



Trains Health and Safety Council Safety Notice

19th February 19

LU plans to reduce Bakerloo 72 Stock Train Prep

LU has proposed worrying plans that would see the current Bakerloo stock 24 hour train prep performed by our Fleet colleagues drastically reduced, with checks currently conducted on a 24 hourly frequency being extended to 96 hours and in some cases not at all. The purpose of this 24 hour activity is to carry out safety tests, clear logbook defects and check saloon and cab condition before the train enters service.

Currently, Bakerloo fleet staff performs 244 checks on their 24 hour train prep. If introduced, these changes would see 77 checks remain at 24 hourly; this is only 31% of the current testing regime. 83 checks would be moved to 96 hourly frequency and 7 checks moved to the 28 day exam, with some checks completely lost.

If introduced, these plans would see drastic cuts to the checking regime of vital safety equipment!

Your RMT Train's Safety Reps have been in regular contact with your RMT Depot Safety Reps and they have been passing on to us this important information. We have been informed that the proposed changes would see no more 24 hourly checks for items such as: emergency brake (red handle) test; traction re-stroking tests; audible warning reset; ML/TL control valves; blowdown checks; MA/Battery charger output checks; PEA handle and foot switch checks. Also, out of the 28 current door checks fleet staff perform daily, only one will remain. And this is just some of the checks that will be moved from the current 24 hour train prep.

These changes will inevitably lead to more defective trains, impacting directly on T/Op's operating less reliable trains, the travelling public and our station colleagues who would have to deal with overcrowded stations created by trains going out of service.

Also of concern to us is the fact that our trains are almost 50 years old already. We'd like more checks of our trains, not less!

The RMT has asked LU to provide risk assessments and safety validation for these plans without success, forcing the RMT to submit a Freedom of Information request to secure visibility of information that should have been readily available. We can only guess as to LU's reluctance to provide these.

Our colleagues in Fleet have already entered into dispute with LU on this issue and meetings between the two parties are ongoing. We will update you all as this issue progresses but any reduction in the safety of our trains would be unacceptable to the RMT.



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