

RMT *news*

Essential reading for today's transport worker

You can help stop the cuts!

- ★ Send the postcard enclosed in this magazine to ask your MP to support Early Day Motion 80 or e-mail your MP direct
- ★ Join the lobby of Parliament on January 27 against Network Rail plans to slash 1,500 safety-critical jobs
- ★ Email your MP asking that they meet you at the lobby of Parliament on January 27
- ★ Email Network Rail chief executive Iain Coucher



SIGNAL WORKERS TAKE ACTION



www.rmt.org.uk

NATIONAL UNION OF RAIL, MARITIME & TRANSPORT WORKERS

Unity House, 39 Chalton Street, London NW1 1JD



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EDITORIAL

PUT JOB CUTS ON ICE



A happy new year to all RMT members. The recent severe weather has reinforced our argument that you cannot cut corners when it comes to rail maintenance.

If anything we need more staff to cope with these periods and if Network Rail ram through this jobs massacre it will cause service disruption on a massive scale.

The planned 1,500 job cuts represent a lethal gamble with rail safety. Inspection and maintenance frequencies will be hacked back and it will create the poisonous cocktail of conditions that will jack up the risk of another Hatfield, Potters Bar, Paddington or Grayrigg disaster.

At a time when there is a political consensus that we need to expand and modernise the rail network it is utter madness to be hacking back on the maintenance that we depend on to keep the railways safe.

The working conditions of Network Rail signallers are also clearly under attack. Signalling members in South Wales have given a magnificent response to these attacks by taking 12 days of strike action so far.

This union will fight job cuts and any attacks on pay and conditions of its members. RMT will shortly announce a timetable for a ballot for industrial action and I would urge all Network Rail workers to vote Yes.

A combination of trade union, political and public pressure can stop attacks on members and the planned axing of safety-critical rail maintenance jobs in its tracks.

As a part of this campaign RMT has organised a rally and lobby of parliament on Wednesday January 27 2010 to stop the axing of safety-critical maintenance jobs.

Details of the protest and lobby are on the back of this magazine. Make sure your branch is represented or, better still, get along yourself and add your voice to the campaign.

Even if you can't get there all members can send off the postcard inside this magazine calling on

their MP to back Early Day Motion 80 put down by Linda Riordan MP backing the fight.

The campaign against cuts in jobs and services is growing in Scotland too with the fight to stop the introduction of Driver Only Operation by Scotrail between Glasgow and Edinburgh. Members in Scotland can also send off another postcard in this edition of RMT News calling for a halt to plans to scrap direct east coast main line services from Glasgow to London.

As RMT News goes to press the Office of Fair Trading has found, as expected, that private monopolies dominate the bus industry outside London.

Bus privateers like Arriva, First Group and Stagecoach also invest the rail industry. Their interests in both industries are not to provide a decent public service but to screw the workers and the public for every penny they can get their hands on.

Interestingly, the situation is much better in Northern Ireland where, like the rail industry, the bus sector is still in public hands. Even the bus regulation that exists in London produces better service results than in the cowboy-infested wild west which is the rest of the country.

Next month RMT News will also be looking at how the private sector threatens the Royal Fleet Auxillary and Caledonian MacBrayne ferry services.

Finally, congratulations to all those elected to RMT positions over the last month or so. We have had elections for positions from president, regional organisers and the executive committee.

I would like to thank those leaving these positions to retire or return to work, they have all done a good job.

All those elected are fine activists with a proven record of serving the union at all levels. I look forward to working with them all in the future.

Bob Crow

ALEX GORDON ELECTED RMT PRESIDENT



Train driver Alex Gordon has been elected to serve as RMT president for the coming three years.

RMT president is the most senior lay official in the union, whose responsibility is to uphold the union's rulebook and to preside over meetings of the union's executive bodies, including the annual general meeting.

RMT general secretary Bob Crow said that Alex was a highly respected RMT activist.

"He has served the union at all levels, from the all-important local rep to the

union's executive, and I know he will make an excellent president," he said.

Ken Usher has been elected to a further five-year term as East Midlands regional organiser and South West regional organiser Phil Bialyk, relief RO South Brian Whitehead and relief RO North John MacDonald have all been re-elected. Micheal Hogg has been elected Scottish regional organiser and Dave Collinson is the new Yorks and Lincs regional organiser. ■

RMT TO FIGHT PLANS TO SCRAP EAST COAST MAINLINE CONNECTION TO GLASGOW

RMT has produced a campaigning postcard inserted in the magazine for members in Scotland to stop plans to close the East Coast Mainline connection between London and Glasgow.

The postcard can be sent to MPs to ask them to sign Early Day Motion 497 put down by Katy Clark MP in support of the campaign to save direct East Coast Mainline services.

The motion calls on the government to guarantee "regular direct services between London and Glasgow on the East Coast Line".

The route may be axed from early 2011 but a final confirmation of the decision is

expected very soon.

RMT General Secretary Bob Crow said that it was clear that there had been a carve up behind closed doors which threatened the future of the important East Coast Mainline connection into Glasgow.

"We know that MPs and MSPs from all parties will be furious at this attack on a crucial Scottish rail link and RMT will be fighting all out to stop this proposal from being ratified.

"Time is short and it is deeply cynical of East Coast to try and bundle this decision through over the Christmas and New Year period.

"This cash-driven plan



would blow a massive hole in rail services through to north and south Lanarkshire with dire social and economic consequences and with an impact that will be felt right along the East Coast route and it must be stopped," he said.

You can help by sending the

postcard by just filling in the name of your constituency MP and your address. The RMT Freepost will save you the cost of a stamp – RMT will forward the card to your MP.

You can also go to www.rmt.org.uk to find out how to help with the campaign. ■

UNION WINS SUPPORT AGAINST DRIVER ONLY OPERATION AT SCOTRAIL

First Scotrail prepared to breach contract in order to introduce D00

First Scotrail is openly admitting to MSPs that it is prepared to breach contract terms over train staffing levels in order to introduce Driver Only Operation (D00) on the new Edinburgh/Glasgow via Airdrie to Bathgate route.

Under its contract with Scottish Ministers the train operator is required to have a second person on the train at all times.

However, in a briefing to MSPs, Scotrail admitted that "there may be times when we may choose to operate a train without a second person".

RMT pointed out that without a guard on the crew, rather than a ticket examiner, a train would not be allowed to leave the station.

RMT general secretary Bob Crow said that Scotrail had let the cat out of the bag.

"We now know that their reason for failing to bring guards onto the new Airdrie/Bathgate service is so that they can run trains with just one member of staff.

"No guard, no ticket examiner just the driver up in the cab with all of the security and safety risks that such a policy brings with it.

"If there's a shortage of ticket examiners then Scotrail are saying that they will breach the contract with Scottish Ministers and run the trains anyway.

"When they've done it once we have no doubt that they will try and get away with it over and over again, creating a massive security and safety risk for the travelling public while at the same time jacking up their own profits by saving money on staffing levels," he said.

An RMT delegation led by assistant



general secretary Pat Sikorski will meet Scottish transport minister Stewart Stevenson soon to seek assurances that Scotrail will not be allowed to break contractual agreements.

The union will reinforce the point that the whole move to D00 is entirely cash-led despite the fact that Scotrail made profits of £18.444 million in the last financial year with a massive £18 million handed back to shareholders in dividends.

First Scotrail financial returns also show that the highest paid director made £429,274 in the 2008/2009 financial year compared to the £300,000 additional cost of employing guards on the new service.

RMT has launched a postcard campaign

with the help of Elaine Smith MSP (above) against D00 and is pulling in solid support from politicians and the public alike.

Outgoing Scottish regional organiser Phil McGarry said that activists giving out postcards in Glasgow and Edinburgh to send to MSPs got warm response.

"This latest news on Scotrail bosses pay will reinforce the widespread anger at the cash-driven moves towards an under-staffed and unsafe service," he said.

*Elaine Smith MSP has tabled Parliamentary motion S3M-05202 'Safety First' in support of the campaign. Write to your MSP asking for their support or send an RMT postcard available from your branch secretary. ■



LONDON UNDERGROUND MEMBERS TAKE ACTION

Over 50 RMT members working at EDF Energy Powerlink (right) took 48-hour strike action just before Christmas following an overwhelming ballot result in favour of action over pay and other issues.

In addition to the stoppages of work a continuous work to rule and overtime ban has been in operation from December 22 until further notice.

The members, which carry out fault-finding and maintenance work on London Underground, have been left behind in terms of wages and conditions since the work was privatised around ten years ago.

The union is currently in negotiations with the company to come to an agreed settlement.



RMT members on the Willesden Green Group also took 24-hour strike action on December 23 after returning a big vote in favour of industrial action in support of the reinstatement of their colleague, Colleen Johnston.

RMT had been hoping that management would see sense and reinstate her on appeal, but it has so far failed to do so.

RMT General Secretary Bob Crow said that the strike action was a response to a straightforward victimisation of

RMT member Colleen who has a well-earned reputation for standing up for her workmates.

"The trumped up charges are outrageous and RMT will not tolerate these kind of attacks on our members," he said. ■

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or call the helpline on freephone

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e-mail: info@rmt.org.uk
Legal helpline: 0800 587 7516 - Seven days a week

PULLING TOGETHER

A Popular History of RMT

New free union publication gives an insight into the struggles, defeats and victories of members over 150 years

Pulling Together gives members an engaging and colourfully illustrated window on the history of the union up to the present day.

It tells the story of how the union developed under very difficult circumstances against very powerful opponents and maintained itself as a democratic, fighting

organisation that today represents members in all sectors and grades of the transport industry.

Pulling Together is available free to members from Unity House, 39 Chalton Street, London NW1 1JD with a stamped, addressed envelope or by e-mailing bdenny@rmt.org.uk



STOP THE NETWORK RAIL JOB CUTS

What you can do...

