



COWARDS!

LUL management run to the courts

RMT members working for LUL recently returned a massive YES vote for industrial action to oppose the company's insulting pay offer, it's job cut proposals, and it's complete disregard of agreements such as the Attendance at Work Policy. With a good turnout, over 83% of members voted for strike action and 94% for action short of a strike. The message sent out by this result could hardly be clearer: We will not stand by while you cut staff, attack our living standards and bully us into working when we're sick.

Most reasonable, responsible employers would have heard this message loud and clear and made an effort to resolve their differences with us through negotiation. But not LUL! Instead, our employer chose to go running to the courts, having found some minor discrepancies in the information provided to them by our union under the anti-union laws. Because of this, we will have to hold the ballot again; you should receive a ballot paper within the next two or three weeks. **Don't ignore it.**

The company wants to take away your democratic right to defend your terms and conditions by hiding behind the men in wigs when, instead, they should be talking to us in good faith. The company's ruse has cost time and money; but it has also increased our anger and merely delayed the inevitable. In the ballot rerun, let's make sure we send the same message even louder than before:

VOTE YES

LU picks up 'Best Metro' award – but gives us nothing!

Thanks to our hard work, LU was voted the 'Best Metro of the Year' earlier this year. LU's Chief Operating Officer, Howard Collins, accepted the award at a ceremony held at the start of April. If proof is needed to show how hard we have all worked to improve this company's performance and reputation, this is it. Surely we should be due some reward for these efforts? Not according to our bosses. Their response: to bask in the reflected glory of our achievements at awards ceremonies whilst giving us the two-fingered salute. Mr Collins takes an award with one hand whilst slapping us with the other. So you know what to do when you get your ballot paper: **VOTE YES** to fight for what we are due.

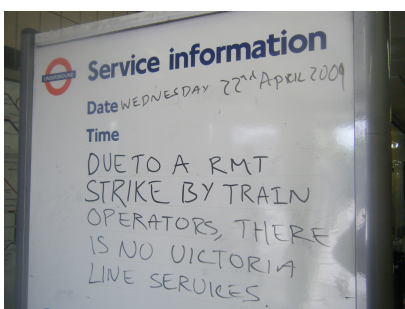
ROCK SOLID!

United drivers strike for justice and safety on Victoria line

Drivers on the Victoria line made history on Wednesday, 22nd April, by completely closing the line for the first time ever. A rock solid strike by RMT drivers, supported by a majority of their ASLEF colleagues, succeeded in completely closing the line for 24 hours.



Sacked driver, Carl Campbell, at the Seven Sisters picket line



This station whiteboard says it all!

The strike had been called by our branch in response to the sacking (disgracefully upheld on appeal) of driver, Carl Campbell (pictured above), over an alleged wrong-side door opening, the refusal of LUL to fit the correct-side door enable (CSDE) safety equipment to Vic line trains, the continued victimisation of Branch Chair

Glen Watson, and the management's wanton misuse and abuse of the Attendance at Work Policy. Despite an appeal by RMT reps for talks to resolve these issues, management instead decided to dig in their heels in the hope that they could run some kind of service on the day. However, the magnificent response of all our reps and members at Seven Sisters depot, plus the refusal of ASLEF members to cross the superbly organised picket lines, meant that not a single train ran on the line throughout the entire day.



Bob Crow joins the picket line outside Seven Sisters depot

RMT reps and activists from around the combine, including General Secretary Bob Crow, swelled the ranks on the picket lines and helped distribute leaflets to the travelling public to explain how their safety was being put at risk by a penny-pinching company. Despite being inconvenienced, most people seemed glad to receive an explanation of why the strike was taking place. This magnificent strike shows the depth of feeling

amongst drivers about how they feel they are being treated by their management and should demonstrate to the company that they are not prepared to put up with it any longer. **The union's offer of talks remains open: it's time for management to come to the table or face further shutdowns.**

Carl Campbell to get Director's Appeal

Shortly after the strike, management announced that they were prepared to hold a Director's Appeal meeting to look again at the unjust dismissal of Carl Campbell. The appeal meeting was held on 5th May. At the end of the meeting, the appeal panel said that a decision would not be made immediately, but that they would let Carl know their decision within a few days. However, at the time of writing (12th May), an outcome has still not been communicated to Carl.

