



EVERYJOBMATTERS

Dispute Action Report

www.rmtlondoncalling.org.uk/ejm • 17th of January, 2013

Drivers not to book on for any duty that starts between 12.00 hours on 4th February and 11.59 hours on 6th February; and 12.00 hours on 11th February and 11.59 hours on 13th February



NO CUTS

A CUT TOO FAR, A CUT TOO DEEP!

Following the return of a massive yes vote for action and action short of strike, your union has called two 48 hour strikes in early February. ALL GRADES will be taking strike action together: trains, stations, track, fleet, signals. All grades together. This ballot result was returned despite intense pressure from LUL who have been portraying their mass jobs cull as some kind of *leap into the future*.

Well remember, we have a say on what future we want and it is now vitally important that every driver on the combine supports this action. This is not just about another grade but is part of a wider plan that will sooner rather than

later be arriving at your door.

It would be folly for drivers to bury their heads in the sand and try to claim that these cuts do not affect them. They do. We rely upon fully qualified, competent station staff for every aspect of your job. On every page of our Rule Book there is a procedure or process that outlines the importance of station staff to the role of the driver.

These attacks are the first in a long line of ideological changes that LUL would like to introduce. Changes that they would like to impose under the cover of 'austerity'. At the time of writing TfL workers have been told that their

pensionable salary will be frozen which will mean retirement on vastly reduced pensions. Do not think that LU empowered by the would be union busting Boris Johnston have not looked enviously at our pensions and how much they could save there in any future attacks.

To date, our key demands of assurances that driver less trains' projects are abandoned have been ignored. No assurance has been given and in fact there have been reports of key personnel whose job it is to deliver this project seen attending Osborne House on the Victoria Line. This is not indicative of a project that is years away and might never happen.



All To Fight For

Your hard fought for annual leave, travel benefits and terms and conditions will all be under the hammer. Nothing would be off limits; nothing will be ring-fenced. Drivers are not bullet proof - we must fight to defend ourselves and our station colleagues



This project is on the table today. Don't be fooled by Mike Brown's assurance that you have a 'driver's job for life'. This may be the case for tomorrow's duty but when the technology makes you surplus to requirements or Mr. Brown is no longer here, this claim will be conveniently forgotten.

Already other grades are taking action to resist these attacks! LUL are amassing a massive scab army to try and keep stations open with managers and office staff, wearing uniforms to make it look like station staff, and coming in on strike days. To combat this our RMT station staff have been instructed by the union not to familiarise these so-called "ambassadors". Reports are coming in already of this being successful.

From this Friday, 17th of January, all RMT station staff will refuse to work overtime, including rest

days, to make management work harder to keep stations open on minimum numbers and destroy the myth once and for all that *station staff always make up money lost on strike days with overtime working.*



What is happening now will be a turning point on London Underground. The outcome of this dispute will shape our job for years to come. We urge you support the action. Other unions are already balloting their members to support our action. Anything else will be a green light to London Underground to push ahead with these cuts and more besides and smash up everything you have worked hard for.

DRIVERS NEED STATION STAFF. FACT!

Drivers depend upon station staff for procedures such as:

- Assisted dispatch when unable to see the PTI.
- We require assistance from station supervisors for scotching and clipping of points.
- Trip-cock failures.
- Door irregularities.
- PEA operation
- Person I'll on trains
- Point to point working
- Failure of control governor and requirement to check train line air.
- Train radio failures
- SPADS.
- Assisting with detrainments.
- Dealing with the aftermath of emergencies.

How can cuts this deep and this far not affect the safe operation of the railway?

Get in touch

If you have questions or suggestions there are lots of ways to get in touch.

www.facebook.com/everyjobmatters
www.rmtlondoncalling.org.uk/ejm
info@rmt.org.uk
RMT help line - 0800 376 3706

Industrial Functional reps:

Dean O'Hanlon – 07956 342235
Will Reid - 07983 958 429
Vaughan Thomas - 07720 297657

Health & Safety Functional reps:

Jim McDaid - 07917 131692
Nigel Eivers - 07961 141924
Gary Fitzpatrick - 07790 135112