Send the postcard enclosed in this magazine to ask your MP to support Early Day Motion 80 (below) or e-mail your MP direct

Join the lobby of Parliament on January 27 against Network Rail plans to slash 1,500 safety-critical jobs (details on the back of this magazine)

Email your MP asking that they meet you at the lobby of Parliament on January 27

Email Network Rail chief executive Iain Coucher

Full details of how to help the campaign are also on the RMT website www.rmt.org.uk

EARLY DAY MOTION 80 - NETWORK RAIL AND SAFETY

That this House notes the decision of Network Rail to announce the loss of thousands of frontline maintenance jobs by spring 2010; believes that this will mean that in a matter of months there will be a drop of up to 20 per cent. In the number of rail workers carrying out essential inspection and maintenance work; further believes that these deep and rapid cuts raise genuine and urgent concerns as to whether Network Rail will be able to ensure the safe and efficient running of the railway, including the adequate inspection and repair of track, signals, overhead lines and other infrastructure; is deeply concerned that Network Rail is failing to consult the trade unions on the safety implications of the proposals; further notes that the cuts are in part due to the fact that the economic rail regulator, the Office of Rail Regulation (ORR), has asked Network Rail to make efficiency savings of 21 per cent. over the next five years; is further concerned that because the ORR is both the safety and economic regulator it will be difficult for an objective view to be taken as to whether the safety of passengers and workers will be put at risk; believes the cuts cannot be justified; and calls on the Government to use its power as the primary funder of Network Rail to intervene to ensure that Network Rail directors put safety first.

Linda Riordan MP

STOP NETWORK RAIL CUTS
ACT NOW TO STOP
ANOTHER RAIL TRAGEDY



RMT TO BALLOT NETWORK RAIL MAINTENANCE STAFF



Union calls for a Yes vote to save 1,500 jobs and in defence of national agreements being undermined by Network Rail

RMT is balloting members on Network Rail infrastructure for national industrial action against threatened redundancies which are part of the planned axing of around 1,500 rail maintenance jobs.

The national ballot for action will begin this month. RMT is also fighting attempts by Network Rail to rip up existing agreements and unilaterally impose new working arrangements.

RMT General Secretary Bob Crow said that the plan to axe 1,500 maintenance jobs across the rail network is a reckless gamble with rail safety which would create the conditions for another Hatfield, Paddington, Potters Bar or Grayrigg disaster.

"We saw under Railtrack the lethal consequences of cutting back on maintenance and Network Rail now want to turn the clock back to those dark days by forcing staff out of the door in order to hit budget targets. It's outrageous and we have no option but to ballot for action.

"Many of the problems that have hit the railways due to the freezing conditions have

been down to not enough engineers being available to unfreeze points and tracks.

"The 1,500 planned job cuts will hit services and safety with dire consequences for staff and passengers alike," he said.

RALLY ON JANUARY 27

The union has called a national rally and lobby of Parliament on Wednesday January 27, details on the back of this magazine.

RMT is asking that people arrive promptly for 12.30pm for a demonstration outside Parliament, which will be followed by a rally at 2.15pm and RMT members can lobby their MPs from 3.30pm.

The union has called for a maximum turn-out.

"We want individual members to play as active part as possible in this campaign and I recommend that you visit the RMT website to find out how you can participate.

"You will be able to download model letters, find out who your MP is and it is important that if you wish to meet them on the day of our lobby, that you contact them

in advance," he said. Visit <http://www.rmt.org.uk/networkrail> for further information.

DAY OF ACTION

The union held a day of action across Britain in December under the banner "Rail Cuts Cost Lives" against the axing of 1,500 safety critical jobs.

RMT members distributed 25,000 postcards to passengers across more than 40 stations from Glasgow to Cardiff and from Edinburgh to Southampton and made a splash in the media – TV, radio and newspapers, right across the country.

Stations were leafleted with postcards, enclosed in this magazine for members of the public to send to their MPs to demand that they sign early day motion 80 'Network Rail and Safety', tabled by Linda Riordan MP. With the assistance of the RMT Parliamentary Group, this early day motion has been supplemented by a series of regional EDMs detailing where the cuts will fall.

EQUALITY FOR SEAFARERS



Ever since I joined the Merchant Navy in 1960 and shipped out to foreign climes, seafarers have been discriminated against in one way or another and sadly it's still the case today.

In the last few months The Equality Bill has been going through Parliament and its main purpose is to harmonise discrimination law and promote equality but it's also the legislative vehicle that the RMT Parliamentary Group have been using to make amendments designed to bring fairness to seafarers pay and conditions and I've been pleased to lead on these important issues.

As a result of the debate, my amendments got a good airing and we were able to raise the profile of seafarers and pay and the terrible exploitation that takes place. In addition, the RMT postcard campaign has resulted in many MPs raising the issue directly with the Shipping Minister.

RMT has for several years been pressing the Department for Transport (DfT) to end the long standing discrimination against seafarers as contained within the 1976 Race Relations Act.

The RMT Parliamentary Group has lobbied Ministers intensively, and together we have also been seeking protection for non-domicile seafarers serving on ships trading between UK Ports so that they are covered by the National Minimum Wage. The two amendments I put down would have the effect of bringing about these changes in the law.

Just prior to the debate at Report Stage of the Bill on December 2 2009, the government finally published regulations to reform the seafarers' exemption in the 1976 Race Relations Act. It appears that the proposed legislation will at least cover all EEA nationals on UK flagged ships or EEA flag states, plus seafarers from states with corresponding rights under EC Law, and maybe some other non-EU nationals depending on the evidence submitted to the DfT arising from the consultation. In certain, more limited, circumstances seafarers on EEA flagged ships may also be covered.

The debate in Parliament follows an intensive campaign by the RMT Parliamentary Group in the last few weeks. Ann Cryer MP, an RMT

sponsored MP who is a member of the Labour Party backbench Parliamentary Committee, has personally raised this with the Prime Minister. As a result of this a meeting was facilitated with the Equality Minister Vera Baird. On the same day RMT met with the Shipping Minister Paul Clark, alongside the deputy general secretary of the TUC, Frances O'Grady, and Nautilus.

In the debate on the seafarer amendments on the Equality Bill we raised specific examples of below National Minimum Wage rates of pay and highlighted legal advice from RMT which states that contrary to Foreign Office objections it is legally sound to implement National Minimum Wage provisions on non-UK flagged ships if they are trading between UK Ports.

It is a great shame that the Parliamentary process meant that no vote was taken on the amendments but the debate has highlighted the RMT case. The convener of our group, John McDonnell pressed the Equality Minister on a tight timetable to ensure that the seafarer amendments on the Race Relations Act make the necessary Parliamentary progress alongside the Bill, so they can be signed off prior to the General Election.

On the National Minimum Wage the Foreign Office has sought to kill off progress on the grounds of dubious legal opinion. However our debate on the floor of the House has ensured that this issue is now still being pursued. Accordingly, I have tabled a further early day motion 294, specifically raising the blocking tactics of the Foreign Office.

Work is needed to secure the passage of the regulations through Parliament. Our Parliamentary Group will therefore be continuing to support RMT in making representations to Ministers.

The New Year will also see our group and the union re-doubling our efforts to improve the training and job prospects for British seafarers when I lead a delegation, which will include Bob Crow and John McDonnell to meet the Prime Minister.

Thanks for your continued support in the battle for justice for seafarers.

Gwyn Prosser
MP for Dover

OFFSHORE RMT REPS ON COURSE

Greg Hewitt reports on the first course for offshore reps

The inaugural offshore RMT representative course took place recently at Thompsons solicitors, who kindly provided all the facilities for the reps.

The well attended course included delegates from many parts of the offshore industry including divers, drillers and catering grades being well represented.

RMT regional organiser Jake Molloy and Val Lockhart the management representative from the Offshore Diver Industry Agreement (OIDA), which represents the seven signatories to the agreement, also took part in the course during the week.

This session was particularly lively, as you can imagine, and there were some very frank exchanges of points of view. It has to be said that Val and the

OIDA signatories welcomed trade union involvement and encouraged employees to become reps. Issues surrounding the Catering Offshore Trading Agreement (COTA) were also discussed.

Other subjects covered in the course included handling disciplines and grievances, campaigning, the structure of the union and RMT history.

Throughout the week delegates heard speakers from various departments of Thompsons who specialised in welfare benefits, personal injury and employment law.

It was interesting to learn that our members could use Thompsons for personal injury claims, even though they had car insurance they could waver the personal injury part and use

Thompsons free for all the extended family. Members were also covered in other countries for industrial problems they might encounter. They also had specialist criminal lawyers.

Everyone enjoyed the week and here are some of the comments that were expressed by the representatives.

"I was happy with the course it did exactly what I wanted it to and extended my knowledge".

"It was informative and heavy going at times but I learned a lot".

"I felt that we could have tailored it even more towards offshore issues where possible, but it was very informative".

"I thoroughly enjoyed it, in particular the discussions with Jake Molloy and Val Lockhart and the sessions with the

solicitors were really interesting".

"It was laid back and relaxed but now I know I am in at the deep end I will have the information I need".

"I enjoyed it and learned a lot, I particularly enjoyed Geoff Revell's discussion on the history of the union".

"I have been involved for over 20 years and I certainly realise now that you never stop learning. The lawyers were excellent. I will be encouraging others to get involved and to get on this course".

So the message to all you potential union reps out there is get involved. If you want to take part in a first stage reps course ask your branch secretary or freephone the union direct on 210118. ■





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THE BATTLE FOR WATERLOO



Alan Pottage reports on an organising initiative at Waterloo station in London which saw twenty new members join in a day

Waterloo branch launched a very important organising campaign recently with over thirty members turning out to help recruit the multitude of different locations and grades at the station.

Taxis, catering, traincrew and revenue protection workers were all covered on a day that saw twenty new members join and many more workers promising to fill in their forms within the next few days.

There are a large number of young workers at Waterloo so young activists travelled from across the country including from Newcastle, Plymouth and Liverpool to help out their colleagues at Waterloo.

Newcastle guard Richie Veich

said that he was glad to make the effort because persuading non-members to join our union is really important.

"I've helped with organising campaigns in a few places now including Newcastle,

Edinburgh and even up in Aberdeen out at the heliports speaking to offshore workers.

"It doesn't really matter the job someone does, what matters is that they should be organised by RMT," Richie said.

All grades and all companies were targeted and this will be repeated for three days every single month.

Waterloo branch is working alongside the RMT's organising unit to devise a long term

campaign that the branch could sustain.

Myself and branch secretary Ricky Goodman spent a few hours going through the branch list to compare membership levels against the staff compliment.

"This showed us the areas where non-membership exists and the extent of potential new members.

"We then came up with a plan to ensure the branch tackled 'nons' and helped retain existing members.

"We needed regular activity and to establish elected representatives in every workplace," said Ricky.

Ricky was delighted with the launch and there was a need to ensure that regular activity took place every month.

