

RMT *news*

Essential reading for today's transport worker

SAVE OUR RAILWAYS

Rally and Lobby of Parliament

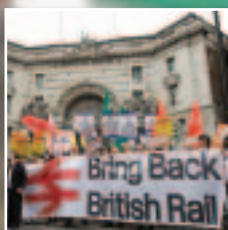
12.30pm October 25 2011

Methodist Central Hall, Westminster, London

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**BRING BACK
BRITISH RAIL**
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**SAVE OUR BUS
INDUSTRY**
PAGE 8



www.rmt.org.uk

NATIONAL UNION OF RAIL, MARITIME & TRANSPORT WORKERS

Unity House, 39 Chalton Street, London NW1 1JD



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Forename(s)*			
Home phone			
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Date of Birth*		National Insurance Number*	

2 Your Employment.

Employer*		Location	
Job Description*		Part Time	YES ☐ NO ☐

3 Sex.

Male ☐ Female ☐

4 Ethnic Origin.

White ☐ Black African ☐ Black Caribbean ☐ Black Other ☐
Pakistani ☐ Indian ☐ Chinese ☐ Bangladeshi ☐ Irish ☐ Other (please state)

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Name and full postal address of your Bank or Building Society

To: The Manager	Bank/Building Society
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Bank/Building Society account number

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Originator's Identification Number

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OPEN A JUNIOR DEPOSIT ACCOUNT!

EDITORIAL



RALLY IN OCTOBER

Next month you will have the chance to tell this government what you think of their plans for the rail network outlined in the McNulty report at a London rally in Methodist Hall, Westminster on October 25 and a rally to support Bombardier workers in London on October 12.

Sir Roy McNulty was paid nearly a quarter of a million pounds to come up with proposals for more massive fare increases for passengers, de-staffing of stations, closing ticket offices, doing away with train guards and reducing track maintenance in order to protect the obscene profits of the private operators.

The last thing our economy and environment needs is a plan that will slash rail services and jobs, undermine safety and price commuters off the rails with monstrous fare increases like those just announced.

If it is implemented, McNulty will see even more taxpayers' and passengers' cash drained from the industry by private interests that care nothing about services and everything about profits and dividends.

McNulty, a latter-day Beeching in the making, had to accept that Britain's railways are more expensive in the private sector. However, rather than recommend the obvious solution of bringing them back into public ownership, he is proposing more fragmentation and privatisation.

Passengers and rail workers alike have a common interest in seeing these plans scrapped so make your voice heard.

The recent delay to the Crossrail fleet tender is an admission by the government that it had got it wrong to award the Thameslink contract to Siemens and it should now do the decent thing and award that work to Bombardier in Derby before it is too late.

There is now no excuse for the destruction of train building in the UK and if the government fails to reverse the Thameslink stitch up while there is still time they will stand accused of

playing politics with peoples livelihoods.

There is a fresh assault on jobs and services in the ferry sector with news that Stena is to axe the fast service from Holyhead to Dun Laoghaire.

These attacks underline the need for unity among transport workers and merger talks with TSSA are moving ahead.

TSSA recently uncovered the extent to which ticket offices will suffer under McNulty.

I am sure TSSA members will also join with us in opposing London Underground's Olympic strategy for staffing stations to use volunteers.

This is an admission that they need an extra 600 Olympic duties per day to be able to cope with the demand, so why are they cutting jobs?

We have called on LUL to reverse 650 jobs cuts and to get back to having trained rail workers carrying out safety-critical operational railway tasks.

Bus jobs are also under threat from David Cameron's "Big Society" programme as the Isle of Wight became the first area to use the threat of bus service cuts to replace paid staff with volunteers.

We will resist these cuts and join with passenger groups, politicians and campaigning groups to fight for decent transport services and a future for train manufacturing in this country.

Finally, I will be addressing another rally in Methodist Hall, London on October 22 organised by the People's Pledge to demand a referendum on Britain's membership of the European Union.

The EU has unleashed misery for millions from Athens to Madrid and on to the production lines of Bombardier in Derby. The disaster of economic and monetary union is now blindingly obvious and the time is right to kick off a proper debate about Britain's relationship with the EU.

Bob Crow

When you have finished with this magazine give it to a workmate who is not in your union. Even better, ask them to join RMT by filling in the application form opposite

BOMBARDIER WORKERS TAKE CASE TO PARLIAMENT

Survey reveals a thousand UK companies in the supply chain stand to lose out if the government persists with the planned betrayal of Bombardier workers in Derby

Bombardier workers were met from the train at St Pancras station earlier this month by cheering RMT members before going to parliament for the Transport Committee hearing on procurement.

RMT, councillors, MPs and sister unions representing the Bombardier staff went to Westminster to give a clear message to the government - if you think that the sabotage of

train building in the UK is now a done deal, think again.

Demands are growing for the ConDem coalition to reverse the decision to award the £1 billion Thameslink fleet contract to Siemens of Germany to supply 1,200 new train carriages and place the work with Bombardier in Derby.

In July over 10,000 marched through Derby city centre to demand justice for Bombardier

workers as people left offices to join shoppers in applauding the demonstrators before a rally on Cathedral Green.

These demands have grown louder since it was announced that the Crossrail fleet tender will be delayed for a year in recognition of the government and EU-inspired stitch up that led to the Thameslink scandal.

RMT has reminded the government that Siemens only has 'preferred-bidder' status on the Thameslink tender and that the deal is not yet signed off.

A barrage of experts have said that the government could easily and legally rule Siemens out on the basis of its record of global involvement in corrupt practices without any need to re-open the tender process - paving the way for the saving of thousands of manufacturing jobs in and around the East Midlands and what is left of train-building in the UK.

RMT general secretary Bob Crow said that the delay to the Crossrail fleet tender was an admission by the government that it had got the Thameslink contract wrong and it should now do the decent thing and award that work to Bombardier in Derby before it is too late.

"There is now no excuse for the destruction of train building

in the UK and if the government fails to reverse the Thameslink stitch up while there is still time they will stand accused of playing politics with peoples livelihoods," he said.

Sizable delegations of Bombardier workers will be taking the campaign to all the political party conferences in the coming weeks.

Nearly a thousand UK companies in the supply chain stand to lose out if the government persists with the planned betrayal of Bombardier in Derby over the Thameslink fleet contract.

The companies hit by the decision are spread all over the country - including the constituencies of David Cameron, Nick Clegg, George Osborne and Transport Secretary Phillip Hammond.

RMT regional organiser Ken Usher said that a survey of the Bombardier supply chain showed that thousands more jobs are on the line across the country including on the doorstep of David Cameron and his Cabinet colleagues.

"The fight to defend train-building in the nation that gave the railways to the world, in the teeth of government inaction and EU diktat, remains well and truly on," he said. ■

See the video on RMTv at rmtv.org.uk

RALLY TO SAVE BOMBARDIER

Wednesday October 12, 12.30

House of Commons, London



NO TO UNTRAINED VOLUNTEERS ON THE TUBE DURING THE OLYMPICS

RMT has cast a public safety warning over London Underground's Olympic strategy for staffing stations over plans to use "non-licensed volunteers" to work on stations doing "way finding" - a coded term for crowd control - a skill and task that should only be carried out by experienced competent members of staff.

The main reason behind LU's plan to use volunteers is their admission to the unions that they need an extra 400-600 Olympic duties per day to be able to cope with the demand.

This admission demolishes the company's case for dumping station staff posts and solidly proves RMT's point that shedding 650 operational jobs this year was a short sighted and dangerous move that has now left them desperately short of personnel.

RMT general secretary Bob Crow said that using unqualified, non-professional, untrained staff at key crowd control pressure points is a recipe for disaster with potentially lethal consequences.

"With the Tube already at bursting point, and with millions more expected for the Olympics, the last thing needed is wholly unprepared volunteers controlling hundreds of thousands of passengers through stations like Oxford Circus or Stratford.

"The union called on LUL to reverse 650 jobs cuts and to get back to the safe and sensible policy of having trained operational railway workers carrying out safety-critical operational railway tasks," he said. ■



RMT has demanded an end to the "reckless" policy of expecting drivers to override a door failsafe system after a potentially fatal incident in which a passenger jumped from a moving train and another was caught in its open doors.

The incident, at Oxford Circus station, happened after the 'sensitive edge' door-safety system - which immobilises a train if anything is caught in its doors - was overridden on a Victoria Line train during the evening peak on July 11.

RMT has told LUL that it is in dispute with the company after it refused to suspend the practice, despite warnings that it was putting the demand to minimise delays ahead of passenger safety.

RMT general secretary Bob Crow said that the incident showed what happens when management puts pressure on people

to override a device designed to keep passengers safe.

"It is our members who have to deal with the consequences, and we have tried to get LUL to see sense, but if they continue to put cash ahead of passenger safety we will have no choice but to ballot for whatever action is necessary to put a stop to this reckless policy."

RMT London regional organiser Steve Hedley said that members were adamant that they should not be asked to override the sensitive-edge system, and for good reason.

"We have been asking LUL to end this practice since it was introduced, but after this incident they know they are playing Russian roulette with passengers' lives, on the Met and District lines as well as on the Victoria, and it has to stop," he said. ■



ISLE OF MAN AGREEMENT



RMT regional organiser John Tilley met with Nautilus, the Isle of Man Ship Registry run by the Manx government and the Isle of Man Shipping Association to sign an updated Declaration of Principles, incorporating the Maritime Labour Convention (MLC).

The agreement “recognises the importance of ensuring decent living and working conditions for seafarers of all nationalities and wherever domiciled when serving on Manx ships”.

It also protects seafarers against breaches of labour standards and violations of

freedom of association and the right to organise and collective bargaining.

John Tilley welcomed the agreement.

“The Isle of Man Registry has pledged to ensure that the rights of seafarers are protected on ships flying its flag wherever they may be in the world,” he said. ■

NEW JOBS ASSAULT ON UK FERRIES

Stena confirms plans to axe Holyhead/Dun Laoghaire services to protect profits

RMT has warned that the UK ferry industry faces a fresh wave of assaults on jobs and services as the economy tilts towards a double-dip recession and operators seize the opportunity to axe and curtail routes to protect their profits.

The warning comes after Stena Line announced that it is planning to axe the fast ferry service between Holyhead and Dun Laoghaire and to restrict the route to a seasonal service only.

Stena claim that the move is in response to rising operational

costs and falling volumes despite giving previous assurances to the union that they had no plans to cut the services.

RMT is demanding an extended consultation period, rather than the cursory 30 days proposed by the company, to reflect both the number of staff at risk - at least 88 and with the union forecasting over a hundred - and to allow time to evaluate Stena's grounds for the cuts.

