

# Support Tube Lines Workers' Fight for Pensions and Passes



Tubelines workers, who maintain the Jubilee, Northern and Picadilly Lines, are taking action for two important issues: pensions and free travel. They will strike from 16:00hrs on Tuesday 24 April 2012 and return to work for shifts starting after 16:00hrs on Friday 27 April 2012. This follows a spectacular 81% yes vote for strike action and 90.5% for action short of strikes.

## Pensions

For years, RMT has argued for all Tubelines workers to be part of the TfL pension scheme. At the moment the TfL pension is restricted to Tubelines staff who worked for LU before the privatisation of Tube maintenance and the creation of Tubelines.

RMT wants to end the two-tier workforce on Tubelines: it's unjust for two workers doing the same job to have different pension rights.

RMT also wants as many people as possible in the TfL pension. With more members, the pension is stronger. This will benefit LU staff as well as Tubelines staff.

## Free passes

LU station staff enjoy the benefits of free travel on most of London's transport. Tubelines workers only get free travel if they joined LU before privatisation. So, although the Tube could not run without their maintenance, most Tubelines workers have to pay the ever increasing fares to travel on it.

## What can you do?

Talk to your Tubelines colleagues and express your support. Tubelines cover all lift and escalator maintenance and fault repairs for the Jubilee, Northern and Piccadilly lines plus the Emergency Response Unit for the entire combine. Therefore the Tubelines dispute will have an impact on how you manage your station safely

Please see [www.rmtlondoncalling.org.uk](http://www.rmtlondoncalling.org.uk) for ongoing updates.

## Job Security for Agency and LU Staff

LU have long-intended to bring cheaper, more flexible agency workers onto LU and remove night turn Supervisors.



In 2008, LU tried their luck when they took over from Silverlink on the north of the Bakerloo Line. They hoped RMT wouldn't notice that LU continued to employ the agency staff from the old Silverlink contract and was using security guards instead of SS's overnight.

RMT did notice. We balloted all grades and were on the verge of taking strike action when LU promised to remove the agency staff and meet the unions via a Joint Working Party to discuss our issues.

Four years on, the agency staff and security guards are still there. LU have said that their commitments of 2008 no longer apply in the new financial climate.

The RMT is just as concerned about this as we were when we were on the verge of strike action four years ago. The General Secretary has been informed. RMT activists will recruit agency staff and security guards. All railway workers belong in our union. We want to defend job security for existing LU staff and super-exploited agency staff and security guards.

\* **Your RMT Stations and Revenue Council representatives:**

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**Malcolm Taylor** 07748-933241

## Olympics Update

As we reported last month, LU offered an Olympics Bonus that was conditional on us breaking our Framework Agreement during the Olympics.



The RMT refuses to sell our hard-won rights for a one-off payment. Our Framework Agreement is not for sale.

The RMT has spelled this out in all negotiations with management. At recent negotiations, RMT pointed out that it is possible to deliver the Olympics while sticking to our agreements. RMT wants to look constructively about how to achieve this.

RMT is pressing ahead for the Olympics bonus you deserve for extra passengers and workload. We will not compromise your working conditions for the future.

## Get Me Out of Here!

For years, LU have stopped us transferring into vacancies, while they prepared for last year's cuts and then sorted out the 'over-establishment' staff created by the cuts.

With the recruitment of new CSAs, you might expect that they need vacancies filling. So why aren't they letting us transfer?

The RMT has put this issue on the next Stations Functional council agenda. We want the right of staff to transfer locations to be restored. This has gone on too long!

## Where Are Our Fleeces?

Mike Brown promised fleeces for station staff at Fit for London. LU tells us 6000 have been bulk-ordered from China to arrive by July. Get your order in to your AG1. Drivers will get priority for existing stock.



## Your Station and Revenue Grades Committee

A monthly meeting for all station and revenue staff. The last Thursday of each month at 1430, at the Exmouth Arms near Euston.

Come along to hear reports, get advice and share information with all stations reps. We produce this newsletter, organise recruitment to our union. Help the stations get organised!

For more information, please contact:

**Becky Crocker**, Industrial Rep, Euston Group, Chair of the Station Grades Committee, 07734 364302

**Eammon Lynch**, Industrial Rep, London Bridge Group, Secretary of the Station Grades Committee, 07578 769943

## Report from Your Stations Functional Reps

### Uncovered duties

Stations Functional reps have informed LU that uncovered duties are putting station staff under unreasonable pressure to cover several locations at once.

At Wood Green, staff alone on the gateline have been covering two jobs, plus extra activities.

LU said in 2009 that local management can decide which duties are covered. RMT says LU should cover all duties. RMT believes LU's 2009 decision no longer applies, as staffing levels changed so drastically with last year's cuts. RMT have referred the issue of uncovered duties to a director's level meeting.

### Enough SS1s at Oxo?

Along with last year's cuts, LU also cut the number of reserve SS1s on groups where only some stations require SS1s, e.g. Oxford Circus. Now, LU are struggling to cover SS1 positions at Oxford Circus, because there aren't enough SS1s on the group. RMT believes all reserve SS's on a group with SS1 stations should be SS1s. RMT has referred this issue to a director's level meeting.

### Unstaffed Stations and Babysitting

RMT also challenged the practice of babysitting (where CSAs look after a station instead of an SS) and leaving stations unstaffed. This has become common on groups such as Rickmansworth. The RMT is demanding full disclosure of every time these instances occur.

### Defending the Framework Agreement

RMT challenged a recent instance, where station staff booked on for overtime at 1651, after finishing a dead early that day. RMT believes there should ALWAYS be 12 hours gap between duties, as set down in the Framework Agreement. RMT has referred this to Company Council.

Similarly, RMT challenged an instance of rest day working that resulted in staff working nine days in a row, in breach of the eight day limit in the Framework Agreement. RMT believes it is up to LU not to authorise overtime that breaches the framework. This will be discussed at the next Stations Functional Council.