



## Disputes Rumbling Across Drivers' Grade

Disputes are bubbling up across the trains grade as bosses vindictively and unnecessarily discipline members or seek to make more desperate cuts to costs or increases to 'efficiency' which see drivers expected to do more and more work for no increased pay.

### Central Line

- Plan for staff to reset PEAs without involving driver
- Plan to only lamp out at interchange stations which is against the rule book
- Plan to shut Holborn sidings
- Plan to eject drivers from Leytonstone depot, across London to Earl's Court

### Hammermith & City Line

- breaches of the attendance at work policy
- an overbearing management team
- refusal to release reps for meetings
- misuse of the disciplinary policy

### Piccadilly Line

Industrial action on this majority RMT line has seen improvements and some disputes settled, but recent issues were similar to those now being seen on other lines, including:

- Breaches of the agreed SPAD Management Processes
- Breaches of Machinery of Negotiation
- LUL breaching the Attendance Policies
- Spurious disciplinary action

There are also disputes on Fleet and Engineering as agreements are breached in these grades too. In all these locations RMT is defending members and fighting back.

Management will continue their desperate search for cost savings beyond 'Fit for the Future: Stations.' The RMT recognises that these apparently local issues are really wider coordinated attacks on our conditions and benefits. With a unified and coordinated response we can protect our grade from these ongoing attacks.

### 'Fit for Future: Trains' Fightback Prepared

RMT has learnt that LUL has the wheels in motion for 'Fit for the Future: Trains.' Currently named the 'Trains Strategy Planing', it is likely to be a piecemeal attempt initially; looking to squeeze more for less out of drivers and to look at the organisation of train side management.

The RMT is already holding frequent meetings to coordinate a response and collate information about bosses plans as they arise. The Trains H&S council, Functional reps (industrial), along with the Regional Organiser John Leach and National Executive member John Reid are regularly meeting to prepare a proactive plan to stop any attacks bosses may launch.

We ran a well organised militant fightback against Fit for the Future: Stations which saw the worst of the bosses attacks thwarted. RMT is the largest union on London Underground and we are ready, able and willing to continue the fightback against Fit for the Future: Trains.

## Night Tube Update

Night Tube drivers - many of them RMT members, are now in depots training. The RMT have been busy negotiating the best deal for our newest driver members. There have been several issues that have been resolved or are currently being discussed. These include:

- Protecting the Annual leave entitlements of station staff who have become Night Tube drivers
- Issues with availability of Instructor Operators as they don't work 'Night Tube' shifts. As drivers are required to work on a line for two years before they can become IOs it means no Night Tube driver will be eligible to be an IO until at least 2018.
- Issues with CDP as it takes place Monday to Friday.
- Discussions about what work Night Tube drivers can do before Night Tube is launched.

As a Night Tube driver you are welcomed and encouraged to have your say. Speak to your local rep or come along to your branch meeting and ask any questions or discuss any concerns you have.

### Four Day Week Trial

Discussions continue around a trial of a four day week on the Jubilee Line. The latest trial rosters presented to the Trains Functional Council include handle time of up to 4 hours 45 minutes, and time without a meal break of 5 hours 45 minutes.

These rosters weren't deemed suitable because they also affect duties outside of the trial, taking a lot of the shorter shifts and leaving only extreme turns.

London Underground is now going to present their 'preferred' trial rosters which the TFC will look at and report on, once we see them.

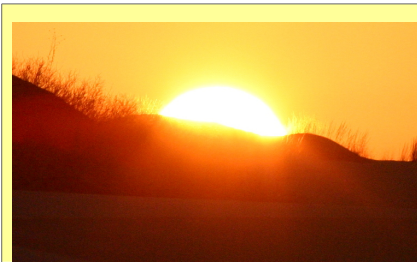
The RMT held a referendum on the four day week trial and the result was that it should be progressed; a position which the union is adhering to. However we also remain cautious about the flexibility that we are being asked to provide in return for this trial, and what this could mean in the longer term as bosses seek to increase our productivity.

It has been agreed the trial will take place on the Jubilee Line at Stratford, North Greenwich and Wembley Park depots and be entirely voluntary.

### Signals known to have failed

A trial has taken place on the District line of a plan to remove the 'signals known to have failed' form. The form permitted drivers to follow procedure at a failed signal without first waiting two minutes. However there was concern that the form was being confused as authority to pass a signal at danger. The trial was deemed successful and the RMT Trains Health & Safety Council is satisfied that the plan to withdraw the form can progress; though at

present the procedure remains the same.



### PTI: Stay Safe

The Evening Standard recently ran a front page story about trains being delayed due to 'excessive sunlight' on plat-form CCTV monitors. The article was ignorantly mocking of the important safety role we play.

The reality is that tube bosses are having problems with this as they have taken the unnecessary decision to cut front-line workers on stations. A knock on effect will be bosses continually trying to cut corners to keep the service running. Don't let them rush or pressure you into doing anything unsafe.

RMT members are reminded that the union will always back you for taking the safest course of action.

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