RMT general secretary Bob Crow said that there was no

doubt that the Stena proposal across the Irish Sea was just an early warning of an all-out assault on jobs and services in the UK ferry industry that is about to let rip as we head into the winter months.

“RMT believes that operators are cynically planning to use the threat of a double-dip recession to dump routes and fatten up their balance sheets.

“We also have a massive threat to services still on the cards in Scotland, and the Isle of Man Steam Packet is a constant target for predators seeking to undermine that route. RMT will continue to fight every attempt to decimate the UK ferry industry.”

RMT National Secretary Steve Todd said that the union was angry and disappointed at

the way that the Stena announcement has been handled.

“They told us face to face that they had no plans to cut these services and then bounced the news out at short notice.

“Their grounds are flimsy in the extreme - fuel costs are falling, they recently negotiated a new and favourable deal with Dun Laoghaire Harbour and they should have picked up addition freight volume from the closure of the Liverpool-Dublin service.

“We want both an extended consultation period to reflect the number of jobs involved and the complexity of the situation and we want a cast iron guarantee that there will be no compulsory redundancies,” he said. ■

SAVE OUR RAILWAYS: RALLY AND LOBBY OF PARLIAMENT

12.30pm October 25 2011

Methodist Central Hall, Westminster, London

The catastrophic decision not to award Bombardier the Thameslink trains manufacture contract illustrates the bleak future for rail workers under the ConDem government.

Since the publication of the McNulty report the railways are under intense pressure. Rail workers and passengers are being asked to pay the price for privatisation and all jobs, pay and conditions are threatened.

RMT is fighting back and

mobilising for a huge 'Save our Railways' rally in Westminster followed by a lobby of parliament on Tuesday October 25. Get this date in your diary now. Assemble 12.30 sharp in Methodist Central Hall, a few minutes' walk from parliament across Parliament Square.

The government is producing a Rail White Paper this autumn. If it decides to implement the McNulty report, it would further fragment the railway and shift

even more power to private train operators. Train manufacturing has already reached a critical point and there are proposals to break up Network Rail.

Job cuts and pay freezes will be the order of the day. Regional train services are under threat and fares, already the most expensive in Europe, would become even less affordable. It amounts to the biggest attack on passengers

and rail workers' jobs, pay and conditions since privatisation.

The Save our Railways rally is a crucial part in campaign to influence any decisions in the White Paper. Every available RMT member should attend and stand shoulder to shoulder with colleagues on October 25 to Save our Railways. Branch secretaries should note that attendance at the rally is a legitimate item for branch expenditure. ■



MPS WARN GOVERNMENT NOT TO 'WASH ITS HANDS' OF BUS INDUSTRY

MPs warned the government that the English bus industry is facing its greatest financial challenge for a generation.

Funding cuts by the government have had an adverse impact on local bus services and the level of bus fares, the report by the House of Commons Transport Committee said.

The government must not "wash its hands" of all responsibility for local bus services, the committee added.

The committee's report covered bus services in England, excluding London, in the light of the government's 2010 spending review.

The review had included three funding decisions which had "created the greatest financial challenge for the English bus industry for a generation".

The committee called on the Department for Transport to monitor the extent of bus service cutbacks and review service provision.

"The government claims it wants to see better bus services with many more smartcard-enabled journeys.

"Yet, following the government's spending review, we have seen a significant number of bus services withdrawn around the country and there is every indication that fares are set to rise well above the rate of inflation in some areas.

"We know that over 70 per cent of local authorities have moved rapidly to reduce funding for council-supported bus

services, forcing most operators to withdraw services and/or push up fares.

"For the most part it is rural, evening and Sunday services that are most affected, although in some areas every scrap of funding has been withdrawn from subsidised bus services.

"In some cases, whole sections of the bus network have been scaled back with little or no proper consultation," it said.

RMT general secretary Bob Crow said that the report underlined the scale of the unprecedented crisis that threatens to rip apart bus services in many parts of the country.

"Lifeline services, particularly in rural areas, face total collapse with fares on whatever is left set to rocket as a direct result of government cuts," he said.

Stephen Joseph, chief executive of the Campaign for Better Transport, welcomed the report which recognised the serious damage being done to local bus services by funding cuts.

"We've been warning for some time that things are likely to get worse with further cuts still to come and we are pleased to see the committee echo these concerns.

"The government needs to take action and take action now to prevent the terminal decline of the country's bus network.

"It must reverse the planned cut to the bus service operators' grant as a matter of urgency or we will be faced with a skeletal bus service in many parts of the country," he said. ■



ISLE OF WIGHT TORIES TO REPLACE BUS STAFF WITH VOLUNTEERS

RMT has warned that thousands of jobs are under threat from David Cameron's "big society" programme as the Isle of Wight became the first area to use the threat of bus service cuts to replace paid staff with volunteers.

Wight Bus service had been due to be closed at the end of August as part of a £280,000 transport cuts package bulldozed through by the Conservative-led authority.

The council has now found the money to set up a volunteer, "big society" operation, called the Heron Line, under the umbrella of Southern Vectis.

RMT regional organiser Peter Skelly said that passengers feel a lot safer when they know there is a fully paid and resourced driver at the wheel.

"How would they feel if volunteers started driving trains?

"Bus companies up and down the country will be watching this to see what they can get away with. The only solution to this kind of problem is a publicly owned, publicly funded national bus corporation," he said.

RMT general secretary Bob Crow said that there was no doubt that the Isle of Wight had been chosen in a deeply cynical and opportunist fashion as a pilot for a drive to replace paid bus workers with unpaid volunteers.

"David Cameron has repeatedly denied that the Big Society is about dumping paid staff and replacing them with unpaid volunteers and yet that is exactly what is happening on the Isle of Wight in what we believe is nothing more than a testing ground for a policy ready for roll-out across the rest of the country.

"David Cameron has been caught lying to the British people about the true nature of his 'big society' con trick.

"We know that bus services are under increasing attack from ConDem austerity cuts the length and breadth of the country and we now have the clearest evidence that the big society will be used as a battering ram to replace skilled and experienced staff with ad-hoc volunteers putting thousands of jobs at risk.

"RMT will fight this attack on bus services and bus staff, with every tool at our disposal," he said. ■

Parliamentary column



JOIN THE PEOPLE'S PLEDGE!

The People's Pledge is a new campaign which wants the British people to have the chance to vote in a referendum on Britain's membership of the European Union.

It has support from across the political spectrum, with trade unionists, writers and MPs from the main parties.

On Saturday October 22 we will be holding a major congress at the Methodist Central Hall, Westminster. Bob Crow and RMT president Alex Gordon will be speaking together with Labour MPs John Cryer, Kate Hoey, Graham Stringer and myself, among many others.

The choice we, together with the other peoples of the EU member states, now face is do we accept being primarily governed from Brussels or should political power reside with those we elect to the Westminster parliament?

In response to the crisis in the eurozone, the EU – with the full support of David Cameron – is seeking to centralise a further set of powers in Brussels. This is designed to establish 'European economic governance'.

This will include elected governments having to present their budgets to the unelected Commission for approval before they can be voted on by their national parliaments.

Brussels will then be able to apply the type of sado-monetarist policies on member governments that it is currently applying to the three eurozone countries receiving bailouts. Greece, for example, as a condition of getting the loans has been told to privatise a range of state assets including its railways.

The plan is to push through most of the economic governance agenda by re-defining article 136 of the Lisbon treaty. This is a devious device to prevent the package of changes being even debated or subject to referendums as it will not officially constitute a treaty change. The coalition government pushed a vote through the Commons in March giving it the authority to agree to the proposed changes in Brussels later this year.

We have reached a stage at which EU directives and regulations now account for approximately half of national law, and that before the Lisbon Treaty has really kicked in. Britain has less than 10 per cent of the votes in the key decision-making bodies.

Some of the directives coming out of Brussels have huge implications for public services. We have seen the profitable parts of the Royal Mail handed over to big private companies and our railway system broken up under directive 91/440 and various EU rail packages.

I wish to see a Labour government coming into office on a democratic socialist platform and free to rebuild what Margaret Thatcher and her successors have destroyed. I do not wish to see such a government told by the EU that its policies are unacceptable and menaced by legal threats.

Democrats want to be able to choose who governs them and for such governments to enact policies they commit to in their manifestoes. Some will choose the EU and others will choose national parliaments, but we should have that choice.

I am among those on the left who believe that Europe can and should be a free association of independent democratic states working together for mutual agreement on specific matters, but not governed by a supranational structure taking power to itself and away from national parliaments.

Norway and Switzerland have good relations with the EU, but are not members of it. Britain could happily enjoy a similar relationship and after a possible "No" vote in our own referendum, other member states might choose to follow that example and promote a happier, more comradely and democratic Europe for the future. You can sign up to the People's Pledge at www.peoplespledge.org.

Kelvin Hopkins
Labour MP for Luton North



GOVERNMENT TO CUT 'LIFELINE' COACH CONCESSION

Thousands of elderly and disabled coach users to be hit when half-price fares are scrapped in November

An unusual alliance of transport campaigners and coach company National Express has sprung up to put pressure on the Con Dem government to reverse the abolition of coach fare subsidies for the elderly and disabled at the end of next month.

Buried in the small print of the comprehensive spending review last year was the withdrawal of a £50 million a year grant that halves the price of coach tickets for the elderly and disabled.

Under the Coach Concessionary Travel System, the government compensates coach operators by allowing them to recoup some of their fuel costs.

The change comes into effect on October 31 sparking opposition to the moves from Britain's biggest coach operator, the Campaign for Better Transport, Disability Alliance and Age UK. They contend that

the grant was abolished without serious consultation or consideration for the ramifications of the decision.

They all argue that the abolition of the subsidy will force some routes to close as they become economically unviable, increasing the isolation of rural communities as well as the elderly and disabled.

It will also put pressure on household budgets, already strained by rising fuel prices and a 13 per cent rise in some rail fares from next January.

However the government has decided that the £20 million saved from slashing the concession should be used to fund the statutory national concession which offers free travel on local bus services throughout England.

National Express is the biggest corporate recipient of the elderly and disabled coach users subsidy, with at least 30 per cent of passengers receiving

the grant on 18 routes. The bus and coach operator has written to the Department for Transport and MPs in the most affected communities to ask for an 11th-hour reversal of the decision.

The grant was introduced by Labour in 2003 and has proved hugely popular, with 2.9million concessionary journeys made on National Express coaches alone in the past year.

RMT general secretary Bob Crow said that it was another example of a Tory/Lib Dem government determined to attack the weakest in society in order to fund tax cuts to the rich.

