On 21 June, we’ll strike again in our dispute to defend jobs and conditions, including pensions. On the same day, 40,000 rail workers in RMT, at Network Rail and 13 mainline train companies, will also strike, in their own dispute to bust a pay freeze and defend jobs and conditions.

This is historic. It’s the first national rail strike since 1994, and the first time Tube and rail workers have struck together since 1989. The impact will be massive. The national strikes, along with ours on LU, have dominated media discourse since they were announced. Much of the conversation has focused on the inconvenience strikes will cause to passengers, with the Tories threatening new laws to restrict our right to strike to prevent our strikes from having as much impact. Whilst none of us relish causing inconvenience to passengers, shutting the job down is our primary form of leverage and we should not apologise for using it. We have a right to withdraw our labour.

Our 21 June strike is also significant because it represents a return to all-out action following the stations-only strike on 6 June. That strike was magnificent, shutting large parts of the job down for most of the day, and proving once again that station staff have power. But there’s no doubt we’re stronger when we strike together.

21 June also sees another TFL/LU union join the fray, with Unite members across the company joining RMT on strike. Unite’s action ought to increase the pressure on the two other LU unions, TSSA and Aslef, to get involved. Whilst many Aslef drivers do support RMT strikes, plenty don’t. This disgraceful undermining of another union’s fight must end. (For more on this, see over.)

COORDINATION

It’s a little disappointing that RMT is only coordinating with one day of the national strike, which continues on 23 and 25 June. As the parallel disputes continue, we must seek opportunities to extend coordination.

This dispute was never going to be short and sharp. We’ve already struck more in 2022 than in the previous five years combined, and we will almost certainly need to strike again.

The current TFL funding settlement expires on 24 June. Our strikes are putting pressure on the company, and with the combined pressure on the government from our strike and the national rail action, we have a real chance of forcing concessions when funding negotiations resume.

Another solid strike on 21 June, followed by a swift announcement of further action, will keep the pressure on the company, City Hall, and the Department for Transport.

Historic 21 June strike sees Tube and rail workers strike together:

We can win

Pensions fight not over

It was revealed recently that Department for Transport officials have laid down the law to TfL commissioner Andy Byford, insisting he must get on with pension reform as a condition of further funding settlements.

Our March strikes forced the company to slow their plans for reform, with the Barber Review failing to deliver on its brief to recommend a reform option and provide an implementation plan. The DfT is none too pleased that TfL has backed off, and wants them to get on with it.

This means pension reform could be expedited from 24 June onwards. All the more reason to deliver the strongest strike possible to make both the government and our bosses think again!

RMT MEMBERS: VOTE YES FOR ACTION

RMT is re-balloting in the jobs, pensions, and conditions dispute, closing 24 June.

Use your vote, vote yes/yes for strikes and action short!
RESOUNDING VOTE IN NIGHT TUBE BALLOT

RMT drivers indicated their willingness to fight on in the dispute over enforced night working by returning a resounding majority in the re-ballot to renew the strike mandate.

64% of those balloted voted, with 628/715, 88%, voting for further action.

Since the result, RMT has extended the current Night Tube strikes on the Central, Victoria, and Jubilee lines up to 25 June.

Striking over Night Tube hours is key, but winning will need wider action. The union must consider naming further "all-day" strikes.

OT BAN BITING

Since RMT’s overtime ban kicked in on 3 June, a total of 159 of stations have closed.

There’s been an increased flurry of begging letters from CSMs at various stations, sending out all-staff emails, desperate for someone to cover shifts.

The closures show that members are upholding the ban. But they also expose the reality of LU’s staffing arrangements; many stations are already operating on the bare minimum staffing levels, so need to cover shifts on overtime. Imagine how much worse that situation will be if LU gets away with its plan to cut 600 jobs!

Let’s fight for a future with a proper staffing level and decent wages for all, so no-one has to do overtime.

TSSA SUPPORTS RMT?

The official TSSA Twitter account tweeted its support for the RMT’s strike on 6 June.

That gesture is welcome, but a more powerful act would be for TSSA to ballot its members on LU for industrial action.

Otherwise, its “support” for the RMT’s strikes don’t mean much.

TIME FOR ASLEF TO USE ITS MANDATE

Aslef drivers on Greater Anglia will strike alongside RMT rail workers on 25 June.

Aslef drivers on Hull Trains and Croydon Trams will also be striking on 26 June and 13-14 July respectively.

But what about LU? Despite winning a renewed strike mandate for the third time, there’s still no sign of action.

Isn’t it time for Aslef to use its mandate?

Meanwhile, Aslef drivers are faced with a choice on 21 June. Side with the employer, by going to work, or side with their workmates and the wider LU workforce by joining the strike.

Respect the picket lines!

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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