



tubeworker

'LEAKED DOCUMENT': WE CAN DEFEAT IT!



We've seen LU's leaked plans for the future: driverless trains and staffless stations. What will they mean for us and what kind of campaign will defeat them?

On stations, ticket offices will be abolished by 2015, replaced with travel centres run by non-operational staff. Reserve staff will be replaced by a central pool of cover staff. Rostered staff will follow 'flexible' rosters. For Station Supervisors, there will be no more double station supervision and no night turn SS outside central London.

On trains: we'll have a new 'Automatic Train Supervisor' grade by 2014; the first remotely-operated trains on the Bakerloo Line by 2018, to be extended combine-wide.

LU has a clear motive: shed staff and break the unions. The plans will not save money; automation is costly. They will not improve the service; commuters will wait longer for more suffocating trains. Without drivers and station staff on-site to respond to incidents, the Tube will be strained beyond its limited capacity.

LU promise job security. But Mike Brown has promised drivers a job 'until the end of their career'. Does that mean they will sack you tomorrow? Bosses on LU have recent history of broken promises; agency staff on Silverlink were promised LU jobs when LU took over Bakerloo stations in 2009; it never happened. We cannot trust guarantees from LU management about protecting conditions.



LU's plans are not yet reality. With the Mayoral election and Olympics next year, our still-strong unions can defeat them. What will we need to do?

All grades unite! LU will stagger the attacks. Their plan will hit ticket offices before drivers, but reach each grade eventually. Unite to defeat the whole thing!

All unions unite! The RMT has declared it will fight. If you are an ASLEF member, you can pressure your union to do the same! United, paralyzing action will set LU thinking.

Wanted: your ideas! As workers, you know these plans' ridiculous consequences. Your future depends on beating them. All unions should seek your involvement at workplace level, for a more creative and effective campaign.

Big battle ahead! Last year, four one day strikes did not save stations jobs. Start now to build up strike funds in each workplace. Prepare for longer, more effective strikes.

Strategic thinking! RMT drivers Eammon and Arwyn won reinstatement by putting on the action necessary to win their goal, upping their dispute from local to combine-wide when necessary. Let's put all necessary pieces in place, use the leverage afforded by the Olympics, but prepare to fight beyond the Olympics.

A positive, public campaign! We are not just motivated by what we don't want. We have a positive vision for how transport in London should run: for workers and passengers, as a democratically-controlled public service. We need passengers involved: we are on the same side.

A political campaign! LU admit their plans depend partly on who wins Mayor in May. Ken Livingstone is no saviour (he tried to close ticket offices before). But he's standing for the Labour Party, to which TSSA and ASLEF are affiliated. We should demand opposes the plans and sticks to his word once elected. We can place similar demands on all Labour GLA candidates.

In Greece, Ireland, Spain, etc, we see capitalist governments cutting public spending to prioritise payments to international banks. LU, backed by our own pro-capitalist Con-Dem government, is inflicting this agenda onto us. In the face of this international political consensus, we certainly need to fight politically!

SUPPORT NOVEMBER 30TH STRIKE

The public sector strike on 30 November will be the biggest single piece of industrial action in a generation. Up to 3,000,000 workers could withdraw their labour. Strikes like this remind us of the immense social power of our class; when we strike, even for one day, we can bring society to a halt. Strikes like N30 give a glimpse of what is possible.

The strike is part of a battle to defeat government pension reforms which would see public sector workers working longer, paying more into their schemes and getting less out of them at the end. Although government and the media will attempt to drive a wedge between public and private sector workers, all workers should support the pension strike. If the government can get away with attacking a fairly well-organised group of workers in the public sector, they'll have the confidence to go after anyone. Private sector workers' rights, already under attack, will face renewed assaults if the public sector workers lose.

Support the strike on N30 by visiting a picket line at your local school, college, town hall or job centre. Get your union branch to link up with public sector unions through local Trades Councils or strike committees; support public sector strike funds to help finance sustained action. RMT members are meeting at 10.30am outside Unity House on Chalton Street to join the main London demonstration.



Tubeworker is produced by Tube workers and published by Workers' Liberty, an organisation fighting as part of the labour movement for a socialist alternative to both capitalism and Stalinism, based on common ownership and democracy.

