



# London Calling

News and views from RMT's London Transport Regional Council

[www.rmtlondoncalling.org.uk](http://www.rmtlondoncalling.org.uk)

May 2011

## REINSTATE OUR REPS!

### DRIVERS VOTE TO STRIKE FOR EAMONN AND ARWYN

RMT drivers have delivered a vote of almost 2 to 1 in favour of strike action to



**TRAIN DRIVERS' COALITION of SOLIDARITY**

demand the reinstatement of sacked activists, Eamonn Lynch and Arwyn Thomas, on an impressive 46% turnout. Reps and officers of the union have discussed how best to employ this mandate for action and have decided upon a new tactic designed to maximise the impact upon the Company whilst minimising the cost to drivers.

#### Four days of action, two days' loss of pay

There will be strike action over the course of four days, starting at 2100 on Monday 16th May. All drivers are instructed not to book on for duty as follows:

between 21:01 on Monday 16 May and 11:59 on Tuesday 17 May

between 12:00 on Wednesday 18 May and 11:59 on Thursday 19 May

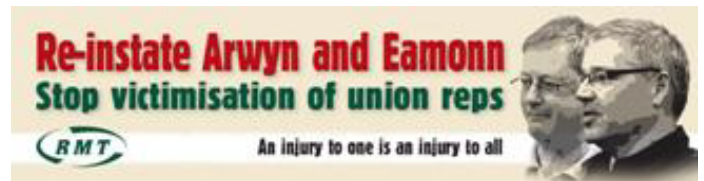
between 12:00 on Friday 20 May and 21:00 on Friday 20 May.

Or, to put it more simply: night turns will strike on Monday and Wednesday; earlies (before noon) will be out on Tuesday and Thursday; and lates (from 1200 onwards) will strike on Wednesday and Friday.

Please contact your local rep if you are unsure about when you are being asked to strike. No driver should lose more than two days' pay. A hardship fund has been set up in

order to further cushion drivers' losses. Eamonn and Arwyn will each donate two days' pay to the fund,

equivalent to what most strikers will lose. The union remains open to constructive dialogue with the company in order to avoid these strikes. One thing, however, is crystal clear: we will not rest until Eamonn and Arwyn are reinstated. **NO MORE VICTIMISATIONS!**



#### Tribunal victory for Eamonn! Now will LUL reinstate him?

At last! Eamonn's Employment Tribunal has reached the decision we knew it would - that Eamonn was sacked by LUL on account of his union work and not for the reasons alleged by the company. Will the company accept the Tribunal's decision and reinstate Eamonn? Or will they continue to stick two fingers up to the Tribunal, to Eamonn and to the rest of us? If the company will not make the right and fair decision (and reinstate both men), this will prove that it has an anti-union agenda aimed at destroying our ability to defend ourselves. We will have no alternative but to go ahead with our planned strikes. Some drivers are saying they can't afford it - but can you afford not to? It could be your turn next for the sack.

## LUL's wasted thousands

While the company slashes jobs, reduces safety standards and offers staff a real terms pay cut, all in the name of saving money, it has spared no expense in its victimisation campaign against Eamonn and Arwyn. Since being awarded interim relief by pre-hearings of their respective Tribunals, the company has had to pay approximately six months' wages to the two men. That's £42,000. In addition, the company has wasted many thousands more on a legal team who have been given the unenviable task of defending the indefensible at the Tribunals. What a waste of taxpayers' money. And what a disgrace!

# Jubilee line route locking

## Do not use the new procedure

Jubilee line management wants to bring in a procedure that will allow the control room to move a train in restricted manual (RM) that has passed an RS (route secure) sign, over points without the need to scotch and clip those points before moving the train. Using the ATP signalling system, the signaller will be able to secure and confirm the points are set using information from the VCC and other computers in the control room. We are only mid way through the consultation process and the Tier 2 control room reps have not been released to discuss and comment on the moves and paperwork, which means we cannot endorse or agree to this process.

Until all consultation (including control room tier 2 reps) has been completed, **this procedure must not be used**. We are simply not in a position to say **yes** it's safe, and until everyone involved agrees the process you must not take part in any "new RS procedure". The Jubilee RMT branches have asked for a ballot for action short of strike action as protection for train operators who feel unsafe using this new RS procedure. **In the meantime, please request that all points are scotched and clipped until further notice and do not sign for any paperwork on the new RS procedure.**

# Sexism is not a tourist attraction

On Saturday 23rd April around 15 RMT members and supporters leafleted the Original Tour bus company at Victoria station over the sacking of RMT member Zara Senkan. Zara for years suffered from sex discrimination. She got practically no overtime and terrible shifts whilst her male colleagues got regular overtime and decent shifts over a period of two years. When she finally complained and lodged a

grievance, she was swiftly dismissed on the pretence that she was disrespectful to managers. The RMT are taking her case to an Employment Tribunal for sex discrimination and unfair dismissal. We will be holding the second of a series of protests against the Original Tour bus company on Saturday 14th May, meet outside Piccadilly circus station at 10am.

Send your support / request more information: [justiceforzara@rmtlondoncalling.org.uk](mailto:justiceforzara@rmtlondoncalling.org.uk)

## Cuba Garden Party

Tickets are now on sale for the 9<sup>th</sup> annual RMT Garden Party for Cuba, which will be held in association with the Cuba Solidarity Campaign on the evening of Tuesday June 21, at Maritime House, Clapham, London.

There will be live Cuban music, food and a free bar, with special guests to be announced.

Tickets, at £15, are available from head office. Please send cheque with order to Cuba Garden Party, RMT, Unity House, 39 Chalton Street, London NW1 1JD, or pay by card on the free RMT helpline on 0800 376 3706.

## LUL pay offer - good or bad?

LUL's 5-year pay offer has been rejected by our union's negotiators. This is because it represents a pay cut in real terms. February's RPI figure was 5.5%, while the deal offered only 4% in year 1. The offer of RPI + 0.25% in the subsequent years fails to even make up this loss. Some people seem to think this is not a bad deal. However, consider the following pay awards which have recently been agreed between our union and other rail companies:

- Network Rail operations staff - 5.2% plus improvements to travel facilities (yet to be agreed);
- Eurostar - 5.8%;
- East Coast line - 6%