"We will fail if this is simply a one-off and I'd like to thank all the activists, executive members and Bob Crow for turning out and helping us.

"We are all really positive about the future and we are

determined to get organised," he said.

LOCAL REPS

All local reps were written to and reminded that it was their responsibility to recruit and organise.

Ricky explained that occasionally he'll come across a rep that simply doesn't realise that recruitment is a vital part of the job.

"There is nobody better to recruit workmates than the rep who is negotiating on their behalf," he said.

Branch activists were also contacted and the response was impressive. Over thirty RMT activists got involved even getting out the RMT message to hundreds of taxi drivers who were given as our London Taxi branch grows.

Every branch in the country should have a 'recruitment plan'. It's your responsibility to get around the workplace, speak to members and recruit non-members into our union. ■



SOUTH WALES SIGNALLERS' STRIKE SOLID

Signalling staff in South Wales have taken a total of 12 days of strike action plans to impose new rosters at the South Wales Control Centre which is due to open this month.

Management refused to attend a meeting between Christmas and New Year following six consecutive days of strike action to settle this issue.

As a result RMT has arranged urgent ballots for strike action and action short of a strike at Radyr, Radyr Relief, Abercynon, Park Junction, St Fagan's Crossing, Little Mill, Lydney

Crossing and Caldicott Crossing.

Scab managers have been drafted in from all over the country, with only a few hours training to run the signalling with potentially serious consequences for services and safety.

The union is compiling a dossier of failures to be submitted to the safety authorities.

Over 40 basic errors were recorded by scab managers including more than one incident when two trains were moving on the same platform at Cardiff Central at the same time, with one train arriving from the west as one was departing east. Infrastructure maintenance

staff also reported being refused 'T2 possessions' for routine engineering maintenance of the mainline because inadequately-trained strike breakers did not have sufficient knowledge.

Attempts by Network Rail to shred the national rostering principles mean in practice that South Wales signallers will be forced onto eight hour shifts instead of being able to work 12 hour shifts as they currently do. This means that they will be forced to work an extra 80 days per year.

"Our current working conditions are the result of a century of hard won rights which give signallers guarantees about negotiating their shift patterns within the working week," said Newport branch secretary Steve Richards, speaking from the picket line at Newport Panel.

"It also safeguarded minimum rest periods, holiday relief arrangements, the right not to be expected to work overtime and a number of other issues. Network Rail wants to tear all this up," he said.

The transparency of imposing the new shifts as part of a cost

cutting exercise are made clear by the fact that many signallers were originally forced from eight hour shifts to 12 hour shifts some years ago by Railtrack and Network Rail to save them from employing new staff. Now they intend to reverse the decision without reinstating the jobs that were cut in the first place.

Network Rail attempted to present the move to eight hour shifts as being about improved safety, but this was exposed when the managers that were shipped in to cover the strikers' jobs proceeded to work 12 hour shifts themselves.

RMT general secretary Bob Crow congratulated the members' on rock-solid strike action.

"NR said the strike would have a minimal impact, but it is clear that despite dragging in ill-trained managers from all corners of Britain they were forced to curtail and cancel services on some lines.

"This dispute is about cutting corners and demanding that staff are at managements beck and call regardless of the impact on home lives," he said. ■



RMT JUNCTION IS

RMT is pleased to announce the launch of RMT Junction, a social networking website where members can meet online to exchange information about workplace and other union issues – or whatever else takes their fancy.

Many RMT News readers will already be avid users of websites such as Facebook and Twitter – or at least be aware of these social networks and how they connect like-minded people.

So, how is RMT Junction different? Essentially it automatically subscribes users to particular groups – based on their RMT branch, region, workplace and grade.

Within these groups users can converse with other members and post materials such as photos, newsletters or other files, embed YouTube videos and write their own blogs and messages.

But they are also able to create their own groups – and invite other RMT Junction users to join them.

These could be anything from a local campaign you are involved in, to supporters of a particular football team or any special interest about which you'd like to link up with other RMT members.

The possibilities are endless.

Users are also able to “friend” others on the network, allowing them to keep tabs on what new materials acquaintances have posted or groups they have joined etc.

In fact, just like Facebook, RMT Junction will only really function at its optimum as more people sign up to and use it. It is RMT members themselves who will populate the site with their contributions – a blank canvas waiting to be filled by people like yourself.

As an RMT member you can sign up and get active on the network straight away. Simply visit www.rmtjunction.org.uk to register.

You will need your RMT membership number and National Insurance number to do so but it should be stressed that the website does not store your NI number, merely checks it against the central RMT database.

Together with the RMT email system for members launched last month, which can be found at www.rmtmail.org.uk, RMT Junction can become a powerful organising tool in the struggle to win decency and fair pay at work for the union's 80,000 members.



Win an ipod!

The latest ipod Touch could be yours in our special competition to launch RMT Junction. All you have to do is:

1. Register with RMT Junction at www.rmtjunction.org.uk.
2. Upload some details (as much or as little as you like) to your profile, as well as a profile picture (click on “Profile” in the black bar at the top).
3. Join the “Win an ipod” group (simply type “ipod” into the search box at the top-right of any page to find it).

A winner will be picked at random and announced in the March edition of RMT News.

Ipod kindly donated by UIA Home Insurance, www.uia.co.uk



HERE!



HOW TO REGISTER...

To register, visit www.rmtjunction.org.uk and fill in your details. You will need your RMT membership number (which can be found on your membership card) and your national insurance number (usually found on your wage slip.) Once registered you will be taken to your "Dashboard." Three columns constitute the Dashboard – "Group Membership," "News," and "Friends."

DASHBOARD

1. GROUP MEMBERSHIP (your dashboard's left-hand column). This will initially contain the automatic groups you are a member of, such as branch, employer etc. Click on any of these and the group will open on the screen. As you create and/or join other groups these will in turn appear in this column.

2. NEWS (your dashboard's middle column). Here you will find headlines linked to the latest news from RMT. Click on any heading and a new window opens containing the relevant RMT press release.

3. FRIENDS (your dashboard's right-hand column). This is where a

list of your RMT Junction friends can be found. It will appear blank until you start connecting with people on the network.

Other Functions

Along the top of the screen you will see a black strip with various functions listed. These are:

PROFILE

Here you can upload a photograph of yourself and list various personal details. It is your identity on RMT Junction where people can locate and "friend" you.

TOOLS

This is a powerful drop-down menu which is used to navigate around RMT Junction.

Click on Tools >> Activity, and it takes you to a page where all recent network activity is listed (such as comments, posted files, who has joined which group etc).

Click on Tools >> Groups, and it takes you to a page listing all the groups currently on the system, including specially featured groups on the left of the page. If you can't

see a particular group then you can type its name into the Search box at any time.

Click on Tools >> Friends, and it will list all the RMT Junction users who you have "friended" and whose activity you are following on the network.

Click on Tools >> Blogs, and you can begin writing your own personal blog or view other users' blogs on the system.

Click on Tools >> Members, and you will get a list of everybody who is signed up to RMT Junction. A good place to spot friends on the system.

Click on Tools >> Bookmarks, and you will get a list of any bookmarks you have made. These are used as an easy way to return to a particular place of interest within RMT Junction.

SETTINGS

Here you do things like change your password. One particularly useful settings function is to set up email alerts to tell you whenever another RMT Junction member has commented on your content etc.

STAY SAFE

While RMT Junction aims to provide a secure online environment, members should always exercise caution about any material they post online – particularly if it includes criticism of their employer.

Subscribers to Facebook and other social networking websites have lost their jobs after posting disparaging comments about individual managers or the firms they work for.

While RMT Junction provides a secure environment, no system can guarantee itself 100 per cent watertight against a determined hacker. Caution should be the watchword before posting content, particularly about your employer.

LONDON MAYOR PROMISES £5 BILLION TUBE CUTS

144 ticket offices
and 1,200 jobs
under threat as
Boris Johnson rips
up manifesto
pledge against
Tube cuts

RMT has exposed the full extent of the first wave of cuts under Boris Johnson's £5 billion tube savings programme with 144 station ticket offices and 1200 jobs under threat of the axe.

In the first phase of LUL's "Operational Services Review" – management code for the cuts machinery – savage reductions are being proposed across the tube network. Only main terminals will retain a full ticket office function, smaller central stations will have ticket offices open at peak times with the remainder – 144 stations – reduced to ticket machines only.

Station staff numbers will be reduced by up to 1,200 with RMT warning that safety and security of the travelling public will be seriously compromised as LU drive towards unstaffed operation of stations by April 2010.

BOJO MANIFESTO PLEDGE

In his 2008 manifesto, London mayor Boris Johnson, who also Chair's Transport for London, said that he would make transport more convenient "by halting the proposed ticket office closures, and ensuring there is always a manned ticket office at every station".

He started his election campaign with the pledge to 'be a mayor for zone six as well as zone one'.

Yet the majority of the 40 ticket offices targeted for closure are at stations on the outskirts of Greater London and fall within the territory that Mr Johnson is keen to represent.

Boris Johnson was photographed during the 2008 campaign at a protest against ticket office closures in Harrow and signed the petition organised by Passengers United



Boris Johnson signs the petition against the ticket office closures outside North Harrow station, witnessed by Harrow councillor, Anjana Patel and Brent councillor, Bob Blackman. Below is the page from the petition containing Mr Johnson's signature.

Passengers united against ticket office closures
3449sayno.com

We the undersigned reaffirm our opposition to London Underground's intention to shut 40 ticket offices across the Tube network and drastically reduce the opening hours of hundreds more. We say this is NOT in our best interests as passengers and therefore petition London Underground and the Mayor of London to stop the closure of station ticket offices and to re-open those which have already been closed.

Name	Address
B. J. [Signature]	Home of [Signature] 61101A

Against Ticket Office Closures.

RMT General Secretary Bob Crow said that the savage cuts to jobs and ticket offices exposed by RMT revealed that all the pledges about services to passengers being protected from the £5 billion cuts programme are worthless.

“Boris Johnson, the chair of TfL, was elected by Londoners on an explicit manifesto pledge to ensure a ticket office at every station.

“RMT challenges the mayor to stick by that pledge and demand the binning of this cuts plan or stand exposed as a hypocrite who rips up key manifesto commitments to the

voters who put him into office.

