



Action for safety

BAKERLOO DETRAINMENT DISPUTE



United action by ASLEF and RMT drivers for safety on the Bakerloo Line has been rock solid and has hit LU hard. So much so, that LU are not allowing the control room to manage the service in the best interest of passengers or the service. A diktat from senior LU bosses has stated that a 'special service' is not to be implemented and management have been placed in the control room to ensure that control room staff abide by this. They are intentionally out to sabotage the best running of the trains to make drivers suffer. At the same time management are also willfully and deliberately misinforming passengers about the service - across LU passengers are being told there are minor delays on the Bakerloo Line - this is a lie. The fact is the service is in chaos and delays are rife. **So much for customer service - so much for safety.**

As a result and as the action bites, trains are ending up all over the place - there has been severe blocking back on both roads, trains running late, late meal reliefs and drivers in the wrong position for meal breaks and booking off. Many members are asking for clarity about the parameters of the 'Framework Agreement', the agreement that specifies exactly what times management and drivers must abide by to ensure safe train operation.

Here are the main points of this agreement written as clearly as possible:

- Maximum duty length: 8 hours 30 minutes (including meal relief).
- All duties to have a meal relief: 30 minutes plus walking time.
- Maximum rostered driving spell: 4 hours 15 minutes; this simply means from the time you start driving until the time you have a break. Forget about routine 10 minute step backs at Elephant, they are irrelevant in this instance.
- Maximum rostered time on duty without a break: 5 hours 15 minutes (put simply, the time from when you book on until you have a break).

Many questions have also been asked about how and when you inform the control room about possible breaches of the framework agreement and your rights in this instance. Again, here are a few pointers / examples explained as simply as possible:

- If you are at Queens Park Southbound for example and you have 27 minutes or more left till you reach either the 4 hours 15 minutes maximum driving spell, the 5 hours 15 minutes maximum time without a break or the 8 hours 30 minutes maximum duty length, or your booked off finishing time inform the control room; if instructed to do so, you must run to Elephant then finish. If necessary - cushions back to the Park and claim your overtime.
- The same scenario as above and you have less than 27 minutes left, you still must run to Elephant if instructed to do so but upon reaching the duty finish time you must inform the control room that you are taking the train to nearest depot or siding, ie tip out at Waterloo and put the train into London Road..

Remember, the Framework Agreement is not a guide - it is a rule.

For further explanation / clarification of this agreement contact your union reps.

The impact of our action has taken management by surprise but we will have to continue to dig deep if we are to win a safe detrainment procedure for all. Drivers must continue to abide by both unions instructions to physically detrain all trains at all terminus stations until further notice.

OUR ACTION IS WINNING - UNITY IS STRENGTH