

BakerlooNews

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

August 2010

RMT & TSSA unite to fight for jobs and safety!

RMT & TSSA members have sent a resounding NO to management's plans to cut jobs and undermine safety on London Underground. With a yes vote for strike action of over 75%, the unions have announced a joint rolling campaign of strike action starting on Monday 6th September with an overtime ban for all grades at the same time.

London Underground's plan to slash 800 jobs and close hundreds of ticket offices has saw RMT and TSSA unite over this assault on jobs on the tube. For the first time in living memory TSSA has joined our union in balloting and organising strike action on the tube. This is because not only will these plans make the Tube a dangerous place to travel on and work in, it would also prove the end of any sort of customer service. Management's claims that people no longer use ticket offices are nonsense, given the choice passengers would much rather deal with properly trained ticket office staff than clueless people in the local corner shop. Management simply don't want to give passengers this choice.

But make no bones about it, this is just the second round of staff cuts TfL/LUL want to impose. Following last years cuts of 1000 backroom managers, this is round two.

LUL bosses are using salami tactics to attack job levels on the tube. It's book-

Time to show the bosses and the anti-union papers we mean business.

Strike for jobs!



ing offices now but it will be your grade tomorrow. RMT Regional Organiser said "these 800 jobs are just the tip of the iceberg. We all know that management plan a further review in October and they are talking about a further 25% of cuts. 75% of LUL's budget is in manpower so it doesn't take a genius to work out where the axe will be falling. These cuts will work out at another 1 in 4 jobs. We have just won victories on LUL engineering, on Tubelines and at Alstrom, this show that when people are organised and are willing to fight then victories can be won". As the article overleaf shows the next phase will be an attack on the train operator grade. According to the company's own literature December's new timetables will leave the company with 300 drivers more than they need. With LUL's present policy of sacking drivers for nothing it is only through strong strike action and all

grades unity that will make management think twice. At the moment with the balance of forces in management's favour they have been running amok, abusing procedures, sacking and redeploying staff as they see fit. It's time for all grades to unite to show management that we want a properly staffed and safe Underground.

Branch Meeting

**Thursday September 2nd
16:00 Hours**

**Upstairs in the Clachan
Kingly Street**

**near Oxford Circus tube
Come to the meeting to discuss the strike and organise picketing on the line!**

NO TO JOB CUTS ON THE TUBE

Quote of the month

“ From the very depth of my being, I challenge the right of any man or any group of men, in business or in government, to tell a fellow human being that he or she is expendable.



” Jimmy Reid, trade unionist

Wembley Central station staff don't take any shit!

The new Health & Safety rep on the Wembley Central Group, Alan Foster has raised the issue of places of safety for staff on the gateline. On London Underground the standard place of safety is the GLAP. But when LU took over the control of the silver link stations north of Queens Park in 2007 none were put in. Management were quick enough off the mark to bring in gate lines to maximise revenue but the safety of the staff working the gate lines was deemed secondary.

Alan raised this issue with management by calling an safety meeting and was told that they would be put in with the refurbishment works at some point or another in the future. The union's view was that this was unacceptable and the matter was referred to the safety coun-

cil. All members of staff were advised of their rights to refuse to work on the grounds of safety. All members of the RMT and non members stood firm and stood up for their rights for a safe place of work. They were resolute even in the face of verbal threats and recorded delivery letters sent to their home by management threatening disciplinary action if they continued to refuse to work the gatelines. Despite these bully boy tactics station staff did not budge in their resolve. Because of their heroic actions of standing firm in the face of intimidation the RMT has now managed to achieve getting the GLAPs put in ahead of schedule. This was down to the solidarity of the station staff in the face of adversity. This should stand as example to all grades that unity wins.

What are the rules on Network Rail?

An incident on Network Rails “metals” in the last 3 weeks has highlighted that confusion exists among Bakerloo drivers on what rules apply north of Queens Park.

For the vast majority of drivers what sticks in their training is the mantra “the Network Rail signaller is god; it is their railway you do as you're told”.

So when T'Op and health & safety Rep Eamonn Lynch was stood down for following instructions from the signaller and then compounded by instructions from the Bakerloo Control Room to keep the train moving with the leading trip-cock cut out, many drivers have the view that the rules north of Queens Park are a “grey area”.

To make matters worse in the course of management's investigation the “working over books” are being used as the template for what rules apply on

Network Rail. The problem is that no one is aware that these books exist or what is contained in them. Furthermore in the refresher block training no mention is made that that the information in the working over books are the rules that apply.

Given this black hole in training and understanding on the rules on Network Rail, the RMT has requested that these books are issued to all drivers as a matter of urgency so that all Bakerloo train staff are fully aware of the procedures involved.

It is astonishing that a driver could be disciplined for following instructions from signallers and control yet these books located from the bottom of a cupboard, are dusted off and used as the basis to discipline staff.

All drivers will be kept informed of how this situation develops.

Driver numbers to be slashed again!

Hot on the heels of the ASLEF/LUL 2009 Agreement which saw driver numbers slashed with spare turns and pool staff decimated comes the next round of attacks on the grade.

London Underground are now axing even more drivers when the next timetable changes are introduced across the combine.

The Bakerloo will see another 6 drivers slashed from the establishment with 27 lost across the whole of the combine. Woe betide any driver who has to go up in front of management for whatever reason, as with the last round of ASLEF/LUL cuts, summary dismissals and redeployment will be the norm as LU cut costs on the cheap.

“Rostered Team Talk”, a facility for drivers to be given safety briefings etc, will be withdrawn from all rosters. How drivers will get briefings under these new proposals is not clear especially as the timetables and duties will be hard wired to maximise as much driving time as possible out of the new rosters.

This is another clear example that drivers are in the firing line with all other grades as LU go to attack jobs and conditions on the Tube.

Marylebone, ready for scrap

Having seen the proposed new rosters at Marylebone, staff there are ready for strike action. The proposed roster will get rid of one member of gateline staff and one SAMF leaving just one person to staff the gateline during the morning peak.

Worse still, the proposed roster will have 14 dead lates in a 25 shift roster and 7 dead earlyies. That's 21 extreme shifts out of 25. So much for the management's talk about a ‘work/life balance’. An RMT member at Marylebone, refering to the new roster said that management must be having a laugh, bring on the strike.