"The job cuts planned for underground stations would leave passengers dangerously exposed in the event of an emergency and would ratchet up the dangers for the public, particularly women, travelling late at night. "It is clear from these plans that LU bosses are pushing towards unstaffed operation of stations regardless of the risks," Bob said.

RMT plans to mobilise a campaign to stop the cuts and will take whatever action is required to defend members' jobs and a safe and efficient service for the travelling public.

Companywatch

TUBE LINES IN FUNDING CRISIS

Tube privateer Tube Lines demands over £700 million from London Underground following critical report

Tube Lines looks set to have its funding slashed by £1.35 billion according to a recent preliminary report by Chris Bolt, the arbiter of London Underground's private-public partnership contract.

The report says that Tube Lines should receive £4.4 billion basic funding for the 7½ years starting in July, instead of the £5.75 billion that it had demanded. The company is maintaining and upgrading track, trains and stations on the Jubilee, Northern and Piccadilly lines. London Underground has said that the work should cost just £4 billion.

Tube Lines is the only survivor of the two private contractors that started 30-year contracts to maintain and upgrade the underground in 2003.

Metronet Rail, which held the contract for all the other Tube lines, went into administration in July 2007. Since then work on those lines have been carried out directly by LU.

Tube Lines costs have also spiralled as they have fallen far behind with improvements on the Jubilee Line. It blames the situation on LU and has made claims totalling £727 million against LU – its client – in its first contract period with another £500 million pending resolution.

The company has been told by Mr Bolt that if it can prove its claims then it remained possible that a second adjudicator might award Tube Lines compensation for LU's alleged obstruction over the

upgrade.

Meanwhile, the cuts in funding have serious safety implications for the future.

Prior to publication of this report there were already planned safety and maintenance cuts on the Tube Lines section of the London Underground.

These result in cuts to twice weekly inspections of escalators to once a week and the 12 week frequency of signal maintenance on the Jubilee line being cut to a 16 week cycle.

In spite of Tube Lines failure, the chief executive of the company trousered a £700,000 salary, according to the most recent company accounts. The earnings are nearly seven times the salary of transport secretary Lord Adonis and five times the

earnings of London mayor Boris Johnson.

The accounts, which show information to the end of 2008, reveal that the company – which is a consortium of Bechtel and Amey, a subsidiary of Spain's Ferrovial – made pre-tax profits of £56 million.

London Underground and Tube Lines both have to submit their responses to the draft report this month, at which point a new stage of negotiations will begin. If no agreement can be reached, Mr Bolt's final ruling will be made towards the end of April, in time for the start of the new contract on July 1.

If Tube Lines fails to swing a decision about funding in its favour then it will be forced to

take a loan to cover the shortfall. Should it be unable to raise such funds then the lines that it maintains would also revert to LU just as with Metronet.

In the wake of the report, RMT renewed its calls for Tube Lines contract to be shredded and for the work to be brought in-house.

RMT general secretary Bob Crow said that the end the disaster of the Private Public Partnership contract was long overdue.

"The time has come for Tube Lines to go before they collapse into an action replay of the Metronet disaster.

Tube Lines should be sacked now, without compensation," he said. ■

DEFENDING THE WELFARE STATE & PUBLIC SERVICES

MARCH & RALLY

SAT 10 APRIL 2010

ASSEMBLE 12 noon for 1pm

Temple Place, Embankment

RALLY 2pm

Trafalgar Square

Speakers, music and entertainment

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Since 1948, Britain has supported the principle that state pensions, health care, education and other public services are best provided by society as a whole.

This is now under threat.

- The state pension is totally inadequate, leaving at least 1 in 4 older people to live in poverty
- 7m households have a child living in poverty and existing benefits provide a very limited safety net
- Unemployment now stands at over 2m and welfare offers no solution
- 10m adults are disabled and face huge barriers to escaping financial hardship
- The NHS is slowly being privatised behind a smokescreen of choice and competition, and patients are suffering as a result
- Our public services are now facing massive cuts and further privatisation

The welfare state and public services are an essential part of any civilised society - pooling the risk across the population and providing support and services to us all.

Let's speak out now!

INTERNATIONAL NEWS

DEUTSCHE BAHN TO RUN SWEDISH REGIONAL NETWORK

Germany's Deutsche Bahn (DB) has won a 10-year contract to operate the rail system in the Sweden's Ostergötland region. Other foreign companies, Veolia, Arriva and DSB First, already operate Swedish networks. Deutsche Bahn operates Chiltern Railways in the UK through purchase of the company in 2008 and now runs the UK freight monopoly EWS as DB Schenker.

DB CEO Rüdiger Grube, who expected the group would be privatised by this or next year (2011), now accepts that the government-backed sell-off won't take place before 2013 because of the dire financial situation.

FRENCH RAIL UNIONS DEMONSTRATE FOR THEIR FUTURE

Over 15,000 rail workers in December demonstrated outside the headquarters of French Railways (SNCF) to oppose restructuring plans.

CGT general secretary Didier Le Reste said the moves would shift the SNCF from being a successful publicly-owned group whose mission is to satisfy the needs of the travelling public to a company aimed at making a profit that could later be partially or totally privatised.

Under European Union rules all passenger rail routes must be 'liberalised' and open to full competition by 2010.

The three rail unions involved in the protest, CGT, UNSA and CFDT, also slammed SNCF's rail freight plan that would bring 1.5 million more lorries onto the roads.

The unions oppose the 2010 transport budget as it would lead to thousands of job losses and a fall in the quality of service. Didier Le Reste also said that the 2009 0.3 per cent pay rise in 2009 was "unacceptable".



LD LINES CHOOSES RED ENSIGN

France's LD Lines has decided that the 1,300-passenger, 90 lorry-capacity Norman Leader, that joins LD Lines' fleet in June, will fly the Red Ensign.

The French operator continues to extend its English Channel reach with a new Portsmouth-Le Havre freight service alongside its Cote d'Albatre passenger/freight operation. The Birka Exporter Ro-Ro has been chartered in from Finland to replace the operator's Norman Spirit that has been redeployed to the Boulogne-Dover link.

SEAFRANCE DISPUTE GOES TO MEDIATOR

The CFDT ratings union at French Dover - Calais operator SeaFrance has still not signed a draft agreement on a plan to reduce jobs but with no forced redundancies despite reaching an agreed government appointed mediator.

The French Rail (SNCF) subsidiary's original restructuring plan involved up to 500 fewer jobs in SeaFrance's 1,580 workforce that includes 1,300 seafarers. Management's most recent proposal guarantees 413 jobs through transfers to other SNCF subsidiaries.

BILLIONAIRE BUFFETT BUYS UP US RAILWAYS

US billionaire Warren Buffett is to invest a massive \$44 billion to buy outright the Burlington National Santa Fe rail freight company (BNSF).

His company, Berkshire Hathaway, already owns 22.6 per cent of BNSF and also has a stake in Union Pacific rail group, the operator's main rival.

BNSF manages 51,200km of freight track in 28 US states and two Canadian provinces and employs 40,000 people.

California governor Arnold Schwarzenegger has requested US government aid to help build a bullet train system between San Francisco and San Diego.

"We are travelling on our trains at the same speed as 100 years ago, that is inexcusable and America must catch up," he said.

43-YEAR-OLD FINNISH FERRY HELD AT BREST

The Onyx, a 43-year-old Finnish owned ferry was towed into port following an engine failure off Brest. Its Indian crew have threatened not to work until two months back pay has been handed over.

The Onyx is suspected of being sold to a Third World country. While its official papers show it was en route for break-up in Turkey, the vessels owner told the Finnish Maritime authorities it will sail again after two years idle in the port of Vasaa.

NEW SOUTH AFRICA NETWORK LATE FOR WORLD CUP

Completion of the Gautrain, South Africa's fast regional network between Johannesburg and Pretoria, will not be completed before the June 2010 World Football Cup.

The government has turned down the offer of the consortium building the network to speed up construction for an extra £2 billion.

ESTONIA FERRY DISASTER TRIAL OPENS IN FRANCE

The memory of 859 lives lost in the 1994 sinking of the Estonia cruise ferry in the Baltic Sea is at last in the public's eye following the Paris court of appeal's judgement that the case can be heard in France.

The case was brought in a civil action lodged in 1996 by 1,200 relations of Swedish and Estonian victims against France's Bureau Veritas classification society and the German shipyard Meyer Werft.

The French court announced its decision after the Swedish authorities declined to take up the case. The ferry was carrying 989 passengers and crew of which about 130 survived. One of the victims was British. The hearing is expected to last until 2012.

RUSSIA JOINS HIGH-SPEED TRAIN CLUB

Russia is poised to join the high-speed club with trains designed by Siemens of Germany and adapted to the country's severe winters. The trains will travel the 641km between Moscow and Saint Petersburg in three hours 45 minutes - trimming 45 minutes from the present fastest train service - compared to five hours by air including travel to and from the airport.

SOUTH KOREAN RAIL WORKERS FIGHT FOR PAY



Striking rail workers from the Korean Railway Workers' Union held a protest rally in December outside the National Assembly in Seoul to demand improved pay and working conditions. About three thousand workers took part in the rally as part of

a week-long strike that has halted much of the country's freight and passenger transportation services. The red headbands read, "United and Fighting".

WORLD FEDERATION OF TRADE UNIONS CALLS FOR CLASS SOLIDARITY

The Transport Unions International, the transport section of the World Federation of Trade Unions, meeting in Portugal recently agreed to rebuild trade union movements on class-based principles in order to unite against capitalism's drive to increase rates of exploitation and undermine workers' rights.

An RMT delegation attended the conference hosted by CGT-Portugal in Lisbon to discuss job losses and attacks on working conditions facing workers in the transport sector.

WFTU's European spokesman Xan Carballo noted that capital is using this crisis to consolidate its power by attacking workers' rights.

"The Lisbon Treaty for example marks a new stage in capitalist domination in Europe, imperialism and war," he said.

Portuguese CGT-P delegate Amal Alves said that the EU-led privatisation of rail, maritime and airline services had resulted in worse, less accessible and more expensive transport.

"EU social legislation such as the Working Time Directive also

actually weakens national labour protection and facilitates social dumping," he said.

RMT general secretary Bob Crow warned that the Lisbon Treaty changed the status of transport policy for EU member states to Qualified Majority Voting, rather than the competence of elected national governments.

