

RMT *news*

Essential reading for today's transport worker

BOB CROW EDUCATION CENTRE OPENS

*Along with the unveiling of
a bust of the man himself*



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www.rmt.org.uk

NATIONAL UNION OF RAIL, MARITIME & TRANSPORT WORKERS

Unity House, 39 Chalton Street, London NW1 1JD



APPLICATION FOR MEMBERSHIP – please complete your application along with either the attached Direct Debit or a separate paybill mandate form.

Please use **BLOCK CAPITALS** and **black ink**. * Information that must be provided.

BRANCH NUMBER

1 PERSONAL DETAILS.

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

2 Your Employment.	Employer*	Location	
Job Description*		Part Time	YES ☐ NO ☐

3 Sex. Male ☐ Female ☐

4 Ethnic Group. (Please specify. This information is used as part of our equal opportunities policy)

A. White	English/Welsh/Scottish/Northern Irish/British ☐	Irish ☐	Gypsy or Irish Traveller ☐	Any other White background		
B. Mixed/multiple ethnic groups	White and Black Caribbean ☐	White and Black African ☐	White and Asian ☐	Other mixed/multiple ethnic background		
C. Asian/Asian British	Indian ☐	Pakistani ☐	Bangladeshi ☐	Chinese ☐	Other Asian background	
D. Black/African/Caribbean/Black British	African ☐	Caribbean ☐	Other Black/African/Caribbean background			
E. Other ethnic group	Arab ☐	Other ethnic group, please specify				

5 Sexual orientation (This information will be used for monitoring purposes as part of our equal opportunities policy)

Sexuality	Heterosexual ☐	Homosexual ☐	Bisexual ☐	Prefer not to say ☐
Do you identify as transgender?	Yes ☐	No ☐	If you wish to be contacted with information about union activities for lesbian/gay/bisexual/transgender members please tick here ☐	

6 How do you wish to pay.	Your Pay Number	
Direct Debit (you must complete form below) ☐	Paybill Deduction (complete separate form) ☐	I confirm my paybill mandate has been sent to my pay office. ☐
		Phone Freephone 0800 376 3706 to confirm your company offers paybill facility.

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

Your signature		Date	
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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, 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)	
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Bank/Building Society account number	
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Branch Sort Code	
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Normally your payments are made once a month to RMT.
If you prefer to pay 4 weekly instead please tick ☐

Originator's Identification Number

9	7	1	7	4	5
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Reference Number

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Your National Insurance Number

FOR RMT OFFICIAL USE ONLY

This is not part of the instruction to your Bank or Building Society.

Instructions to your Bank or Building Society.
Please pay RMT 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, 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.



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EDITORIAL



KILL THE BILL

The TUC is organising a mass lobby of Parliament on November 2 to protect the right to strike and other workers' rights.

The Tories anti-democratic Trade Union Bill will introduce a 50 per cent voting threshold for union ballot turnouts, plus a requirement of 40 per cent of those entitled to vote in favour of industrial action in certain essential public services including health, education, fire and, of course, transport.

There are additional restrictions on picketing, an opt-in process for political fund subscriptions as well as increased industrial action notice periods and time limits on a mandate following a ballot for industrial action.

In order to become a civilised society we need to strengthen the role of trade unions not demonise and outlaw the only organisations designed to protect workers.

Moreover we need to recognise that the European Union has been a barrier to protecting workers not the protection it once promised.

Not only has social Europe been shown to be anti-social Europe, by attacking trade union rights across the continent, EU rules are privatising ferry services in Scotland and enforcing the privatising of EU state railways. The EU-wide drive to cut and casualise transport jobs are directly linked to these neoliberal, Thatcherite rules.

Therefore we must continue to fight for rail renationalisation and oppose any proposals to break up and privatise Network Rail and for the Tube to be kept in public ownership.

As part of that campaign we need to get Britain out of the EU in order to rebuild our economy in the interests of working people. The Tories will be desperate to keep us in and bound to EU rules that privatise our public services.

EU transport directives all demand the same thing, whether it is road transport, rail or shipping, that is fragmentation, liberalisation and privatisation. This is because all EU treaties demand one single economic policy, free market capitalism that only

benefits the super-rich.

We also need to take action to stem the continuing decline in the number of British seafarers and that projections show numbers will diminish to potentially catastrophic levels over the next decade.

Over 90 per cent of British trade comes and goes by sea and that shipping should be a pivotal part of government transport policy.

