



tubeworker

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AFTER THE CORBYN VICTORY ORGANISE TO TRANSFORM POLITICS

Since Jeremy Corbyn became Labour leader, Labour has: unequivocally opposed the Tories' new anti-union laws; opposed Tory spending cuts and committed to reversing them; committed to returning schools to local authority control; passed conference policy in favour of workers' right to strike in solidarity with other workers (currently illegal); and more.

All of this would have been practically inconceivable before his election. During

his campaign and since, tens of thousands of people (many of them working-class, many of them young) have flooded into the Labour Party. Inspired by the platform of Corbyn's campaign, they understand that his attempt to transform Labour into a vehicle for anti-austerity politics is now the cutting-edge struggle for anyone interested in changing society in workers' interests.

Trade unions affiliated to Labour (like Aslef, TSSA, and Unite) should support

that effort, and unaffiliated or expelled unions (like RMT) should reconsider their position. Transforming Labour is a necessary first step to transforming the country.

The Blairite knives are out for Corbyn, and right-wing Labour MPs may try to unseat him around the May 2016 election. The left in Labour must move fast to re-democratise the party, handing power back to the members and affiliated unions, away from the Parliamentary party.

The formation of "Momentum", a network aimed at organising Corbyn's support base, is a positive step. But something more than a loose network, promoting broadly anti-austerity politics, is needed. Labour's grassroots left needs democratic organisation, promoting socialist ideas - that is, a radical alternative to the type of society we live in now, based on workers' democracy.

Tubeworker urges all readers to join the Labour Party, get involved in "Momentum", and argue for that kind of alternative and those politics.

WHOSE DEFICIT?



John McDonnell MP has always supported workers' interests in Parliament

The Tories' "Fiscal Charter", which passed in Parliament recently, essentially enshrines austerity in law, and commits future governments to "deficit reduction" above all else.

But whose deficit is it? Did working-class people accumulate the

debt? Did we cause the financial crisis? Labour is right to say it won't accept the Tories' economic framework. Shadow Chancellor John McDonnell's "u-turn" on the issue (he initially said Labour would back the Charter) was most welcome.

There is plenty of money to be found to pay for public services: it's in the hands of the rich and the banks! Tax them!

LU DISPUTES: THE COMPANY IS IGNORING US. MAKE THEM LISTEN!

Last month, we argued that unions should "tell LU the clock is ticking", and that if negotiations didn't bear fruit, we should reinstate industrial action.

Negotiations have since ground almost to a halt. LU have repeated their insulting pay offer, which we already rejected months ago, and have had the cheek to blame the unions for the collapse of negotiations. On stations, new draft rosters include some improvements, but are still based on a huge reduction in staffing levels.

Unions should immediately reinstate action-short-of-strikes, such as the overtime ban, and plan for further strikes as soon as possible.

Let's get back to basics. The demands of the RMT's pay claim, which were the clearest and strongest, should form the basis of new strikes: a four-day, 32-hour week for all grades; a pay increase that keeps pace with rising living costs; any

Night Tube enhancements or bonuses to be consolidated into our pay; staff travel passes for contractors.

Reinstated action in the "Every Job Matters" dispute on stations should restate the basic demands there too: no job cuts; no increase in weekend working for any worker; fatigue-friendly rosters that don't burn us out.

The public campaign against ticket office closures should also be urgently relaunched.

Tubeworker has always argued that strikes and other industrial action are a much more effective way of pressuring the company than hoping they'll listen to us in negotiations. They'll listen if we make them listen, by shutting down the Tube.



FIGHT FOR THE RIGHT TO STRIKE



**Protest against
anti-union laws: Day
Of Action 2 November**

*** 11.30am, Houses of
Parliament: Rally and lobby,
called by the TUC**

*** 5pm, Parliament Square:
Protest called by the Trade
Union Coordinating Group,
supported by Right to Strike
and others.**

*** Around the country: Local
actions and protests**

*** In your workplace: download
and distribute materials from
righttostrike.co.uk**

CLEANERS' COLUMN

4% PAY RISE

Tubeworker is pleased to hear that ISS cleaners on JNP have been given a 4% pay rise taking pay from £8.80 to £9.15.

The cleaners' union had asked for a substantial pay rise; and this offer will be discussed at a reps meeting - to which all cleaners should go and have their voice heard.

It's a positive step but there is still much to fight for: better pay, stronger conditions and decent pensions. All transport workers must back that fight.

FOURTH CLEANERS' STRIKE ON DLR

Interserve cleaners on the Docklands Light Railway have struck for the fourth time over pay.

Bosses promised new talks after the last strike, but have chosen to ignore their employees demands.

