



# tubeworker

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## KEEP UP THE PRESSURE! TAKE THE OFFENSIVE, PUSH MANAGEMENT BACK!

The bosses are on the ropes. We have shut down the Tube twice, and our announcement of further strikes, that will cause nearly a week's worth of disruption, has the company seriously worried.

We must maintain that pressure to win our demands. The momentum is with us; naming more action for early September will help us maintain it.

At the moment, many people are thinking in terms of defending what we've got (agreements, terms and conditions, etc.) against management attacks. If we maintain our momentum we can go on the offensive to win more than the status quo.

The company has made significant concessions on stations issues (see

box). That shows the power of industrial action. Those concessions were won by our strikes. Further strikes could win more. This is an all-grades fight, which should not be settled until the demands of each grade are fulfilled. *We went into this fight to stop job cuts and win real work/life balance. We should keep fighting until we win.*

It's unfortunate that Aslef won't be officially participating in these strikes. We appeal to their members (see column, right) not to cross picket lines. The Association seems to believe that an apparent let up from the company (in the form of an in-fact-phantom promise to delay Night Tube) should be responded to in kind by a let up from the unions.

**We think the opposite: any let up from the company should be siezed upon as an opportunity to step up our fight.**

### CONCESSIONS WON ON STATIONS ISSUES

- Movement on fixed-term contract staff: agreement to retain them permanently
- Existing Framework retained as basis for discussion
- Roster discussions/drafting will continue
- Reduction in job cuts
- Part-timers' hours protected
- Medically-restricted staff protected

Further action can win more! Stand firm for an all-grades settlement on pay and Night Tube!

## ASLEF DRIVERS: DON'T CROSS THE PICKET LINES!

With all four unions striking together, we've asserted ourselves as a workforce in a way we haven't for decades.

That's why it's especially disappointing that Aslef has broken that unity and won't be joining the 25-26 and 27-28 August strikes.

LU has said it won't "impose" Night Tube rosters, and that while it remains "operationally ready" to deliver Night Tube on 12 September, the ongoing dispute may push that start date back. Aslef has interpreted this as a victory. But there is no concrete offer on the table; management has made no concrete concession. Even if Night Tube is delayed, without the pressure provided by industrial action, LU may not budge.

Many Aslef drivers aren't satisfied with the union's decision not to call further strikes, and want to see the dispute through - i.e., win some concrete concessions, rather than merely "winning" a vague promise of further talks.

There is a bigger conversation to be had here about industrial unionism versus sectional or grade-based unionism, and about whether it is desirable or even possible to win a good deal exclusively "for drivers" without considering the context of management's attacks on the whole job.

In the meantime, Aslef drivers should ask themselves if it really makes sense to cross picket lines they were stood on three weeks previously. Has enough changed to warrant that?

**We appeal directly to rank-and-file Aslef members: Don't cross the picket lines! Fight within your union to reinstate strikes! See the fight through!**

**WE WORK TOGETHER -  
LET'S STRIKE TOGETHER.  
SOLIDARITY WINS!**

**ALL OUT FOR 25-26  
AND 27-28 AUGUST!**

**KEEP UP THE  
OVERTIME BAN!**

**JEREMY CORBYN FOR  
LABOUR LEADER**

**STOP THE PURGE OF LEFT-  
WINGERS AND TRADE  
UNIONISTS FROM THE LABOUR  
PARTY!**

**SIEZE THE OPPORTUNITY FOR  
THE LEFT**

**MORE: OVERLEAF AND AT  
BIT.LY/LEFT-SIEZE**

## UNSTAFFED...

A combination of staff shortage due to the OT ban and sickness has meant that stations on the east end of the Central Line are routinely being left unstaffed.

This causes a particular problem for cleaners, as there's no-one there to book them on.

There's an easy solution: increase the staffing level, end job cuts!

## ...AND UNPAID

The short-payment endemic at Interserve and ISS continues.

*Tubeworker* reckons it's time to step the fight up. Demos at cleaning company's HQs, anyone?

## TWO-TIER?

A divided workforce is a threat to us all. It is a threat to unity when a union caters for only one grade, but a split in terms or pay within the same grade, a two-tier workforce, is detrimental too.

