

Bakerloo News



National Union of Rail, Maritime & Transport Workers

June 2007



KEEP IT SAFE

LUL will be putting all staff at risk with their proposals for Lone Working.

This will set a precedence for when the line runs up to Watford.

Support the unions campaign for safety on the Line.

RMT executive says NO to lone working

All grades on the Bakerloo Line should be aware that the RMT are now officially in dispute with London Underground over their intention to introduce 'lone working' for the detrainment staff north of Queen's Park.

The RMT Executive has informed London Underground that unless this proposal is withdrawn then we will be balloting the relevant members for industrial action. The union is seeking an urgent meeting with management to resolve this.

The principle of lone working is a concept that this union finds unacceptable.

Working alone at locations north of Queen's Park is inherently dangerous. LUL will need to add to the required PPE: a stab proof vest, pepper spray and a pair of running shoes. Even the Lone Ranger had hi ho Silver and Tonto for assistance.

The RMT's position is clear: under no circumstances can we

expect station staff to work safely in these conditions. LUL like to say they want a "21st century railway for a 21st century city", but how can they even contemplate such a risk to their staff if they seriously valued their safety and welfare. These areas are unsafe when fully staffed to LU standards let alone a single member of staff left alone to face the anger and wrath of every nutter with a travel concern?

The locations that they intend to operate this unsafe practice, namely Willesdon Junction and Harrow; will allow management precedence to impose this unsafe working for when the Bakerloo Line finally runs up all the way to Watford.

The ethos of LU taking control of the stations north of QP all the way to Watford is a good thing that we fully support. But surely, there must be consistency with how we operate on LU as a

whole: drivers have operated over this section of track and are all aware of the dimly lit conditions, the fact that there is no staff available to deal with incidents and that no driver in their right mind would leave the cab for love nor money!

What is the point of taking control of this section of track if we are going to employ the bad working practices that Network Rail have got away with for far too long!

For these reasons all grades should fully oppose this recklessness! Support the unions campaign to stop this!

BRANCH MEETING

16:00 hours

Thursday July 5,
2007

Upstairs at The Clachan,
Kingly Street.
Oxford Circus

ALL GRADES UNITED IN ONE COMMON OBJECT

WTT34 fiasco

This is a bad time to be a driver on the Bakerloo Line. The new timetable, WTT34, is as bad as at gets. With its extra trains the new timetable means that drivers are seeing danger signals from booking on to booking off. The frustration of seeing red all day long impacts on train staff morale. And the slightest thing going wrong mucks up the service for the rest of the day. Meanwhile SPADS on the Bakerloo are going off the chart. LUL top brass must be wondering what the hell is going on down here.

Here's the simple answer -WTT34!

A recent meeting with Bakerloo management to discuss the new timetable was disappointing to put it mildly.

There was a lot of "we-completely-understand", and "it-could-be-better", and "we'll-be-fully-staffed by August".

What a load of rubbish.

Biggest shocker was the claim that the ENTIRE Bakerloo train staff complement is only down by SEVEN T/OP's.... how they work that out is beyond any sane and rational person.

If the entire Line is only down 7 drivers why are managers running around doing everything they can to stop cancelling trains. It is even alleged that management are trying to get drivers to work rest days and come in to work without the proper 12 hour rest between shifts. Coverage is that tight that the Trains Performance Manager even sanctioned unlicensed drivers to operate trains until rebuked by the Trains Safety Council.

Bootle and Co must be under serious pressure - cancellations, SPADS - not only are their bonuses under threat, their jobs are probably on the line as well.

Management are going away to find out if they can whip out a train or two in the short term to resolve the timetable problems on the line. But don't hold your breath. WTT34 needs scrapped. We also need the line fully staffed. Pronto!

Regents Park update

The ongoing never ending problems at the Regents Park construction site continue. Local Management are insisting that station staff begin training as soon as possible. Staff can only train when the environment is conducive to training.

Following pre training inspections by local Health, Safety and Welfare Representatives, the programmed training schedule was scrapped.

The site was not suitable for training. When it was agreed that training could eventually begin, the first session had to be abandoned due to noise and other hazards caused by contractors.

There were also many problems with the 'new lifts' there. Staff and the trainer had to be released from 'stalled' lifts during training. Will reliability problems continue after handover? We have been assured that this will not happen but have heard that before.

Again Management behaved contemptuously when given the opportunity. Without any consultation with local Representatives the decision was taken not only to de-man the ticket office but to brick up the windows during the refurbishment.

When will the Station re-open? Not until all staff have been properly trained and familiarised and not when it is politically correct to do so.

The only way is up at Queens Park!

Summer follows spring, timetables come and go, and Sunderland FC has their annual relegation / promotion battle, but if we are honest, we all assumed that our previous T.O.M. would be with us forever. You, like me, assumed that plummeting morale and a wedged open fire door were a permanent fixture at Queens Park Depot.

Some might argue that we have been merely the beneficiaries of the Victoria lines bad fortune, but the fact remains - WE HAVE A NEW T.O.M. - and so far, industrial relations and morale have been given a well deserved lift (pity about the timetable)

Simon has met with the unions at Queens Park and in the short time he has been at the helm has given an undertaking:

To install a fridge and television in our room at Stonebridge Park

To implement a rest day roster for pool staff (when numbers allow...)

Has amended the booking on sheet at Queens Park (you now do not have to sign to say you have checked the notice boards etc before you book on)

To inform union reps. when a T/Op has a one under / near miss

Credit where credit is due not bad for the first month As Yazz (who now works on the E.R.U.) and her plastic population sang all those years ago:

The only way is up!

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