



Night Tube Working

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1. List of Commonly Used Abbreviations

LUL	-	London Underground Limited
T/Op	-	Train Operator, Instructor Operator, Signal Stock Train Operator
TO23	-	Part-Time Night Tube Train Operator

2. Introduction

The purpose of this document is for ASLEF to welcome new staff to the role of part-time Night Tube T/Op. It will, hopefully, act as a FAQ for any questions that you may have or haven't thought about yet.

ASLEF, and its representatives, both Industrial Relations and Health & Safety, will be available to you from your first day of training. Our contacts, for the depots that you will initially be allocated to, are at the end of this document.

In addition to the *local* Industrial Relation representatives there are 6 ASLEF Trains Functional Council representatives who make up a majority, and represent and negotiate on behalf of, all T/Ops on London Underground. Also, in addition to the *local* Health & Safety representatives, there are 4 ASLEF Trains Health & Safety Council representatives.

If, following the presentation from the Trades Unions, you think of any questions that you want answering; either on Night Tube, training, Trade Union membership or any other T/Op related issues please contact:

Finn Brennan 07940 535 293 brennanf@aslef.org.uk

Maeve Hanley 07845 317 258 maevehanley66@yahoo.co.uk maeve.hanley@tube.tfl.gov.uk

3. Night Tube Locations and Recruitment

LUL are bringing in Night Tube working at 11 depots on 5 lines. The lines and depots that will run Night Tube are as follows:

Victoria line	-	Brixton and Seven Sisters depots
Jubilee line	-	Stratford and Wembley Park depots
Central line	-	Leytonstone and White City depots
Northern line	-	Golders Green, High Barnet and Morden depots
Piccadilly line	-	Arnos Grove and Acton Town (P) depots

The Victoria, Jubilee, Central and Northern lines run, predominantly, in Automatic Train Operation (ATO) mode; that is, they drive themselves; however, there are designated times and occasions when manual driving is required.

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The Piccadilly line is a fully manual line and the trains are operated (moved and stopped) by the T/Op at all times.

The recruitment of internal and external T/Ops applicants is undertaken using LULs normal processes. The number of part-time Night Tube T/Ops (TO23) required to fully cover Night Tube working is approximately 200.

Existing full-time T/Ops can apply to work as a TO23. These T/Ops will be transferred to the depot of their preference, and be tied-in to that depot and the grade of TO23 for a period of 12 months. If these T/Ops want to return to a full time T/Op position, then they will have to nominate a depot in the same way as any other TO23.

4. Depot Allocation (Night Tube)

On your first day of training you and your class colleagues will be allocated to one of the 11 Night Tube depots. At this point you are able to swap among yourselves to assist each other. The locations you and your colleagues are allocated to will be based on business needs. Training will be line based so you may have to train out of more than one depot.

When you eventually become a T/Op; normally sometime between the 12th and 16th weeks you will then be required to remain at the depot you have been sent to for 18 months; from the 12th week.

On your first day of training you will also be given a nomination form to pick a preferred Night Tube depot location, if you haven't been allocated the one you want. This transfer can take place when you reach the top of the waiting list and after the 18-month tie-in; this will incur a further tie-in of 12 months at your new depot location.

At the end of the 18-month tie-in a TO23 can undertake a mutual changeover of depot with another TO23. Where this is between different lines a further 12-month tie-in period is incurred.

Before you consider nominating a Night Tube depot, or undertaking a mutual changeover of depot, you should first read section 5 on full time T/Op promotion.

Once called to transfer to your nominated depot it cannot be cancelled.

There is a Committee that deals solely with the transfer of T/Ops called the Trains Movements Committee. This is a Committee made up of managers and Trades Unions representatives. The Trades Unions side is controlled by ASLEF, so if you have any questions relating to the transfer of T/Ops you should contact them; **certainly before you consider changing or cancelling any current nomination.**

Extreme Hardship Transfers

T/Ops are able to apply for extreme hardship transfers. However, these normally take place only in very exceptional circumstances and should not be relied upon as a way of transferring to a

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nominated or another depot. Travelling time, alone, is not a sufficient reason for an extreme hardship transfer.

