



tubeworker

VOTE KEN VS. BOJO FOR MAYOR!



On 3rd May, London will vote in the next Mayor of London; our boss for the next four years. We'll also vote for our representatives in the London Assembly. For Tube workers, this election is crucial. BoJo's re-election could cost us jobs. Tubeworker says: vote Ken Livingstone - not because we like him, but because there is more chance to pressure him through our unions and the Labour Party.

Boris' promise

Boris' transport policy is thin. Apart from his pledge to stick to existing upgrade plans, its main point is to break our unions through driverless trains and pushing anti-strike legislation.

This tells you pretty much everything about a politician who defends the political interests of the elite he was born into. Our unions are a threat to his moneyed mates in the City.

Four more years of Boris could abolish over a thousand London transport jobs, cut our living standards and raise transport costs. Boris recently cut £5 million from London's rough sleepers' budget. His policies divide London into a paradise for the wealthy and drudgery for the majority. For the sake of our futures, we can't vote Boris!

Ken's record

Boris' main opponent is Ken Livingstone. Here at Tubeworker, we have always been scathing about Ken. When people praised him as 1980s leader of the GLC, 'Red Ken', we criticised him for taking guards off trains and breaking off a fight over local government funding, which could have coincided with the

miners' strike and struck a blow against the Thatcher government.

We decried him for urging Tube workers to cross picket lines in 2004 and for privatising the East London Line. We've not forgotten that just before the last election, Ken had announced hundreds of ticket office job cuts.

But it's not about electing Ken the individual. It's about stopping Boris. It's about who we wake up to on 4th May.

It's about electing someone we have a chance of influencing. Whereas BoJo's Tory Party will always show contempt for unions, forcing us to strike rather than listen to us, Ken as Labour Party candidate will have to at least engage with us. Labour was founded by and is mostly funded by unions, a link that would make Ken at least partly answerable to our class. This is especially the case for members of TSSA and ASLEF, who, unlike RMT, give money to Labour.

We do not trust Ken to be on our side. But we should vote for him, then use all the pressure we can. When our jobs are on the line, we have little choice!

Who to vote for in the the London Assembly elections?

Some Tubeworker supporters are voting for the Trade Union and Socialist Coalition, which is being backed by the RMT in London Transport Region, standing candidates on an anti-cuts platform. Other supporters of Tubeworker, including members of Workers' Liberty, are saying it will be more effective if we vote for Labour, and push Labour into defending us through the unions.

TUBE LINES STRIKE

Following a cracking vote for action, Tube Lines RMT members will strike from 1600 on Tuesday 24th until Friday 27th April. It is in all our interests to help this serious battle win.



The fight is for a levelling-up of pensions and passes. Tube Lines was created as a private consortium under PPP, and was taken over by TfL in 2010 after PPP collapsed. While its private shareholders, Ferrovial and Bechtel, walked away with a £310 million payout, workers were left with two-tier benefits - those who were there pre-PPP having the same pensions and passes rights as other LU workers, with more recent recruits excluded and on inferior terms.

Management are refusing RMT's demands until Tube Lines' future ownership is determined. TfL clearly intends to re-privatise it, probably to Amey (owned by Ferrovial), which was kept on to help run Tube Lines under TfL ownership. Winning decent pensions could keep re-privatisation at bay.

Tube Lines reps have prepared this action for months, which has a thought-out strategy, and includes action that can win. No token 24-hour walkout here! The three-day strike will put serious pressure on management. More action will follow. RMT should name a second set of dates, to show we're not going away.

With Tube Lines on strike, there will be no Emergency Response Unit and inadequate maintenance and repairs cover. There will be serious questions about whether it is safe to work. Rather than struggling with faults, it might be sensible to close a station or take a train from service. By law we have the right to refuse to work if we feel unsafe. The RMT has produced a form to fill out in this case, which we should not be afraid to use.

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.

COORDINATE FOR VICTORY!

Across London Transport, workers are in dispute with several companies. Where it will help us win, our unions should coordinate our industrial action.

On ISS and Initial, cleaners are in dispute over pay, conditions and Olympic payments.

LU Service Control are balloting for strike action over long-standing issues (see below).

Telent/MJ Quinns workers, who maintain the fire equipment on stations, have balloted for strike action over inadequate pay, bullying by

management and being denied annual leave over the Olympics. Travel Information Centre workers are in dispute because TfL have told us we can't take annual leave over the Olympics.

