

# BakerlooNews

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

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## SOLIDARITY!

### RMT, ASLEF, TSSA members defy the bosses

Last Wednesday and Thursday RMT members caused two days of hell in London. The BBC and the newspapers described the two days of strike action as "chaos". Only London Underground and Boris Johnson tried to claim this was "service as usual". **But they are liars.**

Just look at their own figures for how many trains ran. Below is the actual number of trains run (bold) on all lines during the strike against the total each line would normally run:

#### Wednesday 10th June

Bakerloo: **10/32**  
Central: **12/76**  
Victoria: **10/37**  
Waterloo & City: **0/5**  
Jubilee: **20/50**  
Northern **46/91**  
Piccadilly: **3/78**  
Metropolitan: **12/47**  
Circle: **0/14**  
Hammersmith & City: **4/16**  
District: **14/77**

#### Thursday 11 June

Bakerloo: **10/32**  
Central: **17/76**  
Victoria: **12/37**

Waterloo & City: **0/5**  
Jubilee: **25/50**  
Northern **45/91**  
Piccadilly: **9/78**  
Metropolitan: **10/47**  
Circle: **0/14**  
Hammersmith & City: **4/16**  
District: **14/77**

**to station staff.** It was GSMs and DSMs who kept stations open. Pickets at Elephant & Castle enjoyed the spectacle of 2 GSMs trying to open the boswick gates on Wednesday morning. How these fools would have coped with a serious safety incident is anyone's guess.

You can see from the figures above that the Bakerloo train service was hammered.

Management only succeeded in getting a 10 train shuttle service running in the tube section for some parts of the day. **Thanks to those Aslef members who respected our picket lines!**

But the ten train service was a shambles akin to "Carry On train operations".

Drivers were bussed down from Queens Park to London

Road in the LSM's own private car; Aslef "strike breakers" were escorted by 2 DMTs from SLH to London Road; track managers had to manually operate the points in the depot. And this is what they call "a good service"? **Aye Right!!!**



Queens Park strikers get stuck in

Meanwhile even though management threw the rule book out of the window to try to keep stations open, most stations like Warwick and Lambeth North were closed, but their flagship interchange stations like Piccadilly and Charing were also shut all day. **Respect**

# What's next?

On Monday June 15th a meeting of branch secretaries, chairs and level 2 reps took place at head office with Bob Crow and the Council of Executives of the union.

Full reports from all areas were given and a comprehensive discussion followed.

At the meeting reps were told about the intimidation of our General Secretary, Bob Crow, with journalists doorstepping him and some physically abusing him trying to provoke a reaction. The Sun newspaper had a bus parked outside his house and all the right wing press attacked him.

This because Bob is a General Secretary of a union that actually stands up for its members.

All the reps present were unanimous that we must keep up the pressure on the bosses over pay, redundancies and bullying.

It was agreed that the union must pursue a negotiated settlement, but if necessary then we must continue with industrial action. As our Executive member Olly New said, there can be no backing down, "we must not blink".

It was fully accepted that if the union does back down then management will walk all over us and our hard fought for terms and conditions will be shredded. It's obvious that Boris Johnson wants to emulate his heroine Maggie Thatcher and do to us what she did to the miners.

While the negotiations continue the

union will be shoring up the weaker areas of our organisation and explaining to those who crossed picket lines that the standards we currently enjoy on the Underground are the result of battles fought and won by ourselves and our predecessors. The bosses give you nothing without a fight.

Meanwhile we will be keeping the membership updated on any progress in negotiations, with regular newsletters and a constantly updated London Calling website. A welcome antidote to the propaganda and lies printed in the newspapers that litter the Underground every day. Log on to [www.rmtlondoncalling.org.uk](http://www.rmtlondoncalling.org.uk) and the branch's website [www.rmtbakerloo-branch.org.uk](http://www.rmtbakerloo-branch.org.uk)

## Boris Johnson salutes the "strike breakers"

Friday's Metro let it out of the bag on its front page. While some Aslef members tried to use their membership of a so called trade union as a cover to cross picket lines, Boris Johnson for once told the truth. London's free sheet, the Metro reported "Mayor Boris Johnson praised strike breakers who, he insisted, helped keep London moving".

So that is what they did, these people who crossed picket lines, they came in to break the strike. There is another name in the dictionary for those that break strikes, it is scab.

The scabs who crossed picket lines were headed up by the General Secretary of Aslef, who rather than say nothing, lined up with Boris Johnson and the bosses and intervened through the media saying the RMT's action was "not appropriate".

This disgraceful act was nothing short of treachery and betrayal. Aslef and management were in league to undermine the strike.

This began with the Aslef General Secretary's letter instructing his members to go to work normally. Unusually this was then displayed in management's own notice cases. A first! A trade union notice being used for management's own propaganda. Then culminated in Keith Norman's interventions in the media. Maybe this was some botched attempt to raise the profile of a man that no one had heard of a week ago.

RMT is aware that reps from Aslef have been briefed and encouraged to poach wavering RMT members. Have these people heard of trade unionism? Are they aware of why we combine in trade unions to defend and



Keith Norman, chief strike breaker and ASLEF scab

improve our terms and conditions? The bosses have money and the law on their side; we have solidarity on ours. No matter your union, support your workmates on strike.

## "Scabs", by Vaughan Thomas, Regional President

It's an emotive word and one which used in the workplace has even led to disciplinary action. Nevertheless, it is an important part of the lexicon of picketers and very effective when used properly! So what are "scabs" and what motivates them?

Some people join a militant union to gain effective representation - insurance if you like, but will come into work through self-interest when their union calls a strike. These are definitely scabs and whilst tarring and feathering may not necessarily be the solution neither are they worth wasting breath on. Some people join a militant union in the full intention of supporting it but are intimidated and bullied

by managers into coming into work. Whilst not inherently bad people, these are also scabs, but with a bit of work can be won around from the dark side. Some people choose to join a yellow union in the knowledge that they are unlikely to be called out on strike and that their leaders will support them when they decide to come into work across RMT picket lines. These are bad people and whilst they may technically claim not to be scabs, they are to all intents and purposes, scabs.

Other people join a union in good faith believing that theirs is a principled organisation only to find themselves being instructed to cross picket lines. When

confronted with fellow workers in dispute they will express solidarity, turn on their heels and walk away. These are true trade unionists and should be cheered to the rafters. Hopefully, in time, they will see the error of their ways and join the RMT. Until then treat them like comrades and hope that such principled behaviour is as infectious as swine flu.

The solution to scabbery is to lead by example; talk to your workmates, persuade them of the justness of our cause; be aware of their concerns and support them if they feel intimidated; explain that the RMT is by far the best union for transport workers and always have a membership form in your pocket.