We want one democratic, fighting union for all railworkers. We reject artificial divisions between workers of different grades. We oppose racism, sexism, homophobia and all prejudice that divides us. Only our bosses benefit from a divided workforce.

MY FIT FOR LONDON EXPERIENCE

My 'Fit for London' experience began with a bewildering walk through the Westfield Shopping Centre. Surrounded by such displays of wealth and technology one feels truly insignificant, a feeling on the rise amongst the workforce on London Underground, with fewer colleagues around, increasing reliance on technology and more lone working.



The bus tour around the Olympic Park revealed more inhuman architecture.

After refreshments we were herded to hear mssrs. Collins and Brown outline their vision of the future (we've got to embrace change or else!) and their vision of the present (we've got to do better at persuading people to embrace change!)

A question and answer session gave the assembled workers a chance to let off steam and the bosses were left in no doubt what people thought of the staff reductions in ticket offices and on stations generally.

Objections to driverless trains were met with assurances that 'anyone currently driving trains will be able to do so for the rest of their career on LU', a classic divide and rule tactic to split old from young workers, which is also being used in the public sector pensions row.

I managed to get in a question about bringing services back in-house, which policy Mike Brown declared himself wholeheartedly enthusiastic about.

Unfortunately, the microphone was then spirited away and I had to shout my suggestions about station and depot cleaning services being taken out of the hands of the profiteers.

www.workersliberty.org/casualise

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WHAT A MESS!

In a bid to reopen Euston shortly after a one-under, LU stored the body in the cleaners' mess room. It was there for two hours! This shows LU's typical contempt for cleaners, not to mention disrespect for the deceased.

In LU's haste to reopen stations, bodies have previously been stashed in cleaners' store cupboards. Maybe staff canteens will be the next makeshift morgues?

Unions are investigating the incident, hopefully preventing a repeat of such a contemptuous act.

www.workersliberty.org/tubecleaners

AFM ROLL-OUT

LU plan to extend AFM Functionality, where gateline staff use ticket machines for ticket office transactions. LU will encourage non-SAMF-licensed staff to become volunteers.

We are sure they will pressure you. So stand firm and say no! It is not part of your job description, it is a ploy to cut promotion and the jobs of fellow workers and it is unsafe to do transactions in public view.

Maybe the unions should put on action short of strike action to cover staff who refuse to participate?

www.workersliberty.org/ticketoffices

OLYMPIC LDIs?

Staff in some depots have noticed a flurry of LDIs are being issued. Tubeworker wonders if they are trying to reduce sickness for the Olympics?

With trains cancelled daily due to non-availability of drivers, maybe LU should be worried about the Olympics. Surely the answer is to employ more drivers, rather than punish sickness extra-hard? And maybe offer us a decent bonus too?

www.workersliberty.org/sickssystem

BENEFIT REALISATION?

Management plough ahead with Automatic Door Opening, the problems persist with Vic Line train doors. Their ultimate aim is job cuts, but they dress their ambitions up with jargon about 'benefit realisations'!

We should not cooperate with job cut preparations, including training sessions already set up. RMT has enhanced its 'action

short of strike' instructions to include walking out of training, so you can walk out without being disciplined.

We all need to take a stand. Going to the training amounts to building our own gallows.

www.workersliberty.org/victoria

OSN 101

RMT drivers voted by 80% to boycott OSN 101, which removes assisted dispatch, allows trains to reverse into platforms and passengers to be carried over shunt signals.

The boycott is biting. At Holland Park, a driver noticed no CCTV and requested assisted dispatch. A member of station staff stayed on the platform all day, a great example of drivers defending stations jobs and safety.

Action short requires confidence and organisation to be a success. As confidence grows, these examples will become more common.

www.workersliberty.org/rulebook

WOT NO NIGHT SS?

According to a recent Traffic Circular, station supervisors no longer have the right to deny access to contractors booking on. Authority lies with a Duty Operations Engineer, who works remotely. For safety, decisions about access should be made on-site.

Meanwhile, station supervisors' CDPs are telling SS's to leave section 12 stations unstaffed to deal with incidents elsewhere. Some contractors already have a PIN device to book themselves on.

LU will cut night SS turns in the coming years, confirmed in their 'leaked document' plans. Time for all SS's to join a union and prepare to fight for hundreds of jobs.

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