Meanwhile Tubelines workers are striking for passes and pensions.

The bosses of separate, privatised companies co-ordinate their attacks. We should co-ordinate our response; stand together for decent conditions and treatment across our industry.

Coordinated action doesn't necessarily mean we all strike on the same day. We should pursue the best strategy for us, without waiting for other workers to our detriment. Crucially, we should talk to each other and decide our strategy democratically.

DIG IN!

Agreements protect us at work. Like trenches, they mark the line we have reached in our battle with the bosses. We do not retreat unless we have to, or let gaps appear.

So we must resist as LU try to weaken our agreements in Olympics negotiations. ASLEF was foolish to compromise. Unite and TSSA must hold out. RMT's reps and executive have called for zero framework changes.

Agreements are collective - they apply to workforces. We cannot opt in and out of them. Breaking agreements, whether by force or by choice, harms us all, e.g. excessive overtime exhausts the individual volunteers and helps management employ fewer staff.

In bargaining for an Olympic bonus, our unions must dig in and hold the line - our framework agreements are not for sale.

www.workersliberty.org/olympics

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Got a story for Tubeworker? We welcome reports and comments from all Tube workers. Contact Workers' Liberty, 20E Tower Workshops, Riley Rd, London SE1 3DG. 020-7207-3997

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TRIPLE FAIL!

On the Jubilee, LU plans to cut track maintenance. But there were three points failures on day one of the Olympic timetable: Waterloo, London Bridge and Canary Wharf.

Was this planned to test the new timetable's resilience?

Or is it that when cost is put on safety - and the cost is cut - then systems fail us?

Reduced track-maintenance + a new timetable running more trains on the track = safety risk. We cannot let management increase the risk in order to cut cost.

www.workersliberty.org/jubilee

'BACK IN FIVE'

The same day as the triple points failure, on the same line, a train stalled at Westminster. At St James' Park we had to evacuate, close up, then go to Westminster to help detain. What were we supposed to do? Stick a sign on St James' Boswick gates: 'Back in five mins. Just popped down to Westminster'? How pathetic to inconvenience passengers while others are stuck in the pipe! All because LU won't give us enough station staff! This incident shows we need 50% more for when things inevitably go wrong.

www.workersliberty.org/jubilee

INSECURITY CHECKS

Tubeworker has spotted something disturbing on Heathrow stations group ... Carlisle Security guards checking stations!

Tube Lines has got Carlisle to do the checks during engineering works.

We have nothing against the contract security workers - we'd like to see them offered permanent jobs on the railway - but this is yet another move to casualise our work and to undermine the already-precarious position of night-turn Station Supervisors.

www.workersliberty.org/picadilly

OLYMPIC CHAOS

LU has announced that busy stations like Stratford, will have an 'open gate' policy during the Olympics to avoid dangerous congestion. They will resolve passengers' journeys at the exit station.

This is an open admission that there will be insufficient staff for the passenger numbers. It

shows the incompetence of an organisation that sheds 750 workers the year before, and prioritises finances so far above safety and public service.

www.workersliberty.org/olympics

WOT NO LAMP?

Vic Line managers say station staff now don't have to show a green signal to the last trains. Some stations are still doing it, others don't know what to do!

LU say the new signalling system ensures the last last trains depart on time.

But what about making sure passengers get on the last trains? And when did Vic Line managers get to re-write a procedure in the Rule Book? This is another instance of removing station staffs' responsibilities, in preparation for future job cuts. Each little attack like this must be resisted.

www.workersliberty.org/victoria

STARKERS!

New CSAs have been launched from training school to stations practically starkers: issued the bare minimum uniform and no thick coat.

They have had colds in week one - but can't go sick on probation. A rapid lesson in the contempt LU shows its staff and how management make you fight for every scrap of your rights.

www.workersliberty.org/uniformPPE

FIGHTING FORCE

LU RMT Service Control are balloting for strikes. Issues include: the new Hammersmith Service Control Centre, which will cut 200 jobs; LU's refusal to pay the agreed SO3 rate to Reserve Service Operators; plus LU keeping ex-apprentices on temporary six month contracts. We want permanent contracts!

LU has deteriorated industrial relations with RMT by not negotiating seriously. For too long we've not used our strength on service control, we've been divided into different unions, with RMT losing members when it agreed the 2006 Professional Service Control Agreement despite a strike vote against it. This dispute is renewing us as a fighting force, determined to win.

www.workersliberty.org/service control