



# Bakerloo news



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## Stations north of QPK “babysat” by CSA2s: Staff our stations safely!



Remember this? LU is lying to the public.

### DRIVERS: KNOW THE SCORE

This practise means you could have to wait for a significant amount of time for assistance with any incident at the stations north of the Park.

It also means that when assistance arrives, the member of staff might not be fully safety-qualified. CSA2s cannot touch PEAs, carry out detrainments, access the tack, provided assisted dispatch, or act as a hand signaller.

 For all the latest news from around the RMT London Transport Region, visit [rmtlondoncalling.org.uk](http://rmtlondoncalling.org.uk)

The practise of “babysitting” – a single member of staff looking after a group of stations – is widespread on the north end of the Bakerloo Line. RMT is completely opposed to this practise, and will be organising against it.

Our policy is that all stations should be staffed, all the time. The lack of legally-stipulated minimum numbers on stations north of Queen’s Park means LU can get away with leaving them unstaffed. This makes a mockery of their previous commitments to staff stations from first to last trains.

As if the practise of “babysitting” weren’t bad enough, LU are using non-supervisory staff in these roles. Worse still, CSA2s, who do not hold full safety-critical licenses, are being used.

We believe this practise puts our members, and the travelling public, at risk.

If you are a CSA who is asked to “babysit” a station, you should:

- Insist that an EIRF is logged to record that stations were kept open under the “supervision” of a non-supervisory grade worker
- Ask for a written explanation of why you’re being asked to do it
- Inform your local IR and safety rep
- Inform the Controller that you’re a CSA babysitting stations, and ask that they inform drivers.

We also believe the practise of “babysitting” may breach LU’s own safety rules.

Section 16.1.3 of the London Underground Safety Certification and Safety Authorisation states: “Each station is run by a Customer Service Manager or Customer Service Supervisors (CSS).” Having groups of unstaffed stations “babysat” by CSAs clearly contravenes this. (Search for “Safety Certificate” on the Intranet to download the document.) Local reps in affected areas should present this document to management at your next local meeting and ask for a clear response! If you’re not satisfied, refer the item.

RMT is raising the issue of “babysitting” with LU at Functional and Safety Council level to insist that our stations are properly staffed.

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.

The Regional Council meets on the **LAST THURSDAY** of every month, 16.30, at the 12 Pins, next to Finsbury Park station.

## SRT safety news: Demand a place of safety!



North Greenwich SRT staff recently realized that Level 1 at the station has never had a place of safety in its 18 years of existence.

When abuse from passengers increased to a regular pattern, and an event got out of control, staff were left with no access to the station or a place of safety among 18,000 revellers.

Since the BTP changes, police presence is also at an alarming decline with no sign of ever returning to safe levels. The SRT health and safety rep has brought this issue to the attention of two Area Managers, as well as locating a solution and is awaiting the decision from a local Tier 1 meeting with the Canary Wharf AM to get it in place. Your safety is paramount at all times. If you don't know what your place of safety is, you may actually not even have one.

**Demand a clear place of safety at all times!**

## The North Remembers...

LU has announced plans to close the ticket offices north of Queen's Park, excluding Wembley Central, Harrow and Wealdstone, and Queen's Park itself.

It has made its intention to close these offices as well, pending the outcome of a London TravelWatch consultation.

RMT's policy is to oppose ticket office closures. The tickets offices on the Bakerloo Line have stayed open longer than LU has wanted in part because we successfully intervened around the last TravelWatch consultation, with demonstrations and petitioning, and helped build pressure on the company

to postpone closure.

We will be making a submission to TravelWatch to remind them that our position has not changed.

We will also be helping our members on the affected area organised. LU has used a group of CSAs to do ticket office work for a significant period of time, and paid them substantively at ex-SAMF rates.

**RMT will be fighting for a fair deal for these members. We will not let LU use them as de facto SAMFs for an extended period of time and then cut their pay when it wants to close ticket offices.**



## CLEANERS

The RMT London Transport Region Cleaning Grades Committee meets on the **FIRST MONDAY** of every month at 12:30 and 15:30, at Unity House (39 Chalton Street, NW1 1JD, near Euston).

**Come along to discuss workplace issues and union campaigns.**

## News roundup



### Bumped down the list?

Station staff waiting for full-time driver promotion are finding themselves being bumped down the waiting list.

There's some ambiguity over what's causing this, with some people being told it's because of Night Tube drivers going full-time, and others being told that it's because station staff with greater seniority are passing the training after them.

RMT believes your position on the waiting list should be fixed. We are seeking an agreement from the company on this, but in the meantime any member in this situation is encouraged to take out a grievance, which should be sent to Linda Moran (head of Ops Resourcing for Trains).

Speak to your rep for more info and support.

### NYE pay shambles

If you worked overtime on New Year's Eve and haven't been paid, speak to your local rep immediately.

LU has added insult to injury by paying a £275 flat rate to "Ambassadors" (barely-qualified managers and office staff) who worked NYE shifts, while completely messing up station staff payments.

*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