

Bakerloo News



National Union of Rail, Maritime & Transport Workers'

December 2006



55 Broadway - **the** venue for this festive season's biggest pantomime.

Starring

Tim O'Toole as Bad Santa

Ken Livingstone as Scrooge

Mike Brown as Mike Brown

This adaptation of classic British panto / horror will have your children crying for the good old days of the Victorian era. Set surprisingly during the 21st century this play is riddled with baddies stealing food from the mouths of tube workers kids at Christmas. The only present from this cast for your children this yule tide will be a bardic lamp and a mouldy satsuma.

Yes it has been a pantomime: LULs approach to your deserved pay set-

tlement has been disgraceful. The RMT's request that staff get the 4% before Christmas while we continue to discuss all other issues has been rejected.

London Underground Presents
this years panto sensation -
"Christmas is cancelled"

Consider this: mortgage rates have just gone up to 5%, house price inflation is 10%+, supermarket prices are up 6.5%, gas & electricity 39% and council tax 5%-7%. So why does LUL think we're going to settle for a 3 year deal? LUL say that the 4% is available now. This is nonsense. It is only available now if you want to sign up for a 3-year deal. With prices heading upwards you'd

have to be mad to agree that or in the TSSA.

If only cash strapped tube workers could take a leaf out of Aladdin's book: rub their magic bardic lamps and make Ken Livingstone and his ugly sisters disappear.

Alternatively - in the real world - we could take strike action in the new year.

ANNUAL GENERAL MEETING & SOCIAL

**16:00 hrs, Thursday
December 7, 2006**

**Upstairs at The Clachan,
Kingly Street.
Oxford Circus**

ALL GRADES UNITED IN ONE COMMON OBJECT

Keep the job safe - No to lone working at detrainment locations.

Bakerloo management are attempting deal with the nonsense that has followed the introduction of the Shambolic Working Week by making the job more dangerous: they want to introduce lone detrainment at Willesdon and Harrow..

CSAs at Willesden Junction have been particularly hard hit since SWW, losing a post and ending up with 3 five hour turns some weeks – all this from a deal that that was supposed to surrender 200 SAMFs. Anyone mention CSAs???

Staff at the laughably named Safety, Quality and Environment dept. have duly done management's bidding by dreaming up a series of ludicrous responses to our concerns about safety.

Try this one: Quote - "increasing the number of staff will increase the exposure to assaults". Oh fair enough mate. How about no staff at all? Then there'd be no staff assaults. And no passenger assaults either, because the whole travelling environment would be handed over to the villains. Have you people learned nothing from the murder at Kensal Green?

Or what about this gem? At WJN staff will be safe because there's a Duty Manager on the High Level Station, at Plat 5. And if there's any restricted staff (quite a few) with a medical condition that leads to collapse, "There will be a train detraining every 15 mins... and if the member of staff does not turn up, the Train Operator will raise the alarm with Control"!!!!!! That's reassuring then!

And Harrow? Try this – "According to the Silverlink GSM LU staff are never alone in the station...normally four people are present". This is nonsense. For large parts of the traffic day there are no Silverlink staff, and in any case, the distance between Silverlink staff and LUL at H&W is greater than from Premier House to the Pizza Hut at QPK. Disgracefully, SQE went to H&W, timed ONE train, and pronounced lone working safe. They wanted to do the same at Willesdon but staff there wouldn't play their silly games. If Bakerloo managers and SQE think it's safe then why don't they open stations or detrain at close of traffic on a Saturday night. RMT will continue to fight this imposition and update members as the fight unfolds.

Catch the pigeon

Health and Safety Representatives, from both unions, were forced to issue a notice to all drivers last week 'not to enter the South Sheds' after the Bakerloo Line Management Team, Dick Dastardly and Mutley, failed to improve the condition of this building.

After warnings over the past 9 months about the increasing amount of bird shit on walkways, SPTs, hand railings, as well as a flock of dead pigeons decaying overhead, Mutley and co. showed what really think about their 'team' by doing 'nothing.'

The 'lets do nothing and hope they forget' approached back-fired once the notice to divers was issued and Environmental Health experts were called for their opinion of the risks to health. All of a sudden there were men in space age white suits, goggles, breathing apparatus etc, all over the building finally doing what should have been done months earlier.

The excuses given about why it had taken so long to resolve a simple problem were comical and reminiscent of an episode of the Whacky Races: it was Metronet's fault, it was Network Rails Fault, it was the Anthill Mobs fault! It was everybody's fault except their fault.

No doubt if the General Manager had do dodge this amount of shit or breath in the dust from rotting pigeons at his place of work the matter would have been resolved within hours.

If they spent more time taking ownership of these problems and less time issuing MP3 players that self-destruct after two tracks they might get more done.

Ned Kelly returns

It appears that management have not given up in their attempt to force upon us, possibly, the most bonkers new procedure for SPAD mitigation ever.

The latest crackpot proposal from the Bakerloopy's finest would see drivers, on arrival at a terminus station and encountering a red aspect, having to go sit in the IO's seat until the signal had cleared.

Local safety representatives have already refused to agree to this nonsense on the grounds that the driver's responsibility at stations is the Platform Train Interface and observing this on the mirrors and monitors. The matter has now been placed with senior safety officials to hopefully make them see sense and withdraw this idea.

One driver commented about the new proposal that, 'they may as well issue us all with Ned Kelly type buckets to place over heads every time we meet a red signal! Don't laugh, that might be next.

So much for us being 'professional drivers.' They treat us like fools

Once more on reserve staff

If you're Marylebone reserve staff and you do not want to work on the Detrainments, YOU DO NOT HAVE TO. If you want to, fair enough, but there are TWO reserves, S12 and detrainment. It is LUL's responsibility to ensure that staffing is adequate. Don't be bullied. Any problems, call your rep.

The Xmas and New Year arrangements are being sorting out at the moment. If you've any concerns or suggestions, get in touch.

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