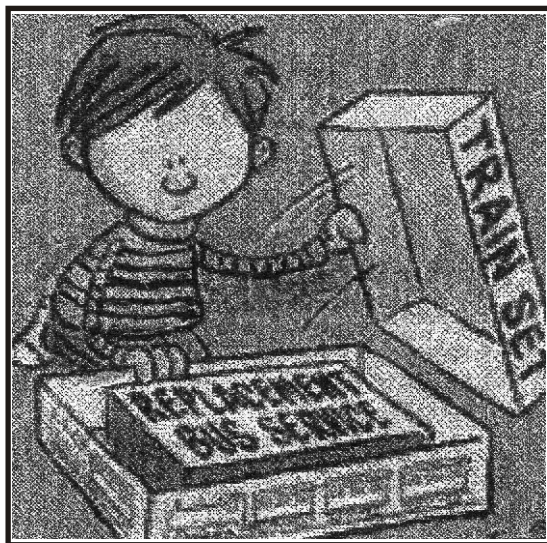
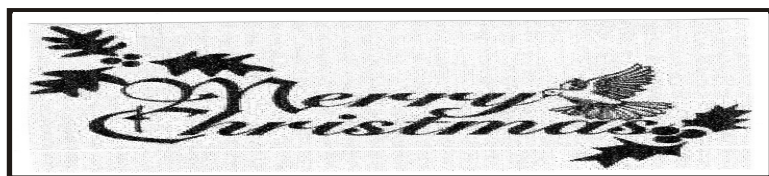


No. 175

Dec.2023 - Jan.2024

Sparks

THE RANK-AND-FILE TRANSPORT WORKERS' PAPER



N.S.W. Railway News p.3; Sydney Buses News p.12; Vic. Rail News p.17; 'The Cover-up' p.7; UK Rail News p.17; Vic. Railway News p. 17; Rorts and Corruption in the RTBU! p.12; BHP Train Drivers News p.4; New DOO Push Defeat p.3; UK Bus News p. 23

EDITORIAL

Welcome to another edition of Sparks.

Some of the most important news in the NSW Railways was the defeat of a new DOO (Driver Only Operation) push with the NIF (New Intercity Fleet). In this edition we expose the renewed corporate media and Sydney Trains management propaganda barrage and smoke screen to camouflage the DOO push and its defeat. (See article page 3.) In this edition we also take a close look at the Wynyard Tangara stoppage incident. We expose how corporate media coverage and the RTBU hierarchy have again spread a smoke screen to divert attention from the Tanagra replacement as also a Trojan Horse as part of the generalised DOO push with new train types. (See article page 5.) The generalised DOO push will open the flood gates to a privatisation blitz kreig, major cut backs to track and infrastructure maintenance greatly adversely affecting the jobs of train crews and savage job cuts to other grades. The corporate media Railway management and Claassens are of course silent on these nefarious behind the scenes issues which have far reaching consequences.

In this edition of Sparks we put the spotlight on rorts and corruption in the RTBU Bus Division. It throws new light on 'behind the scenes deals' between the RTBU and the TWU hierarchies. (See article page 12.) In this edition we also look at the new merged rosters in Region 6 and likely ramifications. (See article page 14.) Another issue we focus upon is the tremendous traffic chaos and gridlock affecting drivers associated with the Rozelle Interchange. (See article page 14.)

Sparks welcomes contributions in the shape of poems, articles and cartoons by transport workers. Please send to Sparks PO Box 92 Broadway 2007 NSW or via our web site www.sparksweb.org

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N.S.W. RAILWAY NEWS

Defeat of New D.O.O. Push with the N.I.F.!



Analysis of SMH article Tues. 12/12/23 p.3 "Doors flew open while new intercity train moving."

To camouflage the real reason for the new delay in putting into service of the NIF (New Intercity Fleet). The article provides flimsy reasons provided by Sydney Trains management and so called 'leaked documents'. A major reason based on leaked documents refers to CCTV's malfunctioning, "CCTV cameras presenting blurry images ...the 'real work' on software changes such as to CCTV screens would happen early next year because it was dependent on the manufacturer." However, the CCTV's operation and its viewing by the driver is all about DOO (Driver Only Operation). With a functioning guard's compartment and maintaining the role of the guard in safe working, no need for the CCTV's! However the malfunctioning of the CCTV's would be an obvious obstacle to DOO. In the SMH 12/12/23 article there is no mention whether work has been done to set up the functioning guard's compartment on the NIF. It refers to the alleged deal by Claassens with the previous

NSW Liberal Premier Dominic Perrottet which supposedly resolved the bogus Rail EBA 2022 campaign with an agreement to maintain the role of the guard in safe working in the NIF Deed. However Claassens has been too frightened to put the NIF Deed on the RTBU web site and social media for members and others to view the full contents. Why? Because there is no such guarantee for it in writing as part of the NIF Deed. Its totally bogus!

Intriguingly in SMH article 22/6/23 "Intercity train fleet delayed again" p.7, it advises no work has been done to construct the functioning guard's compartment on the NIF. In the SMH article 12/12/23, it says "Sydney Trains CEO Matt "Mr \$533,205pa", Longland said last month that physical modifications to the trains were under way..." This vague talk of 'modifications' is to camouflage the reality that no work has been done to construct functioning guard's compartments and never will be! Because the NIF under DOO is to play a key role in the privatisation push in the NSW Railways. With the removal of guard on the NIF setting precedents for DOO on other trains cutting costs for private operators as part of the carve up for franchises.

Given the NIF has been under trial for years, these problems were likely already resolved. The NIF under DOO was already set up for services with the 2024 timetable. However the grass roots have been stirred up by the last edition of Sparks amongst train crews about Claassens, management and the

Doors flew open while new intercity train was still moving

Matt O'Sullivan
Transport and infrastructure editor

Crew doors on one of NSW's new intercity trains opened suddenly as it was travelling through the Blue Mountains last month in the latest fault besetting the multibillion-dollar fleet.

Internal documents obtained by the *Herald* show scores of defects - including braking problems - in the new double-decker trains that have been undergoing testing ahead of plans for the first of them to enter service in the second half of 2024, more than four years later than originally planned.

Records of the incidents show doors on the driver's compartment of a new intercity train opened by themselves after it had passed Lapstone station on November 11, it triggered an alarm of a major fault and forced the driver to immediately bring the train to a halt on the Blue Mountains line.

The leaked documents reveal braking problems have been a repeat complication with the new trains.

In an incident in early September, a train's electric brake temporarily dropped out at Strathfield and it ended up travelling further than the driver intended.

In another incident, staff warned that braking problems needed to be fixed urgently to reduce the risk of a train passing a red stop signal.

CCTV cameras freezing or presenting blurry images, passengers dropping out, and problems with air conditioning and digital train radio systems, are among the other faults detected.

Coalition transport spokeswoman Natalie Ward said regional passengers were consistently waiting for the government to prioritise their transport services, but insisted all they got were delays and expenses.

"The minister's job is to get transport assets working for commuters, not for the unions and the bureaucrats," she said.

A spokesman for Transport Minister Joe Haylen said the point of the testing was to identify issues before service, and the government would ensure passengers "get to travel on a safe and reliable" train fleet.

"It took the new Minus Labor government just five months to get the Maryling fleet on the tracks doing testing - something the Liberals couldn't do in five years," he said.

A Sydney Trains spokeswoman said the express purpose of testing was to identify any defects, software or functionality issues within the complex systems and investigate their root cause and remedy them in a timely manner.

"With any delivery of new fleet there will be issues, and these will be fixed by the supplier in accordance with the defect and issues management processes prescribed in the contract at no cost to Transport for NSW," she said.

The new intercity fleet was at the centre of a long-running dispute between the previous Coalition government and the Rail, Tram and Bus Union.

The stand-off was settled in November last year when the then government agreed to allow the hundreds to modify the trains to allow guards to monitor passengers getting on and off at stations.

The modifications to cameras, screens and emergency doors on the 62 trains will cost \$25 million, taking the total bill for the new fleet to almost \$2.8 billion.

