

## We're Strong, We're Organised, We're Ready!

We've all heard the rumours. LU is soon likely to announce job cuts, which will probably target Station Supervisors and Ticket Offices and affect every stations worker.

But RMT stations members haven't let 'doom and gloom' get us down. We've been busy organising. Whatever attacks they throw at us, we will be ready to defend our jobs.

Instead of waiting for LU to announce cuts, we've launched a campaign to defend Station Supervisors' jobs; we've researched 'Wave and Pay' and pledged to save ticket offices; we've organised agency staff working for 'Trainpeople', who work on London Underground.

If we are organised, we can stop LU in their tracks. This issue of RMT Platform shows how our organising is already putting us in a strong position. If you get involved in our campaigns, we will be even stronger.

## RMT SS Defence Campaign



On 29th November, a team of RMT activists launch our SS Defence Campaign across LU stations.

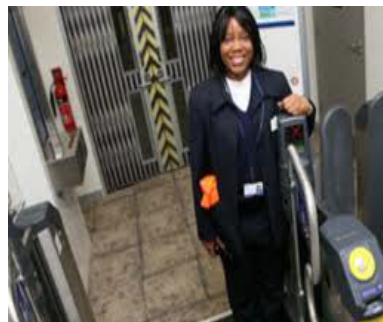
Leaflets specifically aimed at Station Supervisors explain some of the cuts and changes to the SS grade planned by LU. For example, LU have hinted at their intention to cut night-turn Supervisors by removing the right of SSs to refuse

access to contractors and by removing pre-traffic hours SS checks from the 2007 Rule Books.

As well as SSs' important role, it is essential to defend all Station Supervisor jobs as a vital promotion route for CSAs, SAMFs and SCRAs.

Station Supervisors are a strong grade. A Supervisor's decision can close a station, something LU knows and fears. With no SS, stations can't open; Supervisors have enormous industrial power.

A strongly-unionised SS grade is a force to be reckoned with. We can make LU think twice about attacking SS jobs. We have the chance now to build up RMT strength in the SS grade, to pre-empt and prevent job cuts.



## Your RMT Station and Revenue Grades Committee

This is YOUR committee if you want to fight for LU stations and revenue workers.

We're running several campaigns: SS defence; organising agency workers, etc. We produce this newsletter, organise recruitment days. Will will support you in taking up any issue on LU stations.

With job cuts on the horizon, our only option is to organise.

We meet on the last Thursday of each month at 1430, at the Exmouth Arms near Euston.

If you can't get to meetings, but want regular newsletters or to be involved, 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

**This newsletter was produced by your Stations and Revenue Grades Committee. If you have ideas for articles for the next issue, please contact Becky or Eamonn on [station&revenuegrades@rmtlondoncalling.org.uk](mailto:station&revenuegrades@rmtlondoncalling.org.uk)**

# Fighting Future Job Cuts and Casualisation.....

## 'Wave and Pay'



TfL is in the process of spending £70 million on developing 'wave and pay'. Oyster readers will be programmed to deduct money directly from a contactless bank-card.

In TfL's words, the aim is to divert 24% of sales 'from rail stations' to 'online retailing': 'The TfL website will be established as the primary channel for customer service'.

With fewer Oysters to load at ticket windows and fewer machines to service, LU hopes this 'cashless' system will justify further ticket office job cuts.

But one RMT branch has already pledged to challenge 'wave and pay'. The London Assembly have already questioned its impact on customers' service and security of data.

RMT is in a good position to get customers on-side in a campaign to defend LU ticket offices.

## No More Abuse of Agency Staff!

Since 2008, LU have used the Trainpeople agency to provide CSAs on the Bakerloo and District Lines.

This initial 'temporary' arrangement seems to have become permanent, breaking agreements reached with unions in 2008.

The cowboy agency, Trainpeople, pays staff to work LU gatelines for a fraction of LU pay. It pay wages late; employs workers on 'zero hours' contracts for as little as eight hours a week; and victimises union activists.

The agency offers flexibility LU dreams of introducing everywhere: covering shifts and keeping stations open at the drop of a hat. No rights, no Framework Agreement, no station closures.

The RMT is working to stamp out the abuse of agency workers. This is important for agency workers themselves. It is also vital to halt LU's plans for more 'flexible' staffing solutions, i.e. eroding station staff's rights and replacing us with agency workers where they can.

Most Trainpeople workers have now joined RMT and are demanding equal pay and treatment with LU CSAs, ultimately demanding LU contracts. On 15th November, RMT had a meeting with Trainpeople staff from LU and National Rail to decide the campaigns' next steps. RMT will fight to get recognition with Trainpeople, to negotiate on staff's behalf. RMT will also enter into dispute with LU for breaching previous agreements with unions over the ongoing use of agency workers.

If you want to get involved in this campaign, contact the Stations Grades Committee



## ..... And The Issues We're Facing Today

### 'Where's Mine?'

When is an attendance bonus not an attendance bonus? When LU want to save £11600.

In a disgraceful move even old Ebenezer would have balked at, LUL told 29 new staff they were not eligible for the Olympic payment, even though they worked during the games and helped LUL/TfL receive plaudits from across the globe.

As soon as RMT reps found out about this unfair interpretation of the Olympic attendance bonus criteria, they challenged the managers who made this decision. Suffice to say the 29 will now be getting their fair reward. It pays to be in the RMT.

### Safe In The Snow?

RMT Stations Safety Council says insufficient local, practical training has been delivered to staff on the subject of clearing snow from platforms. Risk assessments have not been undertaken or not reviewed across the majority of LU stations.

The Stations Safety Council has raised the following items with the ORR and LU without success.

RMT has now written to LU, saying RMT considers itself to be in dispute, and urging talks to resolve this issue. If not successful, RMT members will be urged to support any consequent ballot the union may pursue.

**This newsletter was produced by your Stations and Revenue Grades Committee. If you have ideas for articles for the next issue, please contact Becky or Eamonn**