Your Movements Committee representatives are:

Steven Crowley	07530 529 022	sf.crowley@gmail.com	steven.crowley@tube.tfl.gov.uk
Tony Cashman	07804 731 853	tonycashman6@gmail.com	tony.cashman@tube.tfl.gov.uk

5. Full-Time Train Operator Promotion

On your first day of training you will also be given a nomination form to transfer full-time. There are 30 train crew depots across the nine LU lines. You will be permitted two nominations; the first, which you should indicate by placing a '1' adjacent to the depot name, will be your preferred location. You place a '2' by a second depot which will either be close to your preferred location or will allow you to go full-time sooner than your first nomination.

It is very important that you nominate wisely as once your nomination has been submitted, if you then want to change it you will have a different nomination date. Your nominations should be completed as soon as you get the form. If completed within 28 days your nomination is back-dated to your first day at the school. If received, by Operations Resourcing, after this date, your nomination will be date of receipt; this could make a very big difference in waiting time.

Where two T/Ops have the same depot nomination and application date and have the same service (this will be the case for some external applicants) their depot waiting list order is decided by the 'toss of a coin'. The date a T/Op Road Test has been undertaken and passed has no bearing on nomination order or depot seniority.

For business needs the Company can waive part or all of the tie-in period to allow a transfer to another depot or to full-time. Where this occurs it will be done in waiting list order.

Miscellaneous

Reduced Hours / Weekend and Bank Holiday Working

Full-time T/Ops can opt to work weekends and Bank Holiday working only. A TO23 wanting this type of working must nominate and transfer to work full-time first and then apply for it.

Job-Shares

A full-time T/Op and a Night Tube T/Op cannot undertake a job-share.

Flexible Working

LUL are very reluctant to agree flexible working requests. A TO23 flexible working request would need to be consistent with their contractual working hours and contractual shifts.

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6. Promotion / Advancement

Probation

Your probation period is normally for 6 months. You should endeavour to do all you can to fully attend work during this time. There have been cases, since the introduction of Night Tube, where probation has not been met where the 6-month probation period has either been extended or the member of staff has been dismissed!

General Non-Train Operator Positions

Once a TO23 has completed their probation period they will be entitled to apply for any advertised vacancy in the same way as any other member of staff. The exception to this is the transfer to full-time T/Op positions.

Instructor Operator

To become an instructor operator, a T/Op will need 2 years' experience as a T/Op and must have worked on the line for 6 months. A TO23 can apply for the role of instructor operator under the same process as a full-time T/Op. If successful, in becoming an instructor operator, it will be as a TO23 instructor operator.

If a TO23 instructor operator transfers to another line, then they revert to the position of TO23 T/Op.

Secondments

If a TO23 applies for, and is successful, in gaining a secondment to a full-time position, then they will be paid in the same way as that of a full-time T/Op gaining the same secondment.

7. Contractual Arrangements for Part-Time Night Tube Train Operators

With introduction, and operation of Night Tube, all TO23s will be recruited to, and required to work, Friday and Saturday nights only.

TO23s and full-time T/Ops are scheduled separate work on their own rotas. The spares, on either rota, will **NOT** be allocated to cover any work on the other rota under any circumstances.

It is not simple the case that trains can be renumbered to legitimise one group of T/Ops covering the work of the other. Any attempts to do this, to circumvent this agreement, must be reported.

Shifts

A TO23 will work two 8 hours shifts. Including an unpaid meal break the shifts will be 8 hours and 30 minutes long, from start to finish. These shifts can start at 20:30 (not sooner), or any time after and up until 23:59, and finish by 08:29 (not later).

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Salary and Overtime

A TO23 salary is based on that of full-time T/Op's and will be £24,213 from 1 April 2017.

A TO23 cannot work voluntary overtime or additional time during the week.

A TO23 cannot be employed within LUL undertaking other jobs / roles.

However, if owing to operational incidents or service disruptions, a TO23 finishes past their book off time, then this overtime is paid at flat rate to the nearest 15 minutes as follows:

1 minute to 22 minutes	pays 15 minutes	£7.25
23 minutes to 37 minutes	pays 30 minutes	£14.50
38 minutes to 52 minutes	pays 45 minutes	£21.76
53 minutes to 67 minutes	pays 60 minutes	£29.01

Salary is paid 4-weekly; 13 times a year.

Training

Train Operator Promotional Training

Initially TO23 training will be for approximately 12 – 16 weeks, depending upon the location allocated. This will be paid pro rata at the equivalent of £32,375. The TO23 rate of pay is, on 'passing out' paid as a T/Op, back-dated to what used to be called *consolidation* at week 12.