Therefore we are putting pressure on the UK government to implement policies to increase the training and employment of British seafarers by UK ship operators, and ensure that in its day-to-day work it consistently reinforces the need for action to prevent the exploitation of non-domiciled seafarers on ships operating in British waters – including the enforcement of national minimum wage, Equality Act, work permit and MLC 2006 requirements.

We also need to recognise the devastating impact of the decline in the oil price and activity in the UK offshore oil and gas industry. Energy companies have already made hundreds of redundancies and many more jobs will be lost in the UK offshore sector without measures to incentivise investment.

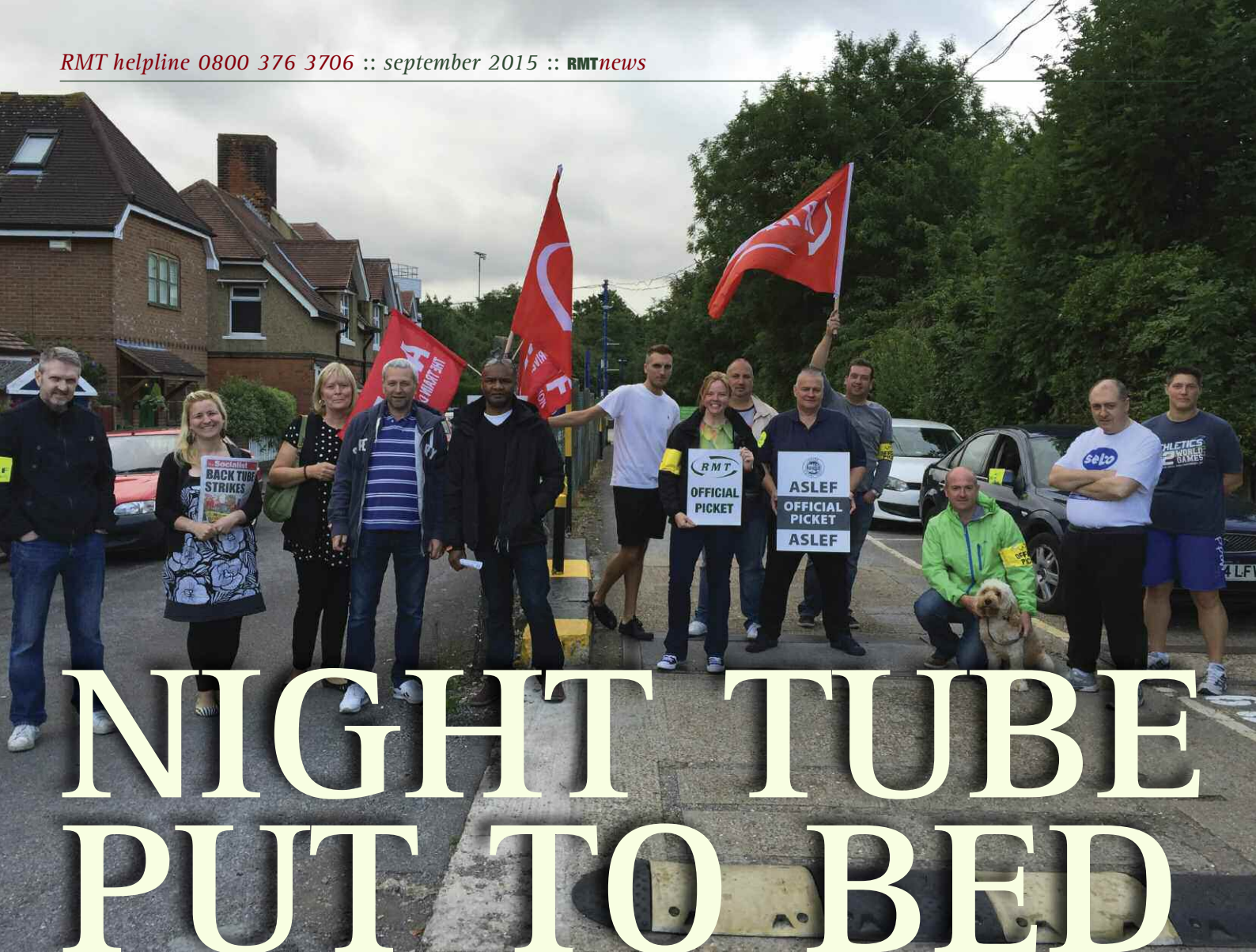
We need to resist commercial pressures that erode safety standards and reduce employment and training levels, and to support unions resisting changes to working hours, rest, and leave entitlement and the provision of emergency support services.

