




**TOGETHER
WE ARE THE
UNION**



Branch Meeting
Thursday
8 November
16.00hrs
The Clachan
Kingly St,
2 minutes from
Oxford Circus
Station



Branch Secretary
Brian Munro
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PPP FIRST YEAR: "A RESOUNDING FAILURE"

As predicted by RMT the PPP's first year has led to the dramatic collapse in the Underground's safety and reliability. Both private contractors, Tube Lines and Metronet, are being forced to pay heavy fines for failing to deliver on their commitments. Hailed as the saviour of the London's Tube, both PPP consortia were penalised to the tune of £32m for failing to hit targets.

According to LU's own internal figures, the number of train failures every month has jumped by 23%. Track problems rose by 20% to 76 a month and points failures are up by 38% to 46 incidents a month!

Tube Lines, which is owned by engineering companies Bechtel, Amey and Jarvis - the last of which is chaired by the Conservative mayoral candidate, Steve Norris, was the worst offender.

Bob Crow, RMT General Secretary

described the performance as "abysmal" and called on the government to follow Network Rail's example by sacking all contractors and to bring all maintenance on the underground back in-house. "It's in the hands of the government whether they want to continue getting rid of maintenance on the mainline railways and employing the same companies on the London Underground," said Bob. "The tube will lurch from one disaster to another until the government takes the proper step of bringing everything back in-house." Tony Travers of the London School of Economics said he believed private finance deals were on the wane: "I think we'll look back on the tube as the high watermark of PPPs and PFIs. "In years to come, it will look like a huge whale beached by the disappearing tide."

Come to the Branch Meeting

Upstairs at The Clachan,
Kingly Street.
2 minutes from Oxford Circus
Station.

Walk down Argyll Street.
Turn right, then left.
Thursday, 8th of
November at 16.00hrs



JOIN THE RMT: FIGHTING FOR THE RENATIONALISATION OF THE TUBE

ALL GRADES UNITED IN ONE COMMON OBJECT

MIRRORS AND MONITORS UPDATE

The RMT's tough stance on the attempted watering down of drivers safety rules on the Network Rail section has resulted in an embarrassing climb-down by Bakerloo Management.

The threat of industrial action, the intervention by Head Office and the RMT Trains Safety Council Reps involvement has ensured that safety comes first when dealing with failed mirrors and monitors. Management had attempted to impose the Network Rail rule which is far inferior to the LUL rule in dealing with this type of situation. Bakerloo management had the cheek to say that this was always the rule in force since OPO. This lie was despite evidence to the contrary: drivers had never received training on the Network Rail rule or had received a copy of the Rulebook.

The Bakerloo Branch was clear that the rulebook is not only the property of LUL but was the property of all LUL staff. The saying goes that our rulebook is "written in blood", that following accidents and fatalities over the decades, railway men and woman have learned the necessary lessons in order to avoid those deaths and injuries happening again.

The Bakerloo Branch agreed an emergency resolution for the London Transport Regional Council on the issue. Which was unanimously adopted by all Branches in the Region.

At the time of writing LUL have been forced to retract and use the LUL rule when mirrors and monitors have failed on this section. However the union is fully prepared to defend our Rulebook.

CHAMPAGNE AND OYSTERS

Having your cake and eating it, is a good saying for those people who want it all. And of course this could be said about LUL management; ie they want you to stick a brush up your arse while you go and assist the 1 million passengers going through your station. So it wasn't surprising to find out that when training was required for staff on how to use the new oyster cards, they sent a couple of SA's up for training and expected these people to instruct everyone else. Never mind that they have no qualifications or experience in how to train staff in new techniques and the new arrangements for the oyster card are quite complicated. This is not just another example of LUL management trying it on. They talk about customer focus and yet are happy for staff to receive totally inadequate training. Another LUL disaster waiting to happen.

SHOW US THE MONEY!

Following the Chancery Lane derailment, LU management decided to reward managers dealing with the aftermath with £1,000 holidays. Bob Mason's reward for frontline station staff,

who dealt with the added burdens, brought on by the closure of one of the busiest lines on the network, for several weeks was: precisely nothing! RMT's London region secretary Bobby Law called the management rewards: "Obscene and elitist."

Union members on the ground campaigned to reverse this lack of recognition for frontline station staff. Following a successful petition by station staff on the Bank group, for an award payment of £75 for station staff in recognition of their efforts after the derailment, a petition for the same award was also raised by station staff on the Oxford Circus group. The issue was then taken up by local RMT rep: A. Theodore at a level 1 meeting with management. These actions by station staff on the Oxford Circus group have been successful. The £75 award will now be paid into their November wages!

ITS NO FLUFFING MATTER

Cleaning underneath the escalators is important to ensure that there is no build up of flammable materials. It was a recommendation from the Fennel Report after the Kings Cross fire that the trays are cleaned twice a week to stop a build up of dangerous flamma-

ble material, this has always been done at night time with the escalators switched off. However in their infinite wisdom, the PPP bosses now want this done during the day with the escalators running. A bit dangerous you might think, and we agree, but their excuse is a lack of night staff. So there you have it. PPP throws long standing safety practices down the stairs. Did you expect anything less?

Detrainment Rosters

Management tried to impose new rosters for those detrainment stations with effect from the 31st of August. The RMT held a meeting with the GUM on the 6th concerning this but failed to reach an agreement. Management want to cut two Station Assistant positions, one at Queens Park and one at Willesdon Junction.

Whoever dreamt up these shift patterns obviously does not have to work them! On the roster for Harrow & Wealdstone for example they are proposing a five hour late shift (17.00hrs - 22.00hrs) followed by a ten hour late shift (15.00hrs - 23.00hrs). This is obviously unacceptable to the RMT. All staff to work existing rosters until further notice.