Once qualified as a T/Op any transfer training is paid at the full-time T/Op salary.

Annual CDP - Block Training

In each 12-month period a TO23 will undertake 5 days continuous CDP Block training. This will take place Monday to Friday. Night Tube shifts either side of this training will be covered and not worked by the T/Op doing the training. As the training is over 5 days a day in lieu will be owed. This lieu day must be taken within 12 months of completing the training.

During CDP a TO23 does not operate trains in passenger service.

Line Route Knowledge Retention

Duty Schedules will allocate work to the roster to ensure that all routes, on a given line, are covered at least every 26 weeks as a maximum.

If any T/Op is unsure of a specific route, which they may not have used for some time, they can request a 'pilot' over that route. Training by an instructor operator, over that route, should be facilitated as soon as possible.

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Annual Leave

A TO23 will follow an annual leave rotation. Annual leave will be pro-rata of a full-time T/Op. $7.4 \times 2 = 14.8$ days; equivalent to 15 days.

Annual leave will be allocated, based on a rotation, in periods of 7 single weekly blocks of 2 days throughout the annual leave year from April to March (accrued from January to December).

There are three vacant / spare annual leave weeks at the end / beginning of each yearly rotation. Ideally these should be used to maximise annual TO23 CDP / block training.

Annual leave rotations will be displayed, locally, so that annual leave can be planned in advance. These rotations will be available before the introduction of Night Tube.

Annual leave is accrued from January to December but allocated and taken from April to March; the following year.

A TO23 will be able to exchange annual leave between themselves, on the relevant form, or request to move annual leave to a vacant period.

14 of the 15 days of annual leave are rostered. The other odd day of annual leave will be granted, if requested with 28 days' notice, and based upon the number of TO23 pool T/Ops at the depot.

For example, if there is 1 pool T/Op at a depot, then 1 day of annual leave can and will be granted on any given day. If there are 2 pool T/Ops at a depot, then the depot will be able to grant 2 days of annual leave. That is, give 2 TO23s an annual leave day each.

During your initial 12-week T/Op training there is a scheduled week of block annual leave. This block of annual leave can be worked, as training, to accrue annual leave to avoid a deficit of annual leave in the year ahead.

Framework Agreement Parameters (Mandatory)

A TO23 will work under the same parameters as existing T/Ops with the exception of being required to work in passenger service through the night on Friday's and Saturday's.

Extracts

- Maximum Duty Length 8 hours 30 minutes (including meal relief)
- All duties to have a meal relief 30 minutes plus walking time
- Maximum rostered aggregate Driving spell 4 hours 15 Minutes

Rostered aggregate train working is defined as different spells of train work which added together cannot exceed the agreed time train staff can work before or after a meal relief.

- Minimum rest period 12 hours

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- Booking on time Minimum 7 Minutes
- Booking off time Nil
- Maximum rostered time on duty without a break 5 hours 15 minutes

Where a T/Op has been continuously operating a train and cannot be relieved due to a service emergency they have to continue operating for up to two hours*.

They must not exceed the line maximum (e.g. 4 hours 15 minutes or 8 hours 30 minutes) and once this is reached they must take the train as far as the first available siding or stabling point.

A service requirement does not constitute a service emergency, so when the normal duty length has finished and they cannot be relieved and there is no service emergency, they must take the train as far as the first available siding or stabling point.

*For a TO23 this is not possible as all duties are of maximum length.

Duties, Changeover of Duties and Syndicates

A TO23 will work their rota in the same way as a TO21. This rota will include running duties, spare coverage duties and annual leave covers.

In addition to these T/Ops there will be a small number of TO23 pool T/Ops at each depot. These T/Ops will normally have the least depot seniority* at the depot.

TO23s in the pool can be required to work Night Tube duties at other Night Tube depots on the same line; subject to the line pool agreement.

A TO23 can change their duties with each other, using a mutual changeover of duties form, available at the depot from the Train Manager.

TO23s and full-time T/Ops **cannot** change duties with each other.

Some depots have Syndicates for changing the duties of a large number of T/Ops. A TO23 can be a member of a Syndicate but they can only have their duties changed with another TO23.

*Seniority on LU, particularly within the T/Op grade, is complicated and if you have any questions contact a representative. However, at a given depot, train and depot grade seniority will be accrued.

8. Operational Incidents and Errors

Even the most experienced T/Ops can be involved in operational incidents. Sometimes these are a result of external factors, such as vandalism, person under the train incidents, or assaults etc. If this happens assistance should arrive very quickly.