This means adopting measures to protect UK skills and experience in the offshore sector, to ensure that the UKCS is not exposed to unfair competition and that UK offshore policies match those in force in countries such as Norway.

We are all locked into a fight to defend the very principles of the right to organise and the right to strike. We know what we need to do to stop them, let's start now.

Mick Cash

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



Union welcomes climb down by London Mayor over “dangerous and foolish” plans for London Underground night running

RMT has welcomed moves to abandon this month's planned launch date of London's Night Tube following strike action

The 24-hour weekend service on the Jubilee, Victoria and most of the Piccadilly, Central and Northern lines was due to start on 12 September.

Tube workers staged two 24-hour strikes in July and August in a dispute with London Underground over rotas and working conditions on the new service.

RMT general secretary Mick Cash welcomed the move which RMT had been calling for ever since all four Tube unions went into dispute over the Night Tube issue.

“We warned repeatedly that it would be dangerous and foolish to press ahead with bodged Night Tube plans until the very basics in terms of staffing and safety had been agreed with the unions through the long-established frameworks.

“This move by TFL proves that our members were right to strike and were right to warn the public about the consequences of the mad rush to introduce the Mayor's Night Tube plans without agreement.

“The fact that the plans have now been suspended indefinitely to some vague date “in the autumn” is clearly a massive embarrassment to both Boris Johnson and George Osborne but gives us an opportunity to now get the basics that should have been sorted months ago worked out through direct negotiation,” he said.

Anti-union Liberal Democrat London Assembly member Caroline Pidgeon complained that the move was a “big climbdown for the mayor” and “strengthened the union's negotiating position”.

Labour's London Assembly transport spokeswoman Val Shawcross said that the deferral came as “little surprise”.

“If you try and launch a major

project without speaking to the people you'll be relying on to deliver it, it's never going to end well," she said.

In September 2014 TfL announced, with no consultation, that the Night Tube would run on Fridays and Saturdays with six trains per hour through central London on five Tube lines, while on the Northern Line, there would have been eight trains an hour to meet demand at busy stations between Leicester Square and Camden Town. ■



LONDON MAYOR ADMITS ILLEGAL TAXI TRADE IS RIFE

RMT is calling for action to be taken after London Mayor Boris Johnson admitted that Private Hire Vehicles (PHVs) were illegally plying for hire in the capital.

RMT London taxi driver branch secretary Lewis Norton rang into the Mayor's regular 'AskBoris' phone in on LBC.

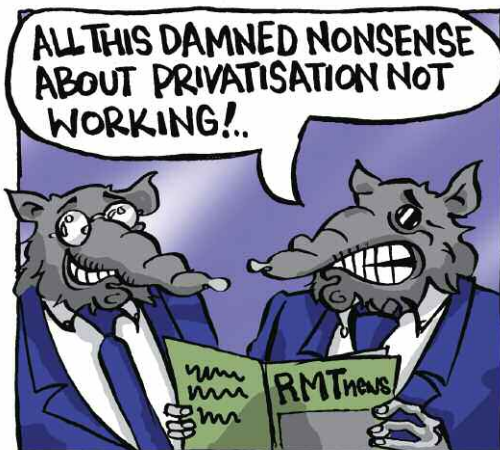
When asked if the Mayor acknowledged previous comments he had made that traffic congestion in the capital can be attributed to the high volume of Private Hire vehicles 'roaming streets looking for fares', he agreed.

Lewis Norton pointed out to him that this was, in fact, illegal as PHVs are in effect plying for hire, which is the sole right of Licensed Taxis.

The mayor admitted that PHVs are 'plying trade in the way you described' and has referred the matter the MPs.

RMT general secretary Mick Cash said that the exchange illustrated that the Mayor was fully aware that smartphone apps such as Uber were circumventing the law by illegally plying for hire.

"The London Mayor is simply ignoring the issue as he continues to allow the company to operate in this way," he said.





THAMES RIVER WORKERS WIN VICTORY

Unions wins pay victory on City Cruises and ends zero-hour contracts in favour of full-time jobs

Staff working for City Cruises, one of the major players in transportation on the River Thames, recently suspended strike action following a major victory on pay and workplace justice.

Following a 100 per cent vote for strike action the company, which runs services along the river from Greenwich to Westminster, agreed a three year pay deal guaranteeing at least the rate of inflation backdated to April.

Members currently employed on zero hours contracts will be offered full-time 40 hour week contracts and City Cruises have provided an assurances that they will increase the Christmas Day and New Year's Eve rates.

