

Bakerloo: Management's Privatisation Testing Ground

Go north of Queen's Park on the Bakerloo and you enter what LU see as the future.

Five stations have no supervisor and are run by CSAs and SAMFs on duty. One is run by London Overground,

Private security guards close and open nine stations – even when SS's are on duty!

Privately-employed agency staff wear LU uniform and work on the gateline.



LU took control of Silverlink's stations in 2007. Breaking their promises to unions, LU have continued 'Silverlink's' profiteering practices.

On the north end of the Bakerloo line, we see plans LU would love to roll out across the combine.

Agency staff

A casual workforce, working for the agency 'Trainpeople', has been in place since the takeover from Silverlink. Paid £8.50 - £9.50 p/h, they work on gate lines and in ticket office, but hold no licenses, receive no sick pay, get drastically less annual leave, have no free travel, no pension, and no framework. They sometimes receive their wages late.

'Agency Workers Regulations' became law last year. These give an agency worker who is at the same workplace for 12 weeks equal rights with permanent staff, e.g. equal pay. LU and 'Trainpeople' seem to be getting round the law.

Agency workers are as capable as any permanent member of staff; they have effectively worked for LU for years. They are being taken for a ride. Their continued use is a threat to every permanent member of LU staff.

It is time to campaign to bring them in-house and give them the fair and equal treatment that every worker is entitled to.

RMT is recruiting as many agency workers as possible, getting them active, and informing them of their rights. This way, we can bring these practices to an end before they spread to every corner of the combine.

Mobile supervision

When LU took over from Silverlink, RMT fought a dispute about casualised work on stations. RMT forced LU to abandon its plans for mobile supervision (where SS's hop on and off trains looking after multiple stations).

RMT has found out that these plans have resurfaced. So RMT has referred this issue to ACAS.

RMT will be campaigning around this issue. Along with LU's other ideas for the SS grade, this could help LU cut SS jobs unless we challenge it.

Olympic Justice for Cleaners!

RMT cleaners went from the minimum wage to a living wage with their strike and campaign in 2008.



But they still receive no pension, no free travel, no sick pay and bare minimum holiday.

To add insult to injury, cleaning contractors are refusing to pay a bonus for the enormous workload cleaners will face over the Olympics.

RMT is an all-grades union. We will not sit by, most of us receiving a bonus, while our lowest paid members receive nothing.

RMT has started the Olympic cleaners' campaign. RMT will soon ballot cleaners for strike action, to pile on the pressure if cleaning contractors continue to refuse cleaners' demands.

On the stations, we can help our cleaning colleagues' campaign. We can talk to them, hand out flyers, encourage them to join if they are not already RMT members. Local RMT stations reps can take up cleaners' issues. We are stronger when we work together.

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Your RMT Stations and Revenue Council representatives:

John Reid 07748 760261

Mac Mckenna 07801 071363

Mick Crossey 07831 570521

Paul Schindler 07810-153880

Malcolm Taylor 07748-933241

Free lunch for all RMT young members (under 31yrs)

Maritime house, Clapham Common

20-June, 1100.

Come and see what the young members do. Also play a role in helping RMT young members' group tackle the issues that affect you.

We will be discussing how we can create and coordinate campaigns in and out of the workplace.

You can what events we are running later in the year.

It will be pretty informal and an ideal opportunity to meet your young member reps national young members committee.

Guest speakers include Eamonn Lynch (reinstated victimised train driver rep) and Glen Hart (London Transport Regional black and ethnic members' officer)

The event takes place on the same day as the Cuba Garden party which gives the option for members to attend the biggest social event in the RMT calendar in the evening. Tickets for the garden party costs £15 and includes a free bar, buffet and music.

There are various events and education courses planned for later on in the year, most of which include accommodation, travel, food expenses and a contribution to loss of earnings where you have to take unpaid release from work. More details to follow on the rmtlondoncalling website or email ymofficer@rmtlondoncalling.org.uk

RMT Young members group are on Facebook and Twitter- @RMTYoungMember

When Can I Transfer?

RMT functional reps have raised your frustration with senior management, telling them we feel the nominations freeze has continued for too long.

It is important to have the right to move into a location of your choice.

Your functional reps are currently meeting senior management to re-draw and improve the transfer and promotion guidelines. Nominations should then re-start after the Olympics

Your Station and Revenue Grades Committee

A monthly meeting for all station and revenue staff . The last Thursday of each month at 1430, usually at the Exmouth Arms near Euston.

Come along to hear reports, get advice and share information with all stations reps. Help the stations get organised!

For more information , please contact:

Becky Crocker, Industrial Rep, Euston Group, Chair of the Station Grades Committee, 07734 364302

Eamonn Lynch, Industrial Rep, London Bridge Group, Secretary of the Station Grades Committee, 07578 769943

OLYMPIC DEAL ACCEPTED.

At the outset of negotiations, RMT demanded £1,000 for ALL grades with no strings.

ASLEF, however, did a separate deal for drivers, selling their framework for a few quid. This weakened the negotiations for all grades. If all the unions had stuck together, we could have won a significant reward for all members without any breaks in the framework.

The strength of the RMT is that we are an all grades Union. It was the unity of grades, engineering members backing up station staff, admin staff and train drivers which won station staff: £20 per shift worked, £350 lump sum (which was not initially on offer) and a possible £100 CSS bonus.

The RMT also won an agreement from LU that no staff will be forced to break their framework agreements – even drivers.

RMT is now working on a campaign to support staff so every RMT worker feels confident to work within framework agreements during the Games.

Defending our agreements now is an important part of resisting LU's plans for after the Olympics.

The bonus negotiations revealed LU's thinking. At one point they offered a bonus in return for 'martini' conditions: asking us to work anytime, anyplace, anywhere. They wanted us to throw our Framework Agreement out of the window, which would help casualise our workforce in the future.

LU's insistence on counting ICSA's (office staff with one day's training) as stations minimum numbers, hints at how they would like to dumb down staff training, also assisting future casualization and cuts.

RMT is already in dispute with LU about counting ICSAs as minimum numbers. RMT feels they are not fully licenced and trained station staff. RMT will pursue this matter. By accepting this bonus, we have not accepted that ICSAs are fully licensed staff.

To win a bonus without compromising our frameworks is a significant achievement. It puts us in a good position to defend our conditions during the Games and our jobs in the future.