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On other occasions, T/Ops make errors, such as Signals Passed at Danger (SPADs) without authority, platform over-runs or Wrong Side Door Openings etc.

If you are involved in such an incident, follow your training to the letter. Carry out the correct procedure and report the incident. If you follow the correct procedure, and report any errors that you make, you should be fine.

If you fail to report an incident, LU may then consider it to be classed as 'aggravated' and then you WILL be contacting one of the Local depot or Trains Functional Council representatives (listed at the conclusion of this document) as you are likely to face disciplinary action.

If you need any advice on operational incidents, errors, disciplinary matters, or ANY other matters then contact us.

Redeployment

Depending on the circumstances, a TO23 may be redeployed; for performance (safety related) or medical reasons (fitness for work). Redeployment for a TO23 will mirror that of full-time T/Ops and affords protection of earnings if it is to another grade on a lower salary.

9. Policies, Procedures, Guidelines and Agreements

There are numerous documents for almost every activity that you undertake at work, as well outside work, when you consider issues such as drug and alcohol, social media use, second jobs, etc.

It is not possible to summarise all of them, but should you need more information, contact your local Manager or Trades Union Representative and they will be provided.

Short-Term Agreements

In the course of a T/Ops employment, it may be necessary, within your contract of employment, to request a short-term agreement. Any agreement made will be compliant with the Short-Term Agreement and apply between 20:30 and 08:29; the hours for TO23 working.

Specific Night Tube Train Operator Working

Good Friday, Christmas Eve and Christmas Day

Where there is a requirement for a service to run all night on a Good Friday then these duties will be covered by a TO23.

Where Christmas Eve falls on a Friday or Saturday then TO23s are booked off on annual leave as working nights on Christmas Eve would mean working Christmas Day. This will occur on Friday 24 December 2021 and Saturday 24 December 2022.

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On Christmas Day all staff are booked off on annual leave; if they are not already on a rest day. A TO23 will, therefore be booked off on Christmas Day. This will occur on: Friday 25 December 2020 and Saturday 25 December 2021.

Boxing Day (26 December)

Where there is a requirement for a service to run all night on Boxing Day (26 December), when it falls on a Friday or Saturday night, then it will be covered by TO23s. Boxing Day working currently attracts an additional £350 per shift. This will occur on Saturday 26 December 2020 and Friday 26 December 2025.

New Year's Eve Nights

Where there is a requirement for a service to run all night on New Year's Eve on a Friday or Saturday night, then in the first instance, TO23s will have the opportunity to work.

After this the existing agreement applies; volunteers will be sought in the first instance and allocated based on train grade seniority. If there are insufficient volunteers, then duties will be allocated based on juniority. New Year's Eve night working current attracts additional payments. This will occur on Friday 31 December 2021 and Saturday 31 December 2022.

On New Year's Eve, a TO23 has the option to take unpaid leave if they do not want to lose one of their annual leave days.

For copies of this agreement, *Special Working Arrangements Guidance*, SWAG, please ask one of the Trains Functional Council representatives, listed at the conclusion of this document.

New Year's Day

Where there is a requirement for a service to run all night on New Year's Day then these duties will be covered by a TO23. This will occur on Friday 1 January 2021 and Saturday 1 January 2022.

Special Events

Special Events working, where an enhanced service all through the night is required, will still attract premium payments as laid out in the SWAG. Where these events fall on a Friday or Saturday night then it will be applied in the same way as for New Year's Eve Night working.

British Summer Time

Night duties may be rostered for 9 hours 30 minutes (including meal relief) to cater for the end of British Summer time only. Where this occurs the driving parameters within the T/Op's Framework Agreement apply. If a TO23 works this additional hour, then it will be paid at flat rate.

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Depot Closures for Engineering Work etc.

If, owing to engineering work, or similar, a Night Tube depot is closed, TO23s will not be forced to take annual leave and will be found productive, night work, in the same way as for full-time T/Ops.

Sleet Working

During certain periods of the year T/Ops are required to undertake sleet train working. Where sleet working takes place on Night Tube lines, where there is no Night Tube service, then a TO23 will have this work rostered as part of their duties.

10. Local Facilities

All T/Ops are provided with full length lockers at their allocated depot. Additionally, all depots have Intranet / Internet access and a quiet and / or faith room.

