

tubeworker

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DEFEND THE LONDON BRIDGE 3

Lee Cornell, a London Bridge CSA, has been sacked after he intervened with a fare evader who assaulted a pregnant colleague. Two others, Dave Sharp and Saeed Sioussi, have been given 52-week final warnings.

This is nothing short of an outrage. As one local activist put it, "LU disregarded the fact Lee and two other staff were physically and verbally assaulted by the customer Lee is accused of accosting. Lee was punched twice and had his glasses stolen by this person."

Station staff on the London Bridge Area are being balloted for strikes to win Lee's reinstatement and justice for Saeed and Dave. If the company don't do the right thing, the ballot must spread.

Meanwhile, it appears LU is in the process of recalling the posters normally displayed at stations informing the public that the company will support its employees against passenger assaults, taking legal action if necessary.

The timing is lost on precisely no-one. Can it be that LU realises how potentially embarrassing it would be to have posters broadcasting its policy of

ALL GRADES MUST BACK LONDON BRIDGE 3

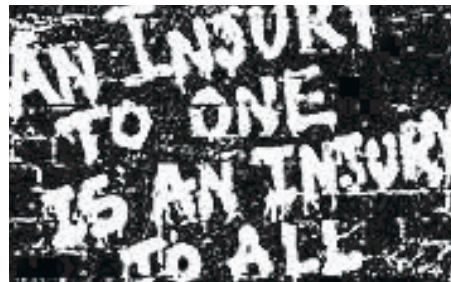
A driver writes...

Any of us could be assaulted whilst carrying out our duties or whilst travelling to or from our workplace.

London Underground has shown that if we defend ourselves they will sack us.

The London Bridge incident could have happened to any worker employed by LU.

Therefore all London Underground workers need to be prepared take action to ensure the sacked worker gets his job back and that this unjust sacking isn't repeated.



supporting staff who suffer assaults on display at the same time as we're on strike to protest that they've done the exact opposite? It seems the reality of LU's position is: if you see a colleague being assaulted, don't intervene. If you're being assaulted, don't make any attempt to defend yourself. If you do, you'll be sacked.

Vote yes for action to win reinstatement for Lee and justice for Saeed and Dave. An injury to one is an injury to all!

Station staffing fight: keep the pressure on LU

Our strike in January won significant concessions from LU. We need to stay vigilant to make sure they're delivered, and to push for more.

If the promised 325 jobs don't appear on stations in short order, we should consider taking further action.

LU was rattled by our strike, which might explain their lashing out against the London Bridge 3: they want to reassert their power and pick a fight with the union.

As well as taking whatever action necessary to win Lee's job back, we need to keep the pressure on to reverse job cuts and increase staffing levels.

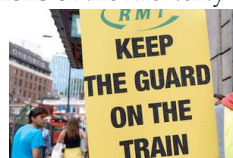
SUPPORT THE ANTI-DOO STRIKES!

Many of us on London Underground have been inspired by the ongoing strikes on Southern, which have now spread to Northern and MerseyRail.

Workers at those companies are striking against their bosses' attempts to impose "Driver Only Operation", downgrading the safety-critical role of the guard, allowing trains to run with only one safety-trained member of staff on board.

We've had DOO on the Tube since the late 90s. However, a form of the guard's role was reintroduced by LU via the back door, with many busy stations having staffed platforms - an acknowledgement that a second safety-critical member of staff is often needed to monitor the PTI.

Rail bosses see imposition of DOO as part of the process of implementing the recommendations of the McNulty Report, commissioned under New Labour and delivered by the



Tories, which identifies cuts to staffing levels as a key way to make savings in the railway industry. LU bosses have an eye on McNulty too: if mainline train companies get away with imposing DOO, there'll undoubtedly be renewed attempts to reduce our staffing levels.

The strikes also show the great need for an "industrial union": one union that organises all workers in the railway industry. Southern have exploited the division between RMT and Aslef to attempt to buy off Aslef drivers with a shoddy deal. Rank-and-file Aslef members have already voted to reject that once; we hope they do so again. But a single, united industrial union would be more powerful. Workers on Southern, Northern, and MerseyRail will strike again on 8 April.

Tubeworker encourages any readers in London and the south east to attend a Southern picket line to support our brothers and sisters.

NIGHT TUBE DRIVERS: STRIKE ON 8-9 AND 29- 30 APRIL TO WIN A FAIR DEAL ON TRANSFERS TO FULL- TIME ROLES

SOLIDARITY AGAINST TERROR AND RACISM

Tubeworker sends its sympathies and condolences to the families of those killed and injured in the attack at Westminster.