Sydney Trains chief executive Matt Longland said last month that physical modifications to the trains were under way while the "real work" on software changes such as CCTV screens would happen early next year because it was dependent on the manufacturer.

Longland had said the first of the new trains would enter service on the rail line from Sydney to the Central Coast in the second half of next year. Under the original plans, the trains were to start services on lines from Sydney to the Central Coast and Newcastle in late 2019, and to the Blue Mountains and Lithgow the following year.

Minns Government plot to introduce DOO with the Trojan Horse of the NIF and were obliged to back off again. In the article Longland advised that the NIF trains would be put in service in the 2nd half of 2024. Again to camouflage the actual time for the introduction which would be in the late Nov. and early Dec. 2024 period due to the NIF under DOO being introduced followed by the replacement for the XPT's also under DOO to take advantage of the holiday period for so called 'teething problems'. In regard to putting the NIF into service, the article refers to the NIF beginning operation from Sydney to the Central Coast, perhaps connected with fears of direct action by drivers in the Illawarra upset about DOO which have militant traditions. It was the focus of 'Drivers for Affirmative Action' of March 2004 which waged an 'illegal' direct action 'work to rule' campaign for four days and won bonuses.

Other news with the NIF is that with the hot weather the stabled NIF (with very cold internal temperature) have had their windows shattering,

Wynyard Train Break Down & the Tangara Replacement Trojan Horse

See: <http://www.youtube.com/watch?v=GhqhkffyYsE> This report blames Sydney Trains ageing Tangara fleet for the breakdown of a Tangara at Wynyard on Friday 1/12/23 and refers to the fleet's initial replacement in 2027 needing to be extended.

In the Youtube Report, David 'Rough Red' Babineau, RTBU Bus Division Secretary was interviewed in the report on behalf of the RTBU. He resorts to duplicity. He refers to the replacement for the Tangaras to be built in Australia. In contrast to the NIF and XPT replacements which were built overseas. As a so called victory Claassens and the RTBU officials are claiming through lobbying the Minns NSW ALP Govt. Diverting viewers of the youtube report attention from the issue of the Tangara Replacements being certain to be designed for DOO, just like the NIF as a key step toward rail privatisation. In the case of the replacement of the Tangaras no doubt there is no written guarantee for preserving the role of the guard in safe working with a functioning guards compartment.

In the report Babineau hypocritically blames bus privatisation causing reductions in bus services for worsening commuter difficulties with rail malfunctions. However, it's been the Rightwing ALP aligned officials of the RTBU like Babineau which have done their bit of the heavy lifting to nullify effective industrial resistance by members to see off bus privatisation. In particular Bus Division officials conspired to set up to fail so called snap industrial action after former Liberal NSW Transport Minister Constance announcement of plans to privatise Region 6, by RTBU members with the provision of scabs particularly former Sydney Buses drivers who knew the routes

and were now employed in private bus companies. The role of the RTBU officials in the conspiracy may have gone back even decades with their okaying of the Metro Buses which operated across bus regions and played an important role in the strike breaking. Meanwhile Secretary Claassens who regularly attends weekly secret meetings with NSW Transport Ministers would have been tipped off maybe even years before of the privatisation skulduggery. Grass roots bus drivers were of course kept in the dark about the looming privatisation moves. (See report in Sparks No.158 Dec.2017-Jan.2018 "New Insights on the Bus Privatisation Conspiracy & How to Defeat it.") on www.sparksweb.org Following Babineau's so called election to Bus Division Secretary he didn't lift a finger to organise industrial resistance to the privatisation of the Eastern and Northern STA Depots in Sydney.

Also of significance, Chris 'Minimum' Minns has talked about ensuring Sydney Water will not be privatised as he intends having legislation passed in Parliament to prevent it. He has engaged in no such talk about Sydney and NSW Trains.

BHP IRON ORE TRAIN DRIVERS IN WESTERN AUSTRALIA TAKE INDUSTRIAL ACTION

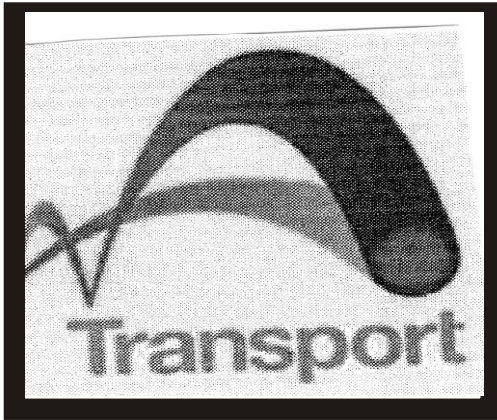
WSWS Report: 25/11/23 Close to 400 BHP train drivers in the Pilbara region, Western Australia (WA), began protected industrial action on Friday in opposition to the company's proposed enterprise agreement. It is the first time the drivers have taken industrial action in three decades. The drivers' current agreement expired in June 2018.

Following two years of failed negotiations between the Mining and Energy Union (MEU) and BHP, 95 percent of workers last month voted for industrial action that could include work stoppages, speed reductions and a range of work bans.

The MEU has admitted that it does not want to disrupt BHP's lucrative mining operations and would be "beginning with a measured and targeted action." This has so far been limited to an indefinite ban on using the company's mobile rostering apps, forcing management to personally contact drivers about roster changes.

Drivers want improvements in a range of areas, including guaranteed annual pay increases and consistent standards in areas including training, consultation, accommodation, application of flight assistance, dispute resolution and the process to change rosters.

BHP iron ore operations in WA include four processing hubs and five mines connected by a 1,000 kilometre railway to its port facilities. BHP's WA operation in 2022 made \$16.6 billion before tax, 60 percent of the company's earnings.



“The Cover-up”

Warning: Political Satire

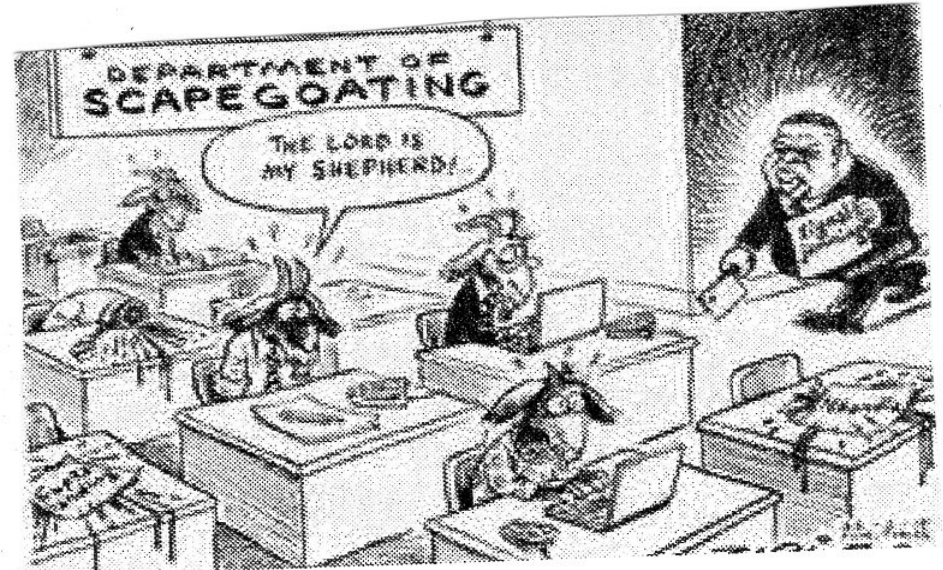
At 10am on Monday April 7th 2025 at a country station, a female passenger about to alight from a NIF (New Intercity Fleet) train operating under DOO (Driver Only Operation) was trapped in a carriage door. She was dragged along the platform and suffered severe injuries. She later died of a heart attack on the way to a hospital. Police, an ambulance and railway critical incident investigators rapidly descended on the station. The driver was initially charged with man slaughter and negligence. He was cuffed by police and then tripped up. The police accused him of resisting arrest and attempting to escape. He was pepper sprayed and brutally bashed up with truncheons by the police. He was then carted off to a paddy wagon and driven off to a police station. Prior to the incident, the guard in the non-functioning guards compartment had been admiring the view of the blank wall in the compartment and so unable to perform the guard's safe working role on the train. He was in a state of shock over the incident. He cursed Claassens, and the Interurban Guards' rep who had conned him and other guards to accept the meagre bribe which would be hard hit by income tax with a trip to the dole after four years for going along with DOO on the NIF. Following the driver appearing before a magistrate he had bail amounting to millions of dollars imposed on him. The driver frantically harangued his lawyer to contact the union to help him out.

