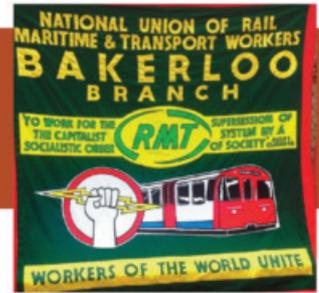




# Bakerloo news



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April 2018

## Feeling HOT?

We all know the “HOT” protocol for assessing suspect packages (is it “Hidden”, is it “Obviously” suspicious, is it “Typical” of lost property in the area... LU does love an acron) has its flaws, as a genuinely dangerous object could easily “pass” the test, so to speak, simply by being packaged in an item that is indeed “typical” of regular lost property.

But one advantage of the protocol up until now was that it did not require us to start rummaging through bags. If we deemed an item to be suspicious, our responsibility was to clear the area and call for assistance, either from an appropriate member of staff or the BTP.

But according to LU, that all needs to change. A unilaterally-issued revision to the protocol now compels staff to look in any packages

we deem suspicious, potentially placing us, and our passengers, at risk.

We don’t want to get all James Bond about this: we know the likelihood of a bomb being planted on our stations is small. But there’s a big, big gap between “small” and “non-existent”. We’re public transport workers, not bomb disposal experts. The idea that it’s safe for us to start rifling through potentially suspect packages is nonsensical.

*Bakerloo News* strongly advises members not to carry out these duties. Apply the original HOT protocol, but don’t start fumbling around with zips and locks. It’s not worth the risk. RMT will be campaigning against this unsafe new measure, up to and including with a ballot for industrial action short of a strike (refusal to carry out the task) if

necessary.

LU has claimed that this comes from the Department for Transport. However, despite repeated requests from union reps, they have failed to produce any evidence to back up this claim. It looks to us as if LU is making knee-jerk changes to the policies to make itself look proactive on security issues.

**In reality, the single thing LU could do to improve security on stations is reverse the 500-odd job cuts they’ve made over the past two years and ensure all stations are properly staffed, all the time.**

### New pay deal due in 2019: have your say!

The four-year settlement on our pay, terms, and conditions agreed in 2016 (backdated to 2015) expires next year. That means your union will soon be approaching the company to raise our demands for the new deal.

This is an opportunity for members to get their voices heard



within the union and ensure the union’s claim is reflective of what members on the shopfloor want. Should we be foregrounding demands for a reduced working week? Should we demand a flat-rate pay increase (e.g., £2,000 for all staff, thereby proportionally benefiting the lower-paid grades more) or a percentage? Should we demand salary increments for station staff carrying out ticket office work?

**It’s your union: have your say!**

 For all the latest news from around the RMT London Transport Region, visit [rmtlondoncalling.org.uk](http://rmtlondoncalling.org.uk)

Your branch meets on the **FIRST TUESDAY** of every month, 16.00, upstairs at The Royal Exchange, 26 Sale Place, W2 1PU (Edgware Road H&C). All members welcome.

The Regional Council meets on the **LAST THURSDAY** of every month, 16.30, at the 12 Pins, next to Finsbury Park station.

# Defective equipment? Defective management!



## Defective Correct Side Door Enabling (CSDE) at Wembley Central on the northbound is an ongoing concern for trains safety reps.

Despite constantly raising this matter, six weeks later the defect remains. We have complained about this defect with various controllers and managers to no avail.

As the CSDE override button is on the opposite side of the driver's cab to the platform at this location, the potential for a serious incident, wrong side door opening, is high. Despite this, no-one appears to want to resolve the problem. It's ironic that at a time when management are getting heavy handed with staff errors they are neglecting their own responsibilities.

We will continue to raise the problem and if necessary will escalate at next month's safety meetings.

In meantime, drivers are urged to be extra cautious at this location.

Meanwhile, drivers are still having problems with the misaligned One Person Operation (OPO) monitors.

Seldom a week goes by without more defective OPO equipment. Paddington southbound appears to be the worse offender.

Drivers need to report these defects immediately and insist upon a member of station staff to give assisted dispatch.

The Rule Book is clear: you must not move your train if you cannot see the whole of the platform. If you depart without assisted dispatch, and there is a subsequent problem, the buck stops with the driver.

Service Control continue to arrange for station staff to come down for one train only!

This equipment is not self correcting. Report the problem and insist on assistance. Your job could depend upon it.

Taken together, these issues show a clear unwillingness, or incapability, from management to deal with defects, despite safety reps repeatedly raising them.

**Which leads us to ask: is defective management the real problem?**

## Rep vacancy

*Bakerloo News* places on record our thanks to Bosun Odubela for her hard work as Level One (Industrial Relations) rep on the Bakerloo North Group. Bosun is moving on to pastures new, meaning the position will become vacant.

An election will be held at the branch meeting on Tuesday 1 May, 16:00, upstairs at the Royal Exchange (26 Sale Place, W2 1PU).

Anyone interested in running should email Branch Secretary Jim McDaid on [jimmcdaid36@gmail.com](mailto:jimmcdaid36@gmail.com) to obtain a nomination form.

## News roundup



### Fight AAW abuses

Area Managers on the Bakerloo South Group who have confirmed our suspicions that CSMs handling LDIs are being instructed to issue maximum warnings as a norm, rather than on the merits of each case.

CSMs have been told they will face "scrutiny" for "colluding with their colleagues" if they don't comply!

Said AMs also felt they are within their rights to conduct "patterning" interviews as they believe it is not intimidation but fair process to determine if certain staff are taking the same time off each year without good reason, even though no policies or standards have been breached.

**Urgent action must be taken to prevent these abuses and intimidation of our members.**

### Driver unfairly sacked, rules judge

An Employment Tribunal court has ruled that Luis Vigo, a Queen's Park driver who was dismissed after leaving his cab for less than 20 seconds to fill up a water bottle, was unfairly dismissed.

This Tribunal ruling shreds LU's case for dismissal, which reps consistently argued was unfair and heavy-handed.

RMT Bakerloo Line branch will now discuss our next steps for ensuring Luis is reinstated to a job as a driver.

**For more on this case, see [bit.ly/luis-vigo](http://bit.ly/luis-vigo)**

*Bakerloo News* is a monthly newsletter from the Bakerloo branch of the RMT union. To submit a story for *Bakerloo News*, or to contact the branch, please email [jimmcdaid36@gmail.com](mailto:jimmcdaid36@gmail.com), or ring Branch Secretary Jim McDaid on 07917 131692

## RMT to debate Labour Party reaffiliation

RMT will debate whether to re-affiliate to the Labour Party at a Special General Meeting in Doncaster on 30 May.

The delegates will be those members delegated to the 2017 AGM.

In the run-up, branches and Regional Councils will be holding special meetings to discuss the question and mandate delegates. For details of the Regional meeting on 12 April, see [bit.ly/ltrc-lp](http://bit.ly/ltrc-lp)

Watch this space for details of the RMT Bakerloo Line branch's meeting.