERD to have the most sensible and safe responses to Covid - agreeing with management that all drivers not driving would stay home & using sensible social distancing measures. Compared to other depots, the mental health and morale at ERD was so much better. This is another example of knowing when to be collaborative and when to be combative: I had to be both during Covid.

I've developed a really deep understanding of trauma and helping people deal with it. I've spent a lot of time supporting people who've

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had one-unders etc. I've used this experience to then help them navigate their return to work, forcing LU to agree proper rehab plans.

### **JOB-SHARE DRIVER, FULL-TIME REP**

I truly love the work I do, and I spend whatever time is needed doing the job. I'm a 3-days-a-week job share driver, but a full-time rep. If I'm needed I'm there, any time of day. Having fewer working days each week gives me huge flexibility whenever drivers need me.

Being a safety rep is not purely about knowing the law. It's also about common-sense and instinct. I work hard to keep up-to-date on safety law and I use it really effectively when I need to: after the 2005 bombings, drivers were desperate for information, so I used the law to navigate LU's attempts to shut drivers out, especially regarding recovery and reintroduction of services. I got some really great agreements out of it (including free lunches every day for drivers and 2 drivers per cab).

Even though that was some time ago, it shows what a committed rep can achieve. I had to confront management again & again. Safety reps can have an easy life if they want to, but I think drivers deserve so much more.

Safety work takes time to produce results. I'm tenacious and dedicated: once a driver raises an issue, I push it until we get results.

As an RMT rep, you'll always see me on the picket line, working with reps across LU, and

helping to lead the fights that come our way and helping to build our membership.

### **WHY I WANT TO CONTINUE**

I'm willing to help a driver who needs me, whenever they need me.

I've never become stagnant or taken the position for granted - I've not lost any of my passion for this work. A crucial part of a safety rep's job is helping drivers to understand how to say "no" to management: to unsafe instructions, & unsafe trains. Giving drivers the tools and confidence to do this is something I want to do much more of.

I'll be more visible in future, varying my working hours to see more drivers working different shifts. For example, instead of my quarterly "surgery day" starting at 10:00, I will vary it so I get to see all drivers.

**HMS drivers & station staff get a vote in this election.** Being the line stock rep, resolving defects and helping improve the depot where you spend your grub all means that what I do affects you. Please vote for me.

I don't assume this is "my" position; I fight to keep it, which makes me a stronger rep.

I work really closely with Josie: she is 100% behind me; she wants to keep our team together. Being trusted by so many drivers, & reps like Josie, drives me to do better. Please vote for me so I can continue working for you and so me & Josie can continue working as an incredibly strong RMT team. Thank you.

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