



# tubeworker

www.workersliberty.org/tubeworker • tubeworker@workersliberty.org

## Stations and revenue staff:

# ALL OUT ON 8-9 JANUARY!

## Make this the opening salvo - prepare for more strikes!

RMT and TSSA have named strikes of stations and revenue members, from 18:00 on 8 January to 17:59 on 9 January.

Naming strikes now, rather than waiting to see how things played out in talks in early January, is absolutely the right thing to do. Reps and activists had been calling for strikes to be named, and it's good that union leaderships have listened.

LU dramatically escalated our dispute by making arisible offer in Acas talks. They offered to restore... wait for it... a grand total of... just over 60 jobs! It's a bad joke, worthy of a Christmas cracker.

An RMT report said the offer misses "by a mile". And the rest. Remember



that we're fighting to reverse nearly 1,000 job cuts. LU has offered a "small number" of control room jobs (CSS positions), plus around 60 CSA2 positions, with 25 more CSA2 jobs in the new year. It's nothing short of an insult.

LU has also raised the stakes via its use of "Ambassadors" on our stations.

They've been begging office staff, many of them from managerial grades, who hold limited stations licenses, to work shifts on stations.

Scandalously, they're offering them more money than CSAs get paid, including uplifts for night shifts which Night Tube staff don't get.

Our message to TfL or LU office staff considering working these shifts is: don't do it. You're being bribed to undermine other transport workers' industrial action. And why would you want to do your employer a favour at a time when it's making cuts in admin, training, and other office-based grades? If station staff win their dispute to reverse job cuts, it puts pressure on the company to reverse cuts elsewhere. Your interests lie in supporting the station staff dispute, not helping LU beat it.

And our message to the bosses is: nice try. All your desperate attempt to bribe people into scabbing on us will achieve is further highlighting how damaging your cuts are, and how reliant you've become on overtime.

All of this means that it's absolutely right to step up to strikes. So it's a good thing the 8-9 January strike has been called.

However, we know from long experience that 24-hour strikes are unlikely to budge the bosses. Further, and probably sustained, strikes will be needed. This strike must be the opening salvo in an ongoing campaign, which should involve creatively planned action such as three-day strikes spread across a week (Monday, Wednesday, and Friday), plus selective strikes of particular shifts.

Let's get to work building the 8-9 January strike, and pushing our unions to name more.

**All out for 8-9 January!**

### SOLIDARITY WITH THE PEOPLE OF SYRIA! NO TO ASSAD AND PUTIN'S BOMBS!

**With the aid of Russian military jets and intelligence units, Syrian armed forces tightened their grip over eastern Aleppo in early December. Many more civilians are dying, and thousands are fleeing the city.**

The UN has said Aleppo could be turned into one big graveyard if there is no cessation in fighting soon.

Russia claims it is helping to evacuate civilians, but that rebels are refusing to allow people to leave. In any case: "Those who refuse to leave nicely will be destroyed," Russian Foreign Minister Sergey Lavrov has said.

The fight is becoming one between Shia militias and their Russian and Iranian allies on the one hand, and different strands of Islamist and Salafist Sunni groups on the other, backed by Saudi Arabia and the Gulf states. With the election of Donald Trump, a "natural ally" as Assad

called him, the situation for all sections of the Syrian opposition is bleak.

In this protracted sectarian war where regional powers vie for control over a devastated nation, both civilians and the possibility of a democratic functioning Syria are being destroyed.

It is shameful that the *Morning Star* newspaper, supported by many unions including RMT and Aslef, described Russia and Assad's assault on Aleppo as a "liberation". Islamist forces do not represent a progressive alternative to Assad, but pretending his and Putin's assault on the city is a "liberation", rather than indiscriminate slaughter, is obscene.

**Whatever solidarity we can show — from supporting demonstrations outside the Russian Embassy, through to campaigning for refugees — we need to do it urgently.**

## PASSENGER INFORMATION: IT'S IN YOUR INTERESTS TO SUPPORT OUR FIGHTBACK!

Our overtime ban, is closing stations left, right and centre. We can strengthen our fightback by ensuring that passengers and Londoners know exactly why this is happening.