"While essential concessions like this are being axed, the Tories are howling for the top rates of tax to be abolished for the richest people in the country," he said.

Sophie Allan of the Campaign for Better Transport said that it had been a hasty and poorly assessed decision.

"This is bad news for older and disabled bus passengers but also threatens to tip a number of coach routes into decline and closure, especially in rural and disadvantaged areas," she said.

The move is also contrary to the government's ambitions to ease car traffic on Britain's congested motorways.

Michelle Mitchell, Charity Director of Age UK said that the coach concession was an effective way of preventing loneliness and social isolation of people in later life.

"Age UK is calling on the government to delay plans to cut the concession to allow enough time to consult properly with concession pass holders and operators," she said.

National Express UK Coach managing director Andrew Cleaves also said that withdrawing the concessionary coach travel scheme had not been properly considered. ■

RMT WINS IMPROVED AMEY PAY OFFER

Union wins improved offer after members vote overwhelmingly for industrial action

Following representations from the union rail contractor Amey has improved its 2011 pay offer which has gone out to a referendum of members.

The company improved the offer following the threat of strike action last month.

The deal covers all those members within the collective bargaining machinery including former Swietelsky and Mouchel employees.

The introduction of a minimum pay rise of £865 affects a significant section of lower paid members as a result

of negotiations.

If agreed, the deal will mean that many Amey members will now receive at least what Colas achieved – four per cent over two years – and the lowest paid will get more in some cases.

The offer is as follows:

- A one per cent increase to base pay backdated to April 2010
- A one per cent increase to base pay at January 1 2011
- A 1.5 per cent increase to base pay at April 1 2011
- An individual payment underpin to ensure that the



combined increases applied in January and April equate to at least £865

- The increases detailed above will also be applied to Regional Allowances

COLLECTIVE BARGAINING

RMT and Amey have identified a further group of 66 people who Amey will admit to collective bargaining at an agreed date following application of the pay offer

where it is accepted.

Amey has also recognised collective bargaining within the Built Environment (BE) division, in relation to the roles currently being undertaken on the Heathrow Express facilities management contract.

Assistant general secretary Mick Cash said that the members resolve and the threat of strike action had concentrated the minds of the employer and won an improved offer. ■

WHAT'S NEW ON RMTv

Catch the latest video updates on RMT's own on-line station at www.rmtv.org.uk



CHANNEL 1 – RMT IN ACTION

Save Bombardier Jobs -
Lobby of Parliament

RMT at the Campaign for Better Transport – Fair Fares Demo

RMT activists support the rally at Waterloo station.

Save Bombardier Jobs - Rally at Parliament (Sept 7, 2011)

CHANNEL 2 – NEWS BULLETINS

Shipping Bulletin with Steve Todd

National Secretary Steve Todd on Stena jobs and equal pay

CHANNEL 3 – HISTORY CHANNEL

Justice for the Shrewsbury Pickets (2010)
– Updated version of the story of the Shrewsbury Pickets.

The People's Flag – Who runs the country? – Part four of the four-part documentary series on the history of the labour movement, by Chris Reeves.

CHANNEL 4 – RMT EXTRA

We are the future – RMT Young Members explain what inspired them to join the union.

We can do it – Members explain the purpose and importance of the Women's Advisory Committee.

Unite and fight – Members talk about the role and value of the Black & Ethnic Minorities Committee.

RMT – A union with pride – Members talk about the function and aims of the Lesbian, Gay, Bisexual and Transgender advisory committee.

FIGHTING MODE 4

Linda Kaucher addressed an RMT fringe meeting at the Tolpuddle festival about a secretive trade deal between India and the European Union that will increase the exploitation of workers

The fight against the proposed European Union/India Free Trade Agreement and the widespread social dumping it would create is gathering pace and the issue will now be debated at this year's TUC Congress.

One union, RMT, is now campaigning against the most secretive aspect of this deal, the labour liberalisation concept called Mode 4, which allows corporations to drive down wages.

At its annual general meeting RMT delegates were warned that EU Mode 4 commitments would hand transnational corporations the power to bring in cheap labour from outside the EU to work on extremely low rates of pay.

"The UK is the main and very willing target for these corporations and it will undermine UK labour conditions

and displace UK workers.

"These workers will not be classed as immigrants and the company will be holding their visas," RMT delegate Gary Abbott warned delegates.

The union is now seeking to publicise how UK workers are being sold out in EU international trade deals and to challenge the UK government's complicity in this.

Public debate on economic recovery always acknowledges the central importance of employment and of workers earning and spending.

But if transnational corporations displace earning and spending workers with a 'reserve army' of cheaper, temporary migrant workers, clearly recovery is undermined.

Yet this is not so readily recognised, and neither are the government measures that allow this to happen.

In particular, trade concessions that encourage such social dumping are being deliberately hidden.

Workers earning and spending, allowing others to earn and spend, is what Keynes called the multiplier effect.

While temporary cheap migrant labour may benefit individual companies and their shareholders, it cuts across the earn/spend cycle and the multiplier effect, and is negative for the national economy.

It means that wages leave the country, there is a loss of tax and national insurance income, the welfare bill increases as resident UK workers are displaced and become unemployed, young workers are denied work opportunities, and there is an irretrievable loss of skills that is ominous for the future of the economy.

Transnational corporations

cream off profits from moving cheap labour across borders.

There is a continuum of measures allowing big business to capitalise on transnational wage differences.

- EU free movement of workers but particularly EU free movement of services allows EU firms bring in their own cheaper labour from inside and outside of the EU.
- Two categories in the UK Points-Based System allow transnational firms to bring in workers with no numerical limits.
- The EU's Mode 4 offers, included in all EU trade agreements, allow transnational firms to bring in temporary workers.

The UK Points-Based System categories of 'Intracorporate Transferees' (ICTs) in Tier 2 and

Linda Kaucher (middle) addresses meeting chaired by RMT president Alex Gordon (right) and with John Dixon (left), the Australian New South Wales Teachers Federation leader



WHY 'MODE 4'?

The World Trade Organisation categorises the 'modes' in which cross border services can be delivered.

Mode 1 – e.g. by internet

Mode 2 – client crosses border eg tourism, foreign student market

Mode 3- company establishing cross borders

Mode 4 – workers are moved as 'service suppliers'

'international agreements' in Tier 5, have been set up for the international trade agreement commitments, though the UK government does not draw attention to this.

UK government regulations actually encourage the use of Tier 2 ICTs. Transnational corporations bringing in skilled workers for less than a year can pay them just the UK minimum wage, made up to a low industry level wage with 'tax free expenses', and with no National Insurance. So UK regulations ensure that ICTs are, overall, a cheap labour source.

Because these workers are brought in temporarily and rely on the corporation for their visa, they will not become organised.

The EU's Mode 4 trade concessions are the most sinister measure because of the secrecy,

the implications for workers, and particularly for the permanence.

They allow corporations to bring in workers for their own established operations but also to supply workers into other firms, relieving those firms of all employer responsibilities.

Under Mode 4 the corporate right to displace UK workers with cheaper temporary migrant labour becomes irreversible, fixed in international trade law.

India is the main country asking for Mode 4 access, so that Indian corporations such as Tata can supply cheap labour into the EU, though actually the UK is the main target.

In the EU/India Free Trade Agreement, expected to be completed in December this year, Mode 4 labour access is the single demand that India is making. Thus this trade

agreement hinges on British workers' jobs being sacrificed in exchange investment opportunities for transnational financial services firms.

Yet while the EU/India trade agreement is being heavily contested in India because of the effects there, British workers have not been told about it. There has been deliberate secrecy throughout the 4 years of negotiations.

Tory Party, Lib-Dems, Labour Party, Greens and UKIP politicians, as well as high profile journalists, have all known about Mode 4 commitments but have failed to tell workers in Britain.

The BIS House of Commons Select Committee, overseeing the Dept of Business, Innovation and Skills (BIS) which connects with EU trade policy, has similarly failed in its role. Despite the Committee's extensive and expensive enquiries on trade, the labour aspect has not emerged in its reports. This supposed 'watchdog' committee has chosen to ignore it, despite the effects on workers and on the national economy, now and in the future.

Workers in many sectors and at all skills levels will be



Gary Abbott

affected by the Mode 4 commitments, especially in combination with existing internal EU labour liberalisation measures.

Transnational corporations will cash in on importing cheap workers as long as UK government measures allow and facilitate it and disregard the negative effects.

Clearly UK workers have to act for themselves to bring this to public debate.

RMT has recognised the urgency of the threat of Mode 4 'labour commodification' especially in the EU/India Free Trade Agreement and is campaigning to bring it to public attention and to hold the government accountable. ■

Company watch

PARIS METRO MONOPOLY RATP BUYS UP MANCHESTER TRAM

After entering into the transport sector in London, Bournemouth and Bath in March, French state-owned transport group RATP – which in English stands for Autonomous Operator of Parisian Transports – has now implanted itself in Manchester.

Its subsidiary RATP Dev announced last month that it was acquiring the British company Stagecoach Metrolink (SML), responsible for the operation and maintenance of the Manchester tram.

This network has four lines

and transports 21 million passengers each year. It should "grow in the short term," said the company, which refused to reveal the amount of the transaction.

Formed in 1948, RATP has its origins as the public transport operator for the city of Paris. Today it is the fifth largest operator of urban transport in the world and now has more than 3,000 employees in Britain and a turnover of £200 million.

"To achieve this acquisition, there were very tight talks between Stagecoach and RATP

Dev and between RATP Dev and the Manchester transport authorities" said Jean-Marc Janaillac, CEO of RATP Dev.

Wanting to compensate for the expected loss of its near monopoly in the Paris region due to EU transport 'liberalisation' rules, since 2002 RATP has launched itself as an international transport giant.

This accelerated earlier this year after the merger between Veolia Transport and Transdev, which is 25 per cent owned by RATP.

So it has expanded into

Britain, taking over 62 bus routes in London and in Bournemouth.

In Italy, where it already had a presence, it won the operation of bus and metro networks in Genoa and Venice. It also got hold of transport activities in Geneva, Switzerland. The present turnover of RATP Dev in twelve countries will triple to over £600 million in 2011.

This subsidiary will carry 16.5 per cent of Group revenues in 2011 and it aims to increase it to around £900 million by 2015 ■

WINNING FOR CARLISLE CLEANERS

Assistant general secretary Pat Sikorski outlines the campaign for better pay and conditions for Carlisle cleaners

The union has rejected Carlisle's derisory pay offer for 2011 last month and is calling on all its members on the West Coast Contract to vote YES in the upcoming ballot for strike action.