City Cruises workers organised by RMT only recently won recognition after a long

and hard campaign led by Dave Marshall of the union's organisation unit.

RMT general secretary Mick Cash said that the workforce had been getting a raw deal on pay and conditions for far too long.

"They are now organised and represented by RMT and have shown through their 100 per cent vote for action that they are determined to fight for workplace justice.

"Efforts through negotiations to get a sensible offer out of City Cruises took on an added urgency when strike action had been announced and, as an act of goodwill, RMT suspended the action to ensure the best deal possible for this important group of workers that contribute to the vitality and vibrancy of the river Thames," he said. ■

NEW MERSEYRAIL TRAINS NEED GUARDS



Union warns that Driver-Only Operation on Merseyside not an option

RMT has told Merseyrail that any new generation of trains must have guards on board to maintain safety and security.

The union warned that at the prospect of Merseyrail trains without guards would lead to an “anti-social abyss” that de-staffed networks elsewhere are already being dragged into.

The union is seeking urgent meetings with Merseytravel and the region’s Combined Authority to demand an input in the commissioning of new rolling stock – and will do everything in its power to defend nearly 400 jobs under threat.

RMT general secretary Mick Cash said that the union welcomed the principle of new trains and the plan to cut out the racketeering train-leasing companies, but RMT, along with sister union Aslef, were opposed to any new

driver-only or driver-controlled operation.

“Serious recent incidents on Merseyrail underline the essential safety role played by guards, and we feel sure that the travelling public, as well as the region’s MPs and councillors, will be horrified at the thought of trains being run without them.

“We will work alongside passenger groups to stop Merseyrail from sliding into the anti-social abyss that we see opening up elsewhere, with ghost trains and de-staffed stations ending up as a muggers’ paradise.

“The case for keeping guards is unanswerable and should be reflected in the bidding process: the bottom line is that we will not hesitate to defend our members’ jobs and public safety,” he said.

RMT regional organiser John Tilley said that

scrapping guards would fly in the face of the good work done over the last 15 years to make Merseyrail as safe and secure as possible, particularly for vulnerable passengers travelling alone at night.

“Merseytravel statement was speculative and raised more questions than answers – such as how they intend to get more passengers on trains that are the same size as the existing ones.

“Merseyrail, which employs our members, has refused to rule out compulsory redundancies, or to confirm that engineering and cleaning staff would transfer to a new maintenance company should the builder of the new trains also maintain and clean them.

“Added together that puts a question mark over nearly 400 Merseyrail jobs – and that is unacceptable,” he said.



TUC MASS LOBBY OF PARLIAMENT - PROTECT THE RIGHT TO STRIKE

November 2 from 11.30am Westminster Central Hall prior to the lobby of MPs

A mass rally and lobby of Parliament for trade union rights will take place on November 2 2015 from 11.30.

The rally will take place in Westminster Central Hall prior to the lobby. RMT members are encouraged to join the TUC and other union members from all

over the country by coming together to lobby and rally against the Trade Union Bill.

The Trade Union Bill is a massive attack on trade unionists across Britain, but particularly in sectors such as transport. The TUC has also launched an online petition in

order to oppose government plans to lift restrictions on the use of agency workers to break strikes. Please sign the petition by visiting:

<https://campaign.goingtowork.org.uk/petitions/don-t-let-employers-use-agency-temps-to-break-strikes>

Please make every effort to attend this important lobby, and to encourage family, friends and colleagues to attend. We need to show the government how strongly we value our trade union rights and that we are prepared to fight their proposals.



**SAY NO TO THE GOVERNMENT'S
TRADE UNION BILL AND
YES TO WORKERS' RIGHTS**

- ✓ Oppose agency workers breaking strikes.
- ✓ Stop unnecessary restrictions on protests and pickets.
- ✓ Keep union reps working for their members.

Tell your MP to vote against the Trade Union Bill and protect the right to strike

STOP THE TRADE UNION BILL

The Tory Trade Union 'reform' agenda is nothing but a thinly veiled attack on working people. The constant assertion of the Conservative Party to be on the side of workers – like the claim made in the Queen's Speech that they would introduce measures to "help working people get on" – is a case of them protesting too much.

The reality is we only need to take one look at the specifics of the Tory programme to see that they do not have the interests of working people at heart at all. Take their plans concerning strike ballots, which involve raising the voting threshold to 50 per cent with the decision in favour of taking strike action needing to be passed by 40 per cent of those eligible to vote for it to go ahead.

