

# BakerlooNews

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

**October 2010**

## ***Strike again on October 4th!***

### ***Overtime ban causes havoc - keep it going!***

The last strike and the continuing overtime ban has shocked LU management.

They assumed that the months of brain washing - the job cuts are necessary and inevitable - would convince ordinary tube workers not to take action. This has backfired on them big time.

The support from RMT, TSSA and some ASLEF members has been overwhelming.

The biggest shock to management has been the effectiveness of the overtime ban. Daily, tube stations are forced to close because of "staff shortages" and huge engineering projects have had to be cancelled costing the company millions of pounds.

Management are also keeping stations open even when the numbers are below the minimum staffing levels in breach of safety standards.

All major engineering works scheduled for the weekend of 25/26th of October had to be cancelled. Works hit by the overtime ban included major re-railing between White City and Marble Arch, as well as all work on signalling systems.

The union has calculated that the cost to LU of the cancellations is already at least £15 million, can-

celling out the saving the company claims it will make by removing 800 front-line staff.

It has also come to light that LUL are running trains that have not been inspected within strict time-limits and was continuing

to open under-staffed stations, in breach of safety rules and increasing risk to passengers and Tube staff.

The RMT has proof that train brake blocks, cab equipment, chassis brackets and other critical equipment, supposed to be inspected at 14-day intervals have not been inspected for at least 22 days. Yet these trains have not been taken out of service as operating rules require. It is ironic that at a time when LUL bosses are sacking operational staff for minor infringements of company policy, they themselves are putting the lives of passengers and staff at risk by ripping up core safety rules.

As always RMT and TSSA have been willing to suspend the industri-



Regents Park station - 7th September 2010

al action if management show that they are prepared to negotiate seriously. Unfortunately, management have been more interested in playing politics and making up stories for the press rather than resolving the dispute. However, last week management did call the unions to talks at ACAS which suggests that the strength of the strike is giving them second thoughts about their cuts.

Everybody out on October the 4th! Keep the overtime ban going!

**All members are instructed not to book on for any shifts commencing between 18.29 hours on Sunday 3rd October until 18.28 hours on Monday 4th October**

# Quote of the month

“ After God had finished the rattlesnake, the toad, and the vampire, he had some awful substance left with which he made a scab...Where others have hearts, he carries a tumor of rotten principles...A scab is a traitor to his God, his country, his family and his class



Jack London, socialist and author

## Don't believe their lies!

Management at Queens Park depot have resorted to threats and lies in an attempt to stop people from joining the fight against their cuts. A poster appeared at Premier House during the last strike stating that any driver who had not been balloted could not take action. This is total rubbish and the bosses know it. Anyone, regardless of union, can refuse to work during a strike day and refuse to cross a picket line. Moreover, members of other unions can 'join' the RMT for the duration of the strike.

Contrary to the management propagan-

da you do not have to be balloted to take strike action and they cannot discipline you if you chose to do so. Why do we know this? Because it was a right won at a Court of Appeal hearing about 12 years ago in front of the Honourable Lord Justice Sullivan. A right won by RMT for every worker in the country.

It is typical of management to come up with this type of bullshit during a dispute, but it also shows that they were rattled by the strength of support for the strike. Whether RMT, TSSA or ASLEF support the fight for jobs and safety.

## Admin staff - don't do it!

The RMT and TSSA have called on admin staff working for TfL to refuse to work as Incident CSAs and supervisors during the next strike. Untrained admin workers were persuaded to do safety critical jobs on stations during last month's strike in a futile effort to keep the network running. A management victory in this dispute would embolden them to slash jobs in other grades and a thank you from management today, could well turn into a P45 tomorrow.

Also if something were to go badly wrong while working during the strike the threat to your job could be more immediate. No

one should need to be told that assurances from management now will be worthless if there is a serious incident on your watch. If asked to work on stations during the next strike just tell your boss what your job description is and if they want to undermine safety on the Tube they can go ahead and do it without your help.

The restructuring and threat to admin and operational management grades should be enough for you to realise this action by the union's is for all grades on the combine.

## Don't comply with £5 minimum top up



Starting at 00:01 hours on Sunday 3rd October, ticket office staff are instructed not to comply with LUL's policy of £5 minimum top-up for Oyster cards. RMT and TSSA have agreed this escalation in action as part of our fight for jobs and safety on the Tube.

As we know the £5 minimum top-up is part of management's attempt to engineer a reduction in customers using ticket offices and thus justify their cuts.

Top Brass talk about customer care but this was a deliberate attempt to drive customers away from the ticket offices.

This legitimate action short of strike action will get our customers on side and shows that this dispute is about the people who actually use the tube.

It's about customer service, as well as jobs and safety.

## Did you cross the picket line?



ASLEF drivers on the Bakerloo line are urged not to cross the picket line during this month's strike. This management attack on station jobs and safety is just a preliminary to an attack on all grades. Management have already made clear their desire to make a bonfire of safety procedures for train operators and have also stated that with the implementation of the new timetable that they will be 300 drivers over establishment.

More immediately, what would happen if there was a serious safety incident while you were working? We have all seen over the last 2 years how bosses on the line have used any mistakes by drivers to send them to CDI and the sack. Don't think that you would be treated any differently if you were to open the doors at a closed station or breach safety procedures under the instruction of some clueless DSM. If there is a need to detrain in a section with 3, 4 or 5 stations closed and something goes wrong, you will be in the dock along with "DSMs" and so called "Line controllers".

We all know that there is an element who would rather walk through mustard gas than strike for their granny. We all know that there is a group of people who try to tunnel into the booking on point or use the "traitor's gate's", but all staff on the Line know that on this issue, at this time we need to make a stand.

Think. Support the action. By crossing picket lines you are backing the management who will ruthlessly sack you when you make an error.

Support your workmates. Support the action. Respect the picket lines.