

ASLEF

The Train Drivers Union

Boxing Day Dispute

Ballot for industrial action.

The ASLEF Executive Committee has decided to give LUL the seven days notice required by law of our intention to ballot our members for strike action on Boxing Day December 26th.

This means that ballot papers will be sent out in the next couple of weeks. The closing date for the return of ballot papers will be first post on Monday 13th December 2010.

The draft duty sheets that have been produced mean that it will be almost impossible to “book off” anyone who is not on a rostered rest day. In many cases you would be expected to work additional overtime instead of spending time with family and friends.

LUL management want to treat Boxing Day as just another ordinary working day. They are not prepared to give you any enhancements nor will you get any time off in lieu for working that day. This is unfair and unacceptable. When our current salary arrangements were introduced the level of service and the number of drivers required to work on bank holidays was much less than now. Most drivers would have been expected to work on Boxing Day no more than once every four years. Now, unless you happen to be on annual leave or a rostered rest day you will probably have to be booked to work every year.

Full reports will be given at your ASLEF branch meeting and further bulletins will be circulated as information becomes available.



Around the lines



Abuse of Emergency Contact Details

ASLEF have repeatedly had to complain about managers using drivers emergency contact details for non-emergency reasons. At the August Trains Council meeting management promised to e-mail TOM's to remind them of this. But we were shocked when we saw the e-mail that was sent;

“Train Operator emergency contact numbers. It is understood that DMT's use this number to contact train operators without having first tried their personal contact number. Please note that emergency contact numbers provided by train operators should only be used in an emergency situation only.

Of course one can always justify what an emergency is”

This seemed to us to be a clear attempt to undermine the agreement we had reached. Management apologised and have promised to do it right next time. Sound familiar?

Post SPAD interviews.

On the C&H management have been using a questionnaire to interview drivers who have had a SPAD. This includes questions such as “Do you smoke? Do you own a mobile phone?” and a demand for you to show your mobile to the DMT.

ASLEF made clear that this sort of questioning is totally unjustified. The aim seems to be to catch drivers out instead of finding the underlying cause of a SPAD. Management have agreed to review this with us to remove unnecessary and offensive questions.

At **Arnos Grove**, payments made for remote booking on and off are to continue as full facilities are not present. This will be discussed again in December.

Accidents at Work

Accidents at work should only be counted as an item under the AAW procedure “unless there is insufficient evidence to support discounting the item” In plain English this means that an accident at work should only be included in an LDI if there is no evidence that the accident took place. It seems that at Leytonstone management are trying to get around this by not having any investigation.

They then claim there is no evidence as there has been no investigation! We pointed out that there is a legal obligation to record all lost time injuries and that all accidents should be investigated. Management grudgingly agreed to follow their own procedures.

LIS announcements

A referral from Neasden pointed out that drivers were being constantly irritated and distracted by repetitive announcements from the Control Centre about platform closures at Baker St, despite every driver knowing this already. We showed them an article in OTM highlighting the benefits of keeping announcements short and relevant. Management side agreed to point this out to their colleagues on the Metropolitan line. Perhaps they may learn something from reading their own magazine.

Fixed Links

We have agreed new procedures for depots wishing to introduce fixed link rosters in future. This is to be Appendix 6 of the Framework Agreement and will be circulated to all reps.

Transfer agreements

We are close to agreement on updates to the drivers transfer arrangements (the TT/AA). A numbers of outstanding individual cases have now been successfully resolved.

For the latest news attend your branch and
check

www.aslef.org.uk/lul