The management's offer, which they have now imposed into the pay packets from Monday August 29, amounts to a one per cent pay increase for all hourly paid staff. For these already disgracefully low paid workers this means a six pence per hour increase on the previous hourly rate of £6.46p per hour.

This is to be followed by another one per cent or six pence per hour increase from April 1 2012 - but only if

Carlisle retain the contract. With inflation running at over five per cent this means a brutal four per cent cut in real earnings each year for two years. Carlisle made a gross profit of £13.2 million in 2010.

By imposing the "increase" from September 1 the company has also stolen three months of back pay as the agreed anniversary date was June 1.

The Liverpool 5 branch resolution to the union's executive, which called for rejection of the offer, also noted that there had been no offer of additional payments for CET, Train Roof Cleaning or New Technology; that there was no resolution to outstanding problems of pensionable pay for

TUPE protected staff; and no offer whatsoever for pension provision for non - TUPE staff.

The claim is for a minimum hourly rate of £7.85p per hour, increasing to an eventual £10 per hour. The Carlisle cleaners will need the active support of every other RMT member, branch and Regional Council on the West Coast line of route. They will also need the support of the passengers and their current political representatives in the councils and parliamentary constituencies.

The union will be doing all of these things, including setting up a tour of member's meetings up and down the West Coast, but you the members, whether you work for Carlisle, or for Alstom

or for Virgin must not let a day go by without asking every Carlisle employee whether they're a member of this union and signing them up if they're not.

It is no exaggeration to say that Carlisle have gone to war on the RMT. In doing all they have on the pay claim and giving notice on the recognition agreement for this contract, they have made it clear that that they don't want any union interfering with their drive for profits.

It's only by fighting back and winning the desperately needed improvements in pay and conditions, that members will both improve the quality of their lives and defend recognition of their union. ■





LONDON OVERGROUND CLEANERS WIN RECOGNITION

RMT CLEANERS have forced contractor John Laing Integrated Services to recognise the union on London Overground following an organising campaign that has seen the vast majority of the workforce join the union since the end of March.

A ballot carried out under Central Arbitration Committee rules after the anti-union firm refused to negotiate returned a six-to-one vote to give RMT bargaining rights.

Jubilant reps Josephine Eksoh

and Mohammed Orisakeye (above) launched their lightning campaign after talking to RMT members on London Overground.

They have already won back-pay owed from the introduction of the London Living Wage in 2007, and are now turning to other key issues including weekend working, lockers, changing facilities and uniforms.

Josephine and Mohammed paid tribute to the help they received from Southeast regional office manager and Watford

branch secretary Stewart Cameron, London organiser Steve Hedley and the organising unit's Dave Marshall.

"During the ballot we talked to people and made sure that everyone understood that they couldn't rely on everyone else to vote and not do it themselves," said Josephine.

"The help and feedback we have had from RMT has been great – it's been a real team effort," added Mohammed.

Steve Hedley described how the company brought in an

operations manager whose main job seemed to be to persuade people not to join the union and "sounded like an insurance salesman – but Josephine and Mohammed have been great and we have a solid organisation in place."

"This has been a textbook campaign and Josephine and Mohammed and the whole team should be congratulated for showing what can be done," said general secretary Bob Crow when the reps dropped in to Unity House. ■

FIGHT FOR JUSTICE FOR JARVIS WORKERS GOES ON

An industrial tribunal has ruled that 1,200 sacked Jarvis workers should have received 90 days' notice of redundancy, but RMT said that it came nowhere near compensating for the millions still owed in back pay when Jarvis went bust more than a year ago.

The award – which will cost the taxpayer £3 million – covers only statutory redundancy notice, and is capped at around £400 a week.

The union will press on with its campaign to win back jobs for Jarvis staff who should have been transferred to

Network Rail or other contractors under transfer of undertakings rules (TUPE), as well as back-pay and pensions contributions.

RMT general secretary Bob Crow said that the ruling was the tip of the iceberg, because millions more are owed in back pay and pensions contributions.

"The reality is that these skilled workers should never have been made redundant in the first place.

"It is a disgrace that taxpayers will have to pay the £3 million awarded by the tribunal, when Jarvis bosses walked away

scot free and Network Rail still has £19 million it owed to Jarvis for work done.

"It is less than fair that those Jarvis workers who were unable to find work will have the benefits they received deducted from their award, when the managers who walked straight into jobs will have nothing deducted – it means that those who need it most will get least.

"The work our members were doing still needs to be done, and real justice will come when they are offered the jobs they should have been transferred into when Jarvis collapsed," Bob said. ■

SAVING TUBE JOBS

EC member Janine Booth outlines six successful union campaigns to reverse unfair sackings from different grades and in different companies

Docklands Light Railway sacked Passenger Service Agents Ian Peavot and Julian Harper for comments they posted on Facebook. DLR staff, nearly all of whom are RMT members, also had other grievances against the company, and when talks made little progress, voted overwhelmingly for industrial action.

RMT reps decided on a 48-hour strike, and while lawyers wrangled about its legality, the branch kept campaigning and negotiating. Management backed down, reinstated Ian and Julian, and resolved the other issues too.

Meanwhile, RMT and TSSA members on London Underground were fighting job cuts, and the company took hostages. LU sacked Bakerloo line driver Eamonn Lynch for following a mistaken instruction; Northern line driver Arwyn Thomas following allegations by strike-breakers, and Knightsbridge ticket seller Peter Hartshorn for allegedly swearing at a manager. All three were RMT representatives.

RMT represented all three, started legal action and took the campaign into the workplaces.

Arwyn's branch, Morden and Oval, held special meetings and issued leaflets countering management's spin. Bakerloo branch produced newsletters, petitions and badges demanding Eamonn's reinstatement. Peter's branch, Finsbury Park, made sure that everyone knew about his case.

LU upheld Eamonn's and Arwyn's sackings on appeal. The union held one-day strikes on their lines, solidly supported by RMT members and Aslef workmates. Interim Employment Tribunals ruled that LU had sacked both reps unfairly because of their trade union activities.

Peter's case went to appeal,

where he was represented by former RMT president John Leach. LU knew that if it upheld Peter's sacking, it would face a strike on the Piccadilly line, and risked a hat-trick of Tribunal defeats. The appeal reinstated Peter.

After another one-day strike on Eamonn's and Arwyn's lines, it became clear that this was an issue for RMT across the combine. At a meeting of nearly 100 RMT members in February, I recommended that we escalate to a strike of all drivers. The meeting backed this call, and RMT's executive authorised the ballot.

Arwyn's representative, regional organiser Steve Hedley worked hard in building the campaign. The Regional Council circulated information and produced stickers.

Our train grades committee of drivers' reps acted as a strike committee, organising 'walkabouts' to depots, ensuring that every driver knew about the issue.

Train grades secretary Dean O'Hanlon wrote to all drivers urging a Yes vote. Bakerloo branch secretary Brian Munro explains that it was the turning point.

"The will and commitment of the train grades committee took the issue to every depot and the ballot returned a convincing vote for strikes," he said.

The train grades committee discussed what action would work best and settled on two sets of 48-hour strikes spread over a week each. The first strikes, in May, came just as Eamonn won his full Tribunal, the LibDems were hammered in the elections and thousands of people sent emails to Boris Johnson from the LabourStart website. Under this pressure, LU agreed to reinstate Eamonn to a station job but keeping his

driver's salary.

But, despite indicating it would also re-hire Arwyn, LU tried to buy him off with a cash offer instead. Arwyn knew that this would put a price on every RMT rep and refused the money.

RMT put the strikes back on, agreeing dispute payments for strikers, and using the same pattern of 48-hours over a week to co-ordinate with the public sector strike on June 30 but keep our dispute's own identity.

Arwyn won his tribunal, and RMT came under pressure to call off the strikes. But the strikes stayed on until LU agreed the terms of Arwyn's return to work. We had won.

Meanwhile, LU had sacked another driver, Tunde Umanah. Adrian Finney, Chair of Tunde's branch, Stratford no.1, reports that: 'After intensive campaigning by local reps, we held a meeting with our biggest attendance for years.

"All the drivers present, including Aslef members, made clear that they supported Tunde, were up for the fight, and that the manager involved in the case was held in contempt. This meeting, and the threat of strikes, led to Tunde's reinstatement," he said.

What can we learn from these six successes? No campaign is flawless, and these had their shaky moments, but there are some key themes.

RMT provided top-class representation and legal support for our sacked members. But Eamonn Lynch believes that the



Julian Harper

dispute was won, ultimately, because "we kept the campaign live, vibrant, and the talk of the depots and canteens".

We were willing to strike and to escalate action. We learned from previous defeats that one-day strikes were not enough to win. The patterns and dates of strikes were planned by workplace reps. As Eamonn says, "When tough decisions were required, they were discussed, agreed and "Union officials listened to the members and relayed this to the relevant grades committees," he said.

DLR branch secretary Darren Arnold is proud that branch reps played their part with members supporting members and grade supporting grade.

"The reinstatement of Ian and Julian showed what negotiation with a strong union can achieve," he said.

The last word goes to Julian Harper: "I am thankful that the company reversed their decision and I feel that this would not have been possible without the support of all my colleagues at work, and RMT fighting my case". ■



SOLIDARITY: Bakerloo branch secretary Brian Munro received a customer service award at City Hall and took the opportunity to show his support for sacked driver Eamonn Lynch



RIGHTS FOR AGENCY WORKERS

Etienne Attala of Thompsons Solicitors explains what rights the new Agency Worker Regulations offer

The Agency Worker Regulations come into force on October 1, implementing the European Agency Workers Directive and introducing a right for agency workers to be given the same basic working and employment conditions as if they had been recruited by the firm that hires them.

This means they have the same rights in relation to pay, duration of working time, length of night shift work, rest periods and rest breaks and entitlement to annual leave as a direct employee of the firm.

However, this right will only apply after the agency worker has been with the hirer for 12 weeks. And the employment status of agency workers is not changed. They do not become an employee of the hirer.

Agency workers will not be entitled to redundancy pay, or not to be unfairly dismissed, unless the reason they are dismissed is because they tried to enforce their rights under the regulations.

The regulations will apply to individuals who are supplied by a temporary work agency to work under the supervision of the hirer.

They apply when:

- There is a contract (an employment contract or an agreement to provide services personally) between the worker and the temporary workers agency (TWA)
- The worker is temporarily supplied to a hirer by the TWA; and

- When working on an assignment the worker is subject to the supervision and direction of the hirer.

