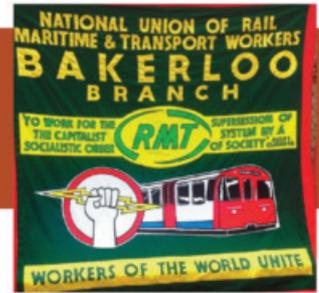




Bakerloo news



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July 2018

Fight for work/life balance

RMT Bakerloo Line branch passed policy at its June meeting calling for the union to launch a real fight for work/life balance as part of our 2019 pay claim.

Our deal on pay, terms, and conditions on LUL expires in April 2019, and RMT branches are now debating what we want the union to demand in the new deal.

Your branch agreed to propose a flat-rate pay increase, the abolition of the CSA2 grade, and a 32-hour week for full-time staff (for the full text of the motion we passed, see right).

WHY FLAT RATE?

We're proposing a flat-rate pay increase, rather than a percentage rise, because percentage increases will increase the differential between grades.

If we won a 5% increase, a CSM on, say, £50k would get a £2,500 increase, but a CSA1 on £33k would only get £1,650, thereby widening the gap between higher-paid and lower-paid grades. A flat rate means everyone gets the same increase, but in a way that helps out the lower-paid grades who need it more.

32-HOUR WEEK?

We want a reduction in the working week, with no detriment to pay or conditions.

Our shift-based, fatigue-inducing jobs means that our lives outside of work often take the hit. Reducing the working week would massively improve work/life balance, as well as creating additional jobs.

And it's been done before: our unions have previously fought disputes to win reductions from 40 to 37.5 and then to 35 hours.

RMT Bakerloo Line branch policy on 2019 pay deal



This branch notes the expiry of the current deal on LUL for pay, terms, and conditions in April 2019.

This calls on the union to submit its claim for the subsequent deal following a period of consultation with members and before the end of September.

This branch calls on the union to demand a one-year deal containing the following elements:

- A £2,000 flat-rate, consolidated and pensionable increase for all staff (not a percentage-rate increase)
- a 32-hour working week for full-time staff, without loss of pay
- a commitment to reduce weekend working for full-time staff
- the abolition of the CSA2 grade on stations and the promotion, following suitable training, to CSA1 of all existing CSA2 staff

This branch urges all branches to proactively consult members about what else to include in the claim, organising special branch meetings and workplace visits and forwarding members' views to the National Executive Committee.

This branch calls on the union to circulate the full contents of our claim on pay, terms, and conditions to all members once it is compiled and submitted.

This calls on the union to immediately declare a dispute and begin balloting our membership for industrial action should LU respond in the negative to our demands.

This branch calls on the union to measure the progress of any dispute against progress towards these demands.

Your branch meets on the **FIRST TUESDAY** of every month, 16.00, upstairs at The Royal Exchange, 26 Sale Place, W2 1PU (Edgware Road H&C). All members welcome.

The Regional Council meets on the **LAST THURSDAY** of every month, 16.30, at the 12 Pins, next to Finsbury Park station.

Goldfish Bowl: worth the wait?



By Nellie Fantin-Castle

In this age of instant gratification, people often become impatient for things to happen quickly; so it has proven with the greatly anticipated refurb of the Elephant and Castle “Goldfish Bowl” (T/Op step back room).

But some things in life are worth waiting for. Part of this impatience is no doubt caused by drivers’ hope that the current refurb will be up to the standard of the last one. Drivers will remember how excited we all were to discover that the world-renowned architectural firm Boggitt & Sons was brought in to slap a coat of white paint

“Parliament of the union” meets in Edinburgh

The union’s Annual General Meeting (AGM) took place in Edinburgh last week (24-29 June).

This is the governing body of our union. Reps and activists the length and breadth of the country, from every transport sector that the RMT organises within, were present. Seeing the size of the event and areas represented really brings in home that we are part of largest transport trade union in Britain.

At the forefront of debate was the Driver Only Operation (DOO) dispute ongoing on many train companies. The AGM took decisions to strengthen our fight against DOO.

The Bakerloo Line branch submitted three policy motions to the AGM. One called on the union to be fully involved in the demonstrations against the visit of US President Trump on 13 July; another committed the union to supporting public ownership of the banks; another motion aimed to give the tutors delivering courses at our education centre in Doncaster and around the country the ability to meet to discuss curricula and teaching methods. All Bakerloo Line motions

over the ceramic wall tiles, mop the floor, and remove the dead mice from the back of the broken fridge. How proud we all were back then to see our workplace as the star of *Grand Designs*.

In fairness though, drivers can’t be blamed for being a little impatient, as progress on the new and improved Goldfish Bowl has been slow. We moved out sometime before the royal wedding, (good luck, Charles and Di!) and since then little work has been done. Actually... none whatsoever. When asked for updates on the work by local reps, managers (who are only too willing to book drivers for being three minutes late for a pick up) have simply shrugged their shoulders and given reps that blank look that they reserve for all questions about the running of the railway.

However, these are minor quibbles and we will forget all about them on the day of the grand reopening, unless of course we’ve all retired by then.

were passed.

The branch also supported three proposed rule changes: to allow for submission of AGM items via email; to extend the deadline for the submission of amendments to the AGM; and to give more scope for our equalities committees to plan their own agendas and conferences. The first two passed, but the latter was narrowly defeated (33-29).

There will be discussions on these and other issues at our July branch meeting.

Centre Group News

Your reps on the Centre Group stations are campaigning on a number of issues, including resisting what RMT believes to be an unsafe unofficial “lift duty” at Edgware Road.

Reps are also working with members to improve work/life balance in the MYB rosters, and pushing management to provide soft seating in staff accommodation areas at stations.

News roundup



SRT reps fight understaffing of events

RMT reps on the Special Requirements Team, which is part of the Bakerloo Line branch’s constituency, are fighting for proper staffing of events.

Recent months have seen chronic understaffing of events at Wembley, the O2, and the Olympic Park, putting an unacceptable strain on both SRT and local staff.

Reps have prepared reports highlighting this to management and are demanding that events be properly staffed as per CCEPs.

If a swift response from management is not forthcoming, RMT will have to consider further action.

New drivers’ seat installation put back

It’s not just the Goldfish Bowl refurb that is dragging on (see main article, left).

The installation of new drivers’ seats into Bakerloo trains has been put back until December 2018 at the earliest, as the company making them has gone bust.

This means the contract will have to be re-tendered, and another supplier found to make, deliver, and install the new seats.

At least drivers will have a comfortable step-back room at Elephant to use in the meantime.

Oh, wait...

Bakerloo News is a monthly newsletter from the Bakerloo branch of the RMT union. To submit a story for *Bakerloo News*, or to contact the branch, please email jimmcdaid36@gmail.com, or ring Branch Secretary Jim McDaid on 07917 131692