

# Bakerloo News



**Newsletter of the Bakerloo Branch**  
national union of rail, maritime and transport workers

**JUNE 2008**

## **TB or not TB?**

A number of cases of staff contracting TB has been reported and despite numerous requests to Occupational Health LUL are unable to tell us how many people have contracted TB on the combine in the last 5 years. They can tell us the National

figures but not London Underground's own statistics.

So we have a potential outbreak here but Occupational Health can't deliver simple stats. Surely tube workers getting TB is related to health & occupation?

## **Proper representation for train staff!**

With the RMT grossly under represented for years on the trains functional council (Aslef have 6 reps - RMT 3) The union has demanded proper representation for our members. With approximately 50% of train drivers

paid up members of the RMT, this imbalance has to be addressed.

The union will present our membership list to the Company Council on June 18 to demand full and proper representation.

## **Defend Jerome Bowes** *You could be next*

Jerome Bowes, a CSA at Elephant & Castle was sacked recently after an altercation on the barrier on New Years Eve.

Jerome was witness to a violent fight between two passengers and when the fight broke up our fellow member started taking lots of verbal abuse from one of the passengers.

He was moving to a place of safety when this Passenger punched him in the back and our colleague swung round to defend himself and caught the person fracturing a small bone in his own wrist. The police were called and the Met police turned up. After they had spoke to the Passenger they let him go. When BTP turned up they were reportedly amazed that the passenger had been allowed to leave so nothing formal was taken up by the police. Jerome went to hospital that night to have his arm checked out were it was set in plaster and he was

told to rest up and signed off from work.

Witnesses to the incidents clearly state Jerome was not at fault and was defending himself from further attacks, not knowing whether he had been punched or struck with a weapon. None of this was taken into consideration by management and Jerome has been hung out to dry.

What is amazing about this case is that the Police didn't find anything which warranted an arrest but LUL found evidence to take our Brothers livelihood away. Witnesses state that he was not assaulted but management are happy to sack a member of staff who was the person assaulted

This could quite easily happen to any of us.

The Bakerloo Branch has requested that the station staff on the south group are balloted for strike action and that the matter is taken up at Directors level.



RMT and TSSA members stand shoulder to shoulder with Jerome Bowes (centre) unjustly sacked by LUL.

# Ramsey not keen on the F word

You have to hand it to Lance Ramsey, the current incumbent of the Bakerloo General Managers hot seat. Most new managers, and there have been a few lately, enjoy a honeymoon period and promise the earth before delivering nothing; Lance has gone straight to the default position: delivering nothing.

The case in question affects our new comrades on the Wembley Central Group, the ex Silverlink staff. These employees are now fully fledged LU staff entitled to the same money, terms and conditions as all LU staff across the combine. Or so you would think. A joint working party (JWP), set up in an attempt to oversee the transfer of staff from Silverlink to LU agreed at their last meeting, and rightly so, that the framework agreement for station staff now applies to all staff on the Line. The Bakerloo Line management team have reneged on this agreement and are now

claiming these staff will not be entitled to the same terms and conditions, the framework agreement, that all other LU staff enjoy until new rosters are implemented next year. This is plainly ludicrous and unjust.

For one thing, how can we entertain a two tier system were staff working side by side do the same job and work under two different sets of conditions?

Secondly, the reason we have a framework agreement in the first place is to ensure safety and welfare. We all work in a safety critical environment and certain staff working excessive days with no rest, long hours and no minimum period between shifts is scandalous.

The RMT will be pursuing this as a matter of urgency. Lets hope this is not the sign of things to come from our new glorious leader (this is obviously tongue in cheek).

# It's summer... again!



Who would believe it? It's summer again! Bizzarely it comes around every year. It's an annual thing. You can be sure of it as much that it takes the earth 365 days to revolve around the sun or that bears shit in the woods. You can count on it. Summer comes every year.

The only person who can really confirm wether the air con is working is the driver. So the DISI stands - if it isn't working, work the unit in service to the nearest siding or depot.

So with the onset of our glorious British summer upon us the thorny subject of efficient air con for drivers again rears its ugly head. If we heed the diktat from on high then drivers must wait about 15-20 minutes for air con to work before we call up for the train maintainer. But as it is only takes 26 minutes from Elephant to Queens Park it does not leave much scope for anyone to confirm a defective air con unit. The only person who can really confirm wether the air con is working is the driver. So the DISI stands - if it isn't working, work the unit in service to the nearest siding or depot.

What comes first, the T/Ops comfort and safety or the or the service requirement? Management knew summer was coming they should have got the air con working. Or are they that daft they don't know summer comes round every year?

# Horror at Piccadilly



How could moving images on a 10 foot high screen in anyway distract a train operator coming into an extremely busy central London station? This is what has been facing drivers with the new cross track projection (XTP) at Piccadilly Circus.

Apparently London Underground

have carried out extensive trials and tests on the Victoria Line and there were no issues over there. So it follows then that there was no issues that needed to be addressed before XTP was installed on the Bakerloo.

The scientific analysis and comparison methods employed was that a DMT watched the screens at Euston, which are obviously similar to the extremely tight curves present at Picc, for a whole 15 minutes and concluded everything was fine. The screen was supposed to switch off prior to the trains arrival at the platform but this continually failed.

Thankfully no one SPADED the signals while watching the movies on the platform walls. But this says more about our drivers than it does about Bakerloo Managers who seem more inclined to take the advertisers buck than worry about safety.

Focus on PTI, safety, or spad mitigation? Not for the Bakerloo managers.

## BRANCH MEETING

Thursday July 3

16:00 hours

THE CLACHAN

Kingly Street

near Oxford Circus Tube