

SICK OR WHAT?

Two examples show how low managers can go with the Attendance procedure. First, an Arnos Grove driver gets a rock thrown at the window he is sitting next to on a bus, and is too shaken to work. Second, an Oxford Circus SAMF is stabbed on the way home, needing 12 stitches.

Guess what? They both got an item! Duty of care? Discretion? None of that touchy-feely nonsense round here.

CUSTOMER CARE?

It seems that LUL plans to rename all station grades - by removing the work 'station' and inserting 'customer care'.

Once more, they think that a make-over is a better idea than, say, increasing staffing or investing in the system. Or perhaps they are downgrading the technical aspects or our job - you know, that business about running a railway. The company's next step will be to compare our pay rates with workers in the 'customer care' sector, in order to justify low (or no) pay rises.

BAH HUMBUG

Seasonal cheer all round on the Green Park group, where the staff Christmas booze-up was followed the next day by a visit to the stations by the D&A squad.

Season of goodwill? No chance.

EAST LONDON LINE FOR SALE?

We hear that a document has fallen into 'the wrong hands', revealing LUL's dastardly intentions towards the East London line. Apparently, they do not want to bother even running it, and would sooner give it to a private TOC.

Wapping and Rotherhithe stations could close. The service will be less frequent than the Tube, and stations staffed by a lone booking clerk (if you're lucky). LUL jobs, and transfer and promotion opportunities, would go.

Tubeworker is confident that a strong campaign can force LUL and TfL to keep the line public.

TAKING THE P

Bakerloo management is scraping the bottom of the bowl with their 'holistic report' on train drivers,

monitoring toilet visits and making drivers sign a form whenever they go!

LUL should accept that until they teach robots to drive, T/Ops are human beings with natural bodily functions. However, a concerted attempt to intrude on and intimidate staff is neither natural nor acceptable.

PRIVATE HELL

The mainline railway is still proving how safe privatisation is (not). The roll-call since October: a loco running from Edinburgh Waverley without a driver for three miles; a collision at Chichester; a high-speed derailment at West Ealing; a tunnel collapse over a Scottish main line; an oversized engineering train demolish a North Yorkshire bridge; an electric train sent on to a line with no wires in Hertfordshire; and a freight train derailment near Rotherham.

Guess who was responsible for the state of track for the West Ealing derailment? Amey. And the Rotherham incident? Jarvis. And we are expected to believe that PPP is safe with these cowboys involved?!

DIRTY FINGERS IN DIRTY PIES

Cherie-gate extends to the Tube, as we find that the accountant who fixed up Cherie's mortgage on two flats is being charged in connection with the awarding of contracts for the JLE.

Some people would say that the whole business of private contracting is a rat-infested cesspool. Some people would say the same thing about politics. Here at *Tubeworker*, we reckon that politics is far too important to be left to politicians.

CUTTING JOBS

At Elephant & Castle, managers seem to think that you need fewer station assistants when the station is fully open than when it is half closed. That's a strange approach to customer service: more people to tell you that you can't come in than to tell you that you can!

There are currently 19 SAs, but when the station reopens, jobs could go. Funny how the same principles never seem to apply to managers. There are more and more of them all the time, telling less and less people what to do!



Tubeworker is produced by tubeworkers in the Alliance for Workers' Liberty, an organisation fighting in the unions, the Socialist

Alliance and the Labour Party for a socialist alternative to both capitalism and Stalinism, based on common ownership and democracy.

We want one democratic, fighting union for all railworkers. We reject artificial divisions between workers of different grades. We oppose racism, sexism, homophobia and all prejudice that divides us. Only our bosses benefit from a divided workforce.

GETTING UNIONISED

Good news from the north end of the Bakerloo, where station staff who tip out trains at Queen's Park, Harrow & Wealdstone and Willesden Junction are to get their own union rep. And also good news from the RMT: the union's membership has gone up by 10% to over 63,000 in less than a year.

If workers are going to defend ourselves against management attacks, and promote our own agenda, then the starting point is to get unionised. The next step would be to have one strong, democratic union for all railway workers.

GIVE UP: JOIN TSSA

... Which is a much bigger increase in membership than the small number who have joined TSSA because they don't want to strike. You have to wonder about a 'union' that boasts about recruiting members on the basis of defeatism. Join us - we don't stand up for your rights, what's the point?!

Still, nothing makes much sense in the strange ramblings that Chairman Wouds tries to pass off as a union 'newsletter'.

McGATES

Spare a thought for the SAs on the barrier at certain stations, whose gatelines are now decorated with hideous McDonald's adverts.

On top of the usual grief, we now come across as billboards for a fast-food multi-national, and loads of passengers are complaining.

Don't laugh - your station could be next!

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Got a story for *Tubeworker*? We welcome and will publish reports and 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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