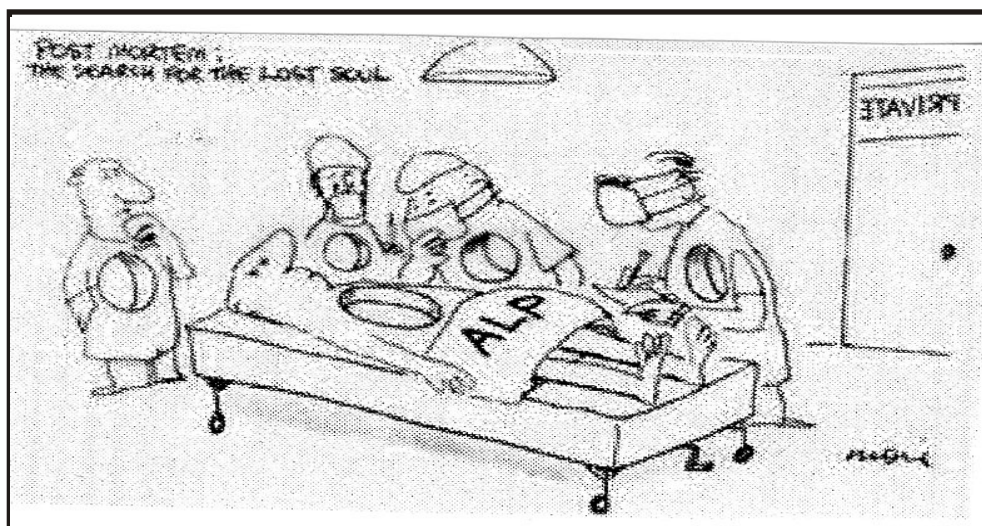
An Icy Reception at the Union Office.....

The driver's lawyer rang up the union HQ and was put on to Farren Campbell the Loco

Div. Secretary. The lawyer pleaded with Farren for the union to stump up bail money for his client, his reinstatement following suspension case and for a case against the cops over their brutality. Farren responded to the lawyer's pleading, “the driver shouldn't have been driving an ‘unsafe’ train! Its his problem! Its all his fault! Why did he accept the management bribe of the DOO allowance to boost his pay? Doesn't he recall in 2022 our esteemed and beloved by his members particularly Loco reps who'd even give him the shirts off their backs, State Secretary Claassens telling the media, that the Rail EBA campaign couldn't be finalised until a functioning guard's compartment was installed in the NIF as part of the NIF Deed? The union's broke! We couldn't possibly stump up the bail money and legal costs. We're so down at the heel, the union office is likely to be soon relocated from the Trades Hall to a skid row ‘doss house!’”

“Claassens, Babineau from Bus Division equipped with a half drunk bottle of rough red in a brown paper bag to look the part and I are intending busking and pan handling wearing our ‘homeless’ union boss tattered and patched up uniforms with sleeping bags and tent emblazoned with the RTBU logo outside ultra rich haunts. Such as the Crown Casino, the Sydney Opera House and the Sydney Stock Exchange in search of a caring philanthropic transport Billionaire. We'll even head off to Sussex Street Unions NSW HQ and the NSW Labour Council offices to way lay at the entrance a considerate and generous ALP Godfather, to put the hard word on for a spare few \$100K for a law abiding and respectable union equipped





with ‘honest’ officials, down on its luck. Just imagine the shame if the Telegraph snapped us for a front page spread! What would the members say? Claassens's Missus would die of embarrassment if she saw the Telegraph front page spread and her beloved spouse in his unfashionable union ‘hobo’ outfit, rather than in his glamorous gala union uniform decked with gold epaulettes and braid! Its just too horrible to contemplate!”

Secretary Claassens just back from a new ‘Trade Union Officials’ Junket to Israel

The call from Transport Minister Jo Haylen came on Claassens's mobile during a union executive meeting at 3pm Monday 7th April, where he was enthusiastically spruiking that union dues should be increased to cover a special levy to help fund the debt of the Israeli Government incurred with the bombing and invasion of Gaza. Secretary Claassens had just returned from a flight from Israel where he had been on a junket with other ‘trade union’ officials similar to his trip and junket in 2015 reported in a certain underground paper back in 2018. The junket for the union bosses was lavishly funded discretely to the tune of Millions of dollars by Zionist organisations in their relevant countries. Nothing was too expensive for the ‘trade union leaders’ and ‘Friends of Israel’. They were accommodated in luxury 5 star hotels with access to top of the range, choice ‘management consultants’ and ultra expensive restaurants. Claassens and the other union brass had met up with high up officials of the Israeli

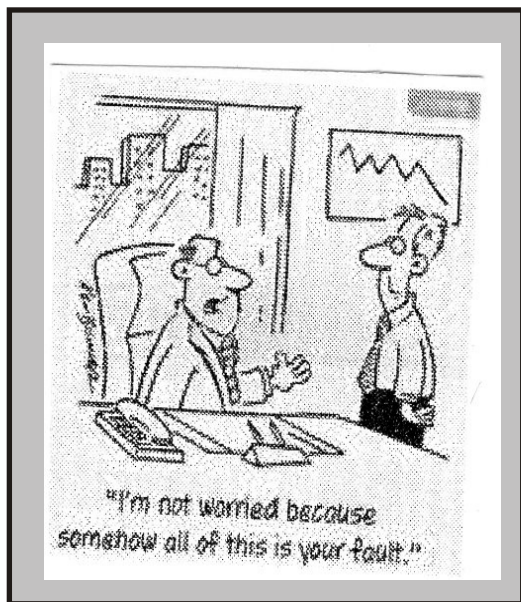
version of the ACTU, the Histadrut, sundry Israeli billionaires and of course the head of MOSSAD. Claassens and others on the junket were thrilled when they even had an audience with the Israeli Prime Minister Netanyahu. The Israeli PM put the hard word on the union boss delegation to help repay massive Government debts caused by the Gaza offensive. Secretary Claassens enthusiastically announced to the PM that his members would be absolutely delighted to do some belt tightening and make a substantial donation to the cause.

Babineau from the Bus Division had just picked up Claassens's mobile taking the call. He interrupted Claassens in full flight with his pro-Zionist and Pro-Gaza invasion and ‘bombing then into the stone age’ spiel. Babineau announced “Alex, your sexy girl friend Jo Haylen, better looking than that old crone Gladys is on the line. She wants to speak to you urgently about an intimate, romantic rendezvous with you! Hope your Missus doesn't twig to it!” he chuckled.

Claassens sheepishly strode out of the conference room to take the call. Transport Minister Haylen, nervously cut to the chase when Claassens came on the line. She was still very much under the weather over the ALP ‘Jobs for the Boys’, then the Sydney Metro corruption scandals in her department and other scandals. She was now in a state of panic with a new major looming crisis about to explode over head. She shrieked hysterically over the line, “Alex, you've heard of the fatality with the NIF under DOO at the country station haven't you? We've managed to keep it under the wraps for the moment with the media outlets until we have sorted out how we'll handle it. I'm holding an emergency meeting at Transport for NSW head office, tomorrow at 9am. It won't be like the ‘top secret’ back room weekly meetings you used to have with Gladys, Constance and other Liberal NSW Transport Ministers, we'll have the big wigs from the media outlets, and the Sydney and NSW Trains CEO's.” Claassens replied that he had of course heard of the incident. He was also extremely alarmed and would be definitely attending with his top union side kicks.

