

tubeworker

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GEAR UP FOR STRIKES

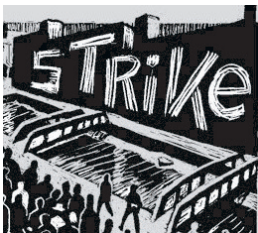
The RMT is poised to relaunch a dispute against cuts on stations, demanding the reversal of nearly 1,000 job cuts and the closure of ticket offices. Activists are hopeful that TSSA will join that dispute.

The Mayor's review of ticket office closures and station staffing offers an opportunity to apply public political pressure. Nothing will focus the minds of our bosses during that review like some industrial action!

Although RMT may initially ballot stations and revenue members only, the issues at the heart of the dispute clearly have ramifications for other grades. If station staff strike, and non-Section 12 stations are left completely unstaffed, drivers should consider whether it's safe to stop trains at them.

There are ongoing disputes on train side too, which should be coordinated with any new dispute on stations.

The fight to defend the Core Work Agreement on Fleet also clearly has implications for all-grades. With RMT members on Fleet preparing to ballot, that dispute offers another possibility for coordination of action.



With LU and TfL planning a further round of

cuts under the banner of "TfL Transformation", a new all-grades dispute which ties together all the cuts may soon be implied. In the meantime, all ongoing and soon-to-be-relaunched disputes should be fought to their conclusions, and coordinated as much as possible.

We know from our experiences over the last two years that the concessions we can win from one or two days of strikes are limited. We should aim to win our disputes as soon as possible, but must recognise that this is likely to mean sustained strikes. Our unions should support that by offering strike pay to members less able to take the financial hit of several days of strikes. When we announce action, we should announce a whole programme of strikes - supplemented by overtime bans and other forms of industrial action - rather than just a couple of dates.

TfL and LU face a funding crisis, due to the Tories' decision to end TfL's central government subsidy. But our employer has an ideologically-driven austerity agenda; they have chosen to respond to that crisis by passing on cuts to frontline staff and, as a consequence, our passengers.

A sustained industrial campaign, combined with political action to demand the reinstatement of funding, can push them back.

Can station staff strike alone?



Our strikes are more powerful when we strike together, as an entire workforce. But that doesn't mean that particular groups of workers can't have an impact.

A solid strike on stations, particularly if it involves both RMT and TSSA, will shut stations in central London. Even on non-Section 12 stations, that LU can keep open unstaffed, drivers can refuse to stop their trains there if they feel it's unsafe.

Other forms of industrial action, such as selective strikes targeting particular shifts, should also be considered.

Remember: we do the work on the Tube, we make the system run. There aren't enough Area Managers and pink hi-vi "Ambassadors" to cover a solid strike of station staff.

If we stand firm, we can get results.

CORBYN RE-ELECTED



Jeremy Corbyn's re-election as Labour leader is just the next step in an ongoing struggle to transform the

Labour Party.

We need a Labour Party that consistently stands up for working-class interests, and proudly promotes socialist policies such as:

- Public ownership of the banks, railways, and utilities
- Living wages for all
- Tax the rich to pay for public

services

- Mass council house building programmes
- Investment in publicly-owned renewable energy projects to combat climate change

The right wing in Labour and their supporters in the media and within the state will continue to sabotage Corbyn's leadership to prevent these policies, or even less radical versions, from gaining traction.

Anyone who wants to see Labour campaigning for policies like that must join the party and get active.

JUSTICE FOR CLEANERS

**RMT Day of Action:
Thursday 13
October**

bit.ly/jfc-13oct

DEFEND AND EXTEND THE CORE WORK AGREEMENT

A strike ballot is imminent for RMT members on fleet, as they resist the company's breaches of the Core Work Agreement.

This agreement places clear restrictions on the amount of agency labour the company can use, and guarantees that all the integral work will be done by directly-employed LU staff. Management have been cutting corners with the agreement for some time: it has to stop.

Unions should fight to extent the principle of the Core Work Agreement to other parts of the job.

With the reintegration of TubeLines, we have a chance to push for outsourced work to be taken back in house.

NO PRIDE IN BEING RIGHT

None of us will take any pride in being proved right when it comes to incidents like the one which took place at Canning Town, where a woman was trapped by a train and there wasn't sufficient staff to respond.

We all said all along that cutting staffing levels to the bare minimum, and leaving control rooms unstaffed, would be dangerous. There's no joy in being able to say "I told you so" to management when a passenger has been hurt.

LU needs to stop and reverse its cuts programme before anyone else gets hurt.

HOW MOVING

The situation for many station staff regarding movements, transfers, and promotions is dreadful.

Many of us were displaced into locations we never asked to go to and now seemingly have no way of getting out, while others of us who want to stay where we are face forcible displacement.

It's all the chaotic consequence of an unnecessary regrading and cuts programme.

Here's *Tubeworker's* novel suggestion: employ enough staff to do the work, and only move us if we've volunteered (either via applying for promotion or by requesting a move).

"SELF-DEMOTION"?

Some station staff have received a letter from management about 'self-demotion', setting out the terms of the pay cut that will apply should you sign your agreement.

Tubeworker suggests that should you get one of these letters, you speak with your union rep rather than sign it straightaway. You may have a case to retain your pay rate, or to have adjustments made to make it possible for you to work at your substantive grade, if you have been forced into "self-demoting" because of specific circumstances, rather than freely choosing it.

A circular from the unions giving similar advice would be very welcome.



MORE JUBILEE SECRET TRIALS

New equipment has been put on some Jubilee Line trains that allows management, controllers and maintainers to get near live info from the trains equipment. It is transmitted via station WiFi. It would probably feel less like being spied on had we been told what was being done, before it was done.

This follows last month's discovery of a secret "driverless" trial which took place on the Jubilee Line.

All of this points in the same direction: driverless trains.

PLATFORM CCTV SHAMBLES

On the Jubilee Line at Wembley Park, in cab CCTV sometimes shows the opposite platform as you depart.

It can look as though the doors have opened and people are getting off as you move along.

To fix the ongoing issue of the dodgy CCTV, it has been suggested that monitors or mirrors be placed on the platform instead. Perhaps a new category of platform needs to be invented for when you have both in cab CCTV and a monitor on the platform?

RMT Stations Functional Council elections: vote for Daniel Randall and Eamonn Lynch at your branch meeting!

TMS STRESS

Ticket Machine Servicing (TMS) training is now a compulsory aspect of the CSA2 training programme at Ashfield House.

That means LU is saving £13,000 per year per worker graduating from that course: CSA2s are being paid £23k p/a to do work that an SAMF used to get £36k for. It's an almighty con.

When RMT (and, we hope, TSSA) relaunch disputes over the fallout from "Fit for Fuck All", they should make this scandal one of the issues around which we build demands.

Responsible work that involves cash-handling deserves proper remuneration.

TSSA MEMBERS: VOTE WAYNE GEOGHEGAN FOR GS!

Tubeworker is calling for a vote for Wayne Geoghegan in the TSSA General Secretary election. For more info on Wayne's campaign, see: wayne4tssags.org.uk

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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