Unions should be wary of deals that protecting existing staff at the expense of new starters. Socialist trade unionism means thinking about the whole working class; we must fight for all workers - current and future - to have the same rights.

## "CRIME" DOWN, BUT ASSAULTS UP

LU's employee communications have implied we should feel grateful that it is bothering to get extra police for Night Tube at a time when "crime on LU is at an all-time low".

LU is on another planet! "Low crime" is no comfort when assaults on Tube staff have increased by 44% and sexual assaults on passengers have risen by over 30% in the last year.

LU cannot continue to dismiss our concerns for personal and passenger safety surrounding Night Tube.

## THE MANAGERS OF THE FUTURE?

New "Area Managers" on stations have been throwing their weight around across the combine, with overbearing micro-management of performance; authoritarian approaches to attendance and discipline; termination of probationers, and more.

Undoubtedly this is the future face of LU management style. Or is it just the AMs trying to justify their enormous salaries?

## CAREER DEVELOPMENT

LU is tempting Station Supervisor 2s and 3s with secondments that will provide cover for SS1s during "Fit for the Future" training. LU tells us this will help our "career development".

What a joke! Come 2016, supervisors will be "promoted" to do SS1 work anyway but with no pay rise. Those on secondments will see their pay cut as soon as the secondment ends.

Say no to these secondments! The best "career development" comes from fighting together for a decent rate for each job on LU.

## IN AT THE DEEP END

LU is forcing ticket sellers and control room staff through supervisor training, but many say it doesn't prepare them for the unwanted hike in responsibility. LU has even been throwing newly-qualified supervisors in at the deep end by using them to cover for staff shortage on their existing groups.

We shouldn't be used to paper over the cracks via unpaid promotions we never asked for!

Unions should put a stop to this by including a ban on Higher Grade Working in the industrial action.

## FOUR-DAY WEEK

A 35-hour, four-day week for drivers is industry standard, agreed by most Train Operating Companies in London, including Southern, South West Trains, Southeastern and TfL-controlled London Overground.

LU is out of step here. We should be part of the fight to reduce hours, working weeks, and fatigue across our industry.



## DELAYS PILE ON PRESSURE

Our action short of strike in the depots as part of the Night Tube/pay dispute has

led to cancelled trains on the District, Circle, Hammersmith and City, and Central Lines, causing delays every day for weeks.

On Wednesday 12 August, LU only ran 70% of its scheduled trains through the morning peak. Last week, the entire Wimbledon branch of the District Line was knocked out throughout the peak due to lack of available trains.

Workers in some locations have stuck by the action short of strike despite being sent home from work without pay for upholding it.

The pressure is mounting daily on LU to back down.

## THE NUMBERS GAME

Station staff issued with "CSID numbers" that let us log onto ticket machines to resolve journeys, etc. (i.e., help the company de-skill the former role of ticket sellers!) will get locked out if we enter them incorrectly three times.

That would be terrible, wouldn't it? Almost as irritating and inconveniencing as the drivers who, when we were fighting to save the role of the guard, found that that the door open/close buttons in their cabs kept mysteriously breaking.

## RIGHT TO STRIKE

New anti-union have third Parliamentary reading in November: resist the new laws, no let up in our disputes!

Protest outside the Department of Business, Innovation, and Skills, 6pm on Wednesday 9 September. Business Secretary Sajid Javid was elected with a lower majority than he's insisting we get in strike ballots.

**More info: [righttostrike.co.uk](http://righttostrike.co.uk), @Right2Strike**



## WHAT A JEREMY CORBYN VICTORY COULD MEAN FOR US

- Democratic reform within the Labour Party, giving power back to conference, constituency parties, and affiliated unions
- A Labour Party that opposed austerity and backed our strikes
- A Labour Party that took on the Tories' new anti-union laws
- A Labour Party that supported our campaigns for public ownership of the railways

**[bit.ly/corbyn-socialism](http://bit.ly/corbyn-socialism)**

## TUBELINES BALLOT

RMT is balloting TubeLines members for strikes over pay. It's a shame this ballot wasn't launched earlier, so TubeLines workers could've coordinated with LU strikes.

The ballot closes on 8 September. Vote yes!

## 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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