Crisis Meeting at TfNSW Head Office

At 9 am sharp on Tuesday 8th April, a top secret meeting was convened at the TfNSW Head Office in the conference room to tackle the handling of the NIF accident and fatality crisis. In attendance were the CEO's of Sydney and NSW Trains, Transport Minister Haylen, Claassens, his side kick Loco Div. Sec. Farren Campbell, and even Babineau from the Bus Division, Mark Moray from Unions NSW and the top executives from the mainstream Print, TV, Radio and On-Line Media Outlets. Claassens and his RTBU retinue had arrived early to the gathering. He was entertaining the corporate bosses with snaps of his new luxurious Olympic



Pool recently installed in the backyard of his Point Piper mansion. He chortled to the bosses how he had conned his union reps into working for free on the project without the benefit of expensive modern technology. The union didn't even need to supply them with wheel barrows!

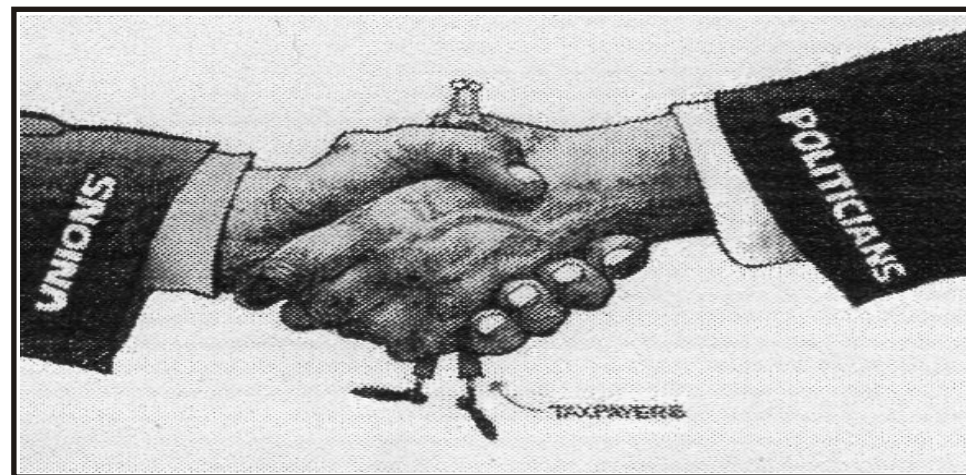
After Minister Haylen welcomed all her corporate guests and union bosses to the emergency meeting, she commenced a hysterical rave about how she had managed to survive the ALP 'Jobs for the Boys', Metro rots and a list of other scandals and now she was facing a new looming, even

worse crisis over the NIF accident and fatality. Her Department and the Minns Government had the CEO's of sundry Transport Corporations desperate for a slice of the Franchising of the NSW Railways following privatisation, breathing down their backs.

She then opened the floor for suggestions to handle the crisis. Secretary Claassens was first off the mark with some helpful suggestions. He announced, "Jo, why not blame the NIF incident all on the driver? Hang him out to dry! Blacken his name with wild allegations of misbehaviour over his years on the job with drugs, alcohol and various disciplinary infractions. Surely your media contacts here could have hysterical front page spreads and investigatory programs to smear the driver with dirt. I'll rouse the Loco reps to run the rumour mill on the job against the driver, also spreading plenty of dirt. Media outlets must slant any coverage to ignore the elimination of the role of the guard in safe working, associated with DOO and any discussion of the NIF Deed content. Otherwise members and the public will be stirred up and sink our ship with the uproar! Years ago with the coverage and inquiry into the collision with the stopped Indian Pacific, the changed role of the guard on the Indian Pacific from safe working to customer services was thoughtfully blacked out. So why not a similar job now?"

Haylen, congratulated Claassens on his constructive suggestions to handle the hot potato which she was sure the Media Outlet bosses today would gladly cooperate in implementing. She reminded Claassens how the predecessor NSW Liberal Administrations had turned a blind eye to the AEC (Australian Electoral

Commission) in rigging of the RTBU elections in 2014, 2018 and 2022 and the Minns ALP administration would continue the same relationship. One good turn deserved another. Mark Moray of Unions NSW then pitched in another 'constructive' suggestion. He announced, "Well, Jo, our ALP Godfathers could exert pressure on the legal firm which employs the Driver's lawyer to sabotage his legal case and reinstatement back on the job." Minister Haylen was delighted with Moray's helpful idea. She quipped "what could we do without the trade union movement?"



SYDNEY BUSES NEWS

The Biggest Rort in the RTBU

The Bus and Tram Division of the RTBU has around 3000 members who contribute \$23 fortnightly in fees to be part of it.

The Secretary of the Bus and Tram Division, Mr David Babineau is on an annual salary of \$170,000. The time he spends at the union office doing his official duties is very questionable. For most of his days, he is not at work, but works from home doing whatever he likes. He is an expert at playing XBOX games and drinking wine.

Even Alex Claassens has no control over Mr Babineau. As Claassens knows that if Mr Babineau opens his mouth, then the RTBU will be in a shambles, with its dodgy dealings within the ALP and TWU exposed.

The Bus and Tram members work so long hours to pay their union dues, but their Secretary is the biggest rorter of all the officials of unions involved in NSW. He is comparable to Mr Craig Thomson, the ex-HSU union official and ex-ALP Parliamentarian, who was found to be corrupt and was imprisoned some years ago. (Editorial Comment: Thomson was able to avoid lengthy imprisonment, but was fined. Just a slap on the wrist. See Wikipedia Biography of Craig Thomson. Certainly the ALP Octopus interwoven with the union hierarchy has its tentacles in the 'legal fraternity', as well as the 'real estate and developer fraternity', Government Departments such as the AEC (Australian Electoral Commission), etc.... which can provide 'assistance' when required, See 'RTBU Elections 2018: Were They Rigged?' p.5 Sparks Dec.2018-Jan.2019 No.161 and also 'Spotlight on Rorts in the Union Office,' Aug.-Sept. 2018 No.160 on www.sparksweb.org)

Can Alex Claassens fix this guy? The answer is basically no! As a majority of Bus and Tram delegates totally support this guy and also many members. Even though there is truth in the accusations made against him and there is talk amongst members in many depots about this Babineau's conduct.

LONG LIVE RORTS AND CORRUPTION IN THE RTBU NSW!!!



Traffic chaos following the completion of WestConnex. Photo: Darcy Byrne, Facebook

Leichhardt Depot News

Sparks: What are your thoughts on the new rosters?

Leichhardt 1: With the new timetables from Sunday 10/12/23 the new rosters have been introduced involving the merging of the ex-STA/RTBU rosters with the Transees/TWU rosters. The Transees/TWU members will mainly benefit from them, with significant increases in their wages reaching 95% of the ex-STA drivers wages. It will have a negative impact on the ex-STA drivers with longer shifts being imposed. The 'parity agreement' involving RTBU and TWU members in regard to conditions is exclusive to Region 6. Its a permanent agreement in regard to parity, unlike EBA's which change in regard to conditions. New drivers in Transit Systems are mostly joining the TWU and the RTBU is continuing to severely decline in membership in the buses. While the TWU has been the traditional 'company' union for Transit Systems, prior its takeover of Region 6. There has been talk of some meal breaks being reduced since the new rosters have been introduced. This may only be occurring in a few cases for operational reasons. We are allowed 50 minutes for meal breaks, and if the meal breaks are reduced below 41 minutes the company has to pay for it. So discouraging severe meal break time cuts.

Other news is that AM shifts have had later finishing times. Its unclear as yet regarding the situation with the trainees who start on the job with very poor conditions. These so called traineeships extend for 2 years. I was recently speaking to one who advised he was unaware of any 6 monthly reviews. Also recently I noticed a bus which looked to be from our depot with the sign 'Transit Academy' on it, with one driver and four others in it going around in our area. Is that to do with the so called traineeships?

Traffic Gridlock

Sparks: What are your impressions of the situation on the road?

LD1: We are being hard hit with the new Rozelle interchange fiasco. Recently I was delayed by an hour by the traffic congestion. Victoria Road is stuffed! Its congestion is affecting various bus routes such as the 433,405, 502 etc. We are also facing problems with our use of the bus lanes and inadequate policing to ensure we have no problems accessing the lanes. In the case of the entry to the Anzac Bridge in the past 7 lanes were merging into 4 lanes. Now 10 lanes are merging into 4 lanes. To reduce traffic congestion motorists could be using a free toll way, but there is no sign about it being free, so discouraging their use of it.