Most canteen facilities primarily accommodate full-time staff so will be unavailable for most of the time during Night Tube working. The current canteen opening times are listed below.

Car parking availability varies greatly on LUL and cannot be guaranteed. Priority is normally given to staff working extreme early / late turns. The number of spaces available are also listed below. Further information should be sought locally.

Canteens and Parking

Victoria line

Brixton	No Canteen	-	No Parking
Seven Sisters	Canteen	07:30-21:00 M-Sa 08:00-21:00 Su/BH	Parking for 21 at Pleiades House Parking for 35+ Westfield Road (pay and then claim back) Parking for 40+ Northumberland Park

Jubilee line

Stratford	Canteen	07:30-22:00	Parking for 16
Wembley Park	Canteen	06:00-21:00	Parking for 25 at Wembley Park Parking for 30 at Stanmore Parking for 30 at Neasden

Central line

Leytonstone	Canteen	07:00-22:30 07:30-22:00 Su	Available, first come basis
White City	Canteen	07:30-21:30	Parking for 40+

Northern line

Golders Green	Canteen	07:00-22:00 M-F 09:00-22:00 Sa/Su/BH	Parking for 15/20
High Barnet	Canteen	07:30-22:30 08:00-22:00 Sa/Su/BH	Parking for 20+8 no. plate recognition
Morden	Canteen	07:00-22:00 M-Sa	Parking for 75

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(Garth House) 08:00-22:00 Su

Piccadilly line

Arnos Grove Canteen 07:00-22:00 M-F Parking 62
08:00-22:00 Sa
08:00-21:00 Su

Acton Town No Canteen; access at Acton Town (D) Parking – ample but heavily used
07:30-21:30 M-F
08:00-21:30 Sa / 09:00-15:30 Su

Physical Needs Relief

Unlike most LU grades, T/Ops can be train borne for most of their shift. It may be the case that you need to have to go to the toilet, for example. These breaks are referred to as PNRs or a 'physical needs relief'.

The LU Rule Book (number 6) covers the way these need to be applied for and taken.

Physical needs relief

If you need a physical needs relief, you must give as much notice as possible by:

- *telling the duty manager at the next depot on the route, or*
- *telling station staff.*

When a physical needs relief is required at a terminus, you must tell either the controller, signaller or station supervisor.

After a physical needs relief, you must immediately report to the duty manager or station supervisor, as necessary.

Part-time Night Tube T/Ops should fully familiarise themselves as to the location of all local and line facilities, particularly toilets.

11. Trade Union Representation

In certain circumstances T/Ops are required to attend meetings with their managers. Many of these meetings afford the right of Trade Union representation. Sometimes pressure is brought to bear on T/Ops to forgo this right. However, ASLEF know that this can place staff in a very difficult position. Many managers are experienced in questioning T/Ops in such a way, that they can find themselves believing that they are saying one thing, when in reality it is another. Once said, and recorded, it can be very difficult to retrieve the situation.

T/Ops are afforded the right of representation for very good reasons. Individual T/Ops, in the course of their employment, do not, generally, have to attend many meetings with management so their experience is moderate, at best. Trades Unions representatives frequently attend these meetings, and they know many of the pitfalls; their experience is often far greater than the manager present.

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If you are in anyway unsure of what to do, when being spoken to / interviewed by a manager, always speak to a representative first.

There are many reasons why a manager may need to meet with T/Op. The following is a non-exhaustive list:

Fact-findings

If a T/Op is involved in an incident they may be interviewed by a Train Manager, Duty Reliability Manager etc., to ascertain what occurred. Some of these meetings afford representation, some do not. If, during any fact-finding, it becomes clear that disciplinary action will be taken, then the meeting should be adjourned, for a representative to be made available.

Local and Company Disciplinary Interviews (LDIs & CDIs)

T/Ops may have to attend disciplinary interviews for a number of reasons. The severity of the 'trigger' will determine whether it is dealt locally, at an LDI, or at a higher level, at a CDI.

The most common reasons for having to attend LDIs, is for repeated sickness or lateness. The reasons for CDIs are many and varied, including aggravated safety incidents (not following the correct procedure when an incident occurs), drug and alcohol breaches, harassment and bullying, repeated poor attendance, refusing reasonable instructions, use of electronic devices, social media misuse, etc.

For all LDIs and CDIs make sure to have a representative with you.

Case Conferences

Case conferences are convened for two main reasons. Firstly, for non-attendance issues, that falls under 'Fitness for Work'.

