

# Final Thoughts...

Remember to keep filling in the EIRF's. Thanks and well done to the staff who dealt with the incident at Dagenham Heathway a few weeks ago. Both the BTP and Management have been singing your praises.  
Let Battle Commence

## Job Cuts – What You Can Do

Management are preparing for job cuts by:  
Not filling vacancies  
Not covering duties  
Breaking their own policies and agreements

## What this means for staff

Not getting the transfer you nominated for  
Not getting the promotion you worked hard for  
Being over-stretched at work  
Risk to you and your passengers' safety

## What you can do:

Record any incident where under-staffing has caused a problem - fill in an EIRF yourself or ask the Station Supervisor to do it.  
Remember that you have the right to refuse to carry out work if you have safety concerns -  
Insufficient staff may give rise to concerns about congestion, assault, ability to deal with emergencies, and other issues  
If you are top of the waiting list for a post that is vacant, you should be given that job - if you have not been given it, submit a grievance. Your RMT rep can help you do this. (This has worked in at least one case on the East Ham Group)

Support RMT's campaign SOS: Staff Our Stations  
- More information: [www.rmtplatform.org.uk/sos](http://www.rmtplatform.org.uk/sos)

Email: [admin@easthammer.co.uk](mailto:admin@easthammer.co.uk) Join us: [www.easthammer.co.uk](http://www.easthammer.co.uk)

Coming soon >>>

## In The Next Issue

We will worry about that when we get there  
Oh obviously the ballot results

## Your RMT Stations and Revenue Council representatives are:

Janine Booth 07748-760261  
Neil Cochran 07739-869867  
Mick Crossey 07931-570521  
John Kelly 07740-065367  
Paul Schindler 07810-153880  
Malcolm Taylor 07748-933241

## Local Ballot

Right with all this proposed rosters fiasco going on many of you may of forgotten my threat to issue a local ballot for action short of a strike.

Well sorry to say this has not gone away and both Rostered and Reserve staff are being abused constantly.

The Ballot has gone to Branch been voted through as action short of strike and I have now had confirmation this has been passed to Bob Crow. Once I have further information on this I will let you all know

## In this issue >>>

The Cuts -EAST HAM GROUP only as no information from Tower Hill Or Embankment Reps – Most Pages.  
Local Ballot – Back Page  
Disregard for safety



**Cruel leaders are replaced only to have new leaders turn cruel.**



# Easthammer



## Current topics >>>

## Those Cuts

## A Polite Notice

Please note your Reps no matter what Union they are from are NOT on call 24 hours a day and if they have their phone off then send an email or a Text Message. We will not tolerate being called at 6am whilst on Rest Day or Annual Leave.

If we are not on duty then send a text and if we are available we will contact you back.

**The next mention of this will NOT be so polite**

## East Ham Group 2010 Proposed Rosters.

### News:

All Supervisor shifts: Unchanged  
(These are in the next phase in Feb)

SAMF Current 14 reduced to 12.

SAMF P/T A: M – 6 reduced to 3.

CSA P/T A:M 2 up to 5.

SAMF P/T Weekend: Current 1 – reduced to nil.

Rostered CSA Current 28 reduced to 19.

Needless to say we will not be accepting the proposed Rosters and will fight this every step of the way.

## MOVED OR CHANGED JOB? Did you know

you can change your membership detail securely online by accessing the Members area? It is vital that you tell us of any changes so we can include you in the right ballots and fully represent your interests.

Visit [www.rmt.org.uk](http://www.rmt.org.uk) now and help us keep accurate membership records.

### Station By Station detail.

**Upminster Bridge:** 4 supervisors – no change.  
No Esaf duty.

**Hornchurch:** 4 supervisors – no change.

1 CSA P/T A:M 06:30 – 10:00. ( CSA Currently works 25 hours – down to 20 )  
*Loss of 1 SAMF P/T.*

Note: 06:30 S/S Ticket office at 06:45. This leaves 15 mins at start of shift to complete a station check, read the log book, complete the start of duty paperwork, and complete a safe audit, count money for ticket issuing facility, service the ticket machines if needed. No Esaf duty.

Note: For the duration of S/S being on the ticket office window it is impossible to be able to monitor the station or update service information via PA`s.

**Hornchurch is a station where there are points.**

Any service disruptions will be dealt with slower. Ticket office procedure state “money must be secured before leaving the ticket office. Any event in which the Supervisor may be asked to deal with an event this must be taken into consideration.

**Elm Park:** 4 Supervisors – no change.

SAMF P/T A:M Currently works 25 hours – down to 20.  
*Loss of 3 CSA.*

**Dagenham East:** 4 Supervisors – no change.

CSA P/T A:M – 20 hours 06:00 – 10:00 Mon Fri.  
*Loss of 1SAMF P/T 25 hours p/w.*

*3 CSA.*

Note: 06:30 S/S Ticket office at 06:45. This leaves 15 mins at start of shift to complete a station check, read the log book, complete the start of duty paperwork, and complete a safe audit, count money for ticket issuing facility, service the ticket machines if needed. No Esaf duty.

