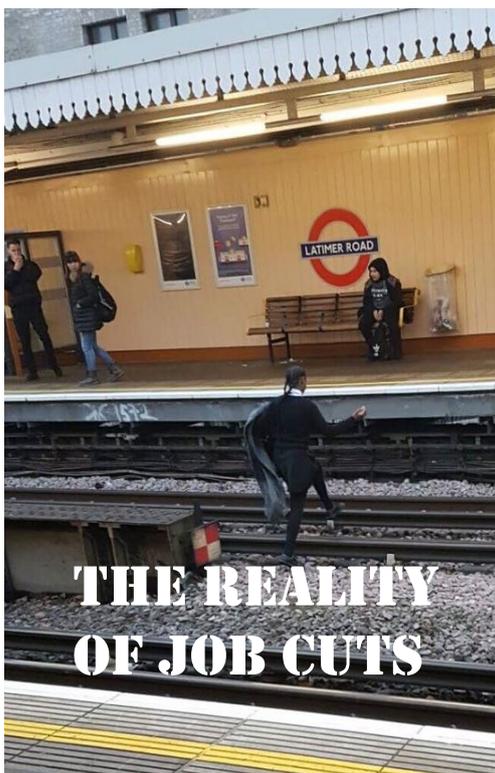


LU Funding Crisis is Over! £250 for ICOSA on Night Turn Management Splash the Cash to Try and Break our OT Ban

So the big TfL/London Underground lie is exposed for the sham that it is. Tube workers now know that money is not the issue; there's loads of it. White collar TfL staff, many of whose jobs are already under threat as a result of Tory government cuts and the new Mayor's spending review, are being bribed in an attempt to undermine LU station staff's industrial action.

The overtime ban has begun to bite and stations are now closing as the new, truly threadbare staffing levels become unworkable. This is a direct consequence of LU axing nearly 1000 station jobs, the laughably named 'Fit For The Future'. TfL has responded by trying to entice its office and support staff to work on stations at enhanced rates of pay, offering £160 for early turns, £200 for late



**Latimer Road
6 Dec 2016
Station Unstaffed.
Control Room at Ladbroke Grove now de-staffed
Fit for the Future...
World Class!**

Additional Action short of strike to start from 00:01 on Thursday 15 Dec 2016 until further notice:

All LUL station and revenue members are instructed:

★ **Not to train or familiarise any staff who would not normally work or be rostered to work at the station**

All customer Service Managers are instructed

★ **Not to seek to cover any duty through the use of overtime**

★ **Not to authorise any overtime**

Don't Work Overtime—Keep Up the Pressure

turns and £250 for night/weekend turns. Meanwhile, all over TfL jobs are being slashed, vacancies go unfilled, maternity/paternity leave goes uncovered, staff can't take up secondments cos their manager won't/can't release them, etc, etc.

The RMT's industrial action on stations was launched to reinstate adequate, safe staffing levels, and to win staffing levels that might allow reasonable work/life balance (you know, a bit of time with the kids, your other half, your mates; maybe a bit of time to have a sleep, to relax, like). The TSSA union on stations has now voted to likewise ban overtime working. The ban is also the first step to win a single CSA grade, all trained and paid to the same level and an end to arbitrary moves of location, like people moved from one end of a line to the other.

TfL grandly calls the people it wants to undermine the overtime ban 'ambassadors', a laughable title for someone who, in TfL's view, is utterly disposable in the long term. The real ambassadors on the Tube are the CSA's who leave home at 3am to open up London's stations; the real ambassadors are the staff who do seven nights every 28 day rotation, and would love £250 per night turn. There's no £160 per early turn for our CSA's, and certainly no £200 per late turn for our staff who get home as the sun rises. There are no weekend enhancements either. None. TfL's bribes are a slap in the face to loyal staff, and are being paid ON TOP OF normal TfL salaries.

Talks Continue at ACAS

RMT SFC reps and your regional Organiser continue to press LU for additional jobs on our stations at ACAS talks. We have presented LU with an undeniable case for more jobs in key areas including:

- ★ Control room staff
- ★ Staff to reduce lone working and non-staffing of local stations
- ★ Staff to provide safety & security at busier stations
- ★ Staff to provide better roster balance

Our dispute is not only about job numbers and so we will also be discussing our demands for:

- ★ All CSAs to be CSA 1
- ★ No more displacements until we have an agreed transfer policy

The seven day review of staffing levels is due to report back to ACAS on Wednesday 14 Dec. By then we expect LU to come up with a serious package of new jobs.

However, this isn't 'frontline staff' versus some sort of dead wood. TfL staff provide essential support services to Tube workers and we don't want those services cutting. TfL staff also manage buses, roads, street lights and a thousand other functions that keep London running. It IS however, us versus them. The 'us' is all LU/TfL workers, and the 'them' is the people who closed the ticket offices, are privatising the NHS, underfunding our schools, but have limitless money for war and are hell bent on wrecking the rest of the railway - scrapping guards at Southern rail proposing again to break up and flog off Network Rail.

All LU/TfL staff have the same long term interests here. On stations the overtime ban needs strengthening and extending. On TfL, stick that pink hi-vi in the bin, join a trade union, and join the fight for a fully funded, publicly owned transport system that serves all of London.

OT Ban Bites Management resources near Breaking Point

Management are relying on DRMs and now ambassadors to prevent more station closures.

Non Sect 12 stations are being routinely unstaffed. Our action is hitting them hard. The rate of closures is increasing.

Stations reported to have closed as result of OT ban

Bermondsey	Holland Park
Bond Street	Hyde Park Corner
Borough	Leicester Square
Bow Road	Liverpool Street
Canary Wharf	Mansion House
Chancery Lane	Old Street
Covent Garden	Russell Square
Earl's Court	South Wimbledon
Finsbury Park	St James Park
Gloucester Road	Temple
Goodge Street	Turnpike Lane
Green Park	Westminster
Highbury & Islington	Wood Green

Your RMT Stations Functional reps

Jared Wood 07739 869867 Maria Atkins 07748 760261 Paul Schindler 07850 231839
Norman Thompson 07853 288184 Mick Crossey 07931 570521 MacMackenna 07801 071363