

Bakerloo News



Newsletter of the Bakerloo Branch
national union of rail, maritime and transport workers

SEPTEMBER 2008

Air con shambles from Bakerloo managers

We have not had much of a summer, but it has occasionally been hot! Now the so called managers are claiming that you cannot take trains out of serv-

ice with defective air con units until the problem has been confirmed by a TM or DMT. Overlooking the immediate problem that if there is no one

available to confirm the defect how long must the train remain in service.? All day?. All night?.. Until its stabled..? What a load of RUBBISH!!!

Defective ACU = Changeover . Straight away. Simple. Just need the managers to read the DISI books occasionally.

Another successful strike for Jerome Elephant drivers being balloted

Despite the General Managers personal interjection into this dispute, once again, the station staff on the Charing Cross Group struck en masse to support their friend and colleague Jerome Bowes.

Just days before the last strike Mr Lance Ramsey (for it was he), produced a circular pleading with the staff on the group to come to work. They didn't.

Lance Ramsey and London Underground's failure to negotiate Jerome's return to work in fact put the travelling public in danger. The

stations concerned were kept open by managers and RCI's who were untrained and unfamiliarised.

Unlike the rostered staff at Elephant these managers could not deal with a lift failure and managed to get 23 people including a child stuck in a lift for an hour and a half (full story overleaf).

London Underground must stop putting people in danger and start talking to the RMT.

The union is now cranking up the dispute and is balloting train drivers at Elephant & Castle.

All members are reminded that Jerome was sacked for reacting in self defence when being assaulted by a passenger . The passenger never made a complaint and Jerome, who merely defended himself was sacked.

This could have been you.

Remember, Elephant & Castle is such a volatile place to work that Joe

Thompson, RMT health & safety rep was assaulted on the picket line during the first strike..

All Elephant drivers are strongly encouraged to vote YES for strike action and action short of strike action.

Ballot papers are to be returned no later than Wednesday 10th of September.

If you do not receive a ballot paper please call the industrial relations department on 0800 376 3706. Reinstate Jerome Bowes!



Staff support Jerome on the Elephant picket line

BRANCH MEETING
Thursday September 4
16:00 hours
THE CLACHAN
Kingly Street
near Oxford Circus

RMT cleaners win London Living wage!



RMT cleaners demonstrate outside City Hall

Intensive negotiations with employers and the threat of further strike action was enough to make real progress for cleaners wages on the combine.

Despite old fashioned employer intimidation, bussing in scabs, and even resorting to threats relating to immigration status, the cleaners across the combine can be proud of their solidarity, their steadfastness and their collective resolve to stand up to buttlying bosses.

On GBM, ICS and ISS members working on Metronet cleaning con-

tracts will go onto the London Living Wage of £7.45 as of Saturday 23rd August 2008.

Our ISS members on Tube Lines cleaning contracts, the London Living Wage will be phased in over two stages. Stage 1 will see an increase of 60p per hour as from 1st September 2008.

This will be followed by a further increase of £1.30 per hour as from 1st April 2009 which will take rates to a minimum of £7.45 per hour.

On top of this ISS member will also no longer be expected to fund their own movements between stations. Management will in future pay all these costs and there will be further talks in respect of supervisory differentials and other conditions of service.

Once again industrial trade unionism wins the day. Viva RMT cleaners!

Station staff on strike? Bring on the clowns!

So you're a London Underground boss, you have a strike on your hands, you need to organise a scab workforce and because of the anti-trade union laws you've been given plenty of notice. So what do you do? Bring on the clowns!

The incompetent managers that kept Elephant & Castle station opened on the last strike to reinstate Jerome Bowes had to close the

station for an hour in the morning while some "managers" were familiarised, and then they trapped 23 passengers, including a child, in the lift on the Northern Line for an hour and a half. Now that takes some doing!

Bob Crow said "this incident underlines why we believe it is irresponsible to leave scab managers in charge of any

Tube station, not least a busy one with lifts. We understand that managers left floundering by the emergency delayed calling the fire brigade, and that the fire



service eventually responded to a call from one of the trapped passengers. Under normal circumstances if it took more than 20 minutes to get people out, managers would be demanding to know why it had taken so long,

and if it took more than an hour they would be looking for someone to discipline. Instead of parachuting in scab managers without the training, local experience and knowledge to cope when things go wrong, LUL should be sorting out the injustice to Jerome Bowes that has led to this dispute in the first place."

Say NO to fixed Links (part 4)



“ He who votes decides nothing; he who counts the votes decides everything ”

Now, the RMT is not comparing London Underground to a Stalinist regime - heaven forfend; nor are we saying that Joe Brown, the TOM at the Elephant, is anything like Joe Stalin - that would be taking it too far, but drivers at the Elephant have been incredulous about management's voting proposals on the issue of fixed links.

As we reported in the last edition of **Bakerloo News** "a ballot box (will be) positioned next to his (Joe Brown's) office. Drivers will be given their ballot paper by the DMT and then "escorted" to the office to vote."

The RMT is concerned that while management are supposed to be neutral on this they have 'come off the fence' and will try to rail road by any means necessary fixed links onto the line.

The Bakerloo Branch strongly believes that the current set up benefits the vast majority of drivers on the Line. Fixed links will only benefit a small minority of senior drivers with 15 years and above service. That's why we say vote no - and that the ballot should be conducted by independent scrutineers.