So, after 12 calendar weeks in the same assignment an agency worker will be entitled to the same basic working and employment conditions as if they had been directly recruited by the hirer rather than being supplied through an agency. Time spent in an assignment to a hirer before 1 October will not count.

An agency worker will have continuity of service provided they are working for the hirer in the same role and have not had a break of more than six weeks.

However sickness absence of up to 28 weeks will not break continuity and other absences such as maternity or paternity leave will also count towards the 12 week threshold.

Continuity is also broken if the agency worker is moved by the hirer to a "substantially different" role.

WHAT BASIC PAY MEANS

Although agency workers will be entitled to the same basic pay as employees, including bonuses, holiday pay and vouchers, they will not have pension rights or be entitled to sick pay, maternity, paternity or adoption pay or to redundancy or other payments if their employment is terminated.

Neither will they have access to profit share or share-option schemes, to expenses or to bonuses which are not directly attributable to the quality or

quantity of the individual's work, such as for long-term service.

However, agency workers will be entitled to some benefits from day one of their assignment, including the same access to the hirer's canteen facilities, childcare facilities and transport services as employees.

They will also have the right to be informed about vacancies with the hirer and must be given the same opportunity to find permanent work with the firm as other employees. If they are denied these rights then they can be enforced directly with the hirer rather than with the agency.

RIGHT TO INFORMATION

The regulations give agency workers the right to ask their agency to provide them with information about what the hirer's basic working and employment conditions are. This information has to be provided within 28 days.

If the information is not provided by then, the agency worker can apply directly to the hirer for the information.

Redress

If an agency worker does not receive equal treatment they can pursue a claim in the employment tribunal (ET). A tribunal will be able to make a declaration as to the rights of the agency worker and order unlimited compensation – a minimum of two weeks pay. However, this will not include any amount for injury to feelings.

The agency will usually be

liable for a hirer's failure to provide equal treatment but will have a defence if it can show that it took reasonable steps to obtain information from the hirer about its basic employment and working conditions and that it acted upon any such information received. It may be that an ET will apportion liability for the breach of the regulations between the agency and the hirer.

The agency worker has the right not to be unfairly dismissed or otherwise treated differently if they bring ET proceedings under the regulations or do anything else to assert their rights or refuse to give up those rights.

ANTI-AVOIDANCE

The Regulations contain anti-avoidance provisions aimed at preventing assignments being structured so as to avoid the obligation to provide equal treatment, such as by preventing an agency worker achieving 12 weeks continuity of service.

An ET can impose a penalty of up to £5,000 if a hirer or agency is found to have tried to avoid the provisions.

However there is nothing to stop a hirer from simply not using agency workers on long-term assignments and they may consider whether there are any alternatives such as setting up directly employed banks of workers who are on zero-hours contracts which do not specify the number of hours that the employee will be required to work. ■

BRING BACK BRITISH RAIL!

RMT president Alex Gordon interviews artist/political activist Ellie Harrison, founder of the Bring Back British Rail campaign and asks RMT members to sign up and get involved

Earlier this year I became one of over 3,000 people to sign up to an intriguing social media campaign 'Bring Back British Rail'

www.bringbackbritishrail.org/ BBBR, which uses the British Rail 'double arrow' logo in reverse, says that it will turn the logo the right way round when railways return to public ownership.

Perhaps it's a good thing they are careful how they use a symbol that is still a trademarked logo, since BBBR stickers are popping up all over the place these days on trains, stations and staff uniforms. The BBBR website also does a nice line in T-shirts and even Oyster card holders!

BBBR founder, Ellie Harrison describes this new internet-based movement as "the collective voice of disgruntled rail passengers and disheartened rail employees, calling for a newly unified national rail network run for people not profit".

Ellie also points out that BBBR is a 'meme', which is to say a vehicle for carrying political ideas, symbols or practices throughout society.

"As soon as someone hears the name of the campaign they immediately know exactly what is about," she points out "and the call to Bring Back British Rail appeals to people in a more instinctive, gut-level way than more deliberately 'political' demands for better rail regulation, or renationalisation of private operators", despite the fact it means exactly the same thing.

"This is not 'art'," she insists with conviction, "this is a campaign to get our railways back from greedy privateers.

"It's obvious that people are angry and frustrated with the way the railway system has been run in this country since it

was dismantled and sold off in the '90s, and recent extortionate train fare rises have only made the situation worse.

"I began the campaign two years ago after enduring years of delayed, over-priced and over-crowded journeys around the UK. I finally snapped.

"It was clear from my experience as a passenger, that having so many competing franchises running separate sections of the network was both efficient and unsafe.

"It resulted in people like me getting a raw deal, while the shareholders in private train companies, who probably don't even use the trains, swanned off with our public transport subsidies," she says with gusto.

And Bring Back British Rail



really has struck a chord with people using and working on the railways. RMT joined forces with BBBR and the Campaign for Better Transport only last month for a mass protest outside Waterloo station as huge rail fare increases of up to 13%



were announced.

It coincided with new RMT-commissioned research carried out by Just Economics, which revealed that privatisation has bled £6.6 billion out of the rail industry since 1997 - with a forecast that a further £6.7 billion will be ripped off in the next ten years as train operating companies are given a green light to print money under proposals in the McNulty Rail Review.

Just Economics report author Eilis Lawlor said that figures showed that there are costs to privatisation, not just in social outcomes but also in financial terms.

"Fare increases at this time will put further pressure on cash-strapped families around the country. 'More of the costs of the subsidy to rail are being transferred to passengers who are getting little in return by way of improved services,'" she said.

All this sums up the shared anger and frustration expressed by BBBR founder, Ellie Harrison.

"The East Coast franchise came into public ownership in

2009 after National Express - the company running the franchise at the time - realised it wasn't quite the money-spinner that they'd hoped.

"The point the campaign is making is that running a railway shouldn't be about making money.

"Having a good, sustainable transport system is about providing a valuable service to the people of Britain and not about running a business.

"The East Coast renationalisation proved it is possible, realistic and could actually save us money.

"But the truth is that the greatest hurdle we face is not financial, but rather getting the politicians who allowed the privatisation mantra to permeate public policy in the first place, to admit that they were wrong," she says.

As part of the BBBR campaign, supporters regularly post RMT press releases on the Facebook page to expose the madness of rail privatisation and the greed that drives it.

"Yesterday someone uploaded an RMT statement revealing a surge in profits by private train operator Go-Ahead, confirming

that franchising of UK rail services remains a licence to print money.

"Go-Ahead received subsidies of over a quarter of a billion pounds in 2010/11 on two franchises.

"Southeastern received £218.7 million, for leaving thousands stranded in the snow last winter, and London Midland got £67.3 million, while the company is currently trying to cut jobs in ticket offices and half the frequency that their trains receive deep-cleaning" she explains patiently.

Ellie is excited about working with RMT to step up the fight for a return to public ownership with railways run as a public service, free from the unadulterated greed and exploitation that marks out rail privatisation in Britain.

"Rail privatisation is a one-way ticket to the bank for train operators while passengers face a price hike on tickets of eight per cent, and in some cases more, early next year.

"How can that be right?" she asks.

Ellie recently put on a solo show at a London gallery called 'A Brief History of Privatisation' and her work takes a variety of forms including performance spectacles, installations,

projects, political campaigns, media interventions, lectures, websites and even coach trips.

From September 2002 to 2003 she documented the total distance of all the journeys she made on London Transport in a year (9,236 kilometres), using her Gold Card, yearly travel pass. Her website details each of the 1,495 journeys she made and her 'Gold Card Adventures' exhibition at Piccadilly Circus Underground Station in 2005.

To date nearly 10,000 people have registered a 'like' for Bring Back British Rail on Facebook, so why not join them and become a 'friend' of BBBR to not only express your support but actively by joining other RMT members to spread the campaign and sharing information 'collectively'.

BBBR's latest campaign is an e-petition to the Department for Transport on the government's website, which reads simply: "Re Nationalise Railways - Sign this petition if you would like the railways across Britain to be re-nationalised and merged into a single organisation." So far 3,368 have signed the petition, which has a target of 100,000 by the closing date of 4 August 2012.

If you don't know how to use Facebook yet, phone a 'friend' ■





SKILLS FOR LIFE

The RMT Union Learning Fund provides life-long learning opportunities for transport workers

WHAT ARE 'SKILLS FOR LIFE'?

In 1999 a report showed that seven million adults had difficulty with literacy and numeracy and that one in five adults would have trouble finding 'plumber' in the Yellow Pages.

It recommended a long-term national strategy to address this. The government launched the Skills for Life strategy in 2001, making free literacy and numeracy training available to adults.

Certificates are available in literacy, numeracy and information and communications technology (ICT). Designed to help the learner develop the skills they use in everyday life, such as reading, writing or maths, the certificates are available at a level of learning suited to the individual; learners are confidentially assessed to find their starting level and can then choose the level of qualification they want to work towards.

The certificate levels are: Entry Levels 1, 2 and 3, Level 1 (equivalent to GCSEs grade D-E) and Level 2 (equivalent to GCSEs grade A*-C). ICT Certificate is available at the Entry Levels only.

The three entry-level qualifications consist of tasks assessed by the course tutor; level 1 and 2 tests are taken on paper or on a com-puter to gain the qualification.

The certificates are recognised national qualifications, so can help when seeking promotion or a new job, have the benefit of improving confidence, can encourage



learners back into education, and act as a stepping stone to higher qualifications.

BUSINESS CASE ARGUMENTS

Increasing training has been shown to have a positive impact on productivity, and increased learning leads to lower staff turnover and better industrial relations. It can also result in a reduction of costly mistakes and company training courses being made shorter due to improved English and maths.

Reports have shown that union-led learning projects improve morale in the workplace and lead to better relations between management and staff.

RMT Learning ensures that Skills for Life is a key agenda

item at any Steering Group meetings that are held with employers. In this way members will have the best chance of reaching their potential.

SKILLS FOR LIFE AT STAGECOACH EAST MIDLANDS

Union Learning Reps (ULRs) at Stagecoach East Midlands enrolled on literacy and numeracy programmes to help develop their own skills, make them more productive as ULRs, and understand what they were encouraging their members to get involved with.

They have begun working with local providers to arrange courses and have been providing support, advice and encouragement to members.

Tim Justice said: "it shows

my colleagues that I'm practicing what I preach".

Dave Grant said "For some workers this will be the first time they have had any opportunity to access learning since leaving school, in some cases over thirty years ago".

LONDON UNDERGROUND TACKLES THE SKILLS FOR LIFE CHALLENGE

In 2010, London Underground acknowledged that developing numeracy, literacy and IT skills amongst its workers should be a priority. RMT Learning and Learning Organisers from other unions worked with London Underground to set up the Skills for Life Working Group to look at ways of meeting the challenge.