**Dagenham East point’s also timetabled service terminating trains has 4.**

Also Dagenham & Redbridge Football club which have just been promoted to a higher league meaning a higher level of people on football days.

Note: For the duration of S/S being on the ticket office window it is impossible to be able to monitor the station or update service information via PA`s.

Note: Railway Pub outside station gets very busy on Friday / Saturday evenings. S/S lamping out last trains often have to pass or stand next to crowds of drunken males. The fear for staff safety may mean a refusal to lamp out last trains.

### Disregard for Public Safety

RMT today demanded a full external investigation into an escalator fire at Euston station four weeks ago where smoke detection systems failed and the station was only safely evacuated through the experience and vigilance of station-based staff. RMT have this morning referred the matter to the safety regulator the Office of Rail Regulation (ORR).

The Euston fire, which has close parallels with the Kings Cross disaster in 1987 one stop up the line, was caused by mechanical friction in the closed chamber underneath an escalator igniting accumulated dust. The incident happened on the 6<sup>th</sup> July.

Fire detection systems failed and the smoke was spotted by staff members who activated the manual evacuation procedure and closed the station averting a potential disaster. RMT is pointing out that it’s those very staff that are among the 800 jobs that are currently under threat from Boris Johnson’s cuts and which are subject to a current ballot for industrial action.

London Fire Brigade have formally raised the failure of fire detection systems to activate in an internal incident report.

RMT General Secretary Bob Crow said:

“Anyone who is in any doubt as to why we are balloting for action over the threat to safety-critical tube station jobs only needs to look at the incident report into the Euston escalator fire four weeks ago. Fire detection systems failed and it was only the vigilance and experience of station-based staff that averted what could have been a major disaster.

“Not only should Mayor Boris Johnson now call an immediate halt to the station job cuts programme but there should also be a full, external investigation into the fire detection systems on escalators across the tube network which failed at Euston on the 6<sup>th</sup> of July.

“RMT will tolerate no cover-ups when it comes to tube safety and we are wholly opposed to those responsible for these failures effectively investigating themselves. 23 years after the Kings Cross fire we should have learnt the lesson that there can be no compromise when it comes to safety across London Underground.”

### Lies, Propaganda & Bullshit

My thoughts on this are simple yes I obviously agree with the RMT standpoint but something bigger than the fire alarms failing concerns me with this issue. How the hell can TFL & LUL consistently get away with deceiving the public through the media stating “The fire detection systems did not fail”

It is about time that the public were told the truth and the press stopped helping cover up issues that directly threaten the lives & safety of the passengers it supposedly cares about in contrast to protecting the huge pay packets and profits of its managers (Who are responsible for Metronet Collapse & Tubelines Collapse) it obviously cares about.

### Disregard For Public Safety (AGAIN)

RMT confirmed today that it is preparing a ballot for action of all tube fleet maintenance staff following an announcement by London Underground that they plan to double the length of time between safety-critical train inspections from 14 days to 28 days.

The inspections, of braking systems and other equipment that it is crucial to staff and passenger safety are being cut in frequency as a blatant cost saving measure which is just part of the overall cuts drive being bulldozed through by Transport for London.

RMT have warned that these latest tube maintenance cuts are another element of an overall attack on jobs and safety that would leave fleet staff facing the threat of the axe – a threat that London Underground have not denied.

All RMT LU fleet staff will be balloted for action short of a strike.

“Hardly a day goes by now without TfL and LU getting caught out playing fast and loose with staff and passenger safety. These fortnightly inspections identify worn brake blocks, cracks in securing brackets and other distressed components. Moving these inspections to monthly is literally dicing with death in the interests of saving money.

“Highly skilled fleet maintenance crew are the latest group of tube workers to find that their jobs are under threat as the TfL cuts bulldozer ploughs on regardless of the consequences.

“Mayor Boris Johnson is presiding over the biggest safety carve-up on London Underground in its history and yet he remains silent on these issues as his managers are out there sharpening their knives.

“RMT has a stark choice – ballot for action or sit back and wait for a disaster to unfold. We have chosen to ballot for action.”

### The Cycle Hire Scheme

Whilst originally a good idea (If we lived in a country where everyone could be trusted) of BoJo’s the cycle hire scheme had a few drawbacks as below.

- 1) You can buy a bike for the price it costs you to hire one for the day
- 2) The docking stations were faulty leading to entire revenue for the first day being refunded
- 3) There were numerous bikes stolen on the first day alone (One ending up being brought up off the tube at UPK and ridden by a group of morons in and out of traffic on Green Street)
- 4) 6000 people without the common sense, knowledge or proper road safety skills riding in the roads in rush hour

So all in all yet another Glorious Cock up by our wonderful Mayor. All this leads me to wonder when either the Circus is coming back to collect him or even better the Spaceship that dumped him here in the first place

### Station by Station Continued

**Dagenham Heathway:** 4 supervisors – no change.

SAMF 2 – no change. CSA 3 – no change.

SAMF P/T Weekend – Current 1 – down to nil.

**Becontree:** 4 supervisors – no change.

SAMF P/T A:M current 25 hours – down to 20.

