



London Calling

www.rmtlondoncalling.org.uk

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Special Edition-The Fight to Save Our Underground

WE CAN AND MUST WIN

The Assault On Safety,Jobs And Conditions

As previously reported in the media and London Calling, RMT have exposed leaked LU documents which detail plans to savage Jobs,Safety & Conditions affecting **all** Grades on London Underground. These detailed plans were drawn up at the highest level within LU and sanctioned by their political masters in the Mayors Office. MD Mike Brown was telling tales when he stated on BBC London that they were a 'discussion paper' aimed at 'stimulating fresh thinking'. The document clearly shows a detailed timetable of job cuts and attacks up to the year 2020. When taken in tandem with the plans for 'Maintenance Optimisation' and

'Benchmarking' in the Engineering & Fleet departments and the TFL wide 'Project Horizon', we have a very clear and detailed picture of the nature and timing of the largest assaults on Safety, Jobs,Conditions and on our city's Underground Transport System in living memory. Clearly the writing is on the wall with these plans. No doubt London Underground and Mike Brown will use the 'Fit for London' propaganda sessions to mislead you and reassure you that your future will be safe come what may. We will outline a Grade by Grade



summary of how this will really affect your job but be assured that your Union will step up to the plate in fighting these attacks. We will work with our Members,our sister Unions,the Public,Politicians, Campaign Groups and the broader anti-cuts movements to defeat these proposals. The struggles ahead will be a long and difficult but the campaign to defend Safety,Jobs and the travelling public has begun..



Train Operators

- 2014-Loss of 100 T/Op's
-New 'Automatic Train Supervisor' Grade
- 2015-50% ATO Central,Victoria,Jubilee & Northern
- 2016-SSR upgrade complete
- 2017-80% ATO Central, Victoria, Jubilee, Northern & SSR
- 2018- 5% Trains Remotely Operated-Bakerloo Line first -New 'Train Attendant' Grade
- 2020-80% ATO- 20% 'Remotely Operated'

LU's Operational Strategy-Trains

- Phase 1 30-50% Automation**
-Dumbing down of CDP,CM &Training.
-Refocus role on Customer Service & Incident Management .
-Framework changes:Remove Duty length restrictions,Night cover restrictions & introduce Voluntary O/T.
-Scab T/Op pool-Support function staff trained as 'Reserve Automatic Train Operators' (RAT Operators)
- Phase 2 50-80% Automation**
-New 'Automatic Train Supervisor' Job description for Auto & Manual Restricted train operation.
-SSR Upgrade & staff deployment flexibility
-Changes to staff cover model reducing level of cover in line with stations model.
- Phase 3 Deep Tube Upgrade-80% Auto-20% Remote Operated**
-No in-cab Train Operations, introduction of 'Train Attendants'
-Introduce 'Unattended' Train Operations
-Former Train Operator role reduced to general role,Increased cross functional nature.
-As the new technology is proven increase level of Remotely Operated Trains

Train Management

- 2014-2015-Currently 209 DTSM's .
49 DTSM's job cuts over 2 years
- DTSM's 3 primary activities to be passed on to Service Control,Instructor Operators and Remote Booking on system via Connect.
- **All DTSM Jobs Lost**