"The European Commission has already announced its intention in 2010 to 'recast' the first rail liberalisation package to enforce the 'vertical split' between rail operations and infrastructure, which together with the acceleration of freight liberalisation and the advent of international passenger rail competition, will lead to attacks on rail jobs and conditions.

"Rail workers' unions must organise a united fight back for nationalised railways and public transport.

"We should call united mass demonstrations to change the direction of the debate within the movement," he said.

Conference agreed a declaration to build maximum unity for workers' and trade

unions demonstrations, strikes and rallies in spring 2010 to put forward clear demands for workers' rights, publicly-owned

and environmentally-friendly transport services and good jobs.

<http://www.wftucentral.org/> ■

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Justice, my arse



The Shrewsbury Pickets Campaign explains why the fight for justice continues for the pickets wrongly imprisoned in 1973 on trumped up charges

1972 was the high tide of British trade unionism. The Tory government was humiliated by the miners' strike over wages and the dockers' strike over casualisation, then forced to release the Pentonville Five dockers by widespread general strikes.

The organised labour movement had been growing steadily in numbers and confidence as it fought to improve wages and working conditions after World War II. However, it was not all plain sailing.

Following the failure of Harold Wilson's 1964 Labour government to control prices, successive governments abandoned any pretence of price controls as inflation reached double figures, and concentrated entirely on curbing the power of the unions to protect 'the national interests'. The world economy was undergoing its first major post-war crisis (exacerbated by the war in Vietnam and the start of the oil crisis), and the boss's class decided the working class must pay.

The first attempt, Labour's 'In Place of Strife', was brushed aside by the unions, but the Tories had closer links with the employers, the judiciary and the anti-union press (Lord McAlpine became Tory party treasurer, and the head of security at McAlpine was a former Scotland Yard commissioner). Their next government conspired with them to frame some militants in order to justify their draconian legislation and teach the working class a lesson.

Their opportunity arose with the first national building workers strike effectively led by rank-and-file activists.

On August 31 1972, the North Wales building workers strike committees met upstairs at the Bull and Stirrup in Chester to plan their campaign. On September 6, police escorted the strikers' coaches from site to site, and apart from minor scuffles the picketing was uneventful. Most of the sites they visited supported the strike and there were no arrests. Des Warren was congratulated on his conduct of a meeting by the officer in charge, Police Superintendent Meredith, who shook his hand.

Under pressure from the Lord McAlpine and his pals, who published a dossier of fabrications against the strikers, the Tories mounted an offensive to criminalise

picketing.

Des Warren, Ricky Tomlinson and their Shrewsbury comrades were singled out as scapegoats because of their effectiveness in rural areas where working-class solidarity was weakest. Throughout the long interval between their initial night-raid arrests on February 14 1973 and eventual incarceration just before Christmas, their court appearances in the small country towns of Mold and Shrewsbury were accompanied by a massive police operations designed to intimidate the jury and any supporters.

Defence counsel John Platt-Mills QC later wrote: "The trial of the Shrewsbury pickets is the only case I know where the Government ordered a prosecution in defiance of the advice of senior police and prosecution authorities.

"All charges of violence were dropped because of insufficient evidence; the main remaining charge was for conspiracy, a catch-all last used against the Chartists," he said.

The TUC refused to mobilise the trades unions in defence of the Shrewsbury pickets, though they all knew the pickets had been framed, just as the Pentonville Five had been framed a few months earlier. The excuse they used was that strikes would make things more difficult for the next Labour government. This was just what McAlpine, Laing, Wimpey and Bovis wanted, and the Labour leadership spent the next 30 years divesting itself of any commitment to socialism, the redistribution of wealth or social justice, leading to New Labour today being the architects of the worst attacks on the working class since Ramsay MacDonald cut the dole in the last great crisis of capitalism in 1934.

Des Warren and Ricky Tomlinson lost remission because they insisted they were "Political Prisoners" innocent of all charges. Des's early death from drug-induced Parkinson's disease was a direct result of the cruel and unusual punishment meted out to him during his two years nine months inside. Now better known from TV's "Royle Family", Ricky wrote "The conspiracy was between the government, the employers and the police- Justice my arse".

Ian Kerr, who for years sold personal

data on 3,000 staff to 40 construction companies thereby ruining thousands of lives, was merely fined £5,000 (which was probably paid off by the likes of McAlpine, Laing, Wimpey and Bovis). The recent injunction brought against anti-blacklist campaigner Steve Acheson under the Prevention of Terrorism Act shows how the ruling class are preparing to attack trade union activists through trumped up charges just as they attacked the Shrewsbury pickets.

With New Labour bungling billions into busted banks brought down by capitalism, and the Tories tooling up to decimate public services, the working class is being pitched into battle with one arm tied behind its back by the anti-union legislation, and most of its leaders behaving like rabbits caught in the headlights of an oncoming car - petrified.

Although trade unions are weaker today because of the wholesale closure of factories, mines and docks, the membership is just as determined as shown by Lindsey, Visteon, Linamar, Vestas, the tube workers and the posties.

As Des Warren told the court "Politically motivated interference by governments acting on behalf of and under political pressure from employers now means that no trade unionist can enter freely into negotiations with employers. They cannot withdraw their labour - the only thing they possess as a bargaining lever - without being accused of setting out to wreck the economy, of challenging the law.

He said "The working class movement cannot allow this verdict to go unchallenged."

The main objective of the campaign is to expose the illegal and secret actions of the state in carrying out the politically motivated attack on the working class. The lessons of the 1970s trade union struggles, the victories as well as this travesty of justice, must not be forgotten.

The campaign is preparing a submission to the Criminal Cases Review Commission and a campaigning DVD, and we need more funds. We urge you to send a message of support to our website www.shrewsburypicketscampaign.org.uk and make a donation. ■

Legal services

RMT WINS COMPENSATION FOR MEMBERS

The union's legal services take up members' cases free of charge, and takes no commission on successful claims

MEMBERS COMPENSATED FOR LEVEL CROSSING CRASHES

Two RMT members have been compensated for injuries that they received in separate crashes at level crossings.

A RMT member was working as a conductor on the Northern Rail train travelling towards Carlisle when it hit a parked DHL van on a manually operated level crossing in July 2008. The member was flung to the floor of the train as it collided with the van.

The train driver had spotted the van and slammed on the brakes, but was unable to avoid it. Fortunately, the train stayed on the tracks and the van driver was not in the vehicle.

The impact of the crash jolted the train, which was half full, throwing the member off her feet and causing whiplash injuries. A number of passengers

also suffered minor injuries.

The member said: "When I heard the horn going and felt the brakes slam on I knew there was a serious problem. I was at the back of the train and couldn't see anything but all sorts of images started going through my mind. There have been so many serious train accidents that I thought the worst.

"When the train hit the van there was an almighty bang and a jolt. I knew I had hurt my neck but the first thing on my mind was to help the passengers. It wasn't until the next day that I realised just how bad my injuries were."

The member was off work for 12 days and unable to drive for a week. The member needed physiotherapy and was put on strong painkillers.

Following the accident the

member contacted RMT and was advised to claim compensation.

Investigations by RMT lawyers Thompsons found that the van driver had not followed the correct procedures at the crossing.

A sign advised drivers to contact the signaller before opening both gates and then driving through, only shutting the gates when the vehicle was safely on the other side. In fact, the driver had opened the first gate, driven through it and then shut the first gate before opening the second gate. The train hit the van as he was opening the second gate.

Thompsons was successful in settling the claim against DHL which admitted liability. The member was awarded £3,500 for the injuries she sustained.

Another union member, who was working as a conductor on a train travelling between Barton Upon Humber and Cleethorpes in May 2008 was injured when his train collided with a car which had failed to stop at the West Marsh level crossing.

He suffered injuries to his right shoulder and right knee. After negotiations with the vehicle driver's insurers the member was awarded £3795.

RMT general secretary Bob Crow said: "We have been calling for an immediate programme to replace level crossings on high-speed lines with road bridges or underpasses. Too many people are killed on crossings each year and it is only through good fortune that these incidents didn't cause even more serious

injuries or even fatalities."

TRAIN WORKER'S AGONISING WAIT AFTER NEEDLE INJURY

An RMT member had a horrendous three month wait for the results of blood tests for HIV after he was injured by a dirty needle.

The fitter for First Great Western was stuck by a needle in his knee while attempting to fix lights on a train carriage at Paddington Station.

The incident happened when he got down on the floor to access an electrical panel on the carriage and knelt on the needle. He had to wait three months for the results of blood tests for HIV and Hepatitis.

Fortunately he has been cleared of any blood-borne diseases, but during the long wait he had to put plans to try for another child on hold. He also had to give up his coaching role for a premiership rugby team.

The incident was so traumatising that the member was off work for six months and has been receiving counselling.

RMT lawyers Thompsons took up the case on the member's behalf. They argued that First Great Western should have provided its employees with knee pads, equipment which all staff are now given. The member received £8,500 in compensation.

"Discovering I had been stuck by a needle was extremely distressing. I kept wondering where the needle had come from and what diseases it might be carrying," the member said.



"It got to the point where I had an aversion to needles and I had difficulty sleeping. Beyond the psychological impact I also had to give up my coaching position due to the risk of contamination and my wife and I had to put plans to try for another child on hold."

RMT general secretary Bob Crow said: "Employers must provide their employees with a safe working environment and First Great Western patently failed to do that. The injury he sustained had a substantial effect on his life. By providing the correct protective clothing and ensuring carriages are kept clean this injury could have been avoided."

Sarah Patten from Thompsons Solicitors said: "Needlestick injuries cause a great deal of physical pain and mental anguish. This client in particular was forced to take six months off work."

"The agonising wait for the test results had a massive impact on his daily life and on his plans to enlarge his family."

CRUSHED FOOT

An RMT member had his foot crushed at Hull Paragon Station while he was taking a wheelchair ramp down from its mounting for a disabled customer.

As he was moving the chair the ramp clasps came undone causing the ramp to swing open, squashing his left foot.

The company's insurers refused to negotiate a settlement so RMT lawyers began court proceedings. As a result settlement terms were then agreed and the member was awarded £3,500.

YORKS TRAIN CONDUCTOR COMPENSATED FOR BROKEN WRIST

A train conductor broke her wrist after she stepped off a train and slipped on an icy platform that hadn't been gritted. She suffered a fracture to the scaphoid bone on her right wrist.

The union commenced court proceedings on behalf of the member after the other side refused to agree a settlement.



