



**TOGETHER  
WE ARE THE  
UNION**



## Branch Meeting

**Thursday**

**5 February**

**16.00hrs**

**The Clachan  
Kingly St,**

**2 minutes from  
Oxford Circus  
Station**



**Branch Secretary**

**Brian Munro**

**Flat 310,  
Maritime House,  
London, SW4 0JW**

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## PPP COMING APART AT THE SEAMS

**L**UL are said to be furious with the private Infrastructure companies over their handling of last weeks 2 inches of snowfall on the capital city.

Despite months of joint preparations, coupled with advance severe weather warnings, Metronet and Tube Lines still failed to follow their contingency plans which should have kept the Underground running. The RMT has evidence that that in some cases trains were offered for service on the network without any de-icing fluid.

It has been reported in the press that LUL "has become increasingly frustrated about the performance of the consortia". This follows last month's announcement that the infrastructure companies were fined £32 million for not meeting targets.

With Metronet and Tube Line's latest failure to keep stations open or provide

trains for service, with only a couple of inches of snow and a well forecasted cold snap, they will now face huge financial penalties for renegeing on their contractual obligations.

Long suffering Passengers and staff need a clear statement from LUL to the government that fragmentation of the network has failed.

Tim O'Toole and Bob Kiley have had a year to run the Tube under the PPP system alongside the private contractors - they now have the evidence to show it doesn't work. With derailments aplenty and this latest abject failure from the private companies, the PPP experiment has shown to be a disaster.

We should call a halt to this mess now. LUL, the union and Underground users should form a united campaign to make this government overturn this ill conceived policy.

## Come to the Branch Meeting

**PLEASE NOTE NEW  
VENUE**

**Upstairs at The Clachan,  
Kingly Street.**

**2 minutes from Oxford Circus  
Station.**

**Walk down Argyll Street.  
Turn right, then left.**

**Thursday, 5th of  
February at 16.00hrs**



## JOIN THE RMT

**ALL GRADES UNITED IN ONE COMMON OBJECT**

## Elephant & Castle Refurb

The PPP's "reason for being" was that it would deliver much needed investment to the tube. The RMT complained at the time that the main targets under the PPP and the way that the privateers would earn their bonuses would be by improving station ambience. Our contention is that trains, signaling and track should be the priority for investment. Of course the stations need an overhaul; but get the trains running first.

It will come as no surprise that the fat cats are making a botched job of the station refurb. The Elephant & Castle is a case in point. Work is necessary at the Elephant not only to improve the look of the station but also to tackle the water ingress which is a serious problem. But when there was no consultation with LUL stations or trains about the proposed works, management called a meeting with the contractors. Your RMT Reps can only describe the outcome as another PPP comedy of errors:

There was no proper safety analysis of work to be done. No Risk Assessments had been carried out. The Contractors wanted to start work at 22.00 hrs, despite the amount of passengers using the station till the end of traffic. They wanted to build a compound outside the station but had not realised they would need approval from the Council.

The icing on the cake is they will need to put a hoarding outside the goldfish bowl but this will seriously compromise the safety standards with regards to the width of the platform.

Work was supposed to start on the 25th of January; who knows only if these cowboys will ever start the work?

# A day in the life of a privatised railway

by Jim McDaid



**W**e've all seen the car commercial, where they tell us that the most commonly used phrase in the world is 'OK'. Well, see if you can spot the most commonly used phrase on the Bakerloo Line, post privatisation, in "a day in the life of Bakerloo Line driver".

On arrival at Elephant and Castle on a Saturday night, the train had been full of drunks and one of them had spilled a can of lager all over the front car and the smell was stinking out the drivers cab. I went to the DMT's office to see if they had a cleaner to clear up the spillage, but there was NO DMT in the office.

I asked the controller to get me a cleaner, but he said there were NO cleaners available on a Saturday night.

I then went for a coffee before departing but the machine had NO cups. I went

to get some water. There were NO cups there either!

Dismayed, I got back on my train and headed to Queens Park. The cab was warm and I decided to put on the Air-Con, but there was NO cold air in this unit.

I contacted the line controller to request that a train maintainer come and confirm the defect. I was advised that there was NO train maintainer on duty that evening and the defect could not be repaired or confirmed. I asked him, 'what if a train has a major defect?' He replied, "we will be F\*\*\*\*\*."

This is the contempt with which our new privatised lords treats the staff and customers: filthy trains for staff and customers; no managers to deal with the problems; no technical staff to repair the defective trains and the denial of basic refreshments.

And they wonder why moral is at rock bottom!



## The lunatics have taken over the new asylum

Did you here the one about the guy who escaped the blazing fire only to be ran over by a car? It wouldn't be that funny in real life; would it? So can someone please explain to the RMT the wisdom of the powers that be at Queens Park putting the Staff Assembly Point for the new 'canteen less' Premier House in the middle of a busy car park?

It would be hilarious if wasn't so bloody stupid!