As strike ballots have to be conducted by post, the aim should be making it easier for people to engage in workplace democracy – for example by modernising balloting by introducing online voting – as opposed to adding more rules, regulation and bureaucracy to the process.

Instead of promoting greater participation in workplaces in a bid to amplify the voices of valuable workers in key areas like transport, healthcare and teaching professions, the Tories have chosen to try to further silence our already marginalised workers – something which is hardly surprising given their record in the last Parliament of subjecting many to five years of government-imposed pay cuts.

And if that wasn't depressing enough this means that workers will need a level of support to take industrial action that 274 out of the 330 Tory MPs elected in May failed to secure from their electorates – showing not only a lack of compassion from the Conservative Party but also an attitude of total hypocrisy.

And the threats to our rights at work do not stop there as there is the very real possibility that the focus of additional Tory plans to end the so-called intimidation of workers who choose not to go on strike could actually be to criminalise those hardworking people who have chosen to take industrial action.

Let us not forget that striking is a human right and any infringement of a worker's ability to withdraw their labour only serves to stack the already skewed balance of power in the workplace even

more heavily in the employer's favour. In the current climate of zero hours, low pay and in-work poverty, the last thing workers need is for more of their freedoms to be chipped away as it will leave them in a weaker, more vulnerable position, with fewer protections and therefore open to exploitation.

The Tories have even announced new plans, which were not discussed in the run-up to the election, to change the way trade unions conduct their political levy ballots – so that members have to actively opt-in to contribute rather than a proportion of their subscription being automatically allocated to this fund. This is yet another direct attempt to silence the political voices of working people who already feel increasingly removed from those in the political arena who respond to greater inequality in our country by giving millionaires a tax cut while increasing numbers are forced to rely on food banks simply to make ends meet.

And let's face it when put in these terms who can blame them?

But we must not be disillusioned. We must stand shoulder to shoulder as we lead the fightback.

It is true that the plans I have outlined here are just the tip of the iceberg. We are looking at the greatest assault on workers' rights since the Thatcher era but the Trade Union Group of MPs and RMT Parliamentary Group will do everything in our power to challenge this in Parliament.

We owe it to our constituents, to ordinary working people across the country and to ourselves as committed trade unionists to give a democratic voice to the very people that the Tories are trying to silence. We are in for a long fight but one that me and my colleagues refuse to shy away from.

Trade unionists fought hard to secure the employment rights we enjoy today and now it is our turn to fight to defend them. We hope that you will take a stand too and join us in this fight.

Let's give mass support to the TUC lobby of Parliament on November 2.

Ian Lavery MP is Labour MP for Wansbeck, a member of the RMT Parliamentary Group and Chair of the Trade Union Group of Labour MPs.





SOLID FIRST GREAT WESTERN STRIKE



Strike action solidly supported right across First Great Western

Bristol



Workers at First Great Western (FGW) staged a 24-hour strike last month in the latest phase of the campaign against Driver Only Operation, defending the role of the Guard and station staff that despatch trains and to keep buffet car facilities.

RMT walked out as part of dispute over the introduction of new Hitachi trains with no assurances over union concerns.

RMT general secretary Mick Cash said that the union had made every effort to secure very basic assurances from FGW over jobs, services and safety as a result of the introduction of the new fleet.

"RMT is angry and disappointed that the company has opted to plough ahead with a series of actions that will decimate jobs, services and safety.

"It is ludicrous that East Coast, who are introducing the same trains, have given us the assurances we are seeking but FGW have ignored us and are crashing on with the ripping out of buffet cars and the threat to safety-critical station and train staff purely to maximise the profits from new trains bought for them by the British taxpayer," he said.

In a motion tabled in parliament Cardiff Central MP Joe Stevens and other MPs expressed "dismay" at the actions of First Great Western and called on company to "think again" about staffing cuts.

The motion expresses concern that despite increases in

passenger numbers FGW was planning to use the introduction of the new Super Express Trains to adversely impact on passenger service and safety by removing the buffet car, abolishing the operational role

guard and also cut safety critical station and train maintenance staff.

The MPs say that they are "dismayed that passengers are being treated in this way when they are paying the most

expensive fares in Europe, while FGW is making huge profits and First Group's chairman has seen his pay rise by 243 per cent in four years to almost £1.6 million a year".



THE PEOPLE'S POST



Communications Workers Union general secretary Dave Ward says postal services and the railway network both belong in the public sector

When Jeremy Corbyn's campaign published its policy document on the railways recently much of this struck a chord with CWU members, particularly with the title – 'a People's Railway' – echoing the CWU's own campaign, the People's Post, which was launched in July.

