



tubeworker

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OUR STRIKE ROCKED THE BOSSES!

- **First two days rock solid.**
- **Best supported picket lines in years.**
- **Significant solidarity and support from the public.**
- **Management's skeleton service promises in tatters — bosses' strikebreaking threatens safety.**

NEXT STEPS

- **Unions must name next strike dates NOW, and fund sustained action with strike pay.**
- **Organise to support "revenue action" and other creative industrial actions.**
- **Broaden out the strike committee.**

WHAT WE'RE FIGHTING FOR

- **No job losses**
- **No ticket office closures**
- **No attacks on terms and conditions**
- **For a safe, well-staffed, efficient public transport system**

A MESSAGE TO ASLEF MEMBERS

A few ASLEF drivers distinguished themselves during the 4-6 February strike by refusing to cross RMT/TSSA picket lines. But many didn't.

ASLEF has been pointedly silent throughout this dispute. What's its position on this "modernisation" (aka, "cuts") plan, that will not effect just one grade but the whole job? We know from the leaked info that managers had a meeting to announce "Fit for the Future — Trains" that management will come after train grades next.

Yes, refusing to cross an RMT/TSSA picket line means losing a day's pay. But if this strike loses, it means setting the ball rolling on a massive restructuring that will, no doubt about it, involve driverless trains. In that very real sense, ASLEF members' jobs are at stake in this dispute too.

ASLEF members, it's time to stand up and be counted. Don't cross RMT/TSSA pickets, and fight for your union to defend the future of the job and join the dispute!

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. Email us at tubeworker@workersliberty.org

Tubeworker's blog — daily updates — workersliberty.org/twblog

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DEFEND MARK HARDING!

Mark Harding, secretary of the Hammersmith & City branch of the RMT, is being victimised for his union activities.

He was outrageously arrested on a picket line by Hammersmith police after a strikebreaking staff member got upset at being asked not to cross a picket line.

Mark's bail conditions prevent him from "being involved in RMT or any other union associated with LUL/TfL or to be in attendance at any organised industrial action". The arrest and the bail conditions are part of an ongoing attack on basic democratic rights.

Defend Mark Harding, drop the charges!

facebook.com/defendmarkharding

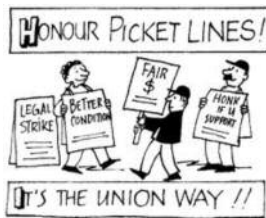
OUR FANTASY STRIKE COMMITTEE

A good strike committee should...

- Represent members of all unions, all grades and work locations — drivers, signals, stations, engineers, and more.
- Be democratic — our representatives on the strike committee should be elected; they should listen and report back to the people they represent.
- Encourage participation — everyone should feel confident to contribute in meetings. Beware big meetings where only a handful talk and the rest are silent! A clear agenda and good chairing can help.
- Allow disagreement — unpopular views should not be shouted down.
- Everyone should be listened to, which will encourage honest discussion.
- Be more than a talking shop — it should organise and carry out practical tasks for building action.
- Be used as a basis for our unions' decisions — honest, representative discussions about strategy should be fed up to our union leaders. If we're taking action, we should get to decide how, where and when it happens.

The picket lines were lively, diverse and full of discussion. Now our unions' decision-making needs to be opened up to

incorporate these voices. First step: build up up the strike committee.



THE PENNY HAS DROPPED...

Many areas reported bigger picket lines than in many previous disputes. Not just die-hard union activists on pickets, but huge chunks of rank and file workers. Spirits were high.

Service Control workers got behind the strike action to a greater extent than we've known in recent years, notably on the Bakerloo. Someone commented, "It's like the penny has dropped".

The big picture seemed pretty formidable before the strike. London Underground's long term vision for all grades was no joke, being driven by the government's demands for £8.8 billion of TfL cuts by 2021. But two days of action by us has rocked the bosses' eight year plan.

A strong stand, taken at this critical first stage, has already helped to protect the future of every London Underground and TfL worker.

UNITE UNITES...

Tubeworker hears that Unite texted its fleet and engineering members on Tuesday advising them to respect RMT picket lines - and that it is now preparing to ballot to join in the action officially.

Great news. This kind of solidarity — and expansion of our action — can help us win.

ASLEF: are you listening?

TORIES CONSIDER NEW ANTI-UNION OFFENSIVE

The Tories are considering committing to new anti-union laws in their next manifesto.

The right-wing clamour for new anti-union laws shows the immense power we still have. On the one hand, right-wingers try to claim unions are irrelevant, but at the same time they're demanding the state makes it illegal for us to act!

Looks like we're not "irrelevant" after all...

STRIKEBREAKING THREATENS SAFETY

The 4-6 February strike was less than an hour old when one of the company's strike-breakers routed two trains into a near-collision at Northumberland Park depot.

We all know that using managers who are not properly trained is a safety liability. The unions have said it over and over again. But that matters not to management when they have a war to win.

Undermining the strike in order to force through their job cuts is worth any risk to them.

TALKS ARE WELCOME, BUT WE NEED MORE THAN TALKS

Management will be looking to get us to call off next week's strike with some kind of weak "offer" which is little more than more talks. They may dress it up as a "review" or a "working party" or whatever, but if it is just another name for more talking, we would be fools to stop any action. Of course, we can still talk while action continues.

We want the job-cutting plans and ticket office closures withdrawn — an actual, concrete retreat by the company and the Mayor. We have shown over the last couple of days that we are in a position of strength. The progress that has been made on the picket line must not be thrown away in the talks.

It is better to lose four (or even more) days' pay and win, than to save pay by calling off strikes but lose the battle.

BUILD THE "REVENUE ACTION"

Tubeworker noticed this comment from an Aussie on social media: "In Sydney when the tube/bus/trains have an issue with their management, they run all the services but refuse to check tickets or take fares. All the barriers are open. Guess how quick their issues are resolved?"

So although this tactic is new to London, it has been successful elsewhere. But staff need clear support from their unions to help them carry out this new tactic and stand up to management threats.

A letter outlining the precise nature of the action has now been sent to each individual station and revenue member of the RMT (how about it TSSA?!) — better late than never!

If we are to enlist and maintain the support of the travelling public we must be ready to adopt new methods such as the revenue strike.

Union activists and officers must support and build them!

TFL STRIKES TOO!

RMT members in TfL are also on strike against attacks on their pension rights. Other unions in TfL — Unite, TSSA, and PCS — should join them! Support their fight and read more about the strike at bit.ly/tw-tfl

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