There has been tremendous community uproar over the traffic gridlock affecting Balmain with locals facing great delays and gridlock getting out of the area. On Thursday 7/12/23, ALP Inner West Council Mayor Darcy Byrne held a public meeting at Balmain Town Hall attended by 250. The meeting was addressed by Transport for NSW co-ordinator general Howard Collins. He received a hostile reception when he advised the audience that the traffic gridlock issues would not be resolved until 2028 with the completion of the West Harbour Tunnel.

Sparks: What are the latest developments at the depot?

Leichhardt Driver2: With the finalisation and voting for the EBA earlier in the year a new roster has been introduced involving the merging of the separate rosters for the ex-STA RTBU members and the Transees and TWU members. So far I have not noticed any significant changes for the PM drivers. We expect management will make significant changes with imposing longer shifts on the ex-STA drivers. We are continuing to see a significant influx of new drivers at the depot. However with the harsh conditions they will face they may not last long on the job. Around the time of the EBA campaign there was talk of us being obliged to become multi-tasked with us being obliged to take on the cleaner job at the end our shifts to clean our buses. As yet nothing has happened regarding this push. Our RTBU rep is continuing to do an okay job.

Sparks: What are your impressions of the new merged rosters introduced since 10/12/23?

Leichhardt Driver3: I have noticed with the introduction of the new rosters the bosses have significantly cut meal breaks by nine minutes involving some ex-STA drivers.

There has been no change with the 10 minutes sign on time. Otherwise as yet I have not noticed any significant changes for ex-STA drivers.

Kingsgrove Depot News

Sparks: What are your impressions of the situation at the depot?

Kingsgrove Driver: The majority of drivers are very unhappy with the EBA pay rises which the union hierarchies achieved for us. The rises are well below inflation. The rises don't meet the soaring prices we are facing. Compounding the problem has been the very short shifts many of us have been facing for the last year. Consequently we are all anxious about the new rosters. As part of the new EBA and the parity agreement between the TWU and RTBU in Region 6, the rosters of the ex-STA drivers will be merged with that of the TWU members/Transees. The new rosters will be introduced from Sunday 10/12/23 with the new holiday timetables. Many of us are hoping with the merged rosters there will be scope for more overtime, so we can cope with the rising cost of living.

Sparks: What is other news?

KD: We have noticed not so much new starters on the job, but we have noticed drivers from depots working from here.

Tempe Depot News

Sparks: What's the latest at the depot?

Tempe Driver: We are experiencing quite a new development. For a week now from the time the new holiday timetables and new rosters were introduced we have been experiencing an over supply of drivers. Presumably Associated with management's changing of the schedules. Particularly casual drivers are angry with the changes. They are being hard hit with the reduction in their work and wages.

Waverley Depot News

Sparks: What is the hottest issue at the depot?

Waverley Driver: Since privatisation, an issue many of us in the Eastern Suburbs depots have been angry about when we are running as special between trips, we have to put up the 'not for hire' sign with the additional message that Trans Dev is hiring drivers now. We see this sign as a bashing of our credibility and self worth. Giving the impression we are worth nothing and provides poor PR for the public transport system. We are effectively advertising our job as it so bad, no one wants to do it. In other words "come and get my job, I'm not prepared to work for peanuts."

VICTORIAN RAILWAY NEWS

In this issue of Sparks we will discuss the latest happenings at V/Line. Drivers, Conductors and Station Staff will discuss these issues. As in previous issues of Sparks names have been changed.

Sparks: What is happening with the current EBA's?

Clarence: Negotiations have commenced with V/Line management over a new EBA. You may be aware our fellow workers in Metro Trains have voted for industrial action towards the end of September and early October. A ballot of members at Metro Trains was held and 96% of members voted for industrial action.

Jethro: Our turn will come so V/Line management watch out.

Sparks: What about those employees who are not in the union?

Rastus: Management will send a letter to those scabs informing them that the union will be negotiating on their behalf.

Archie: Employees pay their dues regularly for the union to negotiate on their behalf of scabs who pay nothing. They should be charged a fee.

Shem: As we have said in previous issues of Sparks these people think that not being in a union will make their chances of promotion better with V/Line management. These scabs are being used. Enough said.

Archie: Once the Metro Trains EBA has been settled things at V/Line should hot up.

Sparks: What is the situation on the Albury line?

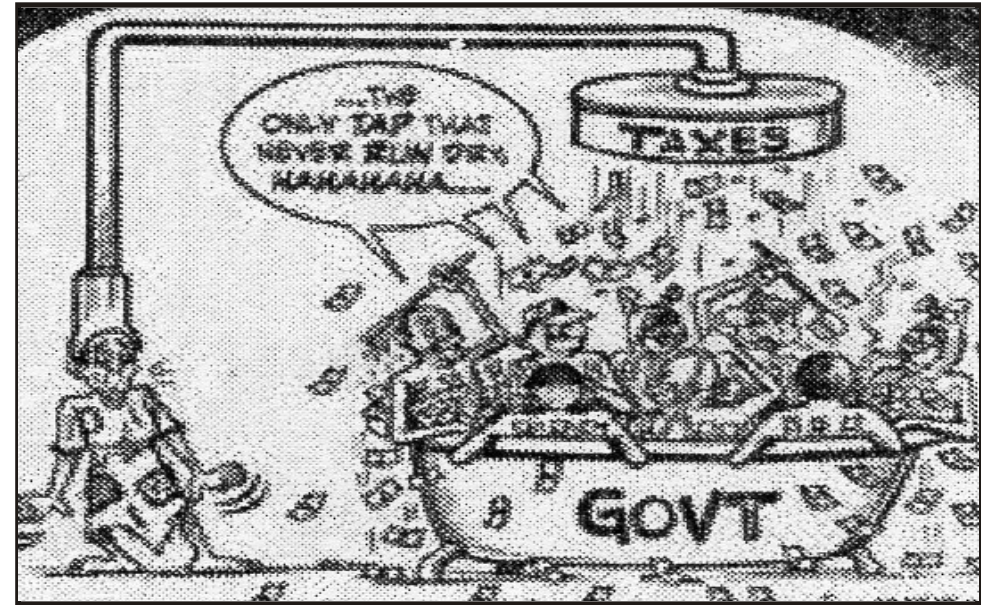
Forsyth: Since the reduction of fares at the end of March, patronage on the line has increased. The situation is chaotic, as a result compulsory sent reservations have been introduced.

Penrod: Trains have become overcrowded with passengers forced to stand. The standard gauge Velocity trains have a Buffet car plus different seating and luggage space and run as 6 car units. Two three car trains with two conductors.

Archie: There are only seven units numbered 92 to 99. One unit is supposed to be a spare unit. The other units are operating as six car units. If a unit breaks down the train runs as a three car unit. When this happened a back up bus has to be used. Most of the passengers will not ride buses.

Ichabod: The only solution is to build seven extra trailer cars and make the units four cars per train.

Forsyth: An extra Albury train has been operating over the winter months, a VP train on a Saturday morning to Melbourne late morning with a return train on a Sunday afternoon. This service is only on trial and a review will occur at the end of the trial



period.

Rastus: Another solution is to defer withdrawal of locomotive services and place another Velocity train on the standard gauge. Due to budget restrictions the answer will be no way.

Sparks: What is the staff situation at V/Line?

Moose: There has been a review of the duties of Conductor Service Managers. They are now called Customer Service Managers. They now supervise Platform Staff.

Clarence: Authorised officers have now been appointed to Bendigo and Warrigal.

Sheona: Sadly most of the Authorised Officer positions are outside appointees. Very few V/Line employees are promoted to these positions.

Archie: No wonder morale amongst V/Line employees is low. Where are the career paths?

Clarence: The path is for Platform Staff to Conductor, Conductor to Authorised Officer. Another career path for Conductors would be promotion to Conductor Service Manager.

Jethro: Human services are receiving employees from outside in an effort to change the workplace culture. This will be discussed in a future issue of Sparks.

Sparks: Can you explain why certain Conductors have been lagging on fellow employees.

