



tubeworker

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

**ALL OUT ON 5-6 AUGUST, PREPARE TO ESCALATE!
THE BAN IS BITING, KEEP IT UP!**

STRIKE TWO!

“Rock solid” doesn’t quite do justice to our 8-9 July strike. If you were on a picket, you will have been part of one of the most empowering experiences we can go through, learning a spectacular lesson about the value of our labour and what happens when we withdraw it.

It is welcome news that further strikes have been called. If our officials had gone back to negotiations without named action on the horizon, then there would be no pressure on management to

concede anything. Naming a new date makes it clear that the 8-9 July strike was not about letting off steam, but about fighting to win; that it was not a one-shot release.

However, there are serious concerns about whether single days on strike once a month will exert enough pressure on LUL to make management back down. This is an identical strategy to the one that failed to stop the OSP (800 stations job cuts) in 2010.

The unity and coordination between the unions is fantastic, but with escalation equally necessary, those in all unions who see the need for stepping up may have to organise to persuade comrades who may be more cautious or who might prefer a slower pace.

At least one RMT branch has already called for strikes to step up. Let’s build unity at grassroots level to mobilise for escalating action.

THE BAN IS BITING

**OLD STREET, WALTHAMSTOW
CENTRAL, LIVERPOOL STREET
FORCED TO CLOSE**

**LU CUTTING CORNERS ON
FLEET**

KEEP IT UP!

JEREMY CORBYN: PUTTING THE HEART BACK INTO LABOUR

Ex-PM and Thatcherite-in-Labour-clothing Tony Blair said last week that Labour supporter thinking about “voting with their heart” and backing Jeremy Corbyn for Labour leader “needs a heart transplant”.

Blair meant it as an insult, and an attack. But that’s precisely what Jeremy Corbyn’s campaign is doing: giving the Labour Party a heart transplant, and attempting to put back the heart that was cut out by the New Labour project, and return Labour to its roots as the political expression of the trade union movement.

The fantastic momentum around Jeremy’s campaign shows that there is a huge appetite in and around the Labour Party for a party that genuinely speaks up for working-class interests in politics.

Jeremy’s campaign is based on policies such as public ownership, living wages, and taxing the rich to fund public services: all key union demands that would make huge differences to the lives of working-class people. Aslef, Unite, and RMT have already backed Corbyn’s campaign and are encouraging members to sign up as Labour supporters in order to vote for him.

For details on how to sign up to vote for Jeremy, and how to get involved in his campaign, see jeremyforlabour.com and facebook.com/railworkers4corbyn.

**Text “LABOUR” to 78555
to become a registered
Labour supporter and
vote in the election. It
costs just £3.**

LU THREATENS TO DOCK DRIVERS’ PAY

When LU began cutting corners to put improperly-prepped trains into service, unions rightly put on additional action-short-of-strikes to ensure no driver took out unsafe trains.

A 24 July Employee Bulletin, signed by Peter McNaught and Pat Hansberry (Operations Directors for the BCV and JNP respectively) says: “Should you choose to take part in this action, and, as a consequence refuse to operate a train or take a train out of service at any point prior to the end of your shift, you will forfeit your pay for the entire shift.”

This is a quite spectacular threat from the company. Whether there was industrial action in place or not, there is clear legal provision for workers to refuse to work on the grounds of health and safety.

If the company carries through with those outrageous attempt to bully us out of participating in lawful industrial action, we can see a lot of Employment Tribunal claims for illegal deduction of wages on the horizon.

The way to respond to bullies is to stand up to them. Stand firm, uphold the action, escalate the strikes!



RESIST ANTI- UNION LAWS

Zombie Thatcherism is coming after the remaining trade-union rights they weren’t able to strangle the last time around.

With new threats to our rights, including balloting thresholds and new laws on picketing, on the horizon, we need a cross-union campaign to resist the laws.

Several RMT branches have backed the “Right To Strike” network, with RMT, along with most other unions, also affiliated to the national Campaign for Trade Union Freedom.

Check out righttostrike.co.uk for more info, and get your branch to back the campaign!