This is a non-disciplinary approach to assist T/Ops with long term or underlying medical conditions that may preclude them being able to undertake their substantive role.

Secondly, specifically for T/Op safety related issues, where the correct procedure was carried out (not aggravated). For example, if a T/Ops repeatedly has SPADs, then a case conference may be convened to understand the underlying cause and, in some cases, look at putting in measures, action plans, or reasonable adjustments, to prevent further incidents.

For all case conferences make sure to have a representative with you.

Grievances and Harassment & Bullying

If you feel the need to submit a grievance, it is always helpful if you contact a representative for advice first, and to help assist in writing it. At grievance meetings you can be accompanied by a representative.

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If you are unfortunate enough to be subjected to either harassment or bullying, it is critical that you contact a representative immediately. ASLEF has specially trained representatives to deal with harassment and bullying cases.

The above meetings, and similar such meetings, will be undertaken between 20:30 and 08:29.

12. Health & Safety

The TO23 role is safety critical. At any one time a T/Op may have 800+ passengers on a train. These passengers will be relying on the T/Op to ensure that their journey is completed safely.

Under Health & Safety legislation, a T/Op has a legal duty to take reasonable care to ensure that they don't do anything to endanger themselves, their work colleagues or their passengers.

Night Tube working will present its own challenges, such as rowdy passengers impaired by alcohol and personal challenges such as fatigue. Below are some guiding principles, which will help T/Ops carry out their role safely and assist colleagues in doing the same.

- Do not move your train until you are sure that it is safe to do so. If in doubt, wait until you are certain.
- Should any incidents occur, it is vital that you communicate with the relevant members of staff. The first person to contact will usually be the Service Controller. If no-one knows about the incident they can't help you.
- Before leaving your driving cab, contact the Service Controller, make sure you have your hand-held radio with you, and make sure it is turned on.
- If you see a fault, always report it; do not rely on the next person to do so.
- When you report Health & Safety issues to management, always advise your local depot Health & Safety representative, so that they can follow up on the issue, and check that it is being dealt with appropriately.
- The Rule Books will help you carry out your job safely and according to LU standards. It may also be used against you, should you fall below these standards, so make sure you are aware of their content.

13. Useful Reference Material

It is not possible to cover everything a TO23 will need to know in a single document. The following list of documents goes some way to addressing the majority of issues that will arise on LU on a day to day basis.

- Attendance at Work policy / Attendance at Work Support pack
- Disciplinary policy / Disciplinary Support pack
- London Underground Code of Conduct
- Grievance procedure
- Harassment & Bully procedure
- Professional Train Operators Agreement

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- Train Operator Framework Agreement
- Train Operator Resourcing Agreement
- Guidance on Annual Leave
- Special Working Arrangements Guidance
- Pool Utilisation

If you need copies of any of these documents, please contact one of the Trains Functional Council representatives.



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ASLEF Train Union Representative Contacts

Part-Time Night Tube T/Op Local Depot Industrial Relations Representatives

Leytonstone			
Mark Wheeler	07756 516 647	markwheeler456@btinternet.com	markwheeler@tfl.gov.uk
White City			
Ian Goodman	07769 295 487	iancgoodman@googlemail.com	ian.goodman@tube.tfl.gov.uk
Seven Sisters			
Mark Hartley	07904 951 196	haredes@hotmail.co.uk	mark.hartley@tube.tfl.gov.uk
Kris Davis	07541 965 010	Kris.aslef@gmail.com	Kris.davis@tube.tfl.gov.uk
Brixton			
Ed McDonnell	07852 266 768	edtube71@yahoo.com	edwardmcdonnell@tfl.gov.uk
Stratford			
Noel O'Hara	07964 521 159	noelohara_43@msn.com	noel.ohara@tube.tfl.gov.uk
Wembley Park			
Steve Connolly	07809 491 697	swconn1@yahoo.co.uk	steven.connolly@tube.tfl.gov.uk
Richard Roberts	07446 846 402	brenje@hotmail.com	richard.roberts@tube.tfl.gov.uk
Rob Blay	07868 256 023	arthurblay@yahoo.co.uk	robert.blay@tube.tfl.gov.uk
Golders Green			
Maeve Hanley	07845 317 258	maevehanley66@yahoo.co.uk	maeve.hanley@tube.tfl.gov.uk
John Deans	07446 084 610		johndeans@tfl.gov.uk
Garfield St.Clair	07795 973 419	stclairgarfield@hotmail.com	
Morden			
Stuart Lockey	07961 817 585	lockeystuart@gmail.com	stuart.lockey@tube.tfl.gov.uk
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Night Tube Working