Rastus and Roscoe: OH&S issues. Mainly the issue of mobile phones and radio Protocol.

Sheona: It is not only drivers who have been 'dobb'd in' but also conductors and

station staff.

Roscoe: It is not only conductors who are 'dobbing in' drivers but V/Line has been using employees from other Train Operating Companies plus Mystery Shoppers.

Sparks: This is low.

Rastus: It certainly is low but these conductors who are 'dobbing in' drivers have a motive. The motive is these conductors think they will be promoted.

Clarence: Another motive is when a new employee commences work at V/Line they are on six months probation and these employees think they will keep their jobs.

Rastus: It doesn't work this way as a conductor at a country location on probation was sacked because his work was not up to a standard. 'Dobbing in' drivers did not help this individual.

Roscoe: He is no loss.

Sparks: What about the other individual?

Rastus: This conductor stands near the driver's door and eavesdrops to see which drivers are using their mobile phones.

Roscoe: A number of drivers were stood down but were reinstated with a final warning.

Ichabod: Other conductors were disturbed over the actions of this conductor. They are hoping this conductor does not ruin the relationship between conductors and drivers.

Sparks: It is sad to see employees are resorting to 'dobbing in' their fellow work employees. We hope this practice ceases. Telling tales is un-Australian.

Rastus and Roscoe: In having the final word, conductors who 'dob in' drivers are scum. To the conductor who 'dobbed in' drivers to keep his job and who lost his job, good riddance. As for the other conductor who 'dobs in' drivers and fellow employees, we have one word for you. Get out of the industry!

In this issue of Sparks we will discuss West Coast Railway up to 1995. As in previous issues of Sparks names have been changed.

Sparks: I understand the drivers of West Coast Railway were Railway Enthusiasts. What was the attitude of the Railway Enthusiast movement?

Ichabod: Most Victorian Railway Enthusiast groups in Victoria thought the sun shone out of West Coast. They could do no wrong. As one of the Company Directors was a former Council Member of the ARHS Victorian Division, West Coast Railway was praised by the Society's magazine 'Newsrail'. In the first seven years of West Coast V/Line developments were hardly reported. In fact Hoys who run Shepparton was only written up twice in ten years.

Sparks: What was West Coast Railway's Conductor training?

Forsyth: V/Line trained conductors for Hoys which was standard. This was two weeks in class and one week on the trains. West Coast training was three days in the

class and five days training on the train. Ticket checking and First Aid was completed in the Conductors own time.

Shem: When V/Line Conductors asked what the training standards were for Conductors, V/Line Management informed the Conductors that West Coast training was approved by the Victorian Government. Management stated that if Warrnambool was returned to V/Line, all West Coast on train employees would have to be retrained.

Sparks: What was the story of the retired Locomotive Inspector working as a Conductor?

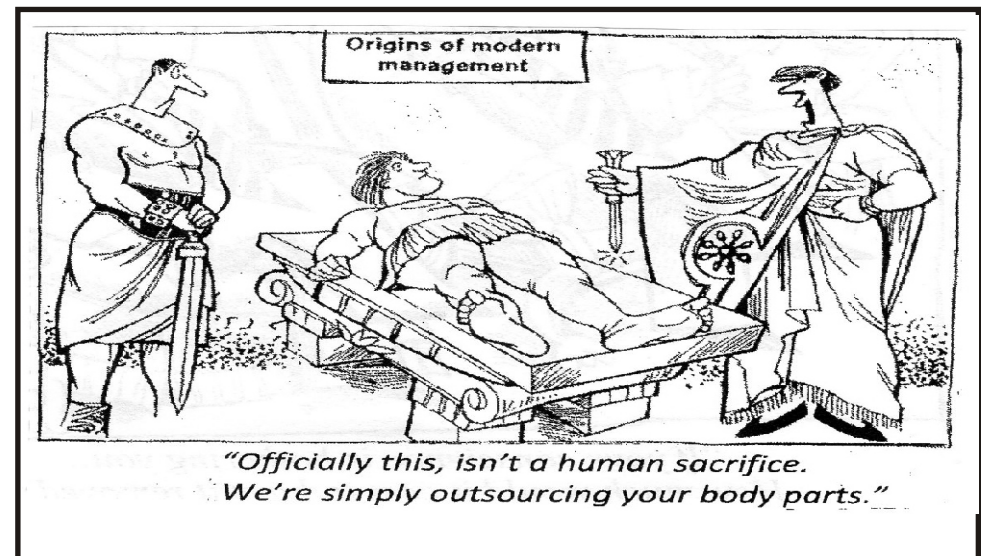
Rastus and Roscoe: This is correct. All West Coast on train staff were based at Geelong and Warrnambool. This retired Inspector used to work the first train to Warrnambool to Geelong where he worked in the office.

Shem: In the first week at West Coast before they had taken over on train staff, a West Coast Director appointed a V/Line conductor and asked the conductor if he could show the employee how to work the train. The conductor told him where to go.

Clarence: West Coast used a number of retired rail employees to work in their office at Geelong. With one exception, once they passed on their knowledge of railways, they were given the flick.

Archie: All West Coast trains had on train buffets but some trains only had catering from Geelong to Warrnambool as catering was based at Geelong and Warrnambool.

Shem: West Coast Railway did not use the V/Line cleaners at Spencer Street so West Coast on train staff had to clean the train in Melbourne and clean the train on arrival



at Warrnambool.

Forsyth: The Union Representative at Spencer Street invited West Coast employees to the meal room to meet V/Line employees but West Coast employees informed V/Line employees that management did not want them talking to V/Line staff, except for train operating issues.

Sparks: Who owned the locomotives and carriages?

Archie: The carriages were leased from the PTC. As the carriages were purchased from the PTC, then they were repainted into West Coast colours.

Rastus: As for locomotives, the cabs had to be upgraded to 1990's standard. Sound proofing cabs and new seating. The double ended B class Diesels only had the Number one end cabs modified thus the engines had to be turned at the end of their journeys. West Coast commenced using their own locomotives with V/Line crews from February 1995.

Archie: Local media reported a large increase in passenger numbers over the first two years of operation. This was due to two reasons. One was the State of Victoria was coming out of recession and increased marketing of the Warrnambool service by West Coast.

Clarence: With marketing, West Coast was superior to V/Line. West Coast went around to schools, pensioner groups and other groups. The Govt. would not allow V/Line to adopt West Coast's marketing. The Govt. wanted West Coast to succeed so as to show Privatisation was working. The other way West Coast passengers increased was the 7.45 pm train from Geelong to Melbourne was cancelled with the Warrnambool train made to stop at North Geelong, Lara and Werribee.

Sparks: What was the Accident at Werribee in September 1995 involving the West Coast train.

Roscoe: What happened was the evening train to Werribee derailed at the level crossing on the Werribee Ballan road. The derailed carriage struck a stanchion which fell on a car waiting at the level crossing. Sadly a person was killed.

Archie: The train passengers were taken to a Disaster Centre where a count was carried out. When the count was checked against the tally sheet, fifty passengers could not be accounted for.

Forsyth: The Govt. subsidy was paid for passengers and for weeks after the accident officials from the Department of Transport monitored their trains checking passenger numbers with the tally sheet.

Ahmed: There was a Coroners inquiry into the derailment. At this inquiry it was revealed that the handbrake in the Conductor's van had been tampered with. The carriage was a spare carriage and some individual had tampered with the handbrake. With the handbrake being on, it affected the wheel causing the derailment. The Coroner criticised the train examiners and the use of platform 7 at Spencer Street.

Rastus: The problem was that West Coast Railway wanted to run their own trains

instead of hiring the carriages from the PTC. As a result of this, siding space had to be found for West Coast carriages. The only area available was around platform seven. That is why their trains were always at platform seven. If there were no extra carriages to attach to their train, then the train could use the other platforms.

Clarence: Before the Coroner's enquiry V/Line carriages were overhauled and started to enclose the handbrakes in the conductor's compartment. With the train examiners, the Union challenged the Coroner's findings.

Roscoe: A new rule was introduced. Where upon examination of brakes, the train examiner handed a ticket to the driver which was proof of the train being examined.

