

# BakerlooNews

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

April 2010

## ***Tube bosses lies exposed!***

London Underground has declared its intentions. It is gearing up for slashing jobs, attacking terms and conditions and watering down safety rules in order to justify wholesale destaffing of the combine.

At a Company Council meeting on March 25th the RMT was informed from the horse's mouth (Howard Collins) that the job cuts under "consultation" were paying for the collapse of Metronet.

They could not explain however how they would be able to meet operational requirements with this decimation in staffing numbers. They could not explain how London Underground would be able to meet the operational requirements during the olympics with staffing levels slashed. They could not explain how safety would be affected.

A leaked LUL document reveals all. Management are "getting in a position to positively take on a strike."

They state that they must ensure they have "political and commuter backing for what they're setting out to do". They go on to say "We must plan for a strike and prepare people for it."

This is a far cry from the glossy booklet handed out to all staff "Change proposals for LU Operations". In this document LU

talk in terms of its "commitment to, and proud heritage of customer care; our excellent and improving record on safety; and the need to ensure that all of our employees can continue to share in our success".

So what's it to be "sharing in our success" or "we must plan for a strike"? London Underground have reached new depths of dishonesty and duplicity.

They in fact aspire to the union bashing and staff demoralising tactics of Willie Walsh and British Airways.

The question now is what do the workforce on London Underground do? Accept the lies and the attacks on our workforce and our ability to provide a "world class tube for a world class city" or stand united against this unprecedented assault on our jobs and the safety of workers and passengers? The company's leaked document (which can be seen on the RMT website, [rmt-londoncalling.org.uk](http://rmt-londoncalling.org.uk)) makes clear that management's proposals are about more than just making savings.

This is the first salvo in a battle that if successful for LUL will see union organisation smashed on the Underground followed by an even bigger attack on pay and condi-

tions. Management claim that there will be no compulsory redundancies, but the redeployment process only lasts for 13 weeks and after that your out of a job. With 800 people scrambling for jobs when the company isn't recruiting what chance do you think there is of anyone getting a job?

This is the time to resist. If we don't then the job as we know it will be over. Stand together!

### **BAKERLOO BRANCH MEETING**



**GUEST SPEAKER  
STEVE HEDLEY**

**RMT LONDON ORGANISER**

**Thursday April 1st**

**16:00 Hours**

**Upstairs in the Clachan**

**Kingly Street**

**near Oxford Circus tube**

# Kenton one-under: RMT demand the truth

Let us all spare a thought for the poor woman who died and all members of staff involved in this tragic incident.

The one-under at Kenton recently, presented a number of, as yet, unanswered safety concerns.

The RMT were labelled irresponsible scare-mongers by LU as a result of media coverage of this incident, but let us look at the facts then you can decide. Your RMT safety reps asked the Bakerloo Line management for a copy of the Electronic Incident Reporting Form (EIRF) regarding this incident on the Friday, the day of the incident; by the Monday, 3 days later, this was still not seen.

When your reps finally managed to get a copy, what they read demanded immediate answers: it claimed in the form that there had been 4 unanswered Mayday calls; it also claimed that it had taken 23 minutes to discharge traction current. Your safety reps demanded an emergency meeting with management, this was denied. It was only later when the incident had hit the news that management decided they would meet the reps.

The RMT was not scare mongering; we were demanding answers to legitimate safety concerns as a result of matters quoted in an official LU document!

LU now dispute that there were 4 unanswered Mayday calls and claim that current was discharged in 4 minutes; as yet, your safety reps have not seen any paperwork to support these claims. The reason that drivers were so willing to believe that there were 4

unanswered Mayday calls is that all too often the radio is not answered north of Queen's Park, this is despite the problem being raised and documented on numerous occasions over far too long a period of time. LU has to act now to resolve this problem!

RMT station reps have reported that the only member of staff on duty at Kenton at the time of the incident was agency staff, without the proper training to assist with evacuation and with no knowledge of how to power down the UTS gates; the emergency services had to climb over the gates to gain access to the station. This is in no way a criticism of this member of staff, who, it has to be noted, performed heroically on the day.

Senior LU station managers have claimed that the training agency staff receives is sufficient for the role they play; events on the day would strongly suggest otherwise. Despite requests to view exactly what training these agency staff receive, and assurances that this would be possible, at this time, again, no documentation has been forthcoming.

As a result of the pressure brought to bear by your RMT safety reps, LU have now agreed to have a full Line Investigation Report (LIR) into the events at Kenton on that day. We need answers as to why our radio calls are ignored and we need answers as to the suitability of the training of staff at stations north of Queen's Park, staff we so obviously depend upon for the safe operation of our railway.

## Members demand ballot for action at Oxo

The RMT has called for an emergency joint meeting of the Stations Functional Council and Stations Safety Council.

The February meeting of the Bakerloo Branch heard reports that local management are riding roughshod over agreements and procedures.

The Branch heard that the General Manager, Lance Ramsey, was making a routine visit to the station and was held hostage for 3 hours as members of staff queued up to give him an earful over problems facing staff on the Group.

This includes management's plans for refurbishing escalators in the station. Staff and reps believe management's plans are unsafe and will lead to serious overcrowding in the station.

RMT Regional Organiser, Steve Hedley is aware of the Branch's concerns and the members demands for a ballot for industrial action if the pressing issues and concerns of the members are not properly resolved.

The April Branch meeting will hear reports on the latest situation.

## Overtime for Drivers

Train Operators on the Bakerloo Line could not believe their luck, when in an all too rare show of altruism, management swept away the existing way of booking overtime and brought in a new improved system.

Openly weeping with joy a Bakerloo driver said:

"The previous system was bonkers, and now thanks to Bakerloo management we don't have to endure the drudgery of - finishing late - picking up a phone and informing the desk DMT - then hanging up."

A Bakerloo manager informed us:

"The new system is much fairer, T/Ops were literally working overtime and getting paid for it. The new system simplifies everything, from now on all a T/Op has to do to claim overtime is:

1- Digitally encode the amount of minutes worked into machine code,

2- Memorise the number and have it tattooed on the wing of a pigeon

3- Whisper the Premier House address into the pigeons ear

4- Throw the Pigeon in the air and shout "Fly Pigeon! Fly!"

5- Fill in a non payment of overtime form on payday.

We tried to get a DMT's view on this new workers utopia, but he was too busy helping a Train Operator with a rest day changeover....

All drivers are reminded that if you are late running and have gone over time, the framework agreement states that all trains should be put in the nearest siding or depot.

### WEMBLEY CENTRAL GROUP

**The election of reps for the Group will be finalised at the April Branch Meeting**

**Please attend the meeting**