

For train drivers at Stratford and North Greenwich depots



JUBILEESOUTH

Train Drivers' Newsletter

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Night Tube Service

Severe Delays

Night Tube was announced in October 2013 along with massive cuts on LUL. The RMT fought the cuts, and won many concessions. Along with our sister union ASLEF we fought back the threatened imposition of Night Tube.

LUL have declared that Pay and Night Tube would have to be negotiated together. They have now

announced that Night Tube won't be introduced until next year once 'Fit for the Future' has been implemented. That means potentially we won't get a pay deal until next year. Indeed the only way to force the boss's hands would be to threaten - and follow up with - more industrial action on the subject of a decent pay rise; but that will

only happen if members demand it.

A part of the Night Tube negotiations is a demand for a four day 36 hour week on trains. However, as these talks

progressed it has become clear that tube bosses want us to give up more and more of our driving parameters - for example driving over

5 hours 15 minutes without a break. Now is the time for us to all get involved in the discussion about what we would be willing to negotiate - if anything, for a shorter week.

Come to the branch meeting to continue the debate – details are on the back page.

RMT Driver Back At Work After CDI

We had a great result as Stratford driver Daryl Cox is back on the front of his train having faced the sack at a gross misconduct CDI. The charge was that Daryl was reading a newspaper - something he has consistently denied throughout, a position which the RMT has fully backed. The accusation came from a manager who boarded the train to do a fact finding interview.

The RMT is a fighting union - defending train drivers jobs as this case proves. If you aren't in a union, join the RMT and be assured that this grouping of 80,000 transport workers is here to fight for you and for the train driver's grade.



UNDERGROUND

Industrial reps

Stratford: Peter North 07984 090860
NOG: Mick McDonnell 07837 388648

Health & Safety reps

Strat: Graham Stanbridge 07450 338294
NOG: Matt Minter 07764 613069

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upfront



Interviews In Cabs – Just Say NO

Managers should not be in your cab trying to do fact findings or anything else which distracts you from the safety critical job of driving a train. They should only be there for an operational reason. If you aren't happy with somebody in your cab, you are within your right to ask them to leave.

Your reps have raised this issue with management repeatedly and all DRMs should be well aware that they should not try and do fact findings in cabs. (This includes fact-findings of fact-findings; pre-factfinding interviews, cosy chats about an earlier alleged incident or whatever they wish to call it.)

Oblique images



An oblique image is a blind spot between the train and the platform edge. Although the majority of platforms on the Jubilee meet the standard, Finchley Road was identified at second highest risk of oblique images and so it is being investigated how best to reduce the risk. Health and Safety reps are pushing for a station assistant to be on the platform doing SATS at all

times, as it the case on the Met side. Canning Town West has also been re prioritised as a higher risk with oblique images. If at any time you do not feel you can see the platform fully, ask for assistance from station staff.

North Greenwich drivers forgotten by management again

The RMT has long been fighting for improvements at North Greenwich. We've secured them in many areas, but still the depot is overlooked. Cover duty sheet should be posted with 28 days notice so we know what we are doing and can plan our lives accordingly. It hasn't happened once again. If you find an issue like this at Stratford or North Greenwich let your rep know and we will work to put it right.

Boxing Day Requests

If you are requesting to work on Boxing Day, make sure you get your request in as soon as possible, as the closing date for requests is early November due to sheets needing to be posted 28 days beforehand. Guidelines and the closing date are posted with the duty sheets.

News from the Piccadilly Line: justice for driver Paul Okoro

The unfair and vindictive sacking of Acton Town driver,

Paul Okoro, has been described as a new low by Piccadilly line management. Paul, who has two young children, has been dismissed on a complete fabrication of the facts.

The charge upheld was that he received a call whilst in charge of a train in Northfields depot. This was not the case. Paul took the call in the saloon after he had handed over the controls to another driver.

It is clear to us that the CDI and the appeal panels had pre-judged the issue and wanted to make an example of Paul. The decision to sack Paul was based on assumptions and not the facts.

The RMT will not sit idly by and allow this injustice to take place. If they sack Paul on a lie, they could sack you on a lie. Piccadilly reps are ready to use every tool at their disposal to get justice for Paul and a strike on that line is being organised. It's time to stand up for our unfairly sacked colleague.

Once again RMT is ready to fight to defend one of our drivers.

Next Branch Meeting

The Next Jubilee South branch meeting is on payday - 28th October at 1600. It is held in a private room above The Blue Eyed Maid in Borough High Street. All members are encouraged to attend.