



jubileesouth

branch news

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Thankyou Jason, Goodbye Bob



Jubilee South branch secretary Jason Humphrey has recently stepped down after 22 years.

Our branch was founded in 1992 when the Jubilee Line extension works began, initially covering stations from Westminster to Stratford and the East London Line. There have been some changes since then with a new traincrew accommodation opening at Stratford, the East London Line transferring to London Overground and so called 'Fit for the Future' seeing comrades and colleagues leaving the job or sent to stations across the network.

One thing that has been consistent for all that time is our Branch Secretary Jason Humphreys. Jason has been the corner stone of the branch seeing us through disputes over pay,

conditions and the unfair sacking of colleagues to name but a few. Under his leadership branch membership has gone from strength to strength and we have been a leading branch within the London Transport Region. Jason was a full time negotiator for station staff who delivered real improvements to terms and conditions, perhaps most notable for the shorter working week. Jason also led the fight against the privatisation of the East London Line and worked with the branch to organise against Fit for the Future.

The branch would like to thank him for all of his hard work and dedication.

Bob Law

Another change for the branch will be the retirement of RMT stalwart Bob Law who after thirty years on the job has decided now is the time to leave the handle turning (or button pressing) to some other lucky driver!

Bob has driven on both the East London Line and Jubilee Line, and so has been a part of our branch since its inception.

He has represented RMT drivers from national conferences to picket

lines, and at most opportunities in between.

The branch wishes Bob well in his retirement, and we hope to see him return soon.

The Grinch who stole my Xmas pay

Why should you be in the RMT when LUL managers tell you there's no need as we treat all staff with a degree of courtesy and respect?

Well, how about this little Christmas cracker!

A member has had a horrendous year of personal struggle and grief, mental health issues and a promise of support from LUL. Then two days before Christmas the company sick pay is pulled.

No explanation, no warning, no compassion. Vindictive, nasty, unnecessary.

The RMT stepped in and helped to stave off the worst Christmas ever. LU claim it's a misunderstanding and no harm was meant, but though pleas from RMT reps not to follow this dreadful path fell on deaf ears. Pay has now been reinstated and a grievance submitted. But still management have not been able to process an emergency payment requested and agreed on December 22.

Time to change says Mike Brown. But When is he going to tell the managers that means them? Compassion and care isn't just for Xmas.

Join us at the next branch meeting

Jubilee South branch organises members on the Jubilee Line from Westminster to Stratford and Stratford Market Depot, including North Greenwich and Stratford train crew depots. Members include station workers, drivers, canteen workers, cleaners and controllers at SMD.

Our next meeting will take place on pay day; 17th of January at 1600 in the Blue Eyed Maid which is on borough High Street. The nearest station is London Bridge. All RMT members are welcome and encouraged to attend.

New TOMs at Stratford and North Greenwich

Stratford has a new TOM, the fifth in as many years, and North Greenwich is due to get a separate TOM in the coming weeks too. In the last few years Stratford and North Greenwich have seen several managers come and go, and as always a new manager means new issues and concerns for drivers, and often rehashes of old battles too.

What we need at both our depots is management who is on the side of drivers. The ideal manager - should such a thing exist - would be somebody who fights our corner; is compassionate about people who suffer ill health, defending us when staff errors or worse are erroneously sent our way; lenient and supportive when real issues arise and who works with us and our unions to improve depot facilities and moral, rather than works against us.

Your RMT reps have been kept on our toes ensuring that management continue to play by the book and treat us well. We've fought hard over the



years for the policies and procedures that we work by, and it is important we defend them, and as needed, try to improve them as we go along.

With that in mind it is important to remember that your RMT reps have a wealth of knowledge and should be used for any queries or concerns you may have. If you are invited to any meeting with management contact your rep as soon as possible and don't go alone. Likewise, If you have any queries or concerns about something a manager says to you or does, get in touch so we can check things are being done properly and fairly, and corners aren't being

cut.

As your local reps are also regularly on the front of a train, where a train driver's rep should be, we often experience issues first hand so know the gripes other drivers have. You will be able to find us in the depot if you want to talk to us, or alternatively, get in touch using the contact details on the RMT notice board.

FFFS - FFFA What's in a name?

Whatever LUL call the operating model they employ the most important thing for the staff - us - to remember is that together we staved off the worst excesses LUL wanted to impose: everyone applying for a job, unfair assessments with input from your former DSM/GSMs, widespread movement to anywhere in the combine and a martini workforce, anyplace, anytime, anywhere.

The RMT fought hard to force the employer back and we won important concessions. Indeed, the historic shut down on Jan 8/9 by station staff demonstrated our industrial strength.

We achieved this together, SS grades, MF, SCROs CSAs all taking

industrial together to shut London down.

Now, we must not let LUL bosses undermine and destroy that unity. Being in a union gives us the best chance of negotiating and forcing improvements to our Ts & Cs.

We were comrades before FFFS and we are comrades post FFFS. That will never change. It is vital that all station grades remain united.

Solidarity Wins!

Meet our new stations Health & Safety rep

Hi all,
Just a quick introduction from myself as the new Health and Safety Rep for Canary Wharf to Stratford. My name's Alain, and I've been a CSA for 10 years (wow, where has the time gone?) Currently based at West Ham and Canning Town since Fit for Feck All! Despite my very French name, I am Irish, as you will soon tell from my accent! Some of you will know me, but I plan on meeting every staff member on my groups, regardless of whether they are Union members or not.

With Health and Safety, I'm not just there to deal with the big issues, like the upcoming Emergo to reduce North Greenwich CSA minimum numbers, but also I will try to look out for the health and wellbeing of the staff.

Whether someone needs some advice, or has something they would like to talk about in confidence, I'm happy to listen and help out in any way I can. I may be new as a Rep, but I have a lot of operational experience, and I know the ins and outs of TFL very well.

So, if you have an issue, get in touch and I'll come to meet you and have a chat. Remember, anything you tell me is in strictest confidence, and I promise to do my best to help out.

Probationers: don't go to work unprotected!

As a probationer you are probably at the most vulnerable time in your career. Some AMs are using their new found powers to over zealously seek to sack probationers for the most innocuous breaches of the AAW. We're not talking weeks and weeks off sick - it's reported that lateness of 8 minutes is being used to dismiss people.

Only by being in the RMT can we all ensure these abuses do not result in our members being dismissed.

This newsletter is produced by Jubilee South branch activists. If you have any queries or would like to suggest content, you can contact Branch Organiser Eamonn Lynch at eamonnlynchrmt@outlook.com