

News from your Stations &



Revenue Functional Council

February 2013

Overtime : You don't have to Help Out LU in Your Own Time

RMT says Members should not be asked to Book off Between Rostered Duty and Overtime

There have been incidences reported to us of managers asking members to book off at the end of their duty and then book back on, later in the day, to do overtime.

RMT has a very clear position on this. No-one should book on within 12 hours of booking off.

If management want you to pick up some overtime and there is a gap between the end of your duty and the OT they should pay you for the whole period: From when you booked on to when you booked off for your rest period.

This item will be discussed further at SFC as management do not accept our position at present.

RMT's position remains that If LU needs you to stay on they should pay you for your time. You should not be required to wait around unpaid.

Once you book off, you must have 12 hours rest. If you haven't booked off, you should be getting paid!

WHAT? NO Ticket Office at Whitechapel?

Lovely spacious interior but no room for a ticket office



Reps at Whitechapel have been told that there will be no ticket office at Whitechapel when it is redeveloped for **Crossrail**.

You might have expected this major upgrade to result in greater demand for tickets but this is not the calculation at 55 Broadway.

The plans for Whitechapel will have a significant impact on rosters and jobs at the station yet management have not raised this at functional level.

We have called for, and LU has agreed to, discuss all elements of Crossrail's impact on our stations at functional level. This discussion will start soon.

Justice for the 33

Trainpeople Members
Attend LU Workshop

RMT members who were working for Trainpeople on the Bakerloo and District Lines have attended a workshop to help them through the process of obtaining jobs with LU.

LU offered to hold the workshop following a campaign by Trainpeople Underground members.

But following the workshops the majority of

Trainpeople members who have attended assessments have been failed.

Once again, LU was happy for them to provide customer service to real Bakerloo line passengers for the last five years - and then failed them over a role-play!

SFC reps will continue to work with the Bakerloo Line branch and Trainpeople members to get justice for the 33.



RMT Stations & Revenue Functional News

Defending Jobs on Our Stations

Mike Brown has met with Bob Crow and told him that LU plans to implement new technology that may remove the need for night supervisors. LU has re-stated that stations will be staffed throughout the traffic day but was not clear about what grades would provide this cover.

Stations functional reps have drawn up counter demands to LU's plans to cut stations jobs. We are asking L1 station reps and to branches to discuss these demands and we will then draw up a final version.

We do not accept that job cuts are either necessary or inevitable. RMT will engage in constructive talks with LUL but we will also use public campaigns, protests and industrial action to defend members jobs and conditions.

The Olympics has shown that the key to a good train service is a well staffed railway and we will fight to defend every station job.

- Maintain our No Compulsory Redundancy Agreement
- For well staffed stations. The Olympics shows that more staff provides better reliability for passengers and a better

environment for workers. The current overall station-staff complement should be a minimum base line.

- All stations should be staffed 24/7 with a supervisors at each station.
- Maintain ticket offices and reverse cuts in opening hours. Provide a ticket office window service for our passengers.
- Station minimum numbers should only be made up with staff who are fully trained and hold a full CSA licence.
- For permanent jobs. Resist all moves to use agency staff. RMT calls for all sub-contracted workers to be directly employed by LUL.
- For quality rest periods to help members cope with shift-work. Maintain our annual leave and banked rest days.
- Proposals for extended traffic hours or other changes that impact station-staff must be reflected in our pay and conditions.
- Defend all protections contained in the framework agreement. No to a "Martini" workforce that works anytime, any place, anywhere!

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