



# tubeworker

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

## AFTER LEYTONSTONE ATTACK UNITE AGAINST STAFFING CUTS AND RACISM

*Tubeworker's thoughts are with those injured in the attack at Leytonstone, and with all workmates and passengers affected by it.*

We know from past experience that in times of war and terrorist activity, our job always becomes both more important and more stressful.

It is sobering that the attack came just two months before LU plans to cut staffing at Leytonstone, one of the stations scheduled to have "Fit for the Future" imposed two months ahead of everywhere else.

The Leytonstone attack happened days after the UK government decided to join the US/Russian bombing campaign against Daesh (ISIS) in Syria. It was treated by police as an "act of terror" because the

attacker allegedly shouted, "This is for Syria".

*Tubeworker* is concerned that such events will fuel a rise in anti-Muslim racism. We know of at least one incident in the week before the Leytonstone stabbing in which a CSA was called a "fucking Muslim terrorist" by a random pissed-off punter. We've also heard that an ISS cleaner in uniform was abused by a drunk passenger who mistook "ISS" for "ISIS".

Daesh is a far-right political-religious movement that is brutally oppressive to those who live in the areas of Syria and Iraq that it controls. Muslim people cannot be collectively blamed for Daesh's right wing political ideology, or acts carried out in its name.

**London Underground workers must unite against divisive racism. We must step up our fight against station job cuts to reduce the chances of attacks like this happening again.**

### BOMBING WILL NOT BEAT DAESH

**The UK/US/Russian bombing campaign will not defeat Daesh. There will be huge civilian casualties because bombs cannot accurately pin-point Daesh fighters.**

The UK is embracing Turkey as a military ally, although Turkey is bolstering Daesh by allowing it to export oil out of Syria across its territory. The UK is also embracing military alliance with Russia, although Russia's bombs aim to strengthen Assad's dictatorship in Syria, which has killed more people

than Daesh or any other force in the region.

**We should support Kurdish fighters, and other secular forces in the region, fighting against Daesh, Assad, and other oppressors in the name of democracy and freedom.**

#### WORKERS' LIBERTY LONDON FORUM: THE STRUGGLE IN SYRIA

Thursday 21 January, 19:00, Indian YMCA, Fitzroy Square (Warren Street)  
With a speaker from Syria Solidarity UK

### NO IFS, NO BUTS, NO JOB CUTS

#### STATIONS GRADES: NO OT FROM 3 JAN PREPARE FOR STRIKES

**LU has indicated it may rush to impose new contracts on station staff, particularly in the areas where it wants to launch "Fit for the Future" first (King's Cross, and the east end of the Central Line).**

*Tubeworker* is pleased that this has stirred RMT to reinstating an overtime ban on stations from 3 January, and to contemplate renewing strike action.

Hopefully other unions will follow this lead. But we are concerned about how often the word "if" comes first (as in: "we will strike if LU imposes new contracts, or "if" it imposes Fit for the Future in some areas before others).

Isn't LU already doing enough – cutting 800 jobs, wrecking our work-life balance – to warrant industrial action?! Advertising Train Op vacancies externally is another attack, undermining the possibility of career progression for stations grades. We don't need to wait for further provocation before we strike.

There's also clear grounds for strikes over pay. All unions have rejected the offer, which is barely an increase at all and would be erased for most of us by increases in National Insurance Contributions.

**We need all-grades strikes as soon as possible.**

#### DEFEND GLEN HART

RMT members are preparing to ballot for strikes if LU disciplines Northern Line Station Supervisor Glen Hart. Defend Glen, defend yourself! See [bit.ly/defend-glen](http://bit.ly/defend-glen) for more.



**SEASONS GREETINGS FROM TUBEWORKER. HERE'S TO A 2016 FULL OF SOLIDARITY AND STRUGGLE!**

## CLEANERS' COLUMN



### CLEANERS FIGHTING BACK

On 15 December, over 50 cleaners and London Underground staff of all grades demonstrated outside the offices of Interserve, a major cleaning contractor on LU (see picture, above).

We protested against Interserve's routine practice of short paying cleaners for hours worked.

We demanded Interserve reverse job cuts that are imposing excessive workload on cleaners. Interserve was rattled by the protest. It sent letters to cleaners, urging them not to attend because of the potential damage to its reputation. But these intimidation tactics did not deter the cleaners.