PULLING TOGETHER

I am delighted and honoured to be elected as your president for the next three years. Thank you for the kind messages of congratulations, advice and best wishes from RMT members too numerous to mention.

I want to thank all candidates in the election for being part of an essential, if sometimes gruelling contest, which reconfirms our union's vital democracy.

I would also like to pay tribute to John Leach, my predecessor as RMT president. John's legacy can be read by all RMT members in the highly recommended new pamphlet 'Pulling Together - A Popular History of RMT' available from your branch secretary or from Unity House. Pulling Together is exactly what we need to do this year in order to defend each other.

This time of year is always a testing for transport workers, but this past month has been exceptional with the worst winter weather since 1947.

Transport workers on land, sea and offshore who deliver services in the face of an onslaught of snow, ice and freezing temperatures face the added difficulty of dealing with the usual difficulties associated with the festive season.

I wish a rapid recovery to full health to my mate Mostyn Harris, a train driver from RMT Cardiff Rail branch, who was hospitalised in a road traffic accident while returning home after finishing his shift on Christmas Eve.

For Mostyn and others injured or sick at this time of year RMT membership offers real protection through legal representation, accident benefit or the RMT Credit Union as well as being in a fighting trade union.

2010 is not even a month old, but already is marked out as a critical year for RMT members. Last year's global economic crisis - the product of 30 years of deregulated capitalism - has bequeathed a legacy of mass unemployment, crippling debt and attacks on the public

services.

All the main political parties are promising cuts in public spending, which means real suffering for service users and real pay cuts for public sector workers.

The private sector consultants and PFI scams systematically used to ransack our schools, hospitals and public transport services for decades are never mentioned when politicians line up to promise spending cuts. And of course, bankers must have their bonuses, or they might take their valuable skills abroad. Perish the thought.

The response of our labour movement to these disasters is critical. If trade unions bend the knee to the demands of bankers and politicians for belt-tightening by the working class and collude in continued appeasement of the super-rich, we will fail.

The resolute response of RMT signallers, who defied Network Rail's imposition of rosters on colleagues in the new South Wales Control Centre by taking 12 days of strike action recently, is an example to the whole trade union movement of how to stand up and be counted.

Network Rail, the largest employer of RMT members in the rail industry, has embarked on a course of so-called "efficiency savings" at the behest of a government regulator intent on shoring up its credit ratings. These crude cuts put lives at risk by deliberately understaffing a complex and fragile industry.

RMT's General Grades Committee has taken an historic decision to fight these job cuts and I promise you that the full resources of our union's leadership will be mobilised to win this battle.

I wish all of you, your families and friends a healthy and successful New Year. Our future will be assured if we pull together and stand our ground.

Solidarity wishes,

Alex Gordon

THREE REGIONAL ORGANISERS SAY CHEERIO

RMT regional organisers Phil McGarry, Allen Heath and Bob Raynor all retired last month after contributing over 50 years of service to the union between them.

At their joint retirement event in London recently all of them spoke to RMT News about their experiences at work and serving the members.

PHIL MCGARRY

Scottish regional organiser Phil McGarry saw out his last year as Scottish TUC president.

"It was a great honour to serve the STUC in such a way before retiring," he said.

Phil joined the National Union of Railwaymen in 1979 when he joined the industry as a guard and by 1985 he had been elected to the executive committee of the union. He has also served the Labour Party in many positions from branch secretary to election officer.

He joined the NUR executive at the height of the miners' strike and it was a turbulent time for the NUR. Phil was involved with the fight against driver-only operation in Scotland which led to the sacking of 289 guards. Today he is involved with the fight

against D00 being introduced on the Bathgate line.

"I came in fighting D00 and I'm going out fighting D00!" he said.

Phil was elected regional organiser in 1988 at the first attempt and served on the STUC general council since 1993.

"It all that time I learnt something new every day yet it still remains true that the role of the union is to educate, agitate and organise," he said.

ALLEN HEATH

North East regional organiser Allen Heath joined the union in 1960 when he worked at the BREL workshops at Doncaster. By 1975 he was a full time rep and then branch secretary to a branch with around 2,500 members. He was tutor at the union's education centre at Frant Place and by 1987 he was a regional organiser.

He says one of his proudest achievements was the restructuring deal he negotiated at Jarvis, which are still the best conditions in the country.

"The job has changed dramatically over the years and today you deal with all grades and negotiate a lot more pay deals locally.



Allen Heath, John Leach, Phil McGarry, Bob Crow, Bob Raynor

"It is a stressful job but it has been very rewarding and a privilege to serve working people," he said.

BOB RAYNOR

London and East Anglia regional organiser joined the National Union of Seamen as a deck boy in 1962. By 1965 he had joined the Communist Party and, when docked in Chinese ports, often had rigorous debates with the infamous Red Guard created during Mao's Cultural Revolution.

"I would ask why Chinese foreign policy was so close to the imperialist United States, but they seemed to enjoy the chance to speak English," he laughs.

By 1968 Bob was on a British merchant vessel anchored in a northern Chinese port and the ship owner was asked to deliver trucks to North Vietnam, fighting US occupation of the their country.

"We had already refused to

deliver aviation fuel to the south to assist US puppet forces defeat the north.

"These shipowners didn't care what side they were on as long as they made money," he said.

Bob's ship entered Ha Long Bay in the Democratic Republic of Vietnam, as the north was called, and he remembers seeing the vapour trails of B52 bombers on their way to bomb the capital city of Hanoi.

Bob became a dock official in London in 1975, then a branch secretary in Harwich in 1985 and dealing with many major disputes including the 1988 national seafarers' strike. By 1996 Bob was an RMT regional organiser and has dealt with countless tribunals and disputes and served all grades of the union.

"Every RMT member can be proud of their union and it can only go from strength to strength with Bob Crow as general secretary," he said. ■

GREG WINS DIPLOMA

RMT general secretary Bob Crow and outgoing president John Leach presented Greg Hewitt from the Brighton and Hove City branch with his TUC diploma on Employment Law.

Greg said that he had heard about the course from the RMT union learning rep in the South East Region, Mike Sergeant.

"The course takes nearly a year and covers many of the issues in depth that reps need to know about in their day to day business of representing members.

"It also explains how issues become law, regulations and statutes," he said.

Greg said that he would

recommend the course to anyone who wanted to help our members.

"It gave him plenty of information about discrimination, victimisation and Employment Tribunals and Appeals, as well as delving into the historical and political aspects of trade unionism," he said.

On the advice of the general secretary, Greg chose to do his research project on the European Court Justice Viking, Ruffert and Laval rulings, which have a profound effect on all trade unions. The ECJ effectively ruled that European law could overrule the sovereignty of EU states and trade union



Bob Crow Greg Hewitt and President John Leach

agreements.

Greg said he was grateful for all the help and support that the union had given him and also wanted to thank Network Rail for releasing him from duty.

"It's a perfect example of how the union and employer can work together to encourage individuals to improve their knowledge.

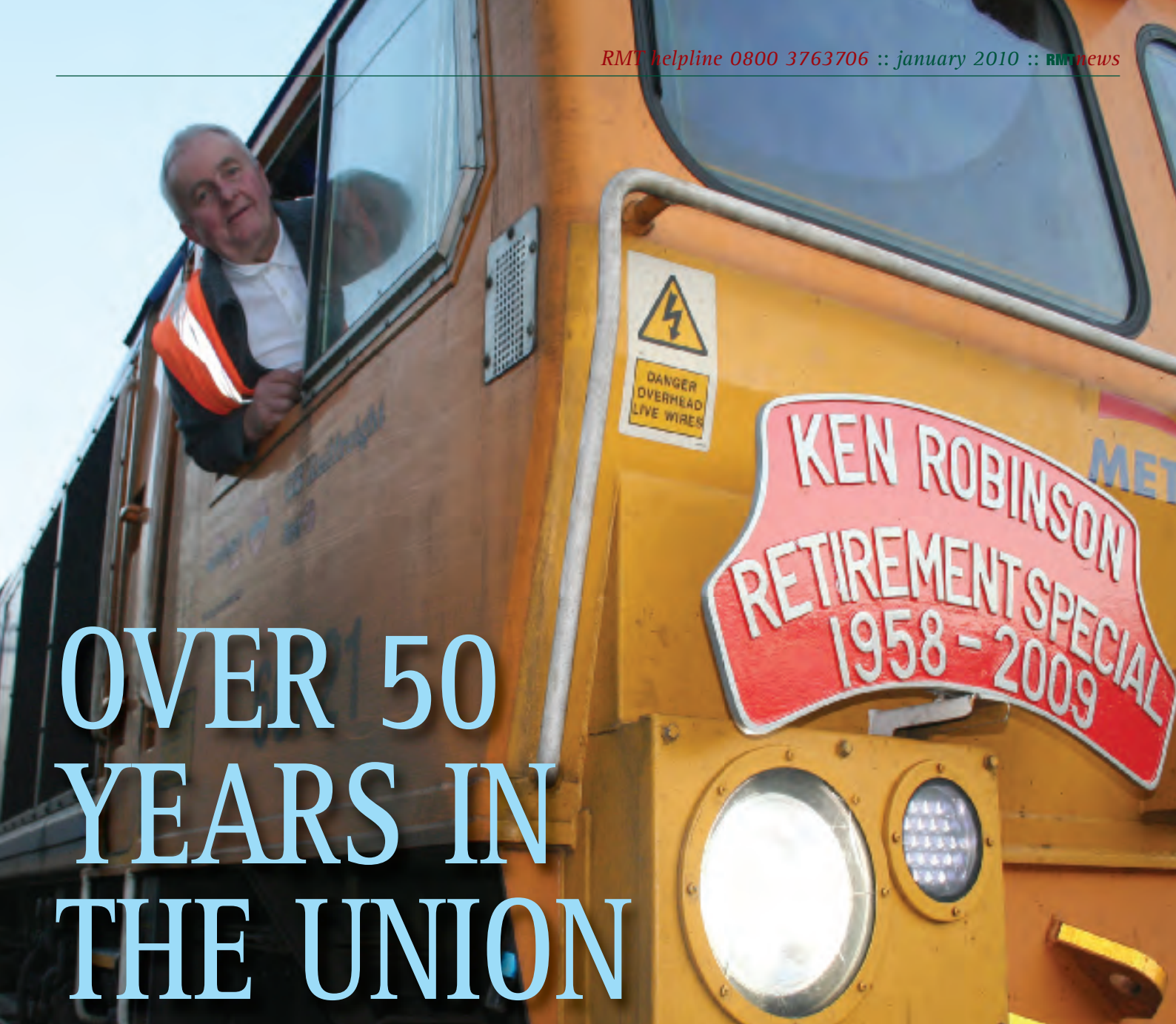
"What was interesting was learning from the representatives in other trade unions and how they

approached things.