There are a number of parallels between the issues we are campaigning on and those which the RMT has been pushing and it is no surprise that in the current climate the idea of services belonging to people (or, to be more accurate, being returned to them) is

gaining traction.

Fundamentally, we believe that the success of public services, and industries like rail and post, should be judged with two simple tests: whether they are being run with the public interest at heart (and are delivering on this) and whether they provide decent jobs and reasonable standards of employment for those who work in them. The reason that we are seeing campaigns like ours calling for people to be central to services again, is that privatisation and liberalisation are putting a dogmatic belief in markets before these two core

values.

After a long history of public service (Royal Mail claims roots back to Henry VIII) the postal industry has seen a decade long experiment with competition. Privatisation – neatly summed up as 'selling tenners for a fiver' – which saw a great redistribution of public wealth from the many to the few, is the latest part of this.

The letters market was opened to competition from 2003-2006. While this coincided with unprecedented and dramatic changes (with the Internet and email coming in) successive regulators have still been determined to actively promote competition. One way in which they have done so was to oblige Royal Mail to deliver letters for rival operators at a loss. By 2010 this meant Royal Mail – publicly owned and providing a public service – was being forced to subsidise competitors to the tune of £160m a year. Another way has been to turn a blind eye to the cherry-picking of profitable mail.

This type of competition has had predictable effects. On service standards, we have seen a steady erosion for the public and small businesses, who then bore the brunt of price increases to keep Royal Mail afloat. All

the while competitors catered exclusively to the largest bulk mailers.

And on employment standards we have seen a race-to-the-bottom. In Royal Mail tens of thousands of jobs have been lost and postmen and women are being expected to work harder and for longer. Alongside this the competitors who have come in – with preferential treatment from regulators – have taken advantage of lax employment laws to employ staff on zero hour, minimum wage, temporary contracts.

What is striking today is that the regulator Ofcom is now trying to push this further. Last year it publicly criticised the CWU's last pay agreement with Royal Mail – which, as one of our responses to privatisation, prevents the company from outsourcing, employing agency staff, or using other insecure employment models – as a barrier to efficiency and at a Select Committee it called on Royal Mail to adopt more "flexible" employment practices.

Like the railways, the experience in the postal industry is emblematic of what the country has become. With our campaign, we are saying it is time public services were returned to the people. ■



FIGHTING BIRMINGHAM TAXI ACCESS CHARGES

RMT has launched a major campaign to fight the hike in access charges for drivers serving the public at Birmingham New Street station – charges that would lump members with charges as high as £1000 a year.

The union is taking the message to passengers, politicians and Network Rail that Birmingham taxis provide an important public service – with both drivers and vehicles being fully vetted as fit and safe to carry passengers.

Maintaining the service to the specified standards is expensive, for example, all taxis are wheelchair accessible. It is also time-consuming as background and vehicle checks are onerous.

Now, with increasing competition from operators such as Uber, taxi drivers' incomes

are being unfairly undercut – meaning that their margins are now thinner than ever making it increasingly difficult to make a living.

Due to construction, access to Birmingham New Street station has been problematic for the past five years. Although this has had a negative impact on drivers' income, taxi drivers have patiently endured the disruption and been accommodating of the works.

Taxi drivers did so in the knowledge that they have become stakeholders in the efficient operation of the station.

Accordingly, they looked forward to the grand opening of the refurbished New Street which is scheduled to take place this month. However, drivers have now been told that they are to be hit with massive

additional fees that will impact seriously on their livelihoods.

Birmingham taxi drivers already pay a fee to the station operators Network Rail each time they pick up passengers. In addition to this usage-based fee, Network Rail consultants have now devised an additional way of extracting revenue, proposing an annual licence to be able to pick up passengers. The fee would be as much as £1,000 per year.

Not only does Network Rail wish to sweep away established arrangements without even attempting to consult the union, it is also unreasonably trying to skim more money off hard-pressed drivers.

RMT general secretary Mick Cash is meeting with Network Rail to explain that the fees will not be acceptable to drivers

"Our taxi driver members are

all united and determined that no-one will pay this extortionate fee.

"Instead, drivers will be forced to ply for hire near the station, meaning that Network Rail's actions will simply inconvenience passengers by making them walk further to pick up a taxi.

"This will have serious consequences and create severe congestion throughout the surrounding area.

