

# London Overground

Don't let the fat cats bleed it dry



Put the PUBLIC back in transport

Pic (c) Transport for London 2005

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## London Overground Let's run it in the PUBLIC sector

Today sees the launch of the extended East London Line north and south, for which RMT has tirelessly campaigned

The line is vital to economic and social well-being of that region of London and the South East

The problem is that it has been handed to a private consortium called LOROL - a joint venture between MTR of Hong Kong and Deutsche Bahn AG of Germany - whose first priority is to make as much money as possible for its shareholders, not serving the passengers and the community.

We have enough experience of the failure of privatisation of the national rail network - we mustn't repeat the same mistake and allow LOROL's private shareholders to suck even more billions out of our vital transport networks.

£1bn has been spent on this upgrade and every penny of taxpayer subsidy and fare revenue should be invested to improve services, not funnelled into the pockets of shareholders.

This can best be done by taking the East London Line and the whole of LOROL into the public sector under the management of London Underground which is publicly-owned and publicly accountable.

### What you can do

┆ Tell the Mayor of London that London Overground should be operated in the public sector - write to him at City Hall, 110 The Queens Walk, LONDON, SE1 2AA or by email at [mayor@london.gov.uk](mailto:mayor@london.gov.uk)

┆ Ask your MP to sign the parliamentary Early Day Motion 'Public Ownership of the East London Line' - text below

### Public ownership of London Overground - Early Day Motion

That this House welcomes the extension and upgrade of the East London Line, now part of London Overground, which will play a vital role in the social and economic well-being of London and the South East; is deeply dismayed that this service will be operated by a private company LOROL, whose first priority is to shareholders not passengers and communities; believes that this arrangement will repeat the mistake of privatising the national rail network; notes that £1bn has been spent on this upgrade and believes that every penny of taxpayer subsidy and fare revenue should be invested to improve services and not removed from the industry in shareholder dividends; recognises that this would be best achieved by transferring LOROL services to London Underground, which is publicly-owned and publicly-accountable.



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