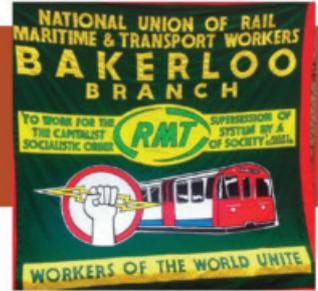




# Bakerloo news



December 2015

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## Reject LU's latest offer: prepare for more action

# It's not final until we say it is!

A mass meeting of RMT reps on Tuesday 1 December decided to put LU's latest offer on pay, Night Tube, and "Fit for the Future" to a referendum of all members, with a recommendation to reject.

LU says the offer is "final", but it has said this about every offer it has made since our disputes began... in November 2013!

We have shown all along that determined industrial action can force concessions from the company. It's now up to us to discuss whether we feel able to take further action. If we do, we may well see that what the company insists was "final" suddenly becomes not so final.

LU is also insisting that all three issues (pay, Night Tube, and Fit for

the Future) are settled together. But with Night Tube now firmly kicked into the long grass, why should our 2015 pay settlement be made contingent on agreeing working arrangements for a scheme that no longer has any fixed implementation date? The company is effectively holding our pay rise to ransom.

We rightly made it clear during our strikes in the summer that money was not our main issue. But we should not apologise for wanting a decent pay rise, that keeps pace with increased living costs. Does LU's four year offer, which would barely cover the recent increases in National Insurance contributions, really cut it? This is our chance to tell LU what we think of their offer. Further information will be circulated shortly.

**Get involved in your branch to make sure your views are heard.**

Your branch meets on the **FIRST TUESDAY** of every month, 16.00, upstairs at The Royal Exchange, 26 Sale Place, W2 1PU (Edgware Road H&C).

All members welcome.  
Speak to your local rep for more info.

## Prepare to strike to defend Glen Hart

Glen Hart is a Station Supervisor on the Northern Line. In 2014, he participated in an official union overtime ban, along with thousands of other union members.



As part of this, he refused to work through his meal break and closed his station due to there being no cover, as per the rule book. Management tried to discipline him for this. While they were eventually forced to abandon this ridiculous notion, they are going after Glen again - for allegedly being rude to a manager during the first disciplinary process!

This is an attack on an RMT activist for his role in industrial action. We cannot tolerate this as a union. If the company disciplines or sacks Glen, it could come after any of us. If LU disciplines Glen, RMT will ballot for strikes.

**An injury to one is an injury to all.**

## The Gory Details

- ☐ Year 1 - 1% + £500 consolidated payment
- ☐ Year 2 - RPI or 1% whichever is greater
- ☐ Year 3 - RPI or 1% whichever is greater
- ☐ Year 4 - RPI+0.25%
- ☐ £500 non-consolidated payment to all station staff once the new operating model is introduced.
- ☐ £500 non-consolidated launch payment to all staff on Night Tube lines and an equivalent launch payment for staff when Night Tube is introduced on other lines in the future.

# Not fit for the present

Ticket machines at stations on the north of line, which have different technology to standard LU POMs, are increasingly keeping customers' money.

RMT Health and Safety reps are concerned about the implications of this for staff safety.

Staff complain about numerous

## Marylebone POMs

Following the closure of the ticket office at Marylebone, staff are now expected to work off the station by the POMs.

This separates us from our place of safety and is not viewable on any LU CCTV.

Safety and Industrial reps are continuing to monitor this situation, which illustrates just one of the many problems for staff safety created by the closure of ticket offices.

instances of customer fares of up to £20 being kept by the machine, with normal system interrogation coming up as "not found".

We do not want to have to look customers in the face and tell them their money is simply "not found". We are worried that this will lead to an increase in staff assaults. LU management, in coordination with Network Rail, who operate the machines, need to overhaul this system and replace the machines with more reliable ones that allow us to do our jobs.

These machines are not fit for the present, never mind "Fit for the Future".



## Drivers: request assisted dispatch!

At busy, rush hour periods it is often difficult for drivers to have a full view of the PTI (which we are required to have before departing, according to the Rule Book), due to a phenomenon known as "oblique images".

This issue has been ongoing for some time. Initially on the SSR lines, as a result of the new trains and new cameras, it became apparent that camera positioning and passengers remaining on overcrowded platforms were preventing the driver from having a full view of the PTI.

On SSR, LU responded to the risks by deploying over 60 SRT staff and 30 rostered staff at key locations to give assisted dispatch to the driver. Despite our senior safety reps presenting LU Safety Directors with overwhelming evidence that this problem also existed at Bakerloo Line platforms, our calls for a similar approach on this line has been stonewalled. It is only a matter of time before a driver departs the PTI without a full view and drags a passenger to their death. Who will be held accountable? Without proper assistance on the platforms, we are playing Russian Roulette with passenger safety and drivers' jobs.

If any driver member would like further information on this matter, contact your local safety rep. Remember: if you cannot see the whole of the PTI, for whatever reason, you *must* request assisted dispatch.

In the long term, the solution is better technology and increased staffing levels.

*Bakerloo News* is a monthly newsletter from the Bakerloo Line branch of the RMT union.

To submit a story for *Bakerloo News*, or to contact the branch, please email [bakerlooline@rmt.org.uk](mailto:bakerlooline@rmt.org.uk), or ring Branch Secretary Jim McDaid on 07917 131692

## Paul Okoro reinstated

Sacked Piccadilly Line driver Paul Okoro has been reinstated as a CSA, following a successful RMT campaign.

Piccadilly Line drivers voted by a 85% majority for strikes, and by an even higher margin for action short of strikes, in their dispute over the deterioration of industrial relations with local management, brought to a head by Paul's sacking. This sent a clear message to management that they all expect fairness and consistency in our workplace. The ballot closed at the end of October and Paul was reinstated 3 weeks later.

LU judged that Paul answered a phone whilst in control of train, however this was untrue as witness testimony confirmed that the train was empty and stationary, and Paul was not the person in control of the train. He wasn't even in the driver's cab.

If management were allowed to act with impunity in a case such as Paul's, then we are all five minutes away from the sack; if LU were allowed to do it to one of us, they could do it to any of us.

**Solidarity wins.**

## Tube cleaners demand dignity and respect

Demonstrate outside Interserve's HQ to demand:

- An end to short payment
- Real living wages
- Direct employment for agency cleaners
- Travel passes for cleaners

15:00, 15 December  
I-3 College Hill, EC4R 2RA  
(Cannon Street Tube)