



Save our railways

Rail cuts will kill

Say NO to McNulty's axe



After more than 15 years of rail privatisation, a 'value for money' review by wealthy boss Sir Roy McNulty found that Britain's railways had higher fares, higher costs and lower efficiency and were more fragmented than the publicly owned railways elsewhere in Europe.

His solution? Even higher fares, even more fragmentation, unstaffed stations, removal of guards, lower safety standards - and even more asset-sweating by private interests that have already drained billions of public money from the network.

It all adds up to rail workers and passengers being made to pay for the disaster of rail privatisation with an attack worse than the Beeching cuts of the 1960s

www.rmt.org.uk

www.tssa.org.uk

Published by RMT and TSSA, c/o Unity House, 39 Chalton Street, London NW1 1JD

What McNulty will mean to rail users

If implemented, the McNulty review will mean a declining, dangerously understaffed and fragmented railway with worse safety standards and huge fares – but more guaranteed, risk-free profits for the private interests that have already drained billions from the industry.

Even more massive fares increases McNulty wants to lift the cap on rail fares that already allows private operators to impose inflation-busting increases – making passengers pay even more towards shareholders' dividends and forcing more people back onto the roads.

More dangerous fragmentation McNulty says that the answer to fragmentation is to divvy up the tracks and signalling among the private operators. That means not just one Railtrack Mark II, but a whole series of mini-Railtracks – so it won't be a case of if but when another major disaster happens.

Lower safety standards and fewer inspections McNulty wants to reduce the frequency of essential visual track inspections in favour of automated ones, and even wants to use second-hand rails on regional lines.

Ghost stations that will be a mugger's paradise McNulty wants to leave three-quarters of stations without ticket-offices, creating more ghost stations and a nightmare for those, especially women, travelling alone or at night.

No guards on ANY trains Despite the overwhelming evidence from crash inquiries proving that guards save lives, McNulty wants to remove ALL guards from ALL trains. More than a third of McNulty's savings will come through sacking safety-critical staff even though productivity has increased ahead of pay – and those who remain have been told to expect real-terms pay cuts.

In short, McNulty is a recipe for disaster that will make passengers, staff and the environment pay for the mess that privatisation has created.

Why not bring it all back in-house? The only option **not** considered by McNulty was the obvious one: bringing railways back into public ownership. McNulty compared UK railways with publicly owned networks in Europe – but then ignored the obvious conclusion that public ownership works.

What YOU can do

Write to your MP and ask him or her to oppose the McNulty proposals.

Write to the transport secretary, Philip Hammond MP, at the DfT, Gt Minster House, 76 Marsham St, London SW1P 4DR, to let him know that McNulty's plan is unacceptable.