We can tell them that when TfL tweets blame "staff absence", they actually mean "staff shortage". We can explain that because LU has got rid of 900 staff, it doesn't have enough people left to run stations. We can warn them of the potential for serious incidents and long-term deterioration of service. We can alert them to the desperate and unsafe measures that the company is taking to keep stations open. And we can ask them to support us and help us win the restoration of axed jobs.

Our union could do more. On Southern, union activists have put a lot of effort into winning public support - dishing out thousands of leaflets, speaking at local meetings, getting into the press, using social media. Their efforts have ensured that the majority of Southern passengers blame the disruption they face not on the workers and their unions, but on the naked greed and incompetence of Southern management, and on their Tory government backers.

Let's see the same from our unions on London Underground.

## FLATS ON THE PICC

Picc Line trains are unfit for service because of flats, a problem that always gets worse when leaves fall on open sections and wheels skid as a result. But this year it is significantly worse.

Management blamed drivers, pulling them off trains and grilling them about their braking habits. But they need to look at the soft metal wheels, poor quality of the track, and poor rail adhesion. And they might consider that there are loads of new drivers on the line and not enough Instructor Operators!

Meanwhile, passengers are having a nightmare, stations are becoming overcrowded and station staff are getting grief. And when there are not enough station staff, things fall apart.

Time to stop blaming staff and cutting corners.

## REINSTATE DEAN STOREY!

Dean Storey, a Central Line driver, had a SPAD at White City, but was unjustly sacked after a perfunctory CDI ignored the many mitigating factors Dean's union reps raised.

If this kind of authoritarian discipline goes unchallenged, all of our jobs become less secure.

Central Line drivers voted for strikes to demand Dean's reinstatement, the first of which was suspended when LU agreed to a director's review. If that doesn't result in Dean getting his job back, RMT should step up and ballot all Central Line drivers, if not all drivers combine-wide. Touch one, touch all!

## WHO'S WHO ON STATIONS?

**Tubeworker HQ has received reports that construction contractors working at TCR have been getting involved in congestion control and redirecting passengers.**

Presumably the contractors are doing this because there aren't enough CSAs. We don't report this to have a pop at the contractors, we have no doubt they'd rather be getting on with their own jobs!

It all adds up to highlight the profound importance of the unions' central demand in our current dispute: reverse job cuts, staff our stations!

## YES, WE WANT TO GET RID OF THE TORIES!

RMT president Sean Hoyle was under attack from the Tory press recently for saying the unions should campaign to get rid of the Tories.

We say he is right. We should try and get rid of the Tory government. If we don't fight back against the source of the attacks on us, when will they stop?

The RMT general secretary Mick Cash's support for the president's view on the Tories was somewhat muted when he was asked about the issue on BBC News.

We can see he wants to keep the focus on the specific issues of the current industrial disputes, but the bigger picture is important too.

## NO IN-CAB INTERVIEWS

**Bothered as they are about interviews taking drivers away from their precious time on the handle, management have a solution - do the interviews in the cab!**

Station staff now have interviews conducted in station control rooms, while both they and the manager are on duty and running the station.

That's Fit for the Future for you - and it's another example that what LU gets away with on stations, it brings to drivers next.

## HELL NO, WE WON'T GO!

12 drivers at Leytonstone and Hainault have received letters displacing them from their depots from January, eight of them to Earls Court. There could well be more to follow.

RMT is balloting drivers at all three depots for strikes and action short, and we are confident that there will be a strong Yes vote. In the absence of an Aslef ballot we hope that Aslef members will respect RMT picket lines.

There are "too many" drivers in some locations because LU began recruiting for Night Tube before reaching agreement with unions on how it was to be staffed. And there are "too few" at other depots because management will not allow station staff who have passed to proceed with training and take up posts.

Management claim that they can do this under existing agreements - but just because they "can" do it does not mean that they have to. And if they can try to displace drivers, then we can fight them! Feelings are strong in the depots; no-one wants to see their workmates treated like this.

The issue of displacements is also one of the aspects of the "Fit for the Future - Stations" dispute, so co-ordinating action in the two disputes will make both more effective.

## 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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**Contact us:** Workers' Liberty, 20E Tower Workshops, Riley Road, London SE1 3DG,  
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