"It was also a great opportunity to make further contacts," he said.

Greg said that although it was hard work over the 36 weeks of study and learning, he would do it all again.

"It was a great experience that has expanded my knowledge of the law and I would thoroughly recommend the course to any active trade union rep who wanted to learn more," he said. ■



OVER 50 YEARS IN THE UNION

Crossing Keeper Ken Robinson retires with his first up-front train ride after over 50 years in the industry

When Ken Robinson, an RMT rep at Worcester, travelled from Wembley to Hams Hall earlier this year, it was the first time that he had travelled “up front” in a locomotive since his career on the railways began back in 1958.

The journey aboard the 4M23 GBRf Felixstowe to Ham Hall service was organised by Richard Atkinson, Mobile Operations Manager for Network Rail, Ashchurch, who presented Ken with a commemorative headboard marking his 51 years in the industry.

Ken was 16 years old when he began work as a junior porter at Worcester, becoming a junior shunter after 18 months and then a head shunter.

“I worked putting passenger trains

together; there were over 60 of us covering the patch to begin with.” he says.

Ken joined the NUR without hesitation.

“Everybody on the rail seemed to be in the union back then, it was part and parcel of the job. It wasn’t a closed shop though, I chose to join. Dues were collected monthly by a rep”, he explains.

The railway was also very family-orientated. In Ken’s workplace there were three brothers and a father working when he began.

“I also came from a railway family,” Ken says proudly, reeling off a long list of family members who have worked in the industry including his grandfather, father, mother, wife and son.

In 1989 Ken moved to Bromsgrove

Terminal where he worked as head shunter until 1996. Then from 1996 he worked at Oddingley as a Crossing Keeper until his retirement in 2009.

During his career Ken became a union activist, a staff rep for many years and auditor of the branch. He is clear as to why he remained a lifelong union man.

“The company wouldn’t give us anything unless we are properly represented.

“When I was a staff rep and new management started at my workplace they always wanted to know how strong the union was, how many was in the branch, and how many attended meetings.

“When they realise that you have some strength then they know that you won’t lie down,” Ken says. ■

RMT RAMBLERS TAKE ON THE PEAKS

Jim McDaid reports how he and two other London Underground RMT reps took on the arduous Three Peaks Challenge for the Railway Children charity and survived to tell the tale

Last September, three RMT London Underground reps myself, Dave Rayfield, Graham Stanbridge and honorary member for the day, Mark Slater undertook the arduous Three Peaks Challenge: climbing Snowdon, Scafell Pike and Ben Nevis one after the other.

When first volunteering to do the task it seemed like a good idea. As it began to dawn on the group what they put their name down for, panic set in.

To say they were an unfit bunch was putting it mildly. However, with a bit of training and self determination the lads completed the task with no problems in the end.

There are many formats of this task; the one undertaken by the RMT Ramblers was by train, a more environmentally friendly version of the task. We had a bit longer to do the task, 36 hours in total, but we also had a six mile hike over boggy moors

after climbing Snowdon and directly before climbing Scafell Pike.

We were raising money for the Railway Children Charity. There are many charities doing good things on behalf of street children all over the world. This particular charity specialise in early intervention. They provide the shelter, food, clothing, education and healthcare that are all essential to a child's wellbeing. But their main goal is to intervene with a child at the earliest opportunity before an abuser does. It's about getting to street kids before the streets get to them.

The challenge started with a train journey from Euston to Bangor, a bus to Snowdon and then a midnight climb up Snowdon. It got a bit scary at times on the ascent in the dark using only head torches knowing that if you came of the path it was a long way down.

The consensus among the group is that the most physically challenging part was the second part, the climb up Scafell Pike in the Lake District. It wasn't so much the mountain itself but the fact that it was straight after Snowdon, with little rest and a six mile hike to reach the start point.

With legs like jelly and lungs exploding the summit was a welcome site.

The challenge was completed with a pre-dawn ascent of Nevis, the biggest of the three by far. By this time it was heads down, dig deep and a lot of energy bars. They couldn't see a thing on the way up but the views on the way back down were breath taking. A welcome pint at the bottom tasted like the best beer ever.

Another satisfying aspect of the challenge was that there were seven teams from London Underground in total. The rest

were all younger, managerial types but the RMT Ramblers had the fastest mean time over all. No mean achievement.

The ramblers managed to raise over £3,000 and we would like to thank the many RMT branches and members who dug deep for this worthwhile cause. We are now planning a new challenge for next year with Kilimanjaro and then K2 firmly in our sights.

* If you have been thinking about putting a team together for the Three Peaks Challenge, Railway Children will help you all the way with lots of support, training advice and help with fundraising. For more information, take a look at the website – www.railwaychildren.org.uk/events or ring events manager Katie Mason 01270 757596.



LEARNING AND ORGANISING

RMT Learning and the Organising Unit spent a day together recently at the Merchant Seamen's Memorial Home to look at ways to support each other, with two of the core aims of the union 'educate and organise'.

As expected there were many areas where the approach was similar and the end objectives complimented each other. The head of the organising unit Alan Pottage explained how organising had developed a member-led and driven strategy for recruiting and how this had proved a great benefit and a key factor in the union becoming the fastest growing trade union in Britain.

He said that the organising unit will take the message to the workplace and support local activists in boosting their membership, but the real strength of the campaign has to be the reps and branch structure at the local level.



"People must engage with the union through the branch as that is where we draw our collective strength from," he said.

The RMT Learning team explained their role in bringing lifelong learning into the workplace. Union learning reps can help support the recruitment agenda by offering clear benefits that members can access on a regular basis which can improve their life opportunities.

The union learning rep can also provide the branch with

knowledge and support, assisting other reps to access their rep training and ensuring they continue their development to support the work of the branch and supporting members.

Head of RMT Learning Teresa Williams said that RMT Learning had evolved from individual learning projects and rail union learning, into a much more focused project which is helping to embed ULRs in the workplace across the whole of the union.

"It is now at a point where it can offer support to other

reps and become a sustainable part of the whole union structure and function effectively for the benefit of everyone," she said.

The two teams now have a clearer understanding of how each can support the union to continue its amazing growth and provide the service its members expect and deserve. So watch out for ULRs and reps in your area as RMT and its members build the union and demonstrate to the employers that we are one union and that unity is our strength. ■

UNION LEARNING CONFERENCE SUCCESS



Nearly 70 RMT union learning reps (ULRs) from across England and Wales gathered together at Friends House in London for the second annual RMT ULR conference recently.

The theme of the conference was planning and building for sustainability. The RMT learning team put together a programme which allowed the

union learning reps to meet to celebrate their achievements and share best practice with each other.

Guest speaker for the day RMT general secretary Bob Crow said: "Learning reps are becoming more and more integral to the growth and success of the union. We are leading the way with RMT Learning and setting the

standards that others have to achieve.

"Working alongside the organising unit, learning reps are providing the core objectives of the trade union movement, educate, organise and agitate.

"Union Learning Reps provide the key element of education which allows members to make choices for

themselves and develop their full potential," he said.

After the forum session there were three workshops, planning for sustainability, The ULR's role in recruiting and organising and finding support as a ULR. These were delivered by RMT Learning Development Workers with support from the Organising unit. ■

RMT STANDS UP FOR ITS MEMBERS

If you have suffered an avoidable injury or illness, our team of expert lawyers can help you

The law says you're entitled to compensation for illnesses or injuries caused by the negligence of others. And because the RMT only uses expert personal injury lawyers, you can be sure of a service that is second to none.

Contact us now for fast and efficient advice – even for your family members.

FOR THE BEST LEGAL ASSISTANCE FOR RMT MEMBERS CALL FREE ON 0800 587 7516 (0800 328 1014 in Scotland). Lines open 8.00am-8.00pm Mon-Fri (except public holidays) and 9.00am-5.00pm Sat and Sun. For the 24 hour criminal law line call 0800 587 7530 (0800 328 1014 in Scotland)



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U.K Call centre.

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*Terms and Conditions apply. Prices based on individual European Annual Economy for ages up to 54 years and cover is correct at 02/06/2009.



CLASSIFIED ADS

INDIAN WELLS KISSIMMEE VILLAS

10% discount on rates for RMT members. Beautiful 3 bedroom 2 bathroom villa in Florida 5 minutes drive from Disney. Exceptionally central location, own pool with screen porch and overlooking a lake. Will sleep 8 and cot facilities are available. 01202 427854.

www.indianwellskissimeevillas.co.uk

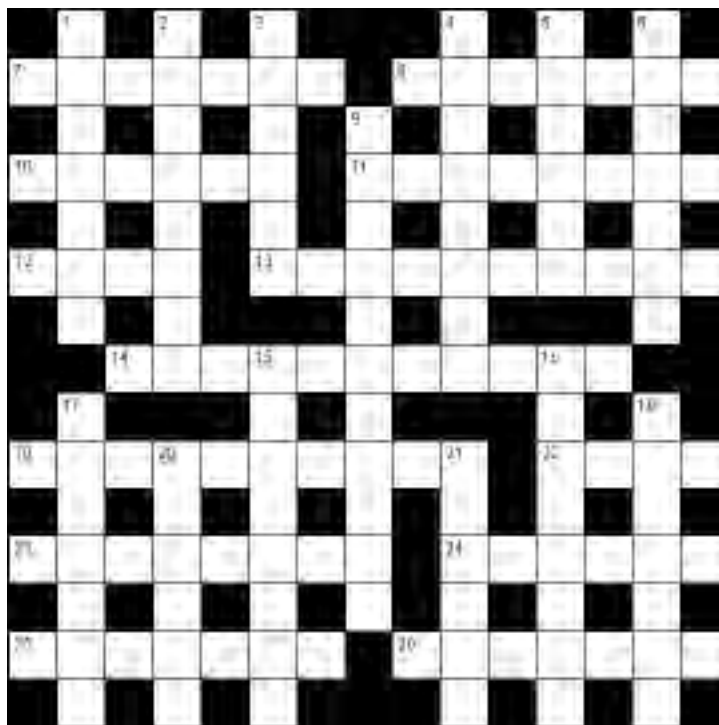
NATIONAL HEALTH AND SAFETY CONFERENCE

The 2010 RMT National Health and Safety Advisory Conference will take place in Doncaster Trades Club on Wednesday February 24 with training for all delegates on either February 23 or 25.