The take-up for numeracy



rolling this out at other LU venues.

ULR Nick Smith, who is about to take numeracy and literacy qualifications, said: 'I wanted to achieve some qualifications to reflect the skills that I have gained over my years at LU.'

COMPUTER COURSES LINKED TO NUMERACY AND LITERACY QUALIFICATIONS

Working with local colleges over the last two years, RMT ULRs in Leeds, York, Sheffield, Chesterfield and Manchester, set up courses in local stations and at bus depots, to facilitate over 50 RMT members improving their computer skills and gaining a nationally recognised literacy or numeracy qualification, free of charge.

The RMT Learning project provided computers for learners to use in Leeds and Manchester Piccadilly and provided all RMT members on the courses with USB memory sticks.

All the courses focused on improving a range of computer skills such as surfing the internet, and managing files and programmes.

Learners on the literacy course who improved their spelling, grammar and punctuation, were able to produce professional documents in Word, and gained confidence in setting out letters and CVs.

The numeracy course dealt with percentages, decimals and fractions, and using mathematical formulas to create a spreadsheet in Excel helping learners set up files to work out household finances.

COURSE FEEDBACK HAS BEEN VERY POSITIVE:

Belkacem Ahmouda said this 'was a completely different way of learning, much better than any other training I have had'

Steve Ingleby said it was 'nice to learn in a relaxed atmosphere'.

Janet Prudhoe said: 'I am now sending e-mails regularly and I can also send attachments now!'

Trish Morgan said 'I am now much more confident with my computer skills and literacy skills when sending e-mails at work.'

PUTTING NUMERACY AND LITERACY AT THE HEART OF TRAINING AT SOUTHEASTERN TRAINS

Southeastern Trains run a varied programme of NVQs, covering Engineering, Driving, Customer Service and Train Operations. Each has a requirement for the candidate to have a minimum Level 2 or equivalent standard of literacy and numeracy, but this was not always the case.

Early in the campaign to sign members up for NVQs, ULRs



looked at the support and assessment process provided in-house. It was not good; the company contended that it did not need to include Literacy and Numeracy as they were bespoke qualifications, but ULRs continued to put pressure on the company to change its stance.

Following this, the HR Director and NVQ manager re-evaluated the assessment process, introduced the recommended amendments and are now supporting those candidates who showed a skills gap in literacy and numeracy.

Lead ULR Caroline Goodwin gained an NVQ in Customer Service and said: 'I am now much more confident in my use of written English, which has helped in my report writing and my work as a Lead ULR.'



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In the light of draconian anti-trade union laws that have been used against the union, members should keep their personal data up to date. It is also important to note that in order to keep members informed your union requires your mobile telephone number and email address.

Members can do this via the RMT website, telephone the RMT helpline above, or writing to the membership department at RMT head office, Chalton Street, London NW1 1JD.



RMT ON THE MARCH AT TOLPUDDLE AND BURSTON



RMT members braved the changeable weather this summer and marched behind the union's famous brass band at the Tolpuddle Martyrs festival in Dorset and the Burston strike school rally in Norfolk.

The rain held off and the sun came out for marchers celebrating both the six Dorset farm labourers transported to Australia in 1834 for the 'crime' of forming a union and the Norfolk schoolchildren who struck in 1914 in defence of their sacked teachers.

The Burston strike, which ran from 1914 to 1939 is the longest running in British history after pupils of the local school spontaneously walked out in

support of husband and wife teachers Kitty and Tom Higdon.

The Higdon's were sacked by local landowners for their active campaign to educate and fight for the rights of farm workers and the rural poor.

Local parents installed the couple to teach in the strike school, which lasted until Mr Higdon died in 1939. The school is now a valued museum of the labour movement.

Each year children head the trade union procession retracing the route of the march taken nearly 100 years ago, passing the teachers' home, now known as Higdon's cottage.

Addressing the rally, Labour MP Kelvin Hopkins

congratulated the organisers of the annual event.

"Burston celebrates the action those children took and the Higdon's passionate belief in educating working people to liberate themselves from oppression.

"The local landowners didn't want their workers educated because they knew they would demand their rights.

"It is still the case today that the privileged few do not want to share their wealth or see working people educated.

"The trade union movement needs to fight this attitude and that is why I am proud to call myself a socialist Member of Parliament," he said to applause.

South West Regional TUC ensured that the Tolpuddle Martyrs Festival was another great success, despite the downpour campers suffered at the beginning of the weekend.

RMT hosted a meeting on site at its tent on the controversial proposals contained in the EU/India Free Trade Agreement known as Mode 4, which allows big corporations to bring in Indian labour on very low wages (see page 12).

RMT members took part in a lively debate on transport with TSSA and ASLEF representatives, all agreeing on the need to resist the proposals on the McNulty report.

RMT president Alex Gordon told the meeting that the case had never been stronger for public ownership of all transport.

"We should be talking about transport in the same way as the welfare state," he said.

Other key issues discussed included EU procurement rules and the recent loss of 1,500 train manufacturing jobs at Bombardier Derby.

Alex blamed EU directives for the government decision to award the contract to German firm Siemens.

Calling for the maximum mobilisation of opposition to the sell-out at a rally on October 25 in Westminster Methodist Hall, he added: "If we don't fight for these jobs now, we'll never get them back in the future".

A break in the weather allowed for TSSA and RMT members to come together for an impromptu barbeque and some singing, which bodes well for the future.

Thousands joined the Sunday march through the village of Tolpuddle in the welcome sunshine to mark the successful campaign to win freedom for the martyrs.

In 1834, after the six were arrested and sentenced to seven years' transportation for the 'crime' of taking an oath of solidarity, a massive protest swept across the country. Thousands of people marched through London and many more organised petitions and protest meetings to demand their freedom. The protest campaign proved successful and they returned home in triumph.

The stories of the Tolpuddle Martyrs and Burston strike school are now part of the fight of a free and democratic society which is still being fought. And both struggles show that campaigning solidarity can change things for the better.

The Burston strike school rally takes place on the first weekend of September and Tolpuddle is celebrated each year on the weekend of the third Sunday in July. A trip to either is well worth the effort. ■

President's column



TRAIN BUILDING IS A NATIONAL ISSUE

I was recently privileged to address Bombardier workers in Derby alongside trade unionists, campaigners and MPs passionately defending Britain's last train-building centre.

RMT member Darren Barber, Vice-Chair of Bombardier's Shop Stewards' Committee told the meeting: "We're here to save the future of train building in Britain, this is a national issue."

Railworkers and their supporters are demanding a government u-turn on the decision to award German train manufacturer, Siemens, a contract to build the new Thameslink train fleet, which has already led to 1,400 job cuts in Derby. Kevin Owen, a welder at Derby C&W works blogs on the fight to save our last train manufacturer at 'MADE IN BRITAIN' <http://kevinjowen-madeinbritain.blogspot.com/>

On March 7, David Cameron said in Derby: "We need a massive rebalancing of our economy, we have got to be more reliant on manufacturing and investment."

Yet three months later his government named Siemens 'preferred bidder' for the £1.4billion Thameslink trains contract, a decision that threatens Derby's Litchurch Lane plant in a city proud of building trains since 1839.

Derby has faced adversity before. In 1833 mill-owners locked out the town's silk workers for belonging to a trade union. Donations from across Britain sustained their fight. Only the threat of transportation to Australia after the Tolpuddle Martyrs' trial in 1834 broke their resolve.

Derby labour historian Bill Whitehead called this "the first practical national expression of the syndicalist project to wrestle power from the capitalists and to put it in the hands of the workers, through trade union action".

Today Derby is the site of another struggle. Our government is locking skilled manufacturing jobs in Derby out of the British economy using EU procurement rules.

For the Thameslink contract, the Dept for Transport stated in April 2008 "the chosen bidder [will] finance acquisition and ownership of rolling stock".

Privatised rolling stock companies (ROSCOs) have proved to be such an extortion racket that the DfT now awards contracts to global corporations backed by foreign governments to build our trains in their factories abroad.

Siemens (a company notorious for anti-union practices and corruption) can't manufacture specialist, lightweight bogies that Derby builds. But, flush from winning a £6 billionn DB train contract, Siemens beat Bombardier for the Thameslink contract on financial – not engineering – criteria.

In July over 10,000 people rallied behind Bombardier workers to hear Bob Crow and other union leaders denounce the decision to sell Britain's last train-building plant down the river. Derby Council leader Philip Hickson wrote: "Frankly, as Conservative leader of a major city council, I find it difficult to explain why my Prime Minister and government seem to be hiding behind myths about legalities, procurement, future rail contracts and denial of Bombardier UK closing.

"This will undoubtedly cost our party very dearly at the next elections," he said.

Bombardier is now reviewing its future in Britain. 3,000 jobs in Derby and up to 10,000 jobs in 831 UK supply chain companies are at risk. An industry that transformed the world now hangs by a thread because politicians and elite civil servants despise train manufacturing and worship bankers. Bombardier workers can be sure that RMT, whose predecessors founded the Amalgamated Society of Railway Servants in Derby in 1870, is fighting for train manufacturing in Britain.

Britain needs train building, we invented it and Derby has a great future if the design skills and engineering knowledge of railworkers are nurtured and developed.

Right now, we demand that the government perform another u-turn and if it won't their decision must be challenged by judicial review. Let's give total support to Bombardier workers to save train building in Derby.

Alex Gordon



VISITING VIETNAM

RMT executive committee member Dave Letcher visited Vietnam earlier this year as part of the Trade Union Friends of Vietnam delegation

I travelled to Vietnam's ancient capital Hanoi as part of a delegation alongside Jim McDonald of UCATT and Gerald Newson of the Musicians Union.

As part of the trip we met with trade unionists and students and found time to visit legendary Vietnamese leader Ho Chi Minh's mausoleum followed by a visit to the museum dedicated to the long war against colonialism when US forces finally fled the occupied south in May 1975.

We met many trade union delegations including a visit to the Vietnamese National Union of Transport Workers and the Vietnamese Nation Union of Maritime Workers.

Trade union membership is particularly strong and the right to strike is permitted by law within Vietnam. Their trade union structure is rather different from ours, and they have workplace unions which seem to have a similar function to our own branch organisation.

Both unions were keen to forge strong links with RMT. Vietnam has a growing merchant shipping fleet, and we saw a

shipbuilding yard at the side of a river in Hanoi.

