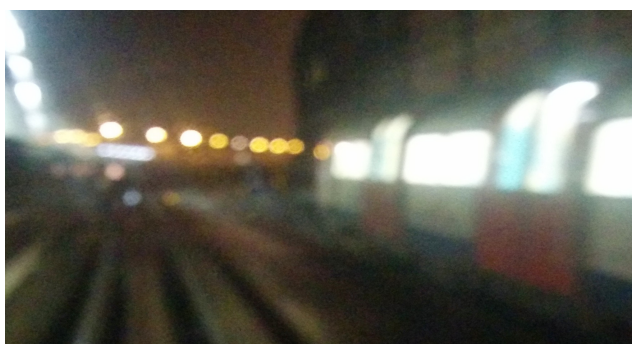




Night Tube Update: What will it mean for me?



As you all maybe aware we are now in the process of working together with LUL to sort out the detail regarding the staffing of Night Tube, such as their contracts and rosters. This includes how they will be managed on Nights, transfers and moves and ways for them to progress from part time drivers to full time and their future development.

We are also going to have to work out what will happen to depots with existing Nights as well as Night Tube duties, because depots with existing night duties will now NOT be working on Friday and Saturday night as these will be Night Tube duties only. The part time drivers have now been recruited and are 'up the school' at Ashfield House going through their full 12 to 16 week training process. These new part time drivers will be covered by all our existing agreements and frameworks and will be treated just like any other train driver. Once trained they will go to one of the 5 Night Tube lines and to a line which hopefully most of them have nominated.

When Night Tube drivers get to their lines they will be working in their own self-contained roster structure and have their own spares and leave covers built in so that they can cover themselves and no one else will covers them.

Night Tube drivers will NOT work on ANY duty done by drivers on the normal roster, and NO current driver working normally will ever pick up a Night Tube duty or do any part of a Night Tube duty.

Four Day Week Trial

A work stream will be set up to work out how to do the four day 36 hour week trail on the Jubilee line, which is compressing five days work into four days. This has to be up and running by November this year, but the work stream for this has not yet started. This trial will be populated by volunteers only. If successful it will then be rolled out across the combine to any depot that wishes to take this up. It will be populated on a voluntary basis. Over the next 12 months the company have agreed to work with the trade unions to reduce the amount of weekend work that we do, and to do this by using existing resources (i.e. the pool) and also recurring part time workers to cover the weekends.

More updates on the progress of these issues will be coming out on a regular basis.

RMT Women's Membership and Participation Survey

The RMT's Women's Officer Marie Harrington is conducting a survey of women members, Marie said 'We would like as many women members as possible to complete the following survey so that we can support more RMT women workers to take ownership and control of their union.' You can complete the survey at: <http://goo.gl/YmfaHJ>.

Piccadilly Strike Solid

Congratulations for your support of our strike today. This gives your reps a very strong hand to now press for further meaningful talks with management knowing that the members are 100% being the issues. Look out for further information leaflets on the issues and attend the next branch if you can.

Due to management using anti union legislation and in a desperate attempt to break our resolve head office have instructed us to book on normally at Oakwood from tomorrow (26th March) onwards. The other two strikes in April are still on and will remain so unless management negotiate seriously. Our Unity is our strength. Stay United.

As the rock solid strike action took place, RMT General Secretary Mick Cash said:

"I would like to congratulate you all on the magnificent display of solidarity that you and your colleagues are participating in today. All Piccadilly Line services are currently suspended and will remain so throughout the rest of the day."

Reporting Incidents From the small to the large problems we face, we need to ensure we report and record all issues in order to have an effective reporting process. This is an issue that constantly raises its head at the Trains H&S council. We get reports from management that everything is rosy. Funnily enough at the THSC we have entirely different view. We actually talk to our local reps and members and don't have the target led approach to H&S so naturally don't see it their way.

Spare Rails The storage of spare rails is an ongoing issue where in the event of an emergency detrainment could dangerously impact a driver and their passenger's safety. Cases of storage on the track which goes against LU's standards must be reported to management and your H&S reps. If you notice

the track being used as a dumping ground or storage facility report it and make sure you tell your H&S rep.

New Shoes We have been made aware of various slips trips and falls occurring across the combine relating to uniform issue new shoes. If you have an accident get it recorded on an EIRF and make sure it states what footwear was worn.

Join us at Trains Grades

Trains grades is a monthly combine wide meeting for all RMT members in the train grade to discuss industrial and H&S issues. Functional and Tier 2 reps update local reps and members, and questions can be asked.

The next meeting will be at 1430 on the 28th of April in Unity House. All members welcome.

Workplace Violence Please report any workplace violence issue to management and insist an EIRF be completed. The Trains H&S Council attended a recent workplace violence group meeting and were told that the numbers/trends were coming down! We believe this to stem from the inadequate reporting/recording process that LUL use. If you have any issue with threatening

behaviour, physical or verbal report it and insist on an EIRF being produced. Tell your H&S rep too.

Upgrades News The Upgrades Newsletter has lots of information for drivers on the Sub Surface railway in relation to S Stock and other upgrades. Topics covered include:

- S Stock Issues and Progress
- Update on lateral movement of the TBC
- CIS Disruption Message Software
- Windscreen Wipers
- Defect Log Book (DLB)
- S Stock seat & training
- Automatic Train Control (ATC).
- Ready to Depart Indicator for ATC
- Paddington

Read the Upgrades Newsletter on the RMT London Calling website at goo.gl/CzdN4W.

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