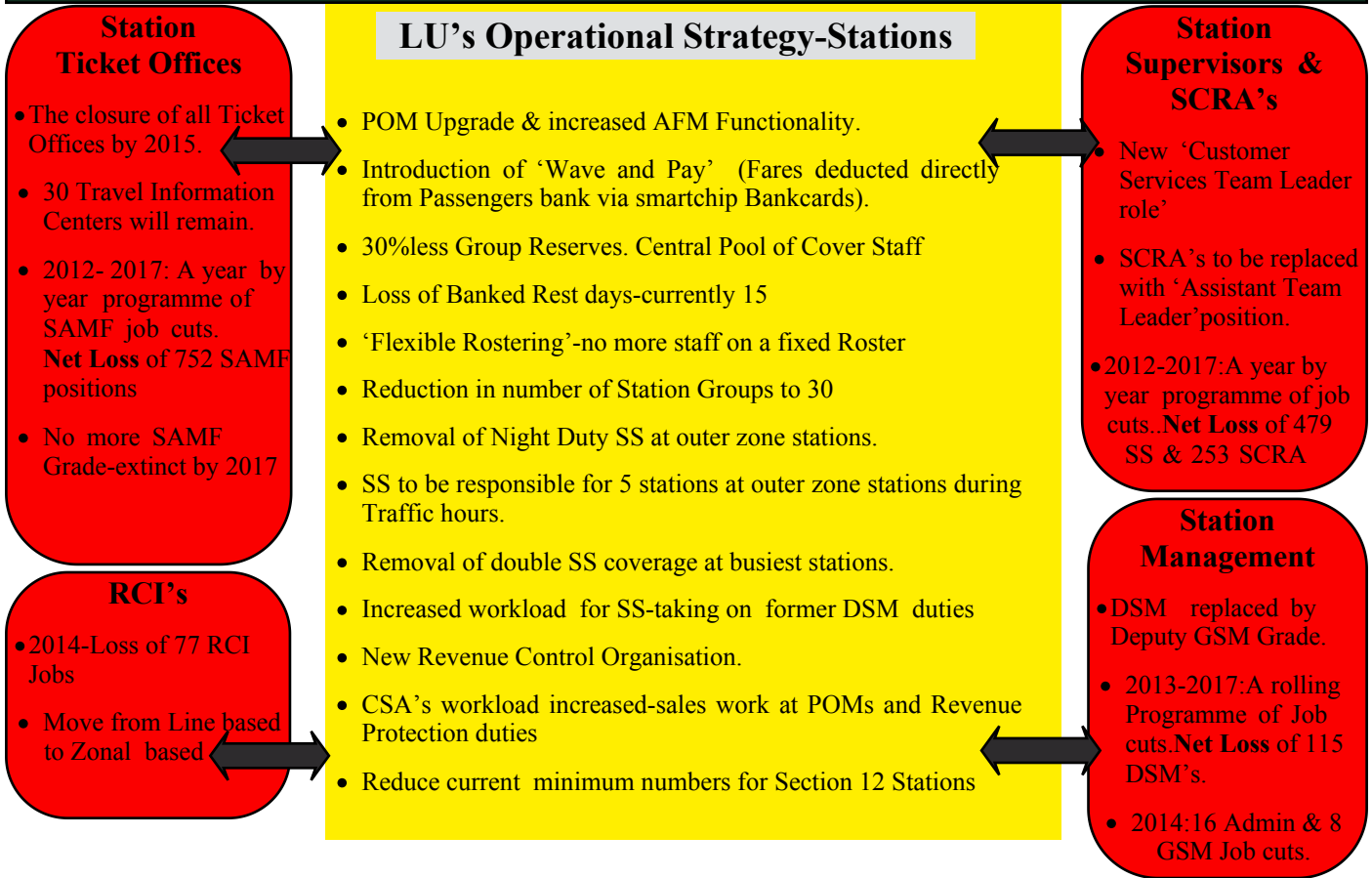
Join



■ Get a form from your local RMT rep

■ Phone 0800-376-3706

■ www.rmt.org.uk/join



Engineering & Fleet Attacks

- Maintenance Optimisation
- Benchmarking
- Privatisation & Outsourcing

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- Splitting Signal Maintenance and incident up on signals
- Reducing Track Patrolling-potentially 30% job losses
- Reduce overtime and bring in full weekend rosters
- Reduce scheduled change of equipment
- Reduce maintenance frequencies and therefore less time to maintain them.
- Fleet-New S Stock: Halve maintenance frequency to 60 day Regime
- Reduce Trip-cock testing

Organising the Fight Back

WE CAN WIN but now is not the time to sit on the fence and hope for the best.

- If you are not in a Union-join the RMT now-details at the bottom of this leaflets
 - If you are an RMT member and know non-union colleagues-talk to them,recruit them to the RMT Union.
 - Get Active in the Union-attend Branch & Regional Council meetings-details on London calling website: www.rmtlondoncalling.org.uk
 - Get Active in the workplace-Don't leave it all up to your local Rep,set up an activists group in workplace.
 - Distribute leaflets and engage with your colleagues
 - Request Union Officials,Safety &Functional Reps visit your workplace.
 - Keep yourself informed-join the RMT London Calling website-www.rmtlondoncalling.org.uk
 - Prepare for the struggles ahead by joining the RMT Credit Union,sustained Industrial action may be necessary. Save a small amount of money regularly and have access to loans with RMT Credit Union: **Tel 02075298835.**
- Website:**<http://www.rmt.org.uk/>
Email: c.union@rmt.org.uk

New Technology

LU Directors on their fat cat salary's will tell all of us their plans are merely a response to modern technology and job cuts are inevitable. Their economic argument is flawed,i.e. centralising signalling systems does not produce more train capacity,it actually reduces it. We are not opposed to new technology,unlike LU Management we believe new technology should be used to deliver a better,safer and less expensive service. The struggle we are involved in is not a question of new technology versus entrenched working practices. As we all know we are continuously adapting and changing the way we work on the Railway,we are probably one of the most very flexible group of workers in the country!. However,we will not allow LU Directors to play Russian roulette with the safety of the travelling public and indeed our families and loved ones.