Delegates will chose their preferred date and should seek paid release locally. Delegates should make any enquiries to Paul Clyndes on 0207 529 8817 or p.clyndes@rmt.org.uk

RMT £25 PRIZE CROSSWORD

No. 56. Set by Elk



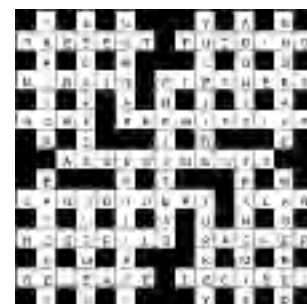
ACROSS

- 7 Knocked down by vehicle (3,4)
- 8 Where to get your free email address (7)
- 10 Sheep's or goat's pelt (6)
- 11 Essential ingredient of martini cocktail (8)
- 12 Twelfth of a foot (4)
- 13 Paper napkins (10)
- 14 Foward-looking (11)
- 19 Talking head with the latest (10)
- 22 Lake (4)
- 23 Non-uniformed person (8)
- 24 Precious metal (6)
- 25 Radical medical treatment (or where to get it?) (7)
- 26 Bird's covering - TUC general secretary 1969-73 (7)

DOWN

- 1,2 New popular history of RMT (7,8)
- 3 Headwear - for French people? (6)
- 4 Clever sweets? (8)
- 5 Good brought in from overseas (6)
- 6 Less clean (7)
- 9 Running too hot (11)
- 15 Rivers of ice (8)
- 16 Oomph (8)
- 17 You cannot be, according to McEnroe (7)
- 18 Fast-growing plant (7)
- 20 Find them in playgrounds (opposite the merrygorounds?) (6)
- 21 Slice (of bacon) (6)

No. 55 solution...



The winner of prize crossword no. 55 is Colin Gray, Abbots Langley.

Send entries to Prize Crossword, RMT, Unity House, 39 Chalton Street, London NW1 1JD by February 5 with your name and address.

Winner and solution in next issue.

RMT CHRISTMAS CLUB

SAVE FOR CHRISTMAS THE EASY AND SAFE WAY WITH THE RMT CREDIT UNION

Saving for Christmas can be a real headache. Take some of the stress away by saving over the course of the year with the RMT Christmas Club. We'll add a little extra to your savings and pay out the money ready for your Christmas shopping spree. This account is designed for people who want a secure savings account that helps them to save for their Christmas spending.

It's based on the traditional Christmas Club principle of saving a fixed amount each month that is not accessible until the payout date. Many people like the discipline of a regular savings programme where they are not able to access the cash!

Even a small amount saved each month soon adds up. Saving is made easy by Direct Debit either monthly or 4-weekly to suit your pay cycle.

For our Christmas Club, the maturity date will be 14th November each year. We will add a bonus dividend at the maturity date and pay the money direct to your bank account. There are no vouchers or

hampers or anything of that kind – you decide how you want to spend your money.

The bonus will be added to your savings if you complete all of your regular payments. Last years bonus was 2%, and we hope to improve this in subsequent years as the Christmas Club grows.

As all of your Christmas Club money will be paid out each year it will be kept separately from your regular credit union savings and cannot be used against credit union loans.

There is also a summer savings club account on the same basis and principle with a payout date of mid-June, so that you can have ready access to summer holiday spending money.

If you want to open a Christmas Club account and are already a credit union member simply complete the form below. If you are not already a credit union member you will have to complete the form below and the credit union membership application opposite. Completed forms should be returned to our freepost address.

TERMS & CONDITIONS – IMPORTANT INFORMATION - WHAT YOU NEED TO KNOW ABOUT RMT CHRISTMAS CLUB

- You need to be an RMT Credit Union member to open an RMT Christmas Club Account.
- You have to save at least £5 per month into a regular RMT CU account in addition to your RMT Christmas Club Account.
- You pay a monthly or 4-weekly Direct Debit consisting of your nominated Christmas Club payment (min. £10) plus at least £5 per month to your main RMT CU account.
- Christmas Club accounts have to be opened by the end of April. Late applications commence the following November.
- As an RMT CU member you build up regular savings with a yearly dividend (3.75% in 2008) and you can apply for low interest rate loans.
- Your Christmas Club money is separate from your regular savings account. That means you will have a guaranteed sum available for Christmas maturing every 14th November, plus a savings account growing with time.
- The Christmas Club secures your money so it's there for the Christmas period. This means that your money is locked-in and you can make no withdrawals until 14th November when all of your money, plus dividend will be paid out.
- If you make all of your payments we will endeavour to add a dividend bonus of 2% p.a. as accrued through the year
- All of your money will be paid to your bank account on the first working day after 14th November.
- If you cancel your payments the 2% dividend is not applied and you cannot withdraw your money until after 14th November. If you think you will need access to your money before 14th November, this account is not suitable for you.
- The Christmas Club will continue year-on-year, so payments after 14th November start the next year's account. Of course if you wish to cancel your payments you are free to do so at any time.

Your savings are fully protected for up to £50,000 by the Financial Services Compensation Scheme

Cut here

RMT CHRISTMAS CLUB APPLICATION

RMT Credit Union Account Number (if known)			
Surname	Address		
Forename(s)			
Home phone			
Mobile			
email	Postcode		
Date of birth	NI Numb		
Employer	RMT Branch		

Do you save monthly on 28th?	Or 4 - weekly (Fri)?	You can save by calendar month or 4 - weekly	
How much do you save in your RMT Credit Union Account?		£	min. £5 per month
How much do you wish to save in your Christmas Club Account?		£	min £10 per month in £5 multiples
The total each period for both accounts on my Direct Debit is		£	the total month/4 -weekly
This is the total amount you wish to save by Direct Debit monthly on the 28th or 4-weekly			

Remember that if you have a loan with us your regular Direct Debit will also include that repayment

DECLARATION

I understand the Terms & Conditions of the RMT Christmas Club Account and that membership of the RMT Credit Union is a condition of holding an RMT Christmas Club Account. I understand that my monthly savings into the RMT Christmas Club cannot be withdrawn until the maturity date which is on or after 14th November each year.

Your Signature		Date			/		/				
----------------	--	------	--	--	---	--	---	--	--	--	--



RMT CREDIT UNION LTD.

Finance Department, Unity House, 39 Chalton Street, London NW1 1JD

MEMBERSHIP NUMBER

RMT CREDIT UNION APPLICATION FORM – please complete your application along with the attached Direct Debit.

Please use **BLOCK CAPITALS** and **black ink**.

1 PERSONAL DETAILS.

Surname		Address	
Forename(s)			
Home phone			
Mobile phone		Postcode	
Email address			
Date of Birth		National Insurance Number	

2 **Marital Status** married ☐ partner ☐ single ☐ divorced ☐ **Drivers Licence No.**

3 Your Employment.

Employer		RMT Branch	
Job Description			

4 **Mr** ☐ **Mrs** ☐ **Ms** ☐ **Miss** ☐

5 Membership Status

RMT TU Member ☐ Retired RMT TU Member ☐ RMT Family Member ☐

6 **How much do you wish to save £** This is the amount you wish to save by Direct Debit monthly on the 28th ☐ or date you next get paid weekly ☐ if 4 weekly (Fri) ☐ date here.....

7 Normally your payments are made once a month (28th) to RMT Credit Union Ltd.

8 **Next of Kin**

Address

.....
.....

9 **I undertake to abide by the rules now in force or those that are adopted.**

Your signature

Date

We are checking new member identification electronically. To do this, we now carry out searches with credit reference agencies who supply us with relevant detail including information from the Electoral Register. The searches will not be used by other lenders to assess your ability to obtain credit.

I agree to my identity being checked electronically ☐

If we cannot verify your identity and address by this method, we will ask you to provide paper documentation instead. Full details of these can be supplied to you by calling 020 7529 8835.



Instruction to your Bank or Building Society to pay by Direct Debit



Please fill in the whole form including official use box using a ball point pen and Send to: RMT Credit Union Ltd., 39 Chalton Street, London NW1 1JD

Name and full postal address of your Bank or Building Society

To: The Manager	Bank/Building Society
Address	
	Postcode

Name(s) of Account Holder(s)

Bank/Building Society account number

Branch Sort Code

Originator's Identification Number

Reference Number

FOR RMT CREDIT UNION LTD OFFICIAL USE ONLY
This is not part of the the instruction to your Bank or Building Society.

Instructions to your Bank or Building Society.

Please pay RMT Credit Union Ltd Direct Debits for the account detailed in this instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may remain with RMT Credit Union Ltd, if so, details will be passed electronically to my Bank/Building Society.

Signature(s)

Date

Banks and Building Societies may not accept Direct Debit Instructions from some types of account

This guarantee should be detached and retained by the Payer.

The Direct Debit Guarantee

- This guarantee is offered by all Banks and Building Societies that take part in the Direct Debit Scheme. The efficiency and security of the scheme is monitored and protected by your own Bank or Building Society.
- If the amounts to be paid or the payment date changes, RMT Credit Union Ltd will notify you 10 working days in advance of your account being debited or as otherwise agreed
- If an error is made by RMT Credit Union Ltd or your Bank or Building Society, you are guaranteed a full and immediate refund from your branch of the amount paid
- You can cancel a Direct Debit at any time by writing to your Bank or Building Society. Please also send a copy of your letter to us.



CUTS COST LIVES

ACT NOW TO STOP
ANOTHER RAIL TRAGEDY



National Rally and Lobby of Parliament Wednesday, January 27, 2010

12.30pm: Assemble and demonstrate outside Houses of Parliament (nearest tube Westminster). Please arrive promptly.

2.15pm: Rally in Committee Room 14, Houses of Parliament

3.30pm: Lobby your MP

Join the rally. Rail Cuts Cost Lives. Defend Green Jobs.
Action now to stop another rail tragedy.

If you also intend to lobby your MP write as soon as possible to make an appointment to meet them on the day. Visit www.rmt.org.uk to download a model letter to your MP and other lobby and campaign material.


www.rmt.org.uk