

BakerlooNews

www.rmtbakerloobranh.org.uk



Newsletter of the Bakerloo Branch
national union of rail, maritime and transport workers

MARCH 2009

VOTE YES You can't afford not to!

Most of us by now will have been to Valuing Time and been told about how our productivity has gone through the roof.

Passenger journeys on the tube are now at over 4 million a day - that's a billion a year! Sickness levels are falling and safety related incidents at an all time low. So while we may not have been expecting the sort of reward you get for wrecking a leading financial institution, or for bankrupting the British economy, to be told by our lavishly remunerated managers that we are going to get nothing for the next five years was a real slap in the face.

During any normal time, to be breaking productivity records and smashing customer service satisfaction surveys you would think that your employer would make a reasonable pay offer. London Underground's 5 year offer of RPI plus 1% for the first year and only RPI for the remaining 4 years is an absolute liberty.

To say that because of the recession we have to "tighten our belts" is out of order. We are not responsible for the bankers greed, avarice or short termism. We are the people who are breaking records and delivering, in Tim O'Toole's words "a world class tube for a world class city".

With no one able to say what the economy will be doing in five weeks

never mind 5 years it is ridiculous to ask us to be shackled to such a deal. And what happens if inflation goes negative at some point in the next few years; does it mean that we have to take an actual pay cut?

On Friday 13 March, a top Metronet boss offered the same 5 year deal to Metronet workers then said: "A reduction in wages will be reviewed in regard to a further deterioration of the current economic climate, back-dated to April".

So there you have it - If they can find an excuse, they will cut our pay, not just in real terms but in hard cash.

But why are LUL/Metronet workers being asked to pay the price for an economic crisis that we did not create, Mr Tullet did not explain. Neither has Mr Duffy or Mr O'Toole. Nor have they explained how they intend to 'backdate' a pay cut - ask us to give the money back?!

The union is also balloting over management bullying and their imposed redundancies. LUL are throwing procedures out the window and abusing the trust of their staff. At Queens Park depot alone 8 drivers have been stood down in the last year. Have management tried to force you into a disciplinary hearing about attendance without your RMT rep? You have a legal right to be represented at all disciplinary hearings. Management believe that the procedures are for us to follow and for them to break. If management suc-

ceed in imposing this deal, in 5 years' time we will all be working for less, with no job security and in an environment of bullying and harrassment. Ballot papers will be out on 24th March and a strong yes vote is essential. **Use your vote. Vote YES! You can't afford not to.**

If you do not receive your ballot paper contact Unity House on 0800 376 3706

London Underground's pay insult:



WHAT A
FKING LIBERTY!**

Bakerloo mass meeting to discuss pay



The Bakerloo Branch is holding a mass meeting to discuss London Underground's disgraceful pay offer.

The meeting is at 16:00 hours on Wednesday the 1st of April at the Clachan, Kingly Street near Oxford Circus tube.

Guest speakers:
Steve Hedley, Regional Organiser, and
Oliver New, Council of Executives

Join our email list

For up to the minute information on your union, our campaigns and the latest on the pay talks join our email list.

Email bakerlooline@rmt.org.uk to receive bulletins, head office circulars and branch newsletters.

Also don't forget to register and log into the branch's website www.rmtbakerloobranh.org.uk

Managers continue to abuse sickness procedures

Last year a presentation was given to the Station's Functional Council regarding LUL's plans for managing attendance. They outlined that LUL intend to interpret the Attendance policy differently to what is actually written.

This includes choosing to omit words from the policy where it talks about sanctions at LDIs. Instead of a warning being up to a maximum of 26 weeks they are removing the "up to a maximum" and going ahead with a blanket 26 week warning irrespective of past attendance and supporting evidence.

Many managers from both stations and trains side have taken this crack-down as a green light to harass and bully staff whilst off sick. They are intimidating staff with excessive phone calls, letters and even threats of withdrawing pay if they don't return to work. Despite having medical certificates to explain their sickness and LU recording an attendance of 96% (the highest figure of any firm in England!) they continue their unacceptable behaviour by putting staff and ultimately passengers at risk by bullying employees back to work early when they are not fully fit to carry out their duties.

The RMT has been adamant that management must put a stop to this blatant abuse. Ask your rep to get copies of the Know your Rights leaflet or log on to the RMT London calling website

(www.rmtlondoncalling.org.uk) these explain your rights whilst off sick and what actions you can take if you feel threatened by management.

Your managers are not medical experts although they act like they are. Don't allow LU's intimidation to overrule what your own GP's advice is and follow what the experts say. Together we need to highlight this abuse of staff and put pressure on the company to stop this disgraceful behaviour. Speak to your local rep for more information.

Are your ears bleeding?

How long are we expected to put up with the infernal wheel / flange squeal on the Bakerloo Line? Coming into some stations on the line, you can see the passengers cover their ears in pain as the screech takes it's toll on our customers ear drums. So much for customer service. And what about management's duty of care for us?

We have continually reported this defect time after time, only to be told "the wheels are gauged correctly and within tolerances" by the depot staff. The track people tell us that the "grease pots are full and working as they should."

Clearly, there is fault somewhere.

Our request for a local investigation into this issue was denied at our recent Line Tier 1 meeting. But the problem still occurs.

Apparently senior LUL managers and the Metronet hierarchy are involved in some detailed discussions to have this problem rectified. Seeing as though we have been screaming about it since November, the chances of this being turned around sometime soon are pretty slim.

Noise monitoring has taken place at Piccadilly Circus for platform staff, who quite rightly should not be sub-

ject to the ear splitting high pitched screech some trains make as they enter the platforms, but seemingly these tests did not throw up any necessity to solve the issue at source, i.e. fix the excessive wheel screech! Drivers are advised to report units with this problem to Service Control and to request a changeover immediately. If this is denied all drivers should apply the Health, Safety & Welfare guidelines and ask to be given another train without a defect. Any problems or advice please speak to your local H&S reps.

In numbers

4 Million

Breaking all records, the number of passengers travelling daily on the tube

£73,115

Tim O'Toole's bonus for 2007 / 2008 on top of his annual salary.

695

The number of years a CSA would have to work to receive Sir Fred Goodwin's pension

0.1%

RPI for January 2009

5

The number of years London Underground hope to shackle all workers with their insulting offer