Whatever the motivations of the attacker, there is no justification for the kind of wanton, brutal attack they carried out.

We stand in solidarity with our colleagues at Westminster station in particular, whose role in the aftermath of the incident has been praised. Their role shows the vital necessity for properly staffed stations, with staffed control rooms.

There is also a need to stand together against racist reprisals that seek to collectively blame and attack all Muslims for the actions of a tiny minority.

DEAL WITH IT?

Word reaches *Tubeworker* HQ of an incident at Snaresbrook recently.

A driver pulling in on the eastbound noticed a gentleman on a walking stick fall over. With no station staff available to assist, the driver was told by the controller that the affected individual would have to deal with things on his own!

This is the same station where a stabbing occurred recently, and it was during the evening peak. Maybe if someone has a heart attack, LU bosses will say they should deal with it on their own too.

MORE TROUBLE AT VICTORIA'S NEW ENTRANCE

A man sustained life-changing injuries as part of the entrance signage hit him in the head during high winds, at Victoria's new Cardinal Place entrance, very close to where a man suffered a fatal heart attack recently.

The entrance was closed, but only taped off with hazard tape. Only the vigilance of staff stopped passengers entering.

During a trial operation of the new entrance, a member of staff received a hand injury when operating the huge and cumbersome Bostwick gates.

Workers at Victoria expressed their thoughts and concerns were for the injured man.

ACTION ON FLEET

RMT members on Fleet have been undertaking industrial action since 7 March, in a dispute over breach of agreements.

The action takes the form of a work-to-rule, and highlights just how much management rely on our goodwill to keep things running. When they refuse to reciprocate, we should withdraw ours.

DERAILED

10 March saw the Central line service up the wall after an engineering train derailed as it crossed the points on the way into a siding at White City around the time of start of traffic.

Over-stretched and short-handed station staff - still not feeling the full benefit of their recent victory over staff cuts - had to deal with grumpy passengers for most of the day, while drivers had to deal with late running and changes to schedules.

Engineering hours protection was privatised years ago, and private contractors always look for ways to cut cost, even if that means giving their staff too many responsibilities and distractions.

We need an integrated, fully publicly-owned Tube!

PICC LINE SAFETY STAND

New microswitches on Picc fleet, introduced after workers consistently raised safety concerns, did not work properly and interfered with the downloads! In other words, management's technical fix made things worse.

Fleet maintainers and drivers were rightly concerned that the trains were no longer safe, and so drivers, quite rightly, took matters into their own hands and refused to drive them. What months of talking would not have achieved, decisive action did - with management committing to double-checking every train before it goes into service.

We can only guess what might have happened had the drivers not taken this action.

FAT-CAT TORY EDITOR? STANDARD.

For a capitalist paper which believes in the power of the free market, the *Evening Standard* seems to do very well without competition on the public railway.

Now it is to be edited by former Tory Chancellor George Osborne, who is set to rake in millions from his three jobs, in addition to the money he makes from his shares in his family's wallpaper firm.

The solution is to fix the problem at its source: stopping a few billionaires from owning so much of the world's print media.

ORGANISE TO BEAT ANTI-UNION LAWS

The latest anti-union laws mean that Tube strikes will need, proportionally, a bigger vote than is necessary to form a government in a general election.

The laws require 50% minimum turnouts, and at least 40% of all those eligible to vote voting yes to sanction a strike.

We have to organise to beat these laws. The bigger solution is to fight for a workers' government - a government made up of people from our movement and our class, which will govern in the interests of our class just as the current government governs in the interests of the rich.

WOT NO MINIMUM NUMBERS?

Last month, King's Cross station stayed open with just one CSS and two CSAs on the station - not just below, but way below minimum numbers - but management have decided that it was not that much of a problem.

An "investigation" by the local management concluded that it was fine to stay open below minimum numbers because, you know, it was late, only part of the station was open, there weren't many people around, and if they'd closed people might have been cross. Yes, really.

Readers do not need *Tubeworker* to explain the implications of this shocking occurrence. Down this road lies de-staffing and disaster.

What is *Tubeworker*?

Tubeworker is a rank-and-file socialist bulletin, published at least monthly, written by Tube workers, for Tube workers. It is published by the socialist group Workers' Liberty, but is produced in editorial

meetings open to all workers. Supporters from outside London Underground can help with public distribution.

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