This can be the springboard for a concerted campaign in the new year.

### NO-ONE IS ILLEGAL

*Tubeworker* has received reports of immigration police attempting to snatch cleaners from Stratford station.

They're obviously there with the collusion of ISS, and probably LU, bosses. *Tubeworker* urges LU station staff not to collude with immigration raids. It is not our job to police our colleagues.

This is the third time employers have used cleaners' immigration status as a weapon. Immigration controls are used by the bosses and the state to divide workers between "legal" and "illegal".

We should respond by saying: no-one is illegal!

### NIGHT MOVES

You might think cleaning one station is quite enough work for one night turn.

But no – many cleaners are having to clean more than one, travelling between stations on night buses at their own expense.

*Tubeworker* hears that one cleaner was mugged on a bus travelling between Northern Line stations at night. This is a scandal that no LUL employee would tolerate.

Cleaners need free travel and an end to excessive workload!

### RECORD BREAKERS

Once again, we have exceeded ourselves, as London Underground carried a record number of passengers on 4 December.

LU: please explain the twisted logic that says that more passengers need fewer staff to help them!

### BLIND SPOT

When people on the platform block the driver's view of the platform, it creates what LUL calls an "oblique image".

There are dozens of these all over the Tube, a safety risk to passengers. Some locations have extra staff from the Special Requirements Team to assist drivers. But this isn't a "special" requirement - it's a permanent one!

Both Aslef and RMT have been pushing for a resolution from management, and none was forthcoming. In a rare outbreak of unity, both unions put out a communiqué advising drivers to insist on assisted despatch from CSAs at platforms with blind spots.

The long-term solution is more staff on platforms and improved camera coverage.

### UNFIT FOR THE FUTURE

As staff on the east of the Central Line prepare to be guinea pigs in the "Fit for the Future" experiment, *Tubeworker* learns that two stations (Woodford and South Woodford) will have fewer ticket machines.

The multi-fare machines on the westbound side of both stations are being removed and taken to central London stations that are struggling to cope since the closure of their ticket offices. This means that passengers who want to pay with a note will have to cross to the eastbound ticket hall.

Hardly a world-class service!

### UNSTAFFED=UNSAFE

A passenger collapsed on a District Line train at Bromley by Bow. But the station was unstaffed so the train service had to be held for 15 minutes while assistance was arranged.

This must have been stressful for the driver, emphasising why understaffing of stations affects all grades.

Many stations are already operating with a reduced staff in advance of the cuts planned for 2016. With fewer staff, LU has been routinely unstaffing "open section" stations where minimum numbers regulations do not apply.

But this means passengers in need of emergency assistance could be left in distress. Train drivers in unstaffed stations could be left to deal with traumatic incidents alone. And, as in this case, the train service itself could be delayed.

When will LU see sense?

### DLR: THAT'S THE WAY TO DO IT!

RMT has announced not one, not two, but SEVENTEEN strike days on the DLR, including two four-day strikes, across the first four months of 2016.

DLR workers struck in November, bringing the network to a complete standstill. Now, instead of letting negotiations trundle on indefinitely, or announcing one or two more strikes of a day or two and seeing where that gets them, they've sent a very clear signal to management: multiple sets of strikes, all announced at once, escalating over several months. The first set of strikes, in January, have been suspended, but strikes from February onwards remain live.

*Tubeworker* would like to see similar tactics used in our disputes on LU. Maybe we could coordinate strikes over pay and jobs with our brothers and sisters on the DLR?

### INTERSERVE WORKERS WIN ON DLR

A sustained campaign of strikes has secured a 75p/hour pay increase for Interserve cleaners and security workers on DLR. Direct action gets the goods!



### 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](mailto:tubeworker@workersliberty.org)

***Tubeworker's* blog — daily updates — [workersliberty.org/twblog](http://workersliberty.org/twblog)**

**@Tube\_Worker on Twitter  
[facebook.com/tubeworker](https://www.facebook.com/tubeworker)**

### Subscribe!

Want to get every issue of *Tubeworker* (published at least monthly)? Send us your address along with a tenner (cheques payable to WL Bulletins)

Got a story for *Tubeworker*? We welcome reports and comments from all Tube workers.

Contact us: Workers' Liberty, 20E Tower Workshops, Riley Road, London SE1 3DG, [tubeworker@workersliberty.org](mailto:tubeworker@workersliberty.org)