

BakerlooNews

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

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Bakerloo drivers take a stance on job cuts



The RMT will press for the strongest possible defence of our members!

As London Underground prepare to make swingeing cuts across all operational grades, Bakerloo drivers have served notice that they are prepared to take strike action to defend their sacked workmates.

LU have made it clear that they are ready to cull 1200 operational jobs. Their Operational Service

Review takes no prisoners: station staff, duty managers and drivers are in their sights as they attempt to make cuts across the board.

The biggest hit will be 1000 station staff. The bosses plan to close or cut most of LU's ticket offices, and to reduce station staffing. To provide customer service and safety, the RMT believes that London Underground stations need more staff not fewer. Popular opposition stopped planned ticket office closures in 2008; now we need the same popular opposition to stop them again.

Also in their sights are DSM's and DMT's.

Drivers who thought their role was safe are also seeing cutbacks affecting establishment levels across the combine. The RMT has been informed that London Underground bosses plan to cut even more staff on the train side. Trains Functional Council Rep, Bill O'Dowd reported "we have now had confirmation, that Management intend to remove Rostered Team Talk from new working Time Tables, this was revealed to us at the last TFC". The RMT objected to these further cuts to train grades staffing levels.

This new agenda for slashing train crew numbers will mean that 35

operators will be displaced - saving LUL £1.9M.

This comes on top of the LUL/ASLEF 2009 Agreement resulting in cuts across the combine to spare duties and pool numbers halved from 10% to 5%. This means for example that both depots on the Bakerloo Line have seen their establishment numbers taking a hit in the name of savings.

With LUL's agenda of slashing staffing levels and the number of Bakerloo train drivers being well over establishment, any driver up in front of a disciplinary panel has been unfairly and summarily dismissed. One driver, who had 2 SPADS in nearly 3 years was marched to a case conference and dipped to a CSA. This is in clear breach of procedures.

As a result of these injustices the RMT balloted our train driver members at Elephant and Queens Park to defend our sacked colleagues and have returned a decisive YES vote for strike action. We are prepared to negotiate but the RMT General Grades Committee will announce strike action if necessary and at the same time will pursue Directors Appeal's for both members.

The fight back starts here.

UNITY IS STRENGTH

LU use recession as cover to undermine jobs and safety



We all know that there is a recession. We have witnessed it first hand with this year's pay cut and the sacking of our members just to reduce staffing numbers.

But not all companies necessarily view a recession as a bad thing. What LU are doing is hiding behind the recession and using it as a excuse to cut our pay, slash jobs and introduce unsafe working practices.

London Underground's Operational Standards Unit (OSU), the authors of our new rule book and the department responsible for all our rules and procedures, have been working overtime thinking up ways to get more train miles run with less staff.

Their latest brainstorm, the Operational Effectiveness Programme is a series of proposals designed to speed up recovery time even if they compromise our safety.

Discussions between LU and the Unions on these proposals are due to commence soon.

There are many aspects to this programme but just to give a flavour a few are detailed here:

Notching back: in the event that trains over run signals LU want to be able to notch the train, in reverse, back into the platform; drivers used to get sacked or dipped for this!

Check signals and proceed: after a SPAD, they are proposing that drivers go

back into the cab, check the aspect and if it is green proceed! Drivers also used to get the sack for this. This is their second attempt at introducing this one; last year this proposal was kicked out by LU's very own director of safety. It wouldn't be so bad but no doubt you will still get done for having a SPAD.

PTI issues at unstaffed stations: LU appears to be looking ahead to the future when they can leave stations unstaffed and run the job into the ground like they did on the old BR. When you have defective OPO they want the driver to check the platform themselves then proceed. Nevermind what could happen in the time you get back to the cab!

Connect radio: LU have advised that they are looking at expanding the use of Connect radio and making changes to current procedures; no doubt this will involve running trains at some point even with defective radios. Remember the words of Tim O'Toole after the 7/7 bombings? No radio no train; your union will expect LU to honour this promise.

Most of the procedures proposed appear to looking at aiding recovery without the need for station staff; you don't have to be a genius to work out that these proposals are the starter for a slash on station staffing numbers. Drivers need station staff to assist them, it's as simple as that.

These are all line in the sand issues; it would appear that there are no more sacred cows with LU. If we let them away with these proposals they will go on to attack every last hard fought for safety measure that we have secured over the years.

Once they can cut staffing levels no further and they can't get any more train miles out of you they will be back for your 35 hour week, your staff pass, your pension and your annual leave.

The RMT will continue to fight for the continued safety of it members and confront injustice wherever we meet it.

STAFF OUR STATIONS



New Year, where's the cheer?

So after the pay has been settled in time for Christmas we start the new year looking forward to the impending major attacks on staffing levels across all stations which will impact immensely on ours and customers safety. London Underground in an attempt to claw back money from its fatal PPP collapse is making us pay for its incompetence.

Groups such as the Wembley Central group are looking like a major target for LU's plans with Ticket offices shutting and, with the ongoing saga of trying to get supervisors on the group it is all becoming clear why LU have stone walled for so long as they have no intention of introducing SSMF's on the group. Possibly even trying to use Wembley as a test bed for mobile supervision which is an idea LU have been rumoured to want to implement on outer laying stations. Super groups are being looked at by LU with Piccadilly circus moving to the Charing Cross and OXO being hived off to the Central line thus getting rid of a few GSM's (our heart bleeds!) and several DSM's (it bleeds again for those that aren't our members!).

Ticket offices will see window availability greatly reduced if LU get their way and the £5 minimum top up is just the start of undermining Ticket office jobs, LU are even trying to rewrite the CCEP (Congestion Control and Emergency Plan) to dictate the 'safe' running of the stations with bare minimum numbers. This all equates to cuts, cuts and more cuts and will mean staff taking on the extra work left by the vacancies.

We urge members to get involved and speak to your reps to get more information, attend branch meetings and see how we can organise to stop these cuts as through Unity we have strength to win.

Quote of the month

“ After God had finished the rattlesnake, the toad, and the vampire, he had some awful substance left with which he made a scab...

Where others have hearts, he carries a tumor of rotten principles...

A scab is a traitor to his God, his country, his family and his class.



” Jack London, Socialist and writer