



Dear Colleagues,

1<sup>st</sup> March 2010

You may recall back in January this year we warned members of the following:-

*“Even though the pay has been settled for 2010, we need be aware that at the present time TFL, Tube Lines, and LUL Management are looking to make major cuts in all areas and across all grades. With talk of Operational Effectiveness, the outcomes of Valuing Time and the Olympics to face we need to be united.”*

*As a Union we are conscious of the intentions of the Company to **reduce costs and will not tolerate any proposals by Management that would attempt to deteriorate our conditions of service or effect safety**”.*

It is unfortunate that even though we have tried to engage the Management within the ‘machinery’ over our safety concerns, they are blatantly ignoring and overriding the views and concerns of your Local reps, Instructor Operators, signal sighting committee members, senior Tier 2 and Upgrade reps. Whilst they profess to be still consulting they continue to carry on doing what they want. **At the present time, what is happening on the Jubilee will happen on all the other lines due to get upgraded signalling and new stock, which is why we want to make sure that it is done correctly.**

These issues cover:

- The **decommissioning of Signal Post Telephones (SPTs)** possibly leaving drivers without communication, stranded with over a 1,000 passengers for at least 30 minutes before they are able to detrain. If there was a failure to the Connect radio system, SPTs are currently the only fall-back you would have.
- The proposal for **Automatic Door Opening (ADO)** which we continue to have safety concerns over i.e. to prevent the doors opening the train operator will have to react to the incident and press a button. This is the reverse of current practice where the train operator simply has to do nothing to prevent the doors opening. The effect of reduced operator vigilance increases the likelihood of human error, and subsequently the risk to passengers. **We believe ADO will lead further to the deskilling of the train operator’s role**, with trains operating fully automatically. We had an agreement, which management have now broken, that these switches will be sealed and not used. There are further proposals for the train operator to get off whilst the train goes up the siding automatically. The train operator waits for it to come out (to save the time of the train operator changing ends by walking through the train) and gets on it to go in the opposite direction. All this reduces the justification of having a qualified train operator in the future.

- LU also put forward a proposal under the guise of “Operational Effectiveness” **for maintenance staff** on the Waterloo & City line to undertake shunting duties **on to a passenger line**; a dangerous precedent of them taking more train operators roles after all those shunting jobs were lost at Company Plan along with the transfer of engineering and test train operators to the private sector.
- The **quality, quantity and length of training** and the proposal for 4 different driving techniques to be taught - ATO, PM, RM and Trip cock. We are united in believing that the only way to train drivers on new stock and signalling is by PRACTICAL TRAIN HANDLING in the relevant modes, in the relevant areas. On all Upgrade projects, we want drivers to receive sufficient practical training so that they can do their job in a safe and competent manner.

Earlier this year a **TBTC Signage Pilot Report** was presented to us to justify new signage being left uncovered before new signalling was operational. Our local and upgrade reps protested about this because the decision to uncover these signs had been taken without exhausting the consultative machinery.

In general, the report is written with a distinct outcome in mind and is ‘spun’ for a favourable response. It plays down the 1 in 4 negative feedback received from drivers without stating what the minimum acceptance level was set at before the trial. At no time does it try to supply a solution to drivers being distracted by uncovered signage or what a reasonable distraction is. The prime objectives of the trial was to collate evidence supporting the uncovering of the signage to speed up the signal sighting process; not to fairly assess the effects on drivers within the area. That appeared to be of secondary importance.

Problems are now being reported from our safety reps on **training issues and train cab equipment**, the issue of a “**security window**” on the S stock cab doors, **walking times and the provision of car parking & canteen facilities at newly opened or proposed depots**.

**ASLEF** alone has arranged a meeting with LU to address these serious concerns that **affect YOUR FUTURE LIVELYHOOD AND EMPLOYMENT**. Management will be informed that if they do not stop all training and the fitting of any equipment until YOUR safety representatives are satisfied, immediately stop the introduction of **ADO** and the use of maintenance staff instead of train operators, stop the de-commissioning of SPTs that we will ballot our members for Industrial Action. If the Company has the millions for all these seminars on Valuing Time they can find the money to improve the working conditions and safety of our members whilst we provide 1 billion customer journeys each year.

As usual **IF** we call on you, please support **YOUR** representatives by returning the normal overwhelming return of all **ASLEF** members, of a strong **YES** vote it is urgent that we show a strong response now.

**ASLEF the ONLY union to FIGHT for Train Drivers, join us NOW!**

**WHERE ASLEF LEAD OTHERS FOLLOW.....WAY BEHIND!**