CLEANERS' COLUMN

Cleaners' struggles shouldn't be put on the backburner as the LU dispute goes on.

There are no "main" or "core" grades, we're one Tube workforce. Every worker's struggle matters.



YELLOWS GIVE US THE BLUES

The bright yellow uniforms cleaners working for both

ISS and Interserve have to wear are causing cleaners serious problems, particularly at above-ground stations where they're making them highly attractive to midges and mosquitoes.

Union cleaners at ISS pushed for a colour change, and got management to agree to revert to the old blue uniform. But despite the apparent agreement, the change has still not taken place, leaving cleaners in the unpopular "canary yellows" at the worst possible time of year.

Uniforms need to be practical, protective, and comfortable. They should not make workers a movable feast for biting beasts.

TRACKS ARE FOR TRAINS, NOT STORES

Union reps have been pushing for the cleaners' storeroom at Hendon Central to be moved from its current location, which beyond the safety barrier.

Cleaners don't quite have to walk onto the track to access it, but it's not far off.

ISS and LU say that, because cleaners' "Sentinel Cards" require them to be PTS accredited, they are licensed to go on or near the track to access their storeroom.

At best this is an inconvenient location for a storeroom, that cleaners need to access regularly. At worst it's downright dangerous.

LOCKED IN

Cleaners were recently locked in their mess room at a busy Zone 1 station after the lock jammed.

If this happened to directly-employed staff, we imagine there'd be widespread outrage.

This was a serious safety risk and shouldn't happen to any worker.



FLOOR FLAWS

We hear that a station on the Central Line loop has a woodworm problem. The flooring in various rooms has been chomped away at by the little critters, leading to some serious issues.

Staff raised jobs months ago: this issue hasn't been addressed.

Tubeworker doesn't want to blame the woodworms themselves; they're just carrying out the mission that evolutionary biology has set for them. But someone needs to be held accountable: our money's on either cuts to maintenance and works budgets, or this being yet another instance where LU's mania for outsourcing means no-one knows which contractor is actually supposed to do the job.

JUST IN TIME!

Word reaches *Tubeworker* HQ that some staff who ordered thermal underwear during the winter have finally been sent them... in late July.

It's thoughtful of the company to do this, as August is traditionally one of the coldest months of the year. CSAs doing SATS on Central Line platforms, notoriously chilly and referred to by many staff as "the freezer", will undoubtedly be particularly glad of the extra layers.

We had to push and push to get the company to issue thermals in the first place; this suggests LU just doesn't have its act together when it comes to giving us the clothing we need to do our job in relative comfort.

ASSESSED?

With all the slap-dash, often overnight, structural work going on to brick up ticket offices, *Tubeworker* wonders if these areas have been properly assessed and surveyed.

Many older stations still have asbestos in them - has LU conducted the proper safety surveys and risk assessments to make sure work around TOs doesn't expose it?

Or is it shoot first, ask questions later, as usual?



ABOUT THAT OFFER, STEVE...

A *Tubeworker* reader took a closer look at the company's last "final" pay offer:

Am I reading pay offer wrong?

For anyone on over £50k - which includes all full-time SS1s, Service/Power Control & Technical Officers it is a worse offer than before!

As 1% plus £500 works out less than previous 2% AND they've tacked on a second year of no increase in real terms for a three year deal?!

Plus once you incorporate the first 1% for those on or near 50k, (and 1% pushes train ops over 50k), then it's worse than what was on offer previously for all of those staff!

Are they extracting the urine?

And the "£500 non-consolidated launch bonus to all staff on the Night Tube lines or at stations serving these lines"?

What about those staff who are working to bring in Night Tube but don't work on trains or stations on these lines or at stations serving these lines?! Previously (on 9 April), the offer was:

- A £500 non-consolidated payment to ALL COO staff PLUS CPD operational employees

SO... how did a worse offer become a take it or we take our ball away and don't play anymore?

It's almost as if they're trying to provoke a strike to justify privatising?!

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,
tubeworker@workersliberty.org