"Bearing in mind that £75 million has been spent refurbishing New Street station to benefit passengers, it is appalling that one of the results will be to disrupt and inconvenience passengers with onward travel needs as taxi drivers are unfairly penalised," he said.





CALLING YOUNG WORKERS

RMT Young Members committee president George Waterhouse outlines vital work to protect vulnerable youths from employers

THE rise in precarious work – of casualised, low-paid, short-term contracts – disproportionately hurts young workers.

There are many vulnerable young workers in the transport industry, such as the station catering staff locked in kiosks by their managers with no immediate access to toilets, or the young ferry workers facing aggressive and violent passengers without help or security.

Young people working for agencies on short-term contracts are more likely to face bullying and harassment and work in

unsafe conditions. Successful struggles such as that of the Tyne and Wear Metro cleaners employed on agency contracts demonstrate that an organised, determined workforce can win.

RMT young members organise an annual conference for themselves. This year's event took place in Manchester at the Mechanics' Institute, where the TUC was founded in 1868.

We ran workshops developing our skills as union activists, heard from speakers and debated motions to be sent to the union's AGM. We bonded together during a football match and social. We learnt about

Manchester's radical and trade union history by visiting the site of the Peterloo Massacre and Chetham's library, where Marx and Engels wrote the Communist Manifesto.

Education is vital to building up youth activism within the union, and our Bob Crow education centre is an invaluable resource. We have an education course that runs parallel to the union's AGM. This explains the union's democratic process and provides delegates with the experience of moving a motion on the AGM floor.

We also run young members'

educational courses at labour movement events such as the Burston Strike School rally in Norfolk, the Jim Connell event in Ireland and the Tolpuddle Martyrs' festival in Dorset. History is important and by looking at the struggles of our forebears we can learn for the fight today.

RMT's ancestors formed the first large industrial trade union and we submitted the motion to the TUC to found the Labour Party. Our heritage is important. My great-great-grandfather was president of the Amalgamated Society of Railway Servants from 1898-1901.



George Waterhouse

We can be inspired by the struggles of his and other generations as we address contemporary industrial issues and the crisis of working-class political representation.

We send delegates to the Global Labour Institute's summer school in Barnsley and to events organised by the

World Federation of Trade Unions. Internationalism is important to us. I am proud to stand in solidarity with the anti-fascist resistance to the Kiev junta whose goons murdered 50 people inside an Odessa trade union building.

One of the best experiences I have had was on an RMT

delegation to Lille in 2010, protesting against the pro-big business policies of the EU. We stood shoulder to shoulder with trade unionists from all across Europe outside the European Rail Agency in outrage at EU directives that demand the privatisation of public services.

Young members have been active across the country at postcarding events, campaigning against cuts, supporting industrial action rallies and assisting with organising and recruitment. Whether it's a dispute on the London Underground, an anti-McNulty march in Doncaster, a rally in support of cleaners taking industrial action in York or standing with those Dover ferry workers on zero-hours contracts, young members have been active.

We have a lot more to do and always encourage young members of the union to come along to our conference or education courses and get involved. Active young members are available to talk to branches

and help with any events in your area.

I was honoured to win the John Cogger youth award and the TUC youth award this year. But, as we know, our strength lies in the collective and I have been lucky to work with some fantastic and dedicated young activists.

Twenty years ago, a quarter of trade union members were over the age of 50. Today it is more than a third. The trade union movement is aging.

Part of this relates to industrial changes, with young people more likely to be unemployed or work in casualised workplaces that are harder to organise. We have to get out there and organise the unorganised.

Young member sections have a role to play in recruiting more young people into unions and developing them as activists.

RMT Young Members will continue our work so that by the time we move on there will be a new generation ready to continue building the union. ■

CONGRATULATIONS to Jack from Spalding - Winner of our RMT Prepaid Plus £500 prize draw! Jack likes to shop at B&Q, says it's a good card and he would recommend this to other members. Here is our NEW prize draw ...

WIN an Apple Watch Sport^o

Make sure you have a RMT Prepaid Plus MasterCard[®] card before 30 September 2015 to be entered into the prize draw ...

- Earn cashback at over 50 big brand stores
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Apply at www.RMTprepaid.com



^o Full prize draw rules at www.RMTprepaid.com/prizedrawrules. To be entered into the prize draw you must successfully apply for a RMT Prepaid Plus MasterCard[®] card or be a RMT Prepaid Plus cardholder before 30 September 2015 (no cash alternative). * Range of brands, levels of discounts and cashback are subject to change. ** The RMT Prepaid Plus card is free to apply for. There is a monthly fee of £1.95, which is charged within 30 days of successful application. You must be an RMT member to apply, some identity checks will be made, but there are no credit checks.

