

# BakerlooNews

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

**September 2009**



## ***“London Underground’s pay offer is crap”***

Pay report from Steve Hedley, RMT Regional Organiser

September 2009.[this has now been extended to the 25th of September]

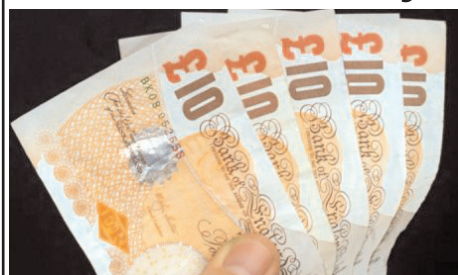
I attended the LUL company council meeting on the 08/9/09 and discussed the pay offer. There was no improvement whatsoever on the last offer. It remains 1.5% this year and RPI plus 0.5% next year. As discussed with Pat Sikorski earlier LUL are prepared to release our reps for a meeting and I am requesting the Tuesday 6th October 2009 (one day after the ASLEF reps are released) to take a sounding on where we go.

I personally feel that the deal is very poor and therefore unacceptable however to get a better deal our pay fight needs to be built up again. I certainly think that to accept such a poor deal would let ASLEF off the hook as they can then blame us for not rejecting the deal. The pay will not be processed until next year anyway as the cut off date to have it paid this year according to Howard Collins is the 16th

One possibility is non acceptance and then put a pay claim in as normal for 2010 this would effectively let them impose a 1.5 percent pay deal this year and then we could still negotiate for 2010 where the prospect of a half percent pay rise might spark our members into action.

To sum up the pay offer is still crap but we should not rush in let's see what the TSSA and ASLEF do. We as a union will then be in possession of all the facts to make an informed decision. We cannot be forced into a rushed poorly considered deal by management and as ASLEF have already agreed their meeting for October 5th there is absolutely no point in us being pushed into a rash decision because even if we did accept the deal the deadline of the 25th will be exceeded before ASLEF make any decision.

### **Where's our money?**



**Why are LUL holding us to ransom by threatening us with no pay rise 'til next year if we don't accept by September? Previous pay deals have been settled and paid in December.**

**London Underground continues to receive awards for improved performance, take all the credit and then screw the workers who deliver it.**

**A quarter of all current pay deals across industry are over 3% and average public sector pay rises are 3.9%.**

**ALL GRADES UNITED**

## Honour your agreements

Following last years dispute and supposed resolution over the treatment and working conditions of our colleagues on the Wembley Central group we are still no closer to getting what was agreed.

Management have dragged their heels over getting the correct grades employed within the group and the agreement on traffic hours supervision has stalled due to LU's attack on SS licensing. Management are trying to water down the SS grade and create a new supervisor which would be paid less and have less responsibilities, this would have a detrimental effect for those staff going for promotion and safety implications for train staff in emergencies.

Your RMT reps have been firmly opposed to any re-grading on the group, which following the dispute LU said would have been totally done away by now.

Kevin Bootle who chairs the joint working party previously stated that as they had 'coped' without station supervisors over the last year, does LU really need them? It is clear from comments like this that LU are not abiding by the dispute resolution and if anything show utter contempt for the agreements and also highlights the possible future plans for all non section 12 stations on the combine. The RMT believes that the working practices on the Wembley Central group could be seen as LU's plan for the future of the Tube and it is vital that we stop this and bring to the attention of the wider membership what is going on at Wembley Central.

**Branch Meeting**  
Thursday October 1  
16:00 Hours  
Upstairs in the Clachan  
Kingly Street  
near Oxford Circus tube

## Quote of the month

“ If the workers took a notion they could stop all speeding trains; Every ship upon the ocean they can tie with mighty chains. Every wheel in the creation, every mine and every mill; Fleets and armies of the nation, will at their command stand still. ”



Joe Hill, union organiser

## Trip cock - cockup

Bakerloo line drivers were subject to what can only be described as key-stone cops style of management during the first day of last weekend's shutdown. Seemingly making it up on the hoof, management instructed drivers to keep trains in service even when failing the trip cock tester. Apparently the requirement for a second person in the cab was sufficient to run a safe railway. This goes against all the basic principles we are taught when joining LUL! Week 1 Day 1 we are told safety is paramount.

Trip cock testers are our most basic and crude method of testing if the trips on trains are working. Light stays on. Train fails. Train out of service, with a 2nd person in cab. Enshrined in the rule book. (1st & last trains excepted)

When we fail to carry out correct procedures, we get sacked. Managers undertake a dynamic risk assessment, retrospectively, when they don't.

Fairness! Consistency!  
Collaborative! Open! Honest!  
Not a chance comrade. Us, the workers are beaten around the head when we fail to follow procedures, the first question our managers ask is "what does the rule book say?" They alter the rules when we ask.

The RMT have asked for an emergency ad - hoc, denied. We have demanded a local investigation into the events of Thursday 27 August. Watch this space for developments.

## The 2tone high tone Bakerloo Hokey Cokey



Madness???

Whoever thought this up .....

When trains arrive on Stonebridge Park reception roads, drivers on the Bakerloo line are being instructed to cut the high tone whistle out.

Then we have to cut it in.

Then out.

Then in

Then shake it all about!

All because depot staff are accidentally operating the high tone whistle in confined spaces.

Not train operators doing it in error

have you noticed.

But for some reason Bakerloo drivers are the ones being told to carry out this ridiculous procedure, this is because LUL don't want the depot staff to operate the whistle by mistake.

As well as the crazy hokey cokey dance we are expected to do every time we enter the depot, we will also be liable for "performance issues" should we fail to fully shut down, remove the reverse key, go to the off-side cabinet and cut the whistle out/in/out/in (delete as appropriate) We are not being offered additional time to do this.

Any time lost "can be redeemed at Queens Park south bound" apparently. Well what about when we are finishing?

We have told them what to do with this silly 2tone high tone Bakerloo Hokey Cokey! **This is one step beyond.**