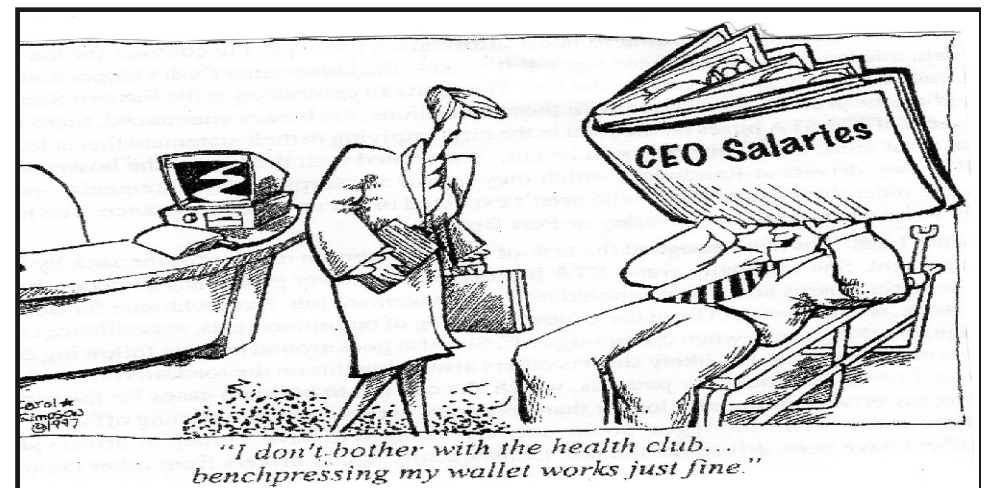
Sparks: Once again we have run out of space. In the next issue we will discuss the years 1996 to 1999.

STOP PRESS: From WWS Report: V/Line regional public rail commuter workers in Victoria strike

16/12/23 Train controllers, station officers, customer service staff and authorised officers from Victoria's state-owned regional public rail transport operator V/Line walked off the job for four hours at 3 a.m. on Wednesday. The Rail Tram and Bus Union (RTBU) and V/Line have been in negotiations for a new enterprise agreement since June. The agreement covers over 1,300 RTBU members who on November 29 approved taking strike action for up to 48 hours.

Outstanding issues are for guaranteed regional job security, a grievance clause, a 36-hour week and no forced redundancies. Workers are opposed to V/Line's proposal to use ticketless technology to split a full-time job into two part-time jobs and give each eight-hour weekly contracts.

The union wants a 17 percent pay rise over a four-year agreement. The current CPI in Victoria is 5 percent, which means the union is negotiating a real pay cut.



INTERNATIONAL TRANSPORT WORKERS' NEWS FLASH

BRITISH BUS NEWS

End Unite's isolation of the Go North East bus dispute to defeat strikebreaking operation

WSWS Report 23/11/23: The strike by 1,300 bus drivers and depot staff at Go North East (GNE) is entering its fourth week, posing vital questions over how to take the fight forward at the local division of the transport giant, Go Ahead.

An escalation to all-out strike action began on October 28 following two earlier one-week stoppages and after a last-minute revised offer of 10.3 percent and an above inflation pay rise for next year was rejected.

The fight by GNE bus workers expresses pent-up opposition to five years without a real terms wage increase and demands for parity pay. The end of October pay offer still left GNE workers behind their counterparts at other Go Ahead bus operations, bringing the hourly rate for drivers from 12.83 to 14.15, pounds compared to those at Go North West (GNW) on 15.53 pounds an hour. Go-Ahead rakes in 84 million pounds a year from its bus operations.

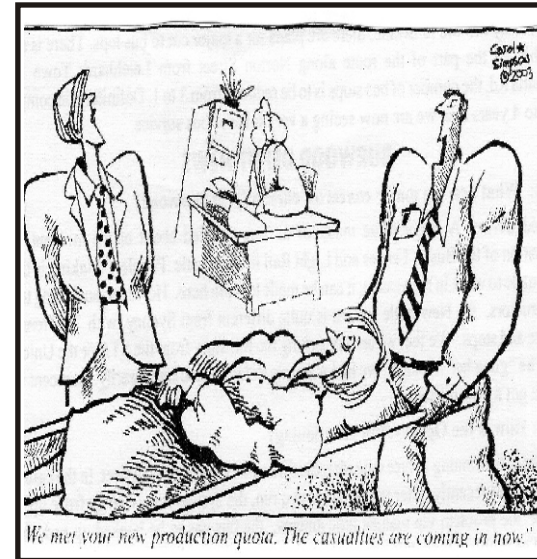
GNE has been unable to run most services as a result of the action by members of Unite at its six garages in the north-east of England: Consett, Gateshead, Hexham, Percy Main, Sunderland and Washington.

From November 14, the company has been operating a 'skeleton service' by drafting in managers and office staff with bus driving licenses. This strikebreaking operation is being assisted by private operator City Transport Group, which usually provides rail replacement services.

Unite General Secretary Sharon Graham has downplayed this aggressive move by the company to impose its dictates. In a press release on November 13, she described the strikebreaking by GNE as 'playing games.'

This is to justify the continued isolation of the dispute, with Unite not mobilising solidarity action among its thousands of union members across the bus sector in the UK to shut down GNE. In contrast, GNE has stated it has the full backing of Go Ahead, which clearly views the dispute as the spearhead of an attack on all bus workers.

Graham's call for a 'reasonable new offer' shows that the union leadership are not serious about the demand for parity. Any further crumbs from GNE would be used to



suspend the action for a re-ballot, a method used to grind down opposition and sell out numerous strikes at Stagecoach, Arriva and Abellio where core demands were shelved.

Unite avoids any direct reference to an actual pay demand at GNE in its press releases. The WSWS requested clarity from Unite but received no response. The figure cited in the media is 13.2 percent for one year. This is nowhere near the 20 percent required for parity between GNE and GNW.

When it comes to denouncing corporate 'greed', Graham speaks

out of both sides of her mouth. While stating that the company is 'awash with money' the union's proposals for a financial settlement in failed talks were couched in terms assuring GNE that its profits would be completely spared. A Unite press release explained its proposals amounted to a mere 238,000 pounds which Graham described as 'down the back of a sofa' money for Go Ahead.

GNE has taken Unite's 'reasonable' approach as proof the union bureaucracy can be relied on to contain and grind down the opposition for the workforce.

The rank-and-file must now draw up their own red lines for the dispute and demand oversight of all further negotiations, rather than closed-door meetings of the company and Unite officials. They must reach out to other bus workers to develop a unified counteroffensive against the restrictions imposed by Unite from above.

This would find widespread support, but it requires challenging the line of both Unite and the Rail, Maritime and Transport (RMT) union that bus workers are engaged in unrelated pay battles that can be resolved at a local level, rather than through a combined fight against multi-million-pound companies.

Just this week, Unite and the RMT have called off planned strike action to ballot over revised offers at two other major bus companies. Over 1,200 bus drivers and members of Unite at First Glasgow were due to strike for a week from November 24. Around 200 bus drivers and members of the RMT at Stagecoach East Midlands were scheduled to walk out in 48-hour strikes on November 27/28 and December 4/5, 11/12 and 18/9.

If the union bureaucracy is unable to sabotage action outright it limits stoppages and leaves them isolated such as at London Transit (owned by RATP). More than 350 bus drivers and engineers who are members of Unite have taken two days of strike

action on November 10 and 12 as part of six days of rolling action to the end of December.

Unifying struggles over pay and against attacks on terms and conditions means rejecting the claim by Unite that common ground can be found between workers and the employers. Victory demands the rolling back of the profit drive and grip of the private operators.

Graham, speaking at the Unite rally on November 10 outside the GNE bus depot in Gateshead, tried to dress up a pro-corporate orientation behind militant bluster by pledging to 'escalate this dispute' and not allow the company to 'break you as workers.' What this in fact meant was making appeals to the corporate boardroom and shareholders, the content of Unite's 'leverage' campaigns.

Stating that she would 'personally' be involved in the dispute from now on, Graham said her first action would be to sit down with the Go Ahead chief executive to request that Nigel Featham, Managing Director of GNE and GNW, be removed from further negotiations i.e., letting her work more closely with the top echelon in the company.

