

# Station Staff Strike Back

Congratulations to all staff who showed during our recent strike what being part of a strong union is about. Across London Underground only a few people came into work, but these few were not enough to get stations open normally even though the usual office employees were there too.

Having stations closed meant that trains could not run and despite LU claims, only around 20% of trains ran and these were on very limited shuttle services eg. Arnos Grove to Cockfosters (Oakwood closed)! Visit [www.rmtlondoncalling.org.uk](http://www.rmtlondoncalling.org.uk) or speak to your RMT rep for the truth behind management's lies, which were repeated by the press with the intent of undermining our action. RMT has not not been the antagonist in this dispute and has been available to talk at all times.

LU has stalled the process.



**Why did it take LUL almost 3 months to start negotiating pay when we submitted our claim in November?**

**Why is LUL going back on a deal of 'no compulsory redundancies' that the previous Mayor had signed?**

**Why is LUL continuing to bully staff over attendance and minor issues then sending people straight to CDI and sacking them on spurious charges?**

The answer? Cuts. If LUL tears up the 'no compulsory redundancy' agreement, frontline staff will be next to go. With the attacks on ticket office staff resurfacing, it is obvious where the next cuts will be aimed.

New, fully-automatic trains will enable LUL to go for drivers' jobs, and de-staffing of surface stations threatens SSMF and SS2 jobs. Promotion chances are being eroded and only RMT's action is stalling the process. Job cuts would have a big impact on safety and mean extra workload for staff. *We need to continue the fight to stop to this attack on members' jobs.*

Hold workplace meetings and discuss what is going on. Get involved in the union and educate yourself about the truth behind this dispute. See the Mayor's involvement and his political aspiration to 'do a Thatcher' and smash trade unionism in our industry.

The benefits we all enjoy have been earned by union struggles over the years, not by management's goodwill. The old excuse of "not being able to afford to strike" does not wash. None of us wants to lose money but we can not afford not to strike. If we give in to these attacks, jobs will go and wages will drop. Look at national rail to see what will happen if LUL gets its way.



*... That the number of LUL/TfL managers on over £100,000 per year has gone up from 123 last year to 163 this year?! And that does not include Metronet and Crossrail!*

*... That the highest-paid TfL/LUL manager is paid between £540,000 and £549,999? The exact figure is some kind of state secret.*

*... That this is more than 20 times a CSA's salary? So the company obviously believes that its top man is worth more than 20 of us mere mortals!*

*... That LUL still claims that it can only afford to give us a 1% pay rise, or 1.5% if we agree to a four-year deal?!*

**Join**



- Get an application form from your local RMT rep
- Phone 0800-376-3706
- Join online: [www.rmt.org.uk/join](http://www.rmt.org.uk/join)

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Your RMT Stations and Revenue Council representatives are:

<b>Jon Abdullah</b> 07810-153880	<b>Janine Booth</b> 07748-760261
<b>Neil Cochrane</b> 07739-869867	<b>Mick Crossey</b> 07931-570521
<b>John Kelly</b> 07740-065367	<b>Malcolm Taylor</b> 07748-933241

## Where's Our Snow Day Pay?



RMT has written to all members of the Greater London Assembly (except the BNP: we don't lobby fascists) asking them to ensure that LUL keeps Boris Johnson's promise and stops deducting pay or leave from staff who could not attend work due to the heavy snowfall in February. You may wish to contact your own GLA member to follow up this letter. You can find out who s/he is here: [www.london.gov.uk](http://www.london.gov.uk)

We also delivered the letters to City Hall on Wednesday 17 June, accompanied by a snowman (pictured, addressing assembled protesters).

RMT has tabled the issue for discussion at Company Council, and has asked that staff made it to work receive a reward.

We are trying to establish whether LUL has treated grades differently on this issue. We know of several dozen drivers given paid special leave (but also some drivers unfairly denied this), but no station or revenue staff allowed paid leave. RMT will challenge any grade discrimination and will keep pursuing this issue, even though it is now summer!

You can help by giving us up-to-date information on your situation, and encouraging your workmates to do so too, here: [www.rmtplatform.org.uk/snowform](http://www.rmtplatform.org.uk/snowform)

## Back Door Job Cuts

London Underground is cutting stations and revenue jobs 'through the back door':

- The Revenue Control department is not filling its 16 vacancies.
- Part-time CSA jobs are being kept vacant.
- Southfields refurb includes a new ticket office with fewer windows.
- Waterloo group has issued rosters showing the loss of 4 SAMF posts; Acton Town group wants to introduce new rosters dropping a CSA and an SAMF job, both part-time; other groups may face management trying to slip in similar job cuts.

LUL management refused RMT's request for an emergency meeting to discuss these job cuts, but your union is determined to call a halt to these attacks.

### higher grade working

If you work in a higher grade for any time during your shift, then you are entitled to be paid the rate for the higher grade for the whole shift. This agreement was made at a Stations & Revenue Council meeting on 3 March 2000.

### know your rights

## Textback Trial

London Underground's trial of 'Textback' (inviting passengers to text comments to LUL) has concluded that it was so ineffective that it will not be rolled out across the Underground as previously planned.

Management's data showed that just 356 texts had been received from a group of stations which hosts 29,000 customers per day. We reckon that works out at about 35 texts per week, or 5 per day - out of 29,000 people! Given that the trial cost around £15,000, that works out as over £40 per text received!

RMT had objected to Textback all along, so had LUL listened to us, it could have saved £15,000 and a lot of time and effort. It's funny how London Underground can afford to waste fifteen grand on a gimmick like this, but "can't afford" to give its staff a decent pay rise.



### reserve working hours

If you are a full-time reserve, you may work more or less than your contracted hours if your group admin give you more longer shifts than shorter or vice versa.

If, over a 12-week period, you work more than your contracted hours you are paid for these hours at overtime rate.

If, over the 12-week period, you work fewer than your contracted hours, management can make you work these hours, but ONLY in the next 12-week period, and ONLY up to a maximum of 8 hours.

### know your rights

Got a report for the next issue of **RMT platform**? An issue you'd like to see covered? Or a question you'd like answered? Contact Janine Booth on internal e-mail, personal e-mail [janine.booth@btopenworld.com](mailto:janine.booth@btopenworld.com), or phone 07748-760261.

*We have been negotiating with LUL on the new Ticket Office Procedures Handbook (TOPH) for over a year, and LUL is introducing it without considering our concerns. We fear that LUL is watering down the TOPH to make it easier to cut ticket office hours, close ticket offices and get rid of SAMF and SS jobs.*

*For example, Book 7 Station Supervisors says the SS has to ensure that gateline staff have a 'fares collected' form when the ticket office is shut, despite us asking that it not be included as collecting fares is not in the CSA job description.*

*If you have any other concerns, please contact RMT Stations & Revenue reps straight away.*