

GLENROY DRIVES AGAIN

Glenroy Watson has been re-instated to Train Operator. *Tubeworker* has no doubt that LUL was forced to back down by the strength of the campaign to defend Glen. Tube workers understood that an attack on a long-standing union rep was an attack on each and every one of us.

However, Glen is now driving under the shadow of a final warning. He has still been dealt with more harshly than the drivers of the 600+ trains which over-carried people into sidings. Perhaps LUL is trying to undermine Glen's standing as a champion of safety at work. If so, he has every right to clear his name.

OVERHEATED

Picc line trains continue to be plagued by axle failures, with more than 120 smoke-related incidents in the last year and a half. You might think that LUL would put serious safety measures in place – such as double-staffing the trains, or even withdrawing the fleet.

But no. They have gone for ineffective measures instead – a heat-sensitive camera that could not spot an axle overheating; and suggesting that we should rely on passengers operating the PEA!

Perhaps LUL is waiting for people to get killed before it acts. Maybe drivers should consider refusing to drive the trains without additional staff.

SERVICE RECOVERY PLAN

The Picc control centre's response to the 'hot box' delays is the 'service recovery plan'. Great, you may think – except that it doesn't actually do what it says on the tin.

Put in a shuttle train at one end of the line and short-trip every other train. That leaves thousands of passengers kicked off trains and crammed into shuttles. It does not even get trains back on time as they are nearly always stuck in tunnels waiting for all the other trains to tip out and reverse.

It sounds farcical – but it is a dangerous practice that increases passengers' anger and the risk of assault for station staff.

MIND YOUR HEAD

Just when we thought the Elephant & Castle re-opening was about due, it was

put back again. Rumour has it that this time, the reason was that the lift cables are made of the wrong stuff. This comes just weeks after the ceiling collapsed in the Ticket Hall on the side that is open.

Perhaps that is why management think it is a good idea to cut the number of SAs at the Elephant – so you are less likely to get hit by falling bits of station.

BANK ROBBER

It seems the local GSM thinks that Bank/Monument can be run by one Supervisor on nights. That's the station that is so big it is called a 'complex', and has 15 escalators, two travelators and six lifts!

His plan involves replacing a SS duty with a Control Room Assistant (CRA), so making CRAs work nights, which – not surprisingly – they do not want to do. You could almost think he wants to save money no matter the consequences for workers.

We have to firmly oppose this scheme. The unions have to draw a line here, or it will start happening all over the job.

PIECES OF SILVER

In the last issue, *Tubeworker* reported managers giving £50 to staff lucky enough not to fall ill (or unprincipled enough to break strikes). We are pleased to report that, following protests, LUL has stamped out this practice.

So if you have got something to complain about, drop *Tubeworker* a line – it obviously works!

UNION BASHING

Most of us are pleased to see union reps at our locations, giving us a chance to put forward our views. If they recruit members as they go, then all the better for all of us.

But the acting GSM at Baker Street was so peeved by RMT reps turning up that he tried to kick them off the station and told staff not to talk to them. Then he called the police – not once, but twice! One thing's sure – if managers hate the union that much, it must be doing something right!

WOT? NO PAY CLAIM?

It is a genuine mystery. Why would a union not submit a pay claim on behalf of its members? It's odd, but that is

what TSSA has done (or not done.) Perhaps TSSA will say it is waiting for the mediation of last year's claim, but that's no excuse. If you act passively, you let the employer call the tune.

The least that TSSA members should be able to expect for their money is that their union will tell management what pay rise they want!

BULLS IN A CHINA SHOP

Tubeworker has noticed a bullish attitude amongst LUL managers, who seem to think that if you can't work (because of sickness etc) then you should be sacked. Are they all getting out on the wrong side of the bed each morning? We think not.

More than any other grade, managers are looking over their shoulder and worrying how they can legitimise a £40k salary to Livingstone's new regime. As most of them have little to do with running a railway, they may have taken to bullying staff and harassing union activists, hoping to portray themselves as dynamic, non-nonsense 'team leaders'.

Frankly, it's not big and it's not clever, and we're not impressed.

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INFRACOS: CHICKENS COME HOME TO ROOST

You did not need a crystal ball to predict that once the private consortia took over the Infracos, they would start attacking their workforce. The attacks have started:

□ Metronet BCV says it will not fund any pay rise from mediation, and will transfer its Vic Line train maintenance staff to Bombardier, one of its component companies. When? Any time in the next nine years, apparently!

□ On the SSL, Metronet has announced that over 150 jobs – signals, track and train maintainers – will go in the next 3 years.

□ Tubelines (JNP) has set up its own pension scheme, making new entrants join it instead of the LRT scheme. As Tubelines reckons this will save them money, we can only assume that it will cost their workers money – as well as creating a divide between new and old staff.

The consequences of PPP are coming home. A fragmented workforce is more vulnerable to attacks such as these.

Although PPP has been a huge setback, we can not shrug and give up. A two-year-old deal is not enough to protect us. We need to fight off each and every attack. And we need to keep a coherent, united response from the union. We should make sure that the RMT submits pay and conditions claims which are the same across LUL and the Infracos, and fights for them all with the maximum co-ordination.

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Got a story for *Tubeworker*? We welcome & will publish reports & comments from all Tube workers. Also get in touch if you want to come to our regular readers' meetings, or to get involved in action about any of the issues we've covered.

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