



Bakerloo news



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February 2022 - Strike Special

All out on 1 and 3 March!



RMT has called strikes on 1 and 3 March as part of our fight to defend jobs, pensions, and conditions.

RMT sought three assurances from London Underground: that there would be no cuts to jobs, that there would be no detrimental changes to terms and conditions, and that there would be no detrimental changes to our pension arrangements.

LU not only failed to give these guarantees, they have already begun lining up job cuts and plans to impose new frameworks. The company's pension review will report on 31 March, but it's clear LU views this as a cost-saving exercise. Previous reviews described our pension scheme as "outdated" and "in need of reform", so we can be sure the review will recommend detrimental changes.

If we wait any longer to strike, our strikes will become after-the-fact protests about attacks that have already happened. To

stand any chance of stopping LU's plans in their tracks, we need to act now.

We can already see the announcement of strikes having an impact. TfL commissioner Andy Byford announced to the press on 10 February that he had rejected the government's latest funding bailout, as the conditions attached were too severe.

While we might query where this backbone was when the Tories were insisting on cuts and pension reform, it suggests that Byford knows that accepting funding in exchange for promising more cuts will provoke further action.

It's likely that our 1 and 3 March strikes will be an opening salvo in an ongoing campaign, but the stronger and more effective those initial strikes are, the better a chance we'll have of winning the dispute early. As the old saying goes, "the longer the picket line, the shorter the strike."

Our wider fight is not only with TfL/LU management, but with the government, and its ideologically-driven insistence that TfL must be "self-financing". The way to avoid cuts is for the government to restore regular, adequate funding to TfL.

Join the strikes on 1 and 3 March, and fight to defend jobs, pensions, and conditions.

DO NOT BOOK ON FOR ANY DUTY BETWEEN:

00:01 and 23:59 on 1 March

00:01 and 23:59 on 3 March

DO NOT FAMILIARISE OR TRAIN ANYONE WHO WOULD NOT USUALLY WORK AT YOUR LOCATION UNTIL FURTHER NOTICE.

RMT Bakerloo picket lines (all from 05:30):



Queen's Park Train Depot (Premier House)



Elephant and Castle Train Depot (South London House)



Oxford Circus Station (Exit 2)

The branch will cover reasonable expenses for travel to picket lines and refreshment will be provided.

Bakerloo News is a monthly newsletter from the Bakerloo branch of the RMT union. To submit a story for *Bakerloo News*, or to contact the branch, please email jimmcdaid36@gmail.com, or ring Branch Secretary Jim McDaid on 07917 131692

Why drivers should strike

JOB CUTS COULD SPREAD TO TRAINS

LU has already cut 200 driver jobs by abolishing the part-time Night Tube driver role. RMT members continue to strike over this issue.

As it carries out the Tory directive to cut costs, LU will look again at driver establishments all over the combine, and could well look to cut numbers.

RMT drivers on the Bakerloo balloted in early 2021 against LU's plans to reduce jobs at Queen's Park depot. This should be our attitude whenever job cuts are proposed, in whichever function. If LU succeeds in cutting jobs on stations, they won't stop there.

STATION CUTS WILL IMPACT DRIVERS

We're members of RMT - rather than a "drivers' only" union - because we believe Tube workers share common interests, whatever function we work in and whatever job we do. Sometimes, that means taking action over issues that don't directly affect us.

But it's not an abstract principle in this case. Station job cuts do affect drivers. This is especially true as those cuts will largely be achieved by cutting SATS and detrainment duties.

LU has identified Oxo, Picc Circus, Charing Cross, Queen's Park, Stonebridge, and Harrow and Wealdstone.

This means drivers' workload will increase, at the risk of your safety and passengers' safety.

ATTACKS ON FRAMEWORKS

Every single framework agreement across the job is under review. Management are already imposing new frameworks on the SRT and revenue department. If they're not stopped, drivers' frameworks could be next.

Striking now is a form of "pre-emptive self-defence"; it shows LU we won't tolerate attempts to worsen our conditions.

PENSION REFORM

It is absolutely clear that LU views the ongoing pension review as a way to identify potential savings.

The review is almost certain to recommend detrimental changes to the scheme, including closing it to new starters, which will jeopardise the scheme as a whole.

We can't afford to wait until LU's plans for reform are already in place, leaving us playing catch-up and striking to stop something that's already halfway to implementation.

Pensions are deferred wages, money we've already earned in our working lives set aside and invested in our futures. We cannot accept those pensions being tampered with.

LU plans cuts on Bakerloo stations: strike to stop them!

Six Bakerloo line stations are included on London Underground's list of locations to be targeted for cuts.

LU plans to axe jobs at Oxo, Picc, Charing, Queen's Park, Stonebridge, and Harrow and Wealdstone. The company has already said they plan to achieve the reduction by cutting SATS duties, scrapping detrainment duties, and reducing the "welcome function" (i.e., numbers in ticket halls).

This means an increased workload for station staff, and possible displacement for part-timers who face their positions being abolished altogether.

600 station jobs are under threat across LU in total. This would represent a reduction in the overall stations workforce of more than 10%.

SRT UNDER THREAT

LU wants to impose a new framework on the Special Requirements Team to turn the SRT into an "any time, anywhere" workforce.

LU's new framework will allow the company to use SRT staff to cover duties at stations, and change shift times and locations with much less notice.

RMT Bakerloo branch has been proud to organise and represent SRT workers since the department was created. We're proud to strike to defend their framework.

REVENUE UNDER THREAT

It's a similar story in the revenue department, with a proposed new framework that seeks much greater "flexibility".

With the recent introduction of the RCO grade, paid significantly less than existing RCIs, LU plans a race-to-the-bottom in revenue. TfL TSEOs, paid even less than LU RCOs, now work on LU stations and could be the future of revenue enforcement.

RCIs and RCOs must strike to defend their conditions!

LU is lying to you

In response to our announcement of strikes, LU boss Andy Lord sent a message to all staff attempting to counter the union's claims.

That email included the assertion that "there are currently no proposals to change terms and conditions."

This is a straightforward lie. LU is already attempting to impose new frameworks on revenue and the SRT.

Our bosses can't be trusted. It's time to rely on our own strength, organisation, and instincts.

Reverse outsourcing!

As well as the 10,000+ directly-employed LU workers involved in the current dispute, we also represent outsourced cleaners, catering workers, security staff, and others.

ABM's cleaning contract with TfL expires this year. RMT will be ramping up the pressure on LU, TfL, and Mayor Sadiq Khan to demand cleaning is taken back in-house, with cleaners given access to the same conditions, including staff travel passes and full sick pay, as the LU staff they work alongside.