Part-Time Night Tube T/Op Local Depot Health & Safety Representatives

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Trains Health & Safety Council Representatives

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Period 1		Period 2		Period 3		Period 4		Period 5		Period 6		Period 7	
Spring (1 Week) (A/L)		Spring (1 Week) (A/L)		Spring (1 Week) (A/L)		Spring (1 Week) (A/L)		Spring (1 Week) (A/L)		Spring (1 Week) (A/L)		Spring (1 Week) (A/L)	
26-Mar-17	01-Apr-17	02-Apr-17	08-Apr-17	09-Apr-17	15-Apr-17	16-Apr-17	22-Apr-17	23-Apr-17	29-Apr-17	30-Apr-17	06-May-17	07-May-17	13-May-17
Early Summer (1 Week) (A/L)		Early Summer (1 Week) (A/L)		Early Summer (1 Week) (A/L)		Early Summer (1 Week) (A/L)		Early Summer (1 Week) (A/L)		Early Summer (1 Week) (A/L)		Early Summer (1 Week) (A/L)	
14-May-17	20-May-17	21-May-17	27-May-17	28-May-17	03-Jun-17	04-Jun-17	10-Jun-17	11-Jun-17	17-Jun-17	18-Jun-17	24-Jun-17	25-Jun-17	01-Jul-17
Summer (1 Week) (A/L)		Summer (1 Week) (A/L)		Summer (1 Week) (A/L)		Summer (1 Week) (A/L)		Summer (1 Week) (A/L)		Summer (1 Week) (A/L)		Summer (1 Week) (A/L)	
02-Jul-17	08-Jul-17	09-Jul-17	15-Jul-17	16-Jul-17	22-Jul-17	23-Jul-17	29-Jul-17	30-Jul-17	05-Aug-17	06-Aug-17	12-Aug-17	13-Aug-17	19-Aug-17
Late Summer (1 Week) (A/L)		Late Summer (1 Week) (A/L)		Late Summer (1 Week) (A/L)		Late Summer (1 Week) (A/L)		Late Summer (1 Week) (A/L)		Late Summer (1 Week) (A/L)		Late Summer (1 Week) (A/L)	
20-Aug-17	26-Aug-17	27-Aug-17	02-Sep-17	03-Sep-17	09-Sep-17	10-Sep-17	16-Sep-17	17-Sep-17	23-Sep-17	24-Sep-17	30-Sep-17	01-Oct-17	07-Oct-17
Autumn (1 Week) (A/L)		Autumn (1 Week) (A/L)		Autumn (1 Week) (A/L)		Autumn (1 Week) (A/L)		Autumn (1 Week) (A/L)		Autumn (1 Week) (A/L)		Autumn (1 Week) (A/L)	
08-Oct-17	14-Oct-17	15-Oct-17	21-Oct-17	22-Oct-17	28-Oct-17	29-Oct-17	04-Nov-17	05-Nov-17	11-Nov-17	12-Nov-17	18-Nov-17	19-Nov-17	25-Nov-17
Early Winter (1 Week) (A/L)		Early Winter (1 Week) (A/L)		Early Winter (1 Week) (A/L)		Early Winter (1 Week) (A/L)		Early Winter (1 Week) (A/L)		Early Winter (1 Week) (A/L)		Early Winter (1 Week) (A/L)	
26-Nov-17	02-Dec-17	03-Dec-17	09-Dec-17	10-Dec-17	16-Dec-17	17-Dec-17	23-Dec-17	24-Dec-17	30-Dec-17	31-Dec-17	06-Jan-18	07-Jan-18	13-Jan-18
Late Winter (1 Week) (A/L)		Late Winter (1 Week) (A/L)		Late Winter (1 Week) (A/L)		Late Winter (1 Week) (A/L)		Late Winter (1 Week) (A/L)		Late Winter (1 Week) (A/L)		Late Winter (1 Week) (A/L)	
14-Jan-18	20-Jan-18	21-Jan-18	27-Jan-18	28-Jan-18	03-Feb-18	04-Feb-18	10-Feb-18	11-Feb-18	17-Feb-18	18-Feb-18	24-Feb-18	25-Feb-18	03-Mar-18
Rota Identifier: Trains (Part time)													
Sequence: 5 - 3 - 1 - 4 - 6 - 2 - 7													
Determinator: Christmas will be in Early Winter Period 5 (Week 40)													