Management Digs In

It's becoming clear that the Victoria line's Victorian managers are digging in their heels and hoping that the resolve of the members at Seven Sisters will dissolve. **NO CHANCE!** Two more strike days have been announced: Wednesday 20th May and Wednesday 17th June, both to start at 2100hrs, as on the first strike. If the company wants to avoid these stoppages, they know what they have to do: **Get back round the negotiating table and start talking – and listening.**



"And the award for the most tight-fisted company of the year goes to... London Underground Limited!"

WRITE TO MONTHLY NEWS

Monthly News is a newsletter written by and for RMT members in Finsbury Park branch. We welcome articles on all work-related matters from any member with something they wish to share. Please feel free to email us with anything you would like to see published. We won't divulge your name without your permission. All articles to be sent to:

monthlynews@tiscali.co.uk

Next Branch Meetings

May 7th and 14th

June 4th, 11th and 18th

Meetings commence at 1600hrs sharp and are held at the TWELVE PINS PUBLIC HOUSE (two minutes from Finsbury Park Station)

Vacancies

- Brixton Group – Industrial and Health and Safety Reps
- Blackhorse Road Industrial Rep
- Branch Political Officer

Swine Flu Latest

There's no truth in the rumour that Swine Flu originated at LU Head Office! Or that it started in the boardrooms of the financial companies and banks which have pigged out on the country's wealth – your wealth. Still, the rumour is strangely believable!



Top bosses take a mouthful from the trough in between calls for the rest of us to 'tighten our belts'

RMT OVERGROUND STAFF WIN 20% PAY RISE

A 20% pay rise has been agreed for London Overground staff after RMT members voted 10:1 for strike action recently. Also agreed no extension of driver only trains - conductors to keep jobs and 23 new posts created. *Another vindication of our union's fighting credentials.*

MANAGERS BREACH SAFETY AT BLACKHORSE ROAD

While Victoria line drivers are being sacked for safety breaches which would not even have occurred had the company fitted correct-side door enable equipment to its trains, it seems that managers can make safety-critical mistakes with impunity. An example of this took place on 7th May at Blackhorse Road station. At about 1700, both escalators failed. The Supervisor tried everything to get at least one of them restarted but without success. Because both escalators were inoperative, the Supervisor evacuated and closed the station as required by the Congestion Control and Emergency Plan (CCEP) for the station. A while later, engineers arrived to try to fix

the escalators. So far, so good.

However, shortly after the engineers, a DSM arrived and was apprised of the situation by the Supervisor. He allowed the engineers to continue working on the escalators but, when they said they were unable to fix them, he decided to reopen the station. The Supervisor told the DSM that according to the CCEP the station had to remain closed until at least one of the escalators could be restarted and that he and his staff considered it dangerous to open the station with no escalators. The DSM ignored the Supervisor's advice and opened the station. He said he would need to see the CCEP for himself. Now, anyone for whom safety was the top priority would have rather kept the station closed until finding

out that it was safe to reopen it. However, the DSM seemed more concerned to maintain a 'service' by keeping the station open until finding out that it was actually unsafe. Even worse, it seems that he was acting on the instructions of a more senior manager.

The station remained open for about 50 minutes until local Health and Safety rep, Amarjit Chumber, arrived with a copy of the CCEP. The DSM read the relevant section and finally agreed to close the station. The escalators were fixed within the hour and the station reopened, this time legitimately. Will anyone be stood down and sent to CDI for this potentially serious breach of safety regulations. Don't hold your breath.

At Long Last – Justice for Zak!

At a recent Director's Appeal, Arnos Grove driver Zak Khan was granted the return of his train licence and told that he may return to driving duties from October this year. His 52-week final caution was also lifted. Thanks to everyone who voted YES in the local strike ballot: your support helped ensure this excellent result.

WWW.RMTLONDONCALLING.ORG.UK - the website
of the RMT London Regional Council

Visit the site for the latest news about our pay dispute and to find out what else is
happening around the combine