The unions must build on efforts to organise cleaners, and cleaners must join the union to have their voices heard and to fight back against the bosses.

CARRY ON PROTESTING!

Cleaning contractor Interserve looks set to move some or all of its office operations out of London, maybe to Manchester.

This is yet another cost-cutting measure from a cleaning company that tries to extract the maximum from its multi-million pound contract with London Underground. It will make it harder for cleaners to resolve and protest against issues, such short payment (where cleaners are not paid for all the hours they work).

Maybe unions should now stage cleaners' protests outside LUL HQ and City Hall? After all, the Mayor and LUL let illegal short paying and other injustices take place on their watch. We have to carry on protesting!

For regular updates, see workersliberty.org/tubecleaners



PROTEST STAFF SHORTAGE, NOT LOST REVENUE

Labour London Assembly members have revealed that some stations' ticket

gates have been open 60% of the time because there were too few staff to monitor the gateline.

Labour was concerned this is costing £61 million in lost ticket revenue: Labour should protest open gates as proof of too few staff, not too much fare evasion!

It would be better for Labour to campaign for a fully-staffed Tube network, which is funded by taxing the rich instead of fares.

Our unions could join forces with Labour Party members and demand free travel and proper staffing as Labour policy in the London Mayoral race.

JUBILEE DRIVER VINDICATED

Tubeworker was pleased to hear that a Jubilee Line driver who faced the sack is now back on the front of a train.

The driver was accused of reading a paper in his cab - something he has consistently said he did not do. His colleagues support him.

Because he is a member of a fighting union, he got the solidarity he needed to save his job. It is essential that all transport workers join a union - and get involved to make their union better.

Hopefully this successful campaign can inspire other ongoing fights for reinstatement for sacked workers, such as Paul Okoro.

FOUR-DAY, 36-HOUR WEEK?

On trainside there has been an ongoing discussion about a voluntary 36-hour, four-day week. *Tubeworker* believes that it is essential to include members fully in this discussion; no new arrangement should involve any sacrifice of terms and conditions. These are our conditions and we must decide collectively if and how they can change. The trial is voluntary, but if we agree it is safe for a "volunteer" to work a 10-hour day, how do we argue that it isn't something all of us can do?

The demand in our pay claim was for a four-day, 32-hour week (not 36). Now that Night Tube has been pushed back into next year it is an opportunity to sort out our pay deal. To empower our negotiators we should set a time scale for an acceptable pay offer - say a month, backed up with the threat of an all grade, all union strike; with a date announced well in advance.

SHORTAGE OF TRAINS

The Central Line has a "shortage of trains". Most days, customers are having to wait ages for trains that arrive already packed with passengers. LU's explanation is that the motors are failing "at a higher rate than was expected". LU says "we are likely to see a shortage of trains for some weeks to come".

The underlying cause must be that the Central Line trains are old, dating back to 1992. They are also tired out from running an ever more frequent train service.

The issues that result in exhaustion for drivers on the Central Line - short turnarounds, lots of time spent driving - are also causing Central Line trains to demand a rest!

A PENNY... OR 800 JOBS?

"Penny for London" is a scheme which adds 1p to each journey made on TfL to charities. But a better way to redistribute money is to tax the wealthy. Then the government can distribute it, and we have democratic control over where it goes - rather than it being a commuter funded PR exercise for Boris Johnson and TfL.

If TfL really want to help Londoners they should cut fares, reopen ticket offices and end the austerity driven plan that could see around 800 jobs cut and massive pay cuts across station grades.



TELL MANAGEMENT TO TAKE A HIKE

Management at Upminster depot want drivers to get familiarised (aka "hiked") on new shed roads with just briefing notes and a video.

Unions reps strongly oppose this. Worse still, management gave the briefings and even arranged a meeting to sign off the roads while one of the union safety reps was on holiday. Fortunately, almost all the drivers who received the briefing submitted a memo requesting to be properly hiked!

Perhaps if project pool drivers hadn't been sent to Earl's Court to help with coverage there, they could've been available to ensure coverage at Upminster while drivers were hiked round the refurbished roads. Isn't that what the project pool is for?!

WATERLOO & CITY LINE SERVICE CONTROL STRIKERS SPEAK OUT

"The dispute has been ongoing since 2007. We're doing work equivalent to the highest grade of controller, but we're still in a separate grade.

We struck from 28-30 September, the first time we've taken action in the dispute. The strike was solid. The managers who covered the work on our strike day were qualified on paper, but not used to working in our environment.

If we take action again, we'd encourage other grades of staff, particularly drivers, to call up and make sure that whoever's running the line is properly trained and competent.

What's happening to us is part of a wider picture."

For the full interview, see bit.ly/wcstrike

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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