Night Tube Working

LU Trains Part Time Rotational Leave - 2018

Period 1		Period 2		Period 3		Period 4		Period 5		Period 6		Period 7	
Spring (1 Week) (A/L)		Spring (1 Week) (A/L)		Spring (1 Week) (A/L)									
25-Mar-18	31-Mar-18	01-Apr-18	07-Apr-18	08-Apr-18	14-Apr-18	15-Apr-18	21-Apr-18	22-Apr-18	28-Apr-18	29-Apr-18	05-May-18	06-May-18	12-May-18
Early Summer (1 Week) (A/L)		Early Summer (1 Week) (A/L)		Early Summer (1 Week) (A/L)		Early Summer (1 Week) (A/L)		Early Summer (1 Week) (A/L)		Early Summer (1 Week) (A/L)		Early Summer (1 Week) (A/L)	
13-May-18	19-May-18	20-May-18	26-May-18	27-May-18	02-Jun-18	03-Jun-18	09-Jun-18	10-Jun-18	16-Jun-18	17-Jun-18	23-Jun-18	24-Jun-18	30-Jun-18
Summer (1 Week) (A/L)		Summer (1 Week) (A/L)		Summer (1 Week) (A/L)		Summer (1 Week) (A/L)		Summer (1 Week) (A/L)		Summer (1 Week) (A/L)		Summer (1 Week) (A/L)	
01-Jul-18	07-Jul-18	08-Jul-18	14-Jul-18	15-Jul-18	21-Jul-18	22-Jul-18	28-Jul-18	29-Jul-18	04-Aug-18	05-Aug-18	11-Aug-18	12-Aug-18	18-Aug-18
Late Summer (1 Week) (A/L)		Late Summer (1 Week) (A/L)		Late Summer (1 Week) (A/L)		Late Summer (1 Week) (A/L)		Late Summer (1 Week) (A/L)		Late Summer (1 Week) (A/L)		Late Summer (1 Week) (A/L)	
19-Aug-18	25-Aug-18	26-Aug-18	01-Sep-18	02-Sep-18	08-Sep-18	09-Sep-18	15-Sep-18	16-Sep-18	22-Sep-18	23-Sep-18	29-Sep-18	30-Sep-18	06-Oct-18
Autumn (1 Week) (A/L)		Autumn (1 Week) (A/L)		Autumn (1 Week) (A/L)		Autumn (1 Week) (A/L)		Autumn (1 Week) (A/L)		Autumn (1 Week) (A/L)		Autumn (1 Week) (A/L)	
07-Oct-18	13-Oct-18	14-Oct-18	20-Oct-18	21-Oct-18	27-Oct-18	28-Oct-18	03-Nov-18	04-Nov-18	10-Nov-18	11-Nov-18	17-Nov-18	18-Nov-18	24-Nov-18
Early Winter (1 Week) (A/L)		Early Winter (1 Week) (A/L)		Early Winter (1 Week) (A/L)		Early Winter (1 Week) (A/L)		Early Winter (1 Week) (A/L)		Early Winter (1 Week) (A/L)		Early Winter (1 Week) (A/L)	
25-Nov-18	01-Dec-18	02-Dec-18	08-Dec-18	09-Dec-18	15-Dec-18	16-Dec-18	22-Dec-18	23-Dec-18	29-Dec-18	30-Dec-18	05-Jan-19	06-Jan-19	12-Jan-19
Late Winter (1 Week) (A/L)		Late Winter (1 Week) (A/L)		Late Winter (1 Week) (A/L)		Late Winter (1 Week) (A/L)		Late Winter (1 Week) (A/L)		Late Winter (1 Week) (A/L)		Late Winter (1 Week) (A/L)	
13-Jan-19	19-Jan-19	20-Jan-19	26-Jan-19	27-Jan-19	02-Feb-19	03-Feb-19	09-Feb-19	10-Feb-19	16-Feb-19	17-Feb-19	23-Feb-19	24-Feb-19	02-Mar-19

Rota Identifier: Trains (Part time)

Sequence: 5 - 3 - 1 - 4 - 6 - 2 - 7

Determinator: Christmas will be in Early Winter Period 5 (Week 40)