Many industries are becoming more and more important as the economic situation in Vietnam improves. Economic growth last year was 6.8 per cent against a forecast of 6.5 per cent and the people are proud of the fact that Vietnam has become the world's second largest exporter of rice.

The economy is growing and will continue to move away from the "peasant farmer" economy towards an industrially based one. The country is moving towards a situation of employing skilled workers in important and vital industries.

Evidence of this is the development of a brand new railway under construction to link Hanoi with the beautiful Ha Long Bay.

There is evidence of industrial growth around the country and with multi-nationals moving in, there will be a greater need to have organised and effective trade union negotiators who will be able to secure the best deals for the workers they represent.

Quite how we progress these matters remains to be seen, but with help from

bodies such as the Trade Union friends of Vietnam, the TUC and the General Federation of Trade Unions we hope that assistance will be forthcoming.

Vietnam is certainly a fascinating country. It has recovered largely from past troubles and we saw no evidence of "sweat shops", but when I mentioned that the Clarks shoes that I was wearing were made in Vietnam I was assured that they were made in a union organised factory.

Union membership is especially encouraged by public companies and membership levels of 100 per cent are not unknown. Interestingly, employees in the public sector contribute one per cent of their earnings to their trade union whilst employers contribute two per cent.

Should you get the opportunity to visit this amazing place, please do so. We were very well looked after by our hosts, and had a thoroughly interesting time.

For further information visit tradeunionfriendsofvietnam.blogspot.com or contact 07970 345-381 ■

US DOCK LEADER DETAINED

International Longshoremen and Warehouse Union (ILWU) president Bob McEllrath has been detained by police as dockers massed on railway tracks to stop a shipment of grain to a non-ILWU terminal in Vancouver, Washington state.

The confrontation between West Coast longshore workers and an anti-union exporter exploded as pickets massed on rail tracks by the hundreds to block grain shipments.

Police used clubs and pepper spray on protesters in Longview, Washington, as they made 19 arrests.

Ports in Washington were shut down completely as hundreds of longshore workers rushed to Longview, in the state's southwestern corner.

EGT Development, a consortium of three companies, wants to operate its new \$200 million grain terminal in Longview using non-ILWU labour, despite a contract with the port requiring it to do so. When the ILWU protested, the company signed up with an Operating Engineers local.

Every other major grain terminal on the West Coast is operated by ILWU labour, and

the union asserts that EGT's goal is to go non-union altogether, ending generations of good jobs.

In a series of protests since July, ILWU members and supporters sat down on train tracks and occupied the new terminal, resulting in 100 arrests.

As picketing continued, no trains had attempted to bring in grain shipments since July. But recently a federal judge issued a temporary restraining order at the request of the National Labour Relations Board, which claimed that ILWU pickets had harassed EGT workers.

Once the restraining order was in place, the BNSF railway decided to try once more to ship grain. Justin Hirsch, a Seattle longshore worker, said that grain terminals are major customers for the rail companies, who might move 500 trains a year through a terminal.

ITF president Paddy Crumlin said that EGT were playing with fire.

"They need to take a big step back and think about what they are trying to force through, then see sense and talk to the ILWU about how to resolve this issue before it



escalates even further.

"The 350,000 plus dockers in the ITF will be watching how the company treats their American colleagues and, if the company makes it necessary, will be ready to take lawful solidarity action in support of the ILWU," he said. ■

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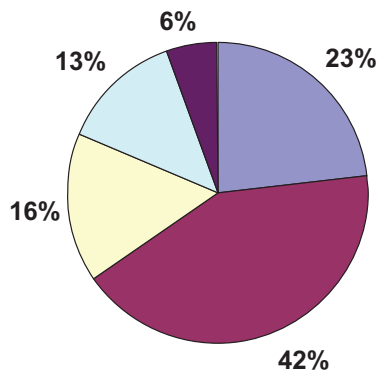
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RMTdrive

CHALLENGING THE EXPLOITATION OF VULNERABLE WORKERS

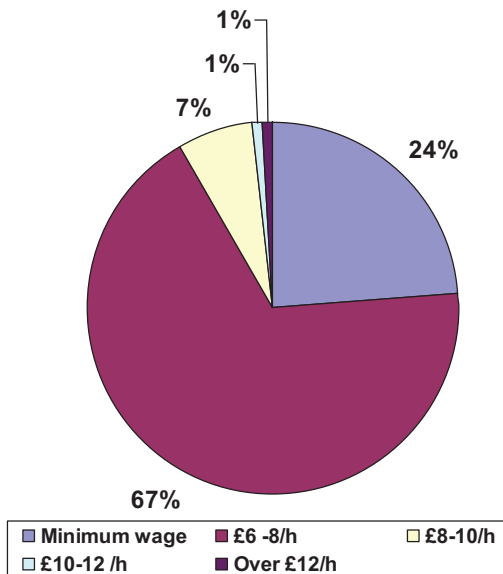


Length of employment of Vulnerable Workers



Under 1 year 1 - 3 years 4 - 5 Years
6 - 10 years Over 10 years

How much do vulnerable workers earn?



Minimum wage £6 -8/h £8-10/h
£10-12 /h Over £12/h

Vulnerable Workers Project manager Alec McFadden outlines how the message is being taken around the country

RMT's Vulnerable Workers Project has created a specialised vulnerable workers awareness course, taking the message directly into the regions, branches and workplaces.

In the past 15 months, the project has aimed to empower vulnerable workers working in rail, maritime and road transport and to recruit and organise them in the union.

Thousands of station and underground cleaners, hotel staff, catering grades, station retail shop workers and seafarers were often isolated and not members of the union.

The results of our national survey showed the horrendous conditions vulnerable workers are experiencing, with dangerous health and safety environments, poverty wages, exploitation and high levels of discrimination. The recent increase in the cost of living and the cuts in the welfare benefit system have made the situation worse.

Clara Osagiede, London cleaners secretary and a big supporter of the project,

describes the reality on the ground: "The cleaners on the London Underground are extremely vulnerable due largely to the unscrupulous contractors employed by LU.

"In the past, cleaners were treated little better than slaves and because British society sees them as the lowest of the low, this exploitation has been allowed to carry on for so long".

The awareness course is aimed at vulnerable workers reps, branch officials and RMT staff to give them the tools to fight this exploitation. It was originally designed as a residential course in Doncaster but the steering committee agreed to hold it in the regions to encourage greater involvement. The course has now been piloted in Manchester and Doncaster followed by sessions in Exeter and Glasgow. Further courses are due to be held during the autumn in Perth, Bristol, Newcastle, Liverpool, London, Birmingham and Wales. A wide range of activists have already been trained, including the assistant general secretary

Pat Sikorski.

RMT general secretary Bob Crow explained that the primary aim of the courses was to establish a member in each branch understands fully the issues facing vulnerable workers and to be able to give speedy and supportive advice.

He has called on all RMT branches to send representatives to the course and elect one of them as a vulnerable workers' branch officer.

Camden and Finsbury Park branches have already taken the step and elected Clara Osagiede and Richard Crane. Clara affirms: "The cleaners now have a voice, and that voice is the union and the reps. But the cleaning managers still do not want to accept this and are often harassing and inventing disciplinary charges against any reps who dare to stand up".

RMT has recently won recognition in the Carlisle Cleaning Group which has an amazing potential to increase RMT membership in the cleaning grades but also to inspire other vulnerable workers

to get organised and reclaim their rights.

More and more people are now on board: the Organising and Education Units, lay tutors and the Union Learning Reps. We hope to have over 20 new officers in post by the end of 2011.

The next steps of the Vulnerable Workers project are the production of a DVD and the launch of a dedicated website. But one of its overall aims remains to get the union to take a serious look at its internal culture.

Reps and members on higher grades should view lower grades such as cleaners and caterers as their equals who deserve their support. Those workers cannot be seen, as Clara puts it, as "an election tool".

Vulnerable workers are fighting back and deserve RMT's full support.

Any branch willing to send officers or activists to a Vulnerable Workers Awareness Course should contact Alec on a.mcfadden@rmt.org.uk or by ringing 07831 627 531. ■

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SOUTH EAST REGIONAL COUNCIL SEND -OFF



About 50 delegates and members were at the RMT South East Regional Council's AGM earlier this year to mark the end of an era.

President Bill Martin and secretary Ron Ward were both standing down from their posts after lifetimes of service to the trades union movement.

Bill has been president of council for the last seven years. He was also Company Council representative for Conductors on Southeastern for many years, playing an important part in the long battle to resist Driver Only Operation. Before he joined the railway, Bill was a miner in the Kent pits and played an active part in the great 1984 miners' strike.

Ron is a driver at Hastings, on the odd days when he is not representing members at

hearings – he has saved more members' jobs than we can count. He has been secretary of the council since it was set up in 1995.

Their leadership of the regional council will be greatly missed in the future, but we look forward to them giving their energies and experience to our active retired section.

They were presented with engraved RMT hip flasks by former RMT President Tony Donaghey, an old friend of the committee.

A presentation was also made by President Bill Martin to Chris Fuller, a regular delegate from Dover Shipping Branch, who has retired. Chris is still busy helping shipping members and he will be representing retired members at Council.

Jeff Slee ■

CAMDEN HONOURS



Camden 3 branch held a presentation ceremony for members to receive 25-year membership badges. The branch was very grateful to Bob Crow for making the

presentations. In the photo are: from left to right Joe Chauhan, Mick Crossey, Bob Crow, Ian Smith, Pierce Hickey and Dennis Clarke. ■

WIRRAL BRANCH SEND-OFF



From left to right Retired member Frank Howe presents Ian Paterson with his 25-year badge and branch secretary Stuart Harris hands Paul Nelson his medal for 40 years' service to the union. ■

PEOPLE'S PUBS - Words by Mike Pentelow, Pictures by Peter Arkell

THOMAS WILLINGALE

(recently renamed Station House)

134 Station Road, Chingford, London E4

The public outcry against the current Tory-led government's plan to sell off public forests led to a dramatic climb-down, but nearly a third of all forestry workers' jobs are still under threat.

They can take heart in this struggle from the example of Thomas Willingale, a forester who took on the lord of the manor and the government 150 years ago and defeated their attempts to enclose most of Epping Forest.

Workers back in 1860 relied on the common land to graze their animals and collect firewood to supplement their living. The ancient rights to this dated back centuries, but were being threatened again by the latest round of enclosures - whereby the rich fenced off the common land and declared it their own.

Epping Forest's lord of the manor, Rev John Whitaker Maitland, had already built on 2,000 acres of woodland through newly introduced legislation during the 1850s. Next he targeted the so called "lopping" rights of commoners to collect firewood in the winter. To maintain this right at least one person had to lop off one branch at midnight on November 11 each year and present it to the lord of the manor.