*Loss of 2 CSA.*

*Gain of 1 CSA P/T A:M – 20 hours Mon / Fri.*

**Upney:** 4 supervisors – no change.

SAMF P/T A:M current 25 hours – down to 20.

*Loss of 1 CSA P/T A:M*

Note: Upney is next to Barking sidings and is closest has points.

CSA from Barking goes to Upney Mon / Fri 1130 – 1430.

Impact on service will mean S/S may be called to secure points by himself but will have to close station beforehand.

**Barking:** 7 CSA – no change.

Note: Barking CSA used to go to various locations to cover CSA duties. Upminster Bridge, Upney. – Now only covers Upton Park 10:30 – 18:30.

**East Ham:** 6 supervisors – no change.

SAMF – 4 no change CSA 4 – *loss of 1 CSA. Loss of 1 CSA P/T.*

Supervisor now has 1 shift of gateline as a CSA.

**Upton Park:** 4 supervisors – no change

SAMF – current 4 down to 3 – *loss of 1.*

CSA 3 – no change.

CSA P/T 20 hours . *Gain of 1.*

**Plaistow:** 5 supervisors – no change.

SAMF 4 down to 3 – *loss of 1.*

CSA – 3 no change.

CSA P/T 20 hours – Gain of 1.

Note: Group will be over establishment. Displaced staff will not know where they will be working from week to week or where they will be displaced to.

**Service Impact: Where staff will be reduced Service impact will increase.**

Lone working stations in any incident first the station will need to be evacuated and closed before the situation is dealt with, where as stations with more than one member of staff. The supervisor is able to deal with the situation whilst the other members of staff monitor and pass info to customers.

Fewer ticket sellers will impact on ticket office queues at windows or machines.

This will impact on SIS scores.

At stations where points. The supervisor often relies on the staff giving them assistance with equipment. Flags Lamps Scotch + clips Radio etc.

Lone working will have a bigger impact on staff assaults. The expected schematic asks the lone member of staff will be out on the gateline. The company expectancy is a greater reliability on Connect radio, however even when the red button is pressed - L/C will often call you back to ask if you meant to press the button, mean while you may well be stabbed beaten verbally assaulted etc.

Lone working will impact on information to customers. Auto phones are normal phones. If the member of staff is where the company asks of them, they will not be able to pick up the phone to talk via auto phone.

This on the East Ham group will mean having to enter the ticket office when the phone rings – if you can hear it. Causing a security risk every time the ticket office door is open.

Reduction in staff will impact on stations being unmanned. If the staff are reduced by the proposed amounts. The risk of non-availability to cover staff for unforeseen circumstances will be greatly increased.

Leading to Stations being unmanned for longer periods.

Not forgetting the agreement with the Drivers – If a station is unmanned beyond Barking the train may not stop at the station and we have an obligation to man the station once 30 mins has passed.

Information Button and help point: If the member of staff is lone working and on the gateline as per schematic. If a customer presses the help point for any reason. The member of staff will be unable to answer.

All stations east of Barking excluding Dagenham Heathway have their meal breaks scheduled at exactly the same time which if all were to take them off station then the line would need to close between Barking and Upminster.

**More Objections**

1.

S having only 15 minutes to carry out a station security check, read the log book, open the float safe, audit it, count money, etc. Just cannot happen in that time. Station security will be compromised by people not doing it or only doing a 'visual' check. If you do walk around you will need to be an Olympic sprinter. Terrorists will love this. It will not be done properly, or if done properly the window opening later.

2.

/S spending time in the ticket office will mean 'customer information' will be out-dated (affecting our quarterly bonus. Most PA / SMS systems are in the S/S office. Are we expected to shut the window in customers' faces, wiz down stairs (or where ever) and update the message? Not customer friendly is it.

3.

The S/S is on the window and the line controller calls saying train #?? needs assistance or worse still a one under. The line controller will not be please when we have to secure our money (apologise to the customer for shutting the window in their face) and taking two or three minutes getting there, instead of the few seconds as now. Making the cleaner/ contractors wait for you to do this and take them down to the S/S office, sign them in, check their credentials etc... If on your own looking for lost property on a train when there's a line of customers at the window, you just are not going to bother; if you do the line has grown putting you under more pressure (and maybe make mistakes) to clear it.

4.

More lone working putting staff at risk from assault.

If as now your lone working and collapse with say a heart attack who will find you, the next S/S some hours later? Where is the undergrounds care of staff?

5.

Controller wants you to travel on a train to look for kids throwing stones / trackside fire etc., are we going to just leave the gates open or close the station? Try closing a station on your own it's not going to be easy.

6.

No staff available to meet the emergency services at the RVP/ and take details.

7.

Signal failure, S/S needs to be on platform to give the train op the authority to pass a semi-automatic at danger. Secure a set of points. Again the window will shut; service announcements will be out of date. They keep on drumming into us about up to date customer information, this will suffer.

8.

The additional stress staff will be under having to do a lot more. Customer confrontation will increase. Money lost in POM, ticket stuck in gate, window now shutting etc... Verbal & Physical assaults will go through the roof.