

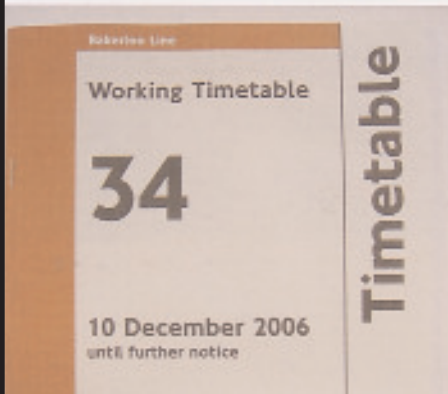
# Bakerloo News



National Union of Rail, Maritime & Transport Workers'

January 2007

## Timetable challenges



By the time you read this newsletter, the Bakerloo Line's new timetable, Working Timetable 34, or WT34, will have been in operation for a couple of weeks. You will know this if you are a driver because you will have been working stick to stick from Queens Park to Elephant and back again all day.

Replacing WT34, according to management, will provide a more frequent service to our passengers. The challenge, which management failed, was to implement it seamlessly. They should have had an extra 7 drivers at Queens Park to make the new timetable work; they only managed an extra 2.

Management say that to get things right, everyone has to rise to the challenge. As usual they didn't.

**ALL GRADES UNITED IN ONE COMMON OBJECT**

## Gone in 60 Seconds

Yes folks, Tc 516, your rules on how to detrain, has disappeared. In 60 seconds, one assumes.

The latest attack on health, safety and sanity was announced in the latest Bakerloo newslines extra.

The Working Reference Manual is your guide to safe working procedures. LUL is not permitted unilaterally to impose 'new procedures' with no regard to health and safety. Nor is LUL allowed to simply bypass your reps.

A glance at LUL's new procedure for tipping out trains and you see the flaw; we're no longer required to walk through the cars to check they're clear. It says you do "not walk through all the carriages. A visual check from the doorway... is sufficient." Actually, a check from the door is not sufficient: there'll be an increase in carry-overs into sidings and depots, (it's started already), and passengers' lives could be at risk.

Let's have no illusions about the motive for the new procedure: when he talked with the RMT's two detrainment reps a fortnight ago, it became clear that Performance Manager Dave Proffitt had given absolutely no thought as to how the increased tip-outs would be dealt with. He left Queen's Park muttering about SRCCs and submissions and reviews and delays zzzzzzz.

All Detrainment staff are advised by the RMT to continue to work in line with their old, safe, methods. If that doesn't deliver the throughput of trains, then maybe LUL needs to increase the staffing levels at Detrainment locations – instead of trying to cut them!

As always: any problems, call your reps:  
Mac McKenna 07801 071363 or Patricia McDaid 07710 609816.

## Challenge? What challenge?

Question: why do drivers have to "rise to the challenge" to run WT34? Answer: because the Bakerloo line management team have failed miserably with their own responsibilities.

Despite an LUL safety document written in the beginning of 2006 clearly outlining the need for 7 extra drivers to be in place before this timetable was to be implemented, these drivers have failed to materialise. This contempt for their own safety papers means that Bakerloo drivers will be the ones working our fingers to the bone and treated with disdain, or rising to the challenge as they like to call it.

Their failure to recruit these drivers in time (and they have had plenty) will mean no annual leave or special leave at short notice as there will be no cover; spares running all day; no spares to cover PNR's causing even more blocking back; short meal relief's and shifts constantly finishing late.

If we had a management team capable of rising to the challenge and showing some respect for the welfare of their employees their request would be legitimate. BUT WE DON'T. As usual, while the generals sip bacardi, the privates feel the pain.

**BRANCH MEETING**  
**16:00 hrs**  
**Thursday**  
**January 4, 2007**  
**Upstairs at The Clachan**  
**Kingly Street**  
**Oxford Circus**

## Where's our pay? More silly buggers from LUL

All members will have received letters from the General Secretary outlining the latest situation on LUL's withholding of your pay rise. Or to be more precise, their robbing of your money.

LUL bosses have been given the ultimatum of paying all staff the 4% back pay owed to them from 1st April 2006 by 18th January 2007. Any failure by the company to comply with this demand will result in a dispute situation and, having being given the sanction of the General Grades Committee, there will be a ballot for strike action.

At the same time, the RMT made it quite clear to LUL that the matter of late running and the implications for Train Operators was a separate matter out with the general pay claim and therefore should be dealt with as a separate item of negotiation.

Despite making our feelings quite clear, LUL posted a statement on their intranet in the name of the Managing Director, Tim O'Toole, stating that they would be approaching individual Train Operators and asking them to choose between an additional 3 days leave or an additional 3 days pay in return for their agreement to work later on Fridays and Saturdays. They went on to give a completely one-sided account of the pay negotiations and, worst of all, tried to influence the opinion of their workforce into accepting a three year deal with inferences of back money getting paid sooner rather than later.

This is not a situation that can be tolerated. The RMT therefore advises all members that this issue remains at Head Office level and members are strongly advised not to individually sign up to either the issue of pay and conditions of service or the issue of late night running for Train Operators. It is only through collective bargaining will we get a settlement that we deserve.

Clearly the situation is becoming even more serious and, being mindful of our date of ultimatum of 18th January 2007, there will be a mass meeting of all members:

**18.00 hours – Wednesday**  
**31st January 2007**

**The Small Hall – Friends**  
**Meeting House – Euston Road**



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