On that night in 1860 Maitland hatched a devious plan to prevent this and so end the right. He invited all the loppers to supper and copious amounts of free beer at the King's Head in Loughton in order to make them drunk and incapable of lopping. To make doubly sure he locked them in the pub as well.

But he had reckoned without Thomas Willingale (1798-1870), one of the loppers who had kept his wits about him, being rightly suspicious of Maitland's motives. Willingale used his axe to break down the locked door and left at 30 minutes to midnight towards the nearby forest. He lopped off a branch on the stroke of midnight and returned to present it in triumph to Maitland and so preserve the ancient right.

Vindictively, Maitland took Willingale to court accusing him of injuring trees. Willingale was found not guilty, but three months later similar charges were brought against his son and two nephews who were imprisoned for seven days each.

Willingale's biggest triumph, however, was to prevent the further enclosure of Epping Forest. When the common land was reduced to just 50 acres he formed the Commons Preservation Society to take legal action against further enclosures in 1866. He rejected large amounts of money to drop the case, and, with considerable public support, won in court.

The battle was finally won with the Epping Forest Act of 1878 (after Willingale's death) that guaranteed the forest be kept unenclosed as an open space for the public, and protected its natural resources, including the trees. This meant the end of lopping. But the commoners were compensated for this with cash which was used to construct Lopping Hall, in Loughton (between Station Road and High Road) in 1883. There is a sculpture over the hall entrance of loppers to commemorate their historic battle.



Willingale, a labouring man who had built himself a cottage on the edge of the forest in Loughton, was buried locally in an unmarked grave. His name lives on, however, through the Thomas Willingale School, in Willingale Road, Loughton; and his great-great-granddaughter, Gwendoline Gathercloe, lives in Ye Old Loppers Cottage, in Forest Road, Loughton.

"He must have been quite a guy to stand up to the lord of the manner," she said.

"But if he had not taken up the fight there would be no forest left today."

A Pub Crawl Through History, The Ultimate Boozers' Who's Who, by Mike Pentelow and Peter Arkell, is published by Janus. ISBN 978-1-85756-701-4.



Gwendoline Gathercloe

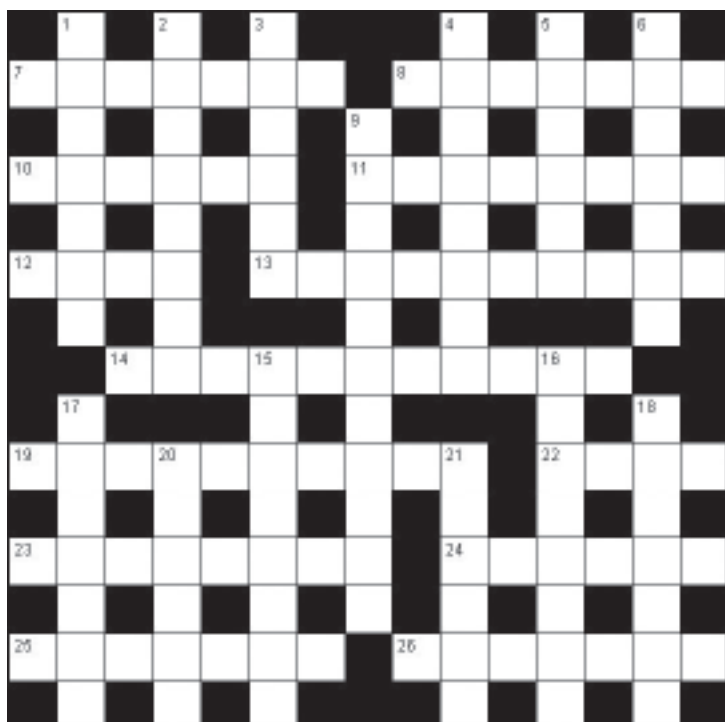
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£50 PRIZE CROSSWORD

No. 73. Set by Elk



ACROSS

- 7,9 Date of Save Our Railways rally and lobby against 8's report (7, 6-5)
- 8 Author of rail hatchet-job (7)
- 10 (Puts in) boxes (6)
- 11 Went aimlessly (8)
- 12 Crumbly Greek cheese (4)
- 13 Teetotaler (3-7)
- 14 Settlements of makeshift dwellings (6, 5)
- 19 Answering; reacting (10)
- 22 'Clarified butter', often used in Indian cuisine (4)
- 23 Least narrow (8)
- 24 Ghost, or such as gin or vodka (6)
- 25 One who lives in isolation (7)
- 26 Picture-houses (7)

DOWN

- 1 Marked by injury (7)
- 2 Public way, but not for vehicles (8)
- 3 Add salt and pepper (at this time of year!) (6)
- 4 Outline of situation or events (8)
- 5 Serving dish for soups (6)
- 6 Soaked (7)
- 9 See 7
- 15 Rot! (8)
- 16 Loose, lightweight and often skimpy dressing gown (8)
- 17 With hair on face (7)
- 18 Cycle rickshaw controversially plying for trade in London (7)
- 20 Gems from oysters (6)
- 21 Idle talk or rumour, or one who spreads it (6)



No. 72 solution...

The winner of prize crossword no. 72 is Charlotte Hicks of Ednebridge.

Send entries to Prize Crossword, RMT, Unity House, 39 Chalton Street, London NW1 1JD by October 4 with your name and address.

Winner and solution in next issue.

OPEN A JUNIOR DEPOSIT ACCOUNT!

RMT Credit Union offers members the opportunity to open an account for their children to allow them to save for the future

Here at RMT Credit Union we know how important it is for family members to understand money even at an early age. We also recognise that parents and grandparents often want to set aside some money or build up a lump sum for their children or grandchildren to provide them with a good start in life.

It is never too early to start and the longer the savings are held, even when saving small amounts, with a regular dividend they soon mount up. With this in mind RMT Credit Union has developed a Junior Savings Account which can be tailored to suit your needs.

WHO CAN OPEN AN ACCOUNT?

The account needs to be opened by an existing RMT Credit Union adult member but it can

be opened for any child living at the same address. Accounts can be opened from birth, right up to the age of 16. The junior saver must be living at their parent or guardian's address and an original birth certificate must be produced to be able to join.

HOW DOES IT WORK?

The account is opened by the member on behalf of the junior saver. The account will be in the child's name but control of the account will remain with the adult.

HOW DO I OPERATE THE ACCOUNT?

Unlike full members, juniors do not have a regular income so the parent / guardian opening the account for the junior member will have to set up the account to save a minimum of £5.00 every month / 4 weekly or weekly. The savings is collected by Direct Debit from a bank account

HOW DO I KEEP UP TO DATE WITH THE ACCOUNT?

A statement is sent out to the junior members once a year around Christmas time and of course you are able to keep in touch via the usual methods such as phone and email. Your child will be able to view their own account online to see how much they have saved. Additional statements can be requested at no extra charge at any time.

WHAT HAPPENS WHEN THEY REACH 16?

At the age of 16, the junior account must change to adult status. At this point, the junior will now be considered an adult member and will automatically gain full control of the account. They will therefore have full access to any funds you have deposited in their account however, at this stage they may need to provide identification prior to withdrawing any funds.

ONCE 16, DO THEY HAVE TO SAVE REGULARLY EVERY MONTH TO KEEP THE ACCOUNT OPEN?

We recognise that they might be going on to higher education or may not even have left school at that stage. We do not want to lose them as a member, particularly as they may not be eligible to join again should they leave, so we are happy to maintain the account while they are in full time education. Don't forget that once they are 18 they gain all the benefits of being a full member and ability to use all the Credit Union's products.

HOW SAFE IS IT?

Just like all savings held with the Credit union they are fully guaranteed by the Financial Services Compensation Scheme up to £85,000.00.

You can apply for a membership form to join the Credit Union by writing to RMT Credit Union Ltd, Unity House 39 Chalton Street, London NW1 1JD or downloading a form from the RMT website. ■





JUNIOR DEPOSIT ACCOUNT

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

MEMBERSHIP NUMBER

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

Please read and fill the Application Form carefully. **Remember to include the Junior Depositor's original birth certificate.** Please return the completed form to RMT Credit union, 39 Chalton St, NW1 1JD.

1 JUNIOR DEPOSITOR DETAILS.

Surname	
First name	
Middle name	
Date of Birth	/ /

2 PROPOSING MEMBER'S DETAILS.

Title (Mr/Mrs/Miss etc)		Home address	
First name			
Surname			
Home telephone		Postcode	
Mobile		Email	
RMT Credit union account number		Trade union membership number	

Relationship to Junior Depositor

3 PAYMENT DETAILS (by proposing member)

The direct debit mandate below should also be completed and returned to the RMT Credit union office attached.

I wish to save (minimum £5.00) £ Date you next get paid

Monthly 28th ☐ Weekly ☐ 4 weekly (Fri) ☐

On behalf of the "Junior Depositor" named above.

4 TO HELP US FULFIL OUR LEGAL OBLIGATIONS, PLEASE ENCLOSE THE JUNIOR DEPOSITORS BIRTH CERTIFICATE WITH THIS APPLICATION FORM

I confirm that the Junior Depositor named above resides at my address. I wish to apply for Junior Depositors account on behalf of the above named person. I agree to abide by the rules of the RMT Credit Union Ltd and declare that the information given by me on this form is true and correct to the best of my knowledge.

Proposing Members signature

Date



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 accept instructions to pay Direct Debits.
- If there are any changes to the amount, date or frequency of your Direct Debit RMT Credit Union Ltd will notify you seven working days in advance of your account being debited or as otherwise agreed.
- If you request RMT Credit Union Ltd to collect a payment, confirmation of the amount and date will be given to you at the time of the request.
- If an error is made in the payment of your Direct Debit, by RMT Credit Union Ltd or your bank or building society, you are entitled to a full and immediate refund of the amount paid from your bank or building society.
- If you receive a refund you are not entitled to, you must pay it back when RMT Credit Union Ltd asks you to.
- You can cancel a Direct Debit at any time by simply contacting your bank or building society. Written confirmation may be required. Please also notify us.



MARCH & RALLY

SUNDAY 2nd OCTOBER

COMMEMORATE THE BATTLE OF CABLE STREET



Assemble:

11.30am

Aldgate East

(junction of Braham Street
and Leman Street).

Nearest tube: Aldgate East

Rally:

1.00pm

St George-in-the-East Gardens
(off Cable Street).

Speakers include:

National and local trade unionists

Community activists and veterans

Everyone to Cable Street! Bring your banners!

<http://cablestreet75.org.uk>

1936-2011