

# Central Line East

 **unity is strength** 

## In this issue:

- [Unfair Dismissal of Gary Carney](#)
- [Steve Hedley for General Secretary](#)
- [Covid in the Workplace](#)

### [Unfair Dismissal of Gary Carney](#)

Loughton Train Representative Gary Carney has been Unfairly **dismissed** by London Underground

During the first lockdown the government guidelines stated that persons taken ill and showing the type of symptoms should be booked off from work and that they should isolate.

Our colleague and RMT Union representative Gary Carney was working trains on an early turn, he had told others that he was a little under the weather, he worked his train for several hours going to meal break on time. He was asked to go back to his home depot after he had finished his meal break. Gary had felt his health deteriorate rapidly. He departed for his home depot, he became nauseous and he vomited violently in the staff toilets at Loughton Station. Gary acted under government/company guidelines and removed himself from duty. Gary informed the management that he was going home as he was very unwell. it would have been remarkably irresponsible for Gary Carney to enter the depot any other workplace facilities under such circumstances. If Gary Carney had entered the depot he may have been placing this fellow workers and management at risk. Gary Carney acted in a wholly professional and responsible manner. If Gary Carney had entered the workplace displaying his symptoms there would have been cause for concern.

As Gary made his way home he received a phone call from local management. Gary Carney was told by management that they had arranged for a Drug and Alcohol test for him. He was therefore required to take a Drug and Alcohol test after he had booked off work.

Management fully acknowledged that Gary Carney did not know of their plans to test him when he had booked off work.

After an investigation where the company ignored its own evidence they decided to dismiss Gary, they stated that Gary Carney was a RMT representative and as such he should have 'known better'. They refused to accept COVID guidelines and the lack of evidence from their own witnesses. This means that because Gary Carney was a RMT representative he has suffered an additional detriment. This cannot go unanswered.

The RMT will use every weapon available to secure the reinstatement of Gary Carney. We will endeavor to return a comprehensive ballot in order to return Gary Carney to the workplace. We are mindful that the Mayoral election is in May, which coincides with an predicted upturn in traffic!

Solidarity!

### [Steve Hedley for General Secretary](#)

Central Line East has endorsed Senior Assistant General Secretary Steve Hedley for the post of General Secretary. Steve Hedley has stated that he would, "continue to put jobs, pay & conditions, safety and work-life balance at the forefront of our campaigns.

Steve is a member of London Underground engineering branch, he regularly attends our branch and supports our causes. When he worked for London Underground, he was first to the fight, He worked as a Regional Organizer for London Transport Regional Council when he helped the region go from strength to strength

Senior Assistant General Secretary is a committed Anti-Fascist and has worked consistently to promote equality in the workplace and union. His dedication to us is unsurpassed to the extent that Steve donates 25% of his salary to our unions widows and orphans fund.

**[We face a concerted attack on TFL/LUL in the years to come. Steve Hedley is the best candidate to fight the company going forward .Ballot Papers are out on the 1st of March](#)**

**[Vote Steve Hedley # 1](#)**

### **Instructor Operators and new Train Operator recruitment & covid restrictions.**

With reference to, Circular NP/010/20 "8th January 2021 and the RMT Covid Charter questions must be asked with regard to the working conditions. Recent developments on train side are causing concern!

It is understandable that new recruits to the Trains Grades may wish to train as train operators as soon as possible. It is understandable that not all staff are critically vulnerable when considering covid 19 and those individuals who are fit to train may feel that they want to undertake the training needed to qualify as a train operator. However there are more variables at play at this juncture. Regardless of the current backdrop with the increasing speed of the Covid 19 vaccination program, combined with decreasing daily death rate we must acknowledge that the R-rate is a highly variable 7. We must also consider the new "deadly" strains of Covid-19 which has been identified as having arrived in the UK.

We find ourselves in a scenario in which London Underground has insisted that two in the cab training must resume. This is NOT voluntary. This has the opportunity to inflict a devastating impact on some of our colleagues that may have underlying health conditions, or colleagues who at a higher risk due a particular age, ethnicity or gender.

The employer is insisting that staff mitigate their risk with facemasks and invasive testing whilst abandoning the 2 meter rule whilst conducting 2 in the cab training. This position is incompatible with the RMT Covid 19 charter, which states that the 2 meter rule must be maintained.

The government guidelines dictate that if you cannot maintain the 2 metre rule you must stay more than 1 metre apart. Additionally you must move outdoors where there is more space and if indoors those present must make sure that rooms are well ventilated by keeping windows and doors open. This is impossible with 2 in the cab training.

### **B.A.M.E & Covid 19**

The RMT are studying reports that BAME staff are adversely affected when compared to White counterparts in relation to Covid 19 cases. We will work hard to ensure that our BAME members are safe at all times whilst working to keep London moving as we get to the end of this pandemic. Furthermore some data on Gender, Age and Underlying Conditions have not been compiled at the time of writing. However our union will work tirelessly to address this unsatisfactory development!.

### **Back to normal on our Stations ?**

March 15th 2021 we may see an increase in passenger traffic on our stations. We may see an a stop return to our regular station shift pattern. There may be a return to SATs duties. Once again the unions position is unambiguous with relations he relaxation of measures that are in place to protect our members, Its too early and unwise as We are not out of the woods yet. Members are encouraged to contact their representatives for advice and assistance to protect your safety.

### **Cleaners still not getting their PPE.**

Our cleaner members are still fighting to secure PPE. Some of our members have to purchase their own PPE as they feel uncomfortable to ask for PPE from their employers. There has been reports of some PPE being shared, this situation is unacceptable. Without our cleaner members the railways would grind to a halt. We will stand by our Comrades who are also essential workers too.

### **"Fair is Fair, but not if you are a cleaner"**

March will see TFL fares rise by 2.6%. Our Comrades who wopk as cleaners will have to pay more money in order to work on our network. Once again we must redouble our efforts to push for our Cleaner Comrades to have travel arrangements equal to those that are directly employed by TFL.

Join the rmt @

<https://join.rmt.org.uk>

[www.rmtlondoncalling.org.uk/home](http://www.rmtlondoncalling.org.uk/home)

**Branch Meetings to take place on the 2nd Thursday of the Month at 1600. Contact your local Representative for details.**