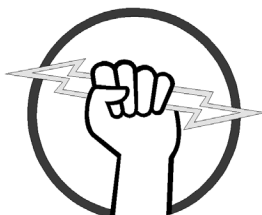




**TOGETHER
WE ARE THE
UNION**



Branch Meeting

Thursday

5 August

16.00hrs

The Clachan

Kingly St,

2 minutes from

Oxford Circus

Station



Branch Secretary

Brian Munro

**Flat 310,
Maritime House,
London, SW4 0JW**

**07947 316 259
0207 622 5718**

BAKERLOO STRIKE 100% SOLID

Following the massive vote for action by ordinary members to fight for decent pay and conditions, the RMT's call for it's members to take strike action last month was the best display of united action by all grades on the line in living memory.

The support on the stations was unprecedented. Shutting the vast majority of stations is a credit to the strength of feeling of the members in that grade. Only managers and admin staff shipped to the central locations, in conjunction with the usual TSSA suspects meant that a few stations were open. Some TSSA supported our action and stayed away from work. However certain TSSA members excelled themselves by doing management's bidding and working on stations away from their own rostered locations.

It is even alleged that a DSM is being DB'd for working a 27 hour shift. It is also alleged that a TSSA admin rep is being DB'd for working 24 hours - it is rumoured that this is for cutting away 3 hours early -



though we can't be sure. Either way this just goes to show how desperate station staff shortages were on the day.

A big thank you to the ASLEF members who respected RMT picket lines. ***This will not be forgotten. The Bakerloo Branch will do its utmost to ensure that an ASLEF picket Line will never be crossed by RMT members.***

Come to the Branch Meeting **Thursday, 16.00hrs** **August 5**

Upstairs at The Clachan, Kingly Street.
2 minutes from Oxford Circus Station.
Walk down Argyll Street. Turn right, then left.

ALL GRADES UNITED IN ONE COMMON OBJECT

Dave gets 25 year award



Bob Crow, General Secretary and Tony Donaghey, President, present Duty Line Control Manager, Dave Byrne with a 25 year award.

Pay Update

As this newsletter goes to print further talks have taken place in attempt to reach a settlement over pay and conditions.

The General Secretary has met the Mayor of London and talks are ongoing.

Be reminded that the RMT did not request a multi year deal, this came directly from the Mayor himself. The union has done well out of single year deal and would only accept a longer settlement if it is worth our while. But the pathetic pay offer for all grades coupled with more strings than the Berlin Philharmonic means that LUL's proposal is completely unacceptable. The aggressive attack on station staff further highlights how wrong the new Management regime have played this round of pay talks.

All members will be kept up to date

Staffing levels on section 12 stations under attack

We know that the current pay offer is linked to the loss of up to 800 station jobs. Management have attempted to justify it by saying that this is a result of oys-

ter card technology and will mainly affect outlying stations.

But the RMT has learned that there is a major government initiative which seeks to get rid of minimum staffing requirements on deep level tube stations.

This ties in with a host of senior managers stating that there was an unnecessary over reaction following the Kings Cross fire. Their view is that all the rules and procedure governing the management of stations are too prescriptive and need loosening up; ie the wholesale slaughter of section 12 regulations and the annihilation of station staff.

Management have immediate plans to start risk assessments to allow stations to open with reduced numbers but close off part of the station to the public. This will be vigorously resisted by

the union.

It is shameful that the lessons learned following the death of 31 people at Kings Cross are being sacrificed on the alter of cost cutting.

London Underground staff have a longer memory than the current crop of managers and recognise the need for proper safety measures to control underground safety.

Not only will this affect the safety of passengers but will also have a real impact on controllers and drivers. When dealing with emergencies, overcrowding or assaults there will be no assistance available. The consequences of this are unthinkable.

Elephant & Castle Refurb

The proposed refurb of the traincrew facilities at platform level is in a mess because of PPP - did you expect anything less?

Under the new privatised contracts Metronet will get a serious bonus (management are too embarrassed to disclose the thousands of pounds involved) if they provide a toilet. So they want to install a new unisex toilet right next to the tea making facilities in the gold fish bowl. You can imagine the smells, groans and grunts coming from there as you get a quick cup of tea changing ends.

For once RMT and management agree that as long as the existing toilets are properly upgraded then we do not need a new toilet but for ambience reasons we would like the extra space.

VACANCY FOR LEVEL 1 REP MARYLEBONE GROUP

The Bakerloo Branch at the meeting on August 5 will elect the level 1 rep for station staff on the Marylebone Group. In the meantime this post is being covered by the Branch Chair, Jim Lynes. Jim can be contacted on 07962 012680.