The second immediate action was to organise a meeting with a Canadian union to apply pressure on the company. This was not a plan for workers' solidarity action but to leverage the Ontario Public Service Employees Union's role as the largest investor in Go Ahead through their pension fund! A delegation from Unite traveled to Toronto to meet with Ontario Public Service Employees Union representatives. Unite Regional Co-ordinator Suzanne Reid said, "It's about time we push forward this dispute internationally".

This is premised on the lie that such 'leverage' methods at Go North West secured a 'win' against Go Ahead in 2021 in the fight against fire and rehire. In truth, the PR exercise organised by Unite to supposedly shame the company was used to maintain the isolation of the 11-week strike by 400 drivers at the Queens Road depot in Manchester. The fire-and-rehire contracts were only withdrawn in return for an agreement by Unite to implement 1 million pounds of cuts. The union bureaucracy got its feet back under the table, while bus workers were hung out to dry. The contract included a year-long pay freeze, job losses, reduced sick pay and meal breaks, and compulsory overtime.

This bitter experience underlines the need for rank-and-file bus workers to open up their own lines of communication, so that lessons can be drawn and a unified strategy developed against the divide-and-conquer policy of Unite.

The allies of GNE workers are not in the boardroom of the Go Ahead Group or its shareholders, but among the 25,000 workers employed by the bus and rail transnational across seven countries, whose joint exploitation accounts for its 3.2 billion pounds annual revenues and its profits. This is the real leverage which must be mobilised in a fight across national borders in opposition to the pro-company apparatus headed by Graham.

UK rail workers should reject the RMT/train operators deal

11/11/23 From WSWS Report: The Rail, Maritime and Transport (RMT) union has sprung a vote on a rotten deal for 20,000 rail workers at 14 train operators, which represents a complete sellout of their year-and-a-half long fight.

The Memorandum of Understanding (MOU) between the RMT and train operators proposes a drastic real-terms pay cut and a commitment by the union to collude in restructuring based on a de facto no strike agreement.

RMT General Secretary Mick Lynch confirmed in a video to members that the deal negotiated with the Rail Delivery Group (RDG) would be voted on via an e-referendum, closing November 30. To vote, members will need to have provided an email address to the union

The e-referendum is also organised on a divisive company-by-company basis. The 20,000 rail workers at the separate train operators have been on strike together against the plans to restructure the network in line with the Tory government's re-privatisation project, the Great British Railways.

According to Lynch the RMT referendum, with rail workers bounced into a vote using a more restrictive balloting system and with no scrutiny, is their 'chance to decide.'

The RMT National Executive Committee (NEC) is not putting forward 'a proposal' from the train operators. It is what the RMT Press Office described as a "mutually agreed way forward."

RMT members returned a mandate only a month ago for another six months of strike action with an 89.3 percent majority on a 63 percent turnout. This was the fourth mandate in the long-running dispute, from last June, which launched the summer strike wave in the UK.

The MOU has been brought forward to quash renewed strike action in favour of deepened collusion between the RMT-RDG on pay restraint, job losses and restructuring of terms and conditions.

The video address from Lynch was not a leader taking forward a fight against the Sunak government and private operators, but a man wanting to justify throwing in the towel as he pleaded there was "no need for industrial action". His comments on the three elements of the MOU could have been delivered by a representative of the RDG.

Even in relation to the MOU's supposed highlight a backdated 5 percent pay award or a minimum of 1,750 pounds for 2022/3. Lynch conceded this was still 'below the rate of inflation.' What an understatement! With no wage increase for two years prior to 2022, the pitiful amount is worth even less and represents a drastic reduction in living standards over three-years. This did not stop Lynch from making a

backhanded recommendation, stating it was ‘without conditions’ and a ‘stand alone’ pay award

After 33 days of national strike action, the RMT leadership’s promotion of the below-inflation pay award, bumped up only through back pay, relies on the impact of Christmas on workers who have received no strike pay and endured the worst cost-of-living crisis in a generation.

A ‘job security commitment’ to no compulsory redundancies only runs until the end of 2024. The sellout the RMT pushed on 20,000 employees at the Network Rail infrastructure company in March shows this will not protect a single job. The government-run company achieved a drastic head count reduction of 1,900 jobs in maintenance despite a similar proviso as part of a two-year agreement of 9 percent, a real-terms pay cut for signalling and maintenance workers.

In relation to the MOU a miserable pay award for 2022/3 with no strings is being used to try and end all strike action, with the RMT stating that acceptance “will terminate the national dispute mandate.”

Lynch’s description of this as a ‘pause’ in the dispute over Christmas and into next spring is a contemptible lie. With the strike mandate vetoed, he made clear that the next round of talks between February and June will be based on a pay settlement for 2023/4 in which the “the companies want to link workplace reform to pay for that year.” This is under conditions, he added, in which the train companies “are still wanting to introduce changes to conditions and working practices.”

The RMT would conduct these discussions on a company-by-company basis that will prevent further joint action by rail workers.

Lynch has claimed that the MOU is based on a ‘fresh approach’, but it is a repackaged version of the Dispute Resolution Agreement (DRA) signed by the RMT in January based on what the RDG said was its ‘best and final offer.’ The below-inflation 5 percent pay offer made then remains for this year. The only change is that the original 4 percent for 2023/4 has been replaced by an unspecified figure conditional on ‘workforce changes’.

The 16-page document accepted the closure and repurposing of station ticket offices and inferior terms for new entrants of both station and train staff.

The RMT had to pull back from the DRA in April after the pre-condition was set that it could only be put to a ballot if all further strike action was ruled out. This would have destroyed whatever credibility Lynch and company had among rail workers, who voted to strike for a third time based on a 91 percent majority in May.

The RMT has now decided to directly block strike action in favour of working hand in glove with the RDG. They do so after the Tory government was forced at the end of October to instruct the train operators to withdraw plans for the closure of most of the 1,007 station ticket offices in England.

The basic reason for doing so is that they did not want to antagonise their own base of support, after a public consultation exercise in which 750,000 responded with 99

What is Democratic Unionism?

Democratic Unionism means grass roots controlled unionism, not control by officials. It also means that workers in one industry should be in one union so as to remove artificial divisions that can cause disunity. Such a union should be fully organised and controlled by the membership.

To achieve this we believe a union should be organised along the following lines:

That no person employed by the union should earn more than the average income of the membership.

1. The Spokespeople should have no executive power f all decisions should be made by the union membership in the course of mass meetings.

2. The Spokespeople have no executive power f all decisions should be made by the union membership in mass meetings.

3. Spokespeople are only to act as delegates elected by the membership to carry out decisions made by the membership in mass meetings.

4. That a mechanism is instituted for the instant recall of spokespeople/delegates who break the above rules.

5. That all positions within the union be held on a limited tenure, the duration of which will be decided by the membership.

6. That a programme of decentralised decision making be implemented within the union structure, so that we won’t need full time officials.

7. All loss of earnings incurred by elected delegates who miss work as a result of carrying out union duties will be reimbursed by the union to the extent of the lost wages.

percent in opposition. But there is to be no retreat from the attacks on rail workers.

This week the government introduced new legislation, based on its Strikes Act minimum service level regulations, to ensure ‘certain priority routes’ remain open during future rail strikes. This mandates that 40 percent of rail services must run during any industrial action, rendering all walkouts ineffective.

The Save Our Ticket Offices campaign by the RMT waged in support of the consultation exercise was used to sideline any action by rail workers, with no strikes organised from September 2. The RMT hailed the governments announcement as a ‘resounding victory’ on October 31. But later that day Lynch issued a statement warning of “a stitch up behind closed doors which still paves the way for ticket office closures.”

Rail workers should vote to reject the MOU sellout as a vote of no confidence in its architects, Lynch and the National Executive Committee of the RMT. This must begin a fight to transfer control of the dispute to the rank and file. As part of this struggle workers must demand the right to scrutinise the e-referendum and reject the RMT’s balloting on a company by company basis.

STOP PRESS 20/12/23: Tube workers voted to walkout once again in a long-running dispute over pay.

