



Bakerloo news



August/September 2014

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Stand firm against cuts Prepare for more action!

FULL TIME EQUIVALENT STAFFING LEVELS ON BAKERLOO STATIONS

LOCATION	NOW	FFtF
Oxford Circus	49.6	44.4
Harrow & W	18	11
Piccadilly Circus	34.6	32
Charing Cross	27.6	23.2
Wembley C	16	12
Kensal Green	6	4
Queens Park	16	12
Elephant	34.6	26.2
Kilburn Park	13	9.6

Source: "Fit for the Future - Stations: Company Council Working Group" Bakerloo Line draft proposals, May 2014

Workers across London Underground are gearing up for more action in our fight to stop management forcing through cuts and closures that we know will make the job worse for passengers and staff.

Every time we've taken action, management have been pushed back. Even though they say they're still committed to introducing the cuts in their entirety, we've already forced them to put back their implementation date several times. More action could force them back further. Pushing the company back into 2015, a general election year, makes them politically vulnerable.

The company's latest scheme is to get Station Supervisors, SAMFs, and SCRA's to attend "Stations Development Centres", for "training" that looks suspiciously like assessments. We are also being asked to participate in preparatory online training... in our own time! RMT is completely opposed to this

and members are advised not to cooperate. Bakerloo Line stations face drastic staffing cuts. Could your workplace operate safely, to a high quality, with five fewer staff on the roster? Most big stations are already understaffed and overstretched.

Over the past few weeks, organisers, reps, and activists from RMT and our sister union TSSA have been visiting workplaces across London Underground to talk to members and discuss potential action. RMT will be calling a mass reps' meeting soon, where we'll discuss the dispute and what action we'll take next.

The union's position remains clear: we are 100% opposed to the entire "Fit for the Future" cuts. No-one thinks we can force management into a u-turn overnight, but creatively-planned actions - including strikes, overtime bans, and other forms of action - can throw a spanner in their plans. Along the way, we can win concessions from management, such as a renewed (and written!) commitment that no-one will lose salary, or be forced to reapply for their job.

And if show an equal level of determination to management, we can force them to radically alter their plans, and eventually scrap them altogether. Stand firm against cuts: prepare to strike again!

**SPECIAL MEETING TO DISCUSS THE CUTS AND OUR ACTION:
MONDAY 1 SEPTEMBER,
15:00, BEFORE BRANCH
(SEE BOX, LEFT, FOR DETAILS)**

What is Bakerloo News?

Bakerloo News is a monthly newsletter produced by the Bakerloo branch of the RMT. RMT Bakerloo is the branch for all RMT union members in Bakerloo stations, train depots, and the whole Special Requirements Team (SRT). The branch meets at 16:00 on the first Monday of every month, in The Red Lion on Kingly Street. For more info, please visit rmtbakerloobranch.org.uk. To submit a story for Bakerloo News, email bakerlooline@rmt.org.uk.

Next meeting: Monday 1 September, 16:00 @ The Red Lion, Kingly Street (W1B 5PR).

NOTIFICATION OF BRANCH ELECTIONS:

Our August branch meeting elected Jim McDaid as our new Branch Secretary. This leaves the Branch Chair position vacant. A new Chair will be elected at our September meeting, and possible subsequent elections for Assistant Chair and Assistant Secretary will be dealt with. Any branch member is entitled to stand.

DRIVERS' NEWS

Ghost trains on the Bakerloo!

Drivers of the last southbound, terminating at Queen's Park, have noticed that the DMI sometimes wrongly displays a following train going to Elephant.

This causes problems for the driver detraining at QP, who have to inform irate passengers that there are no more trains to Elephant. Passengers are then taking their frustrations out on the station staff. The whole thing is an assault waiting to happen. The problem is not restricted to southbound trains, with a number of glitches in the system going north as well.

We have been raising this issue with Bakerloo management for nearly a year. As the problem only occurs north of QP, we have been encountering the usual problems when dealing with infrastructural matters on Network Rail: managerial bureaucracy and apathy.

We are finally making progress, with the powers that be north of the Park admitting there "might" be a problem. What we need from drivers and station staff are reports when they notice the issue: times, dates, locations, etc., ideally a picture!

The more evidence we can throw at management, the more likely they are to deal with the problem.

Something's bugging us...

Last year, many drivers reported that they were being bitten whilst driving their train. Back then, we forced management to fumigate the whole fleet, which seemed to address the problem.

An ongoing fumigation programme was put in place. However, it would appear that the little blighters have now returned with all their mates, and Bakerloo drivers are on the menu once again.

We would like all drivers to make a note of anytime they are bitten in the driving cab and report it to management straight away. Make a note of the cab numbers, and ask that an EIRF is generated; also inform your local trains safety reps.

Again, the more information we can present management with the more likely we to get the problem addressed.

Management want non-SS licensed staff to open and close stations... An open and shut

case

Only Station Supervisor-licensed staff can open or close stations. LUL's own rule book is crystal clear on this. It's a basic safety and accountability issue. But management has sometimes forgotten this.

When we infringe their rules, we're frogmarched down the road to disciplinary, but when management breach the rules they skirt around the issue and sweep it under the carpet. Double standards and duplicity spring to mind.

The previous GSM was twice pulled over attempts to get non-SS

licensed staff to open or close stations. A change of Centurion shouldn't mean they are allowed to make another mistake.

It's pretty simple: if you're not an SS grade, don't open or close the station. Of course, if they insist, we say: send us for SS training, pay us as an SS, put us in an SS position, and we'll open and close stations! Until then, get a properly licenced, properly trained SS to carry out this important function.

Speak to your local RMT rep if in doubt.



Vote Yes to keep the political fund!

Anti-trade union law stipulates that unions must have a separate "political fund" if they want to spend money campaigning on issues that have a "political" content.

The fund is filled by taking a small percentage from your union membership fees, and amounts to £3.12 a year or 26p a month.

The levy is not about affiliation or support for any particular political party. The fund allows the union to conduct campaigning, and lobby politicians, over political issues that affect us in the workplace. The RMT and other unions' political campaigning has won better pay,

improved health and safety, more rights at work, and other gains.

Anti-union law also requires that all unions regularly ballot their members on whether to retain to the fund. The RMT's political fund ballot begins on 1 September.

At the August RMT Bakerloo branch meeting, a good discussion was had about the impending ballot. All members there stressed the importance of the fund and unanimously decided to recommend a "yes" vote to members of branch.

Ballot papers will be sent to you from 1 September, and must be returned no later than 3 November.

Reinstate Dave Hanson!

CSA and Bakerloo branch member Dave Hanson was dismissed by LU. The union believes he was sacked unfairly.

Dave has submitted a claim to an Employment Tribunal. Part of that process is to go through ACAS (Advisory, Conciliation, and Arbitration Service). The first step is for ACAS to arrange liaison meetings with both parties to see if a reconciliation is possible.

Importantly, the employer *must*

respond to this request. However, LU seem to believe they are above the law in this respect. LU are unable, or unwilling, to provide a manager to engage with ACAS and the RMT.

A company which employs some 18,000 people is unable to offer up ONE manager? Really? Or is it they have something to hide, and are unwilling to enter into discussions with an independent party?

The Bakerloo branch are continuing to monitor the situation.