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BOB CROW NATIONAL EDUCATION CENTRE OPENS

RMT education officer Andy Gilchrist reports on the day the union renamed its education centre in Doncaster after former general secretary Bob Crow

The sun shone on the RMT national education centre last month as several hundred RMT members, guests and friends were welcomed to Doncaster to mark the renaming of the centre in honour of former RMT general secretary Bob Crow.

Bob's legacy to RMT reaches far and wide across the trade union today and will into the future no doubt.

One huge part of that legacy was Bob's vision to open, develop and expand the education centre situated close to the centre of Doncaster, South Yorkshire.

Its purpose was to provide the very best trade union

education and training for our members, representatives, officers and officials.

This vision for educating activists at all levels was to ensure that all members had access to the very best RMT reps, officers and officials it could provide.

Over those years since 2006 hundreds of RMT 'students' have attended and completed a wide range of courses aimed precisely to fulfil the ambition of providing those very best RMT-trained representatives for members in the many workplaces across the country.

As general secretary, Bob continued to drive the

expansion and development of the centre to the excellent facility it is today. It makes a monumental contribution to the education and organising work of our union which means RMT is a stronger and more effective trade union.

Tragically in 2014 Bob Crow unexpectedly passed away and the entire trade union movement here and abroad lost a real champion and fearless fighter for workers around the world.

The union's annual general meeting of 2014 decided that Bob's contribution to the union would not go unacknowledged, in particular his trade union education work, and it was agreed that the RMT National Education Centre would be renamed in his honour.

That is why hundreds gathered in the sunshine in the front gardens of the Doncaster site to mark the occasion.

In contributions from the

RMT president Peter Pinkney and the general secretary Mick Cash, told those gathered of Bob's determination and hard work to establish and develop the education centre.

The event was honoured to also welcome Nikki Hoarau, Bob's partner, and family to the event and perhaps the most poignant and moving contribution was made by Bob's daughter Natasha who made clear how important her Dad felt about trade union education and how proud all of his family were of him.

It was fitting that Nikki and her daughters Tanya and Natasha unveiled the new centre sign in the garden renamed and open for business as usual, just as Bob would have wanted.

The general secretary and the president accompanied by Bob's family and close friends visited the centre's library to see a specially commissioned piece of artwork unveiled – bust of the



great man himself.

The day then proceeded with a celebratory atmosphere throughout the afternoon but with also many quietly reflecting no doubt on a great RMT general secretary and the education centre he built.

The day would not have been possible without a huge amount of work by all the staff at Doncaster including those in the adjacent regional office, and many at Unity House, to all of whom Bob would want to have thanked alongside all of those in attendance for a very fitting day.

The BOB CROW NATIONAL EDUCATION CENTRE goes forward carrying his name and with it a responsibility and duty to keep on providing the best possible trade union education.

We can ensure that Bob's lasting legacy of organising, educating and strengthening our trade union goes on.

Although rightly renamed, it is as Bob would want it still an education centre of the members for the members.



Bob's daughter Natasha



National secretary Steve Todd



BIRMINGHAM ENGINEERING BRANCH SUPPORT STEVE SHAW FOR NATIONAL PRESIDENT	SOUTH HANTS AND EASTLEIGH WORKSHOPS NOMINATE SEAN HOYLE FOR PRESIDENT	BURTON ON TRENT NO1 BRANCH NOMINATES DEL MARR FOR PRESIDENT	PORTSMOUTH BRANCH SUPPORT SEAN HOYLE FOR PRESIDENT
WARRINGTON AND DISTRICT BRANCH SUPPORT STEVE SHAW FOR NATIONAL PRESIDENT	WIGAN BRANCH NOMINATE STEVE SHAW FOR PRESIDENT	NORTH THAMES BRANCH NOMINATES DEL MARR FOR PRESIDENT	MARCH AND DISTRICT BRANCH NOMINATES DEL MARR FOR PRESIDENT
EAST LONDON RAIL BRANCH NOMINATE DERRICK MARR FOR PRESIDENT	PERTH NO1 BRANCH NOMINATE STEVE SHAW FOR NATIONAL PRESIDENT	LINCOLNSHIRE ROADCAR BRANCH SUPPORTING DAVE GOTT FOR PRESIDENT	DORSET RAIL BRANCH N NOMINATE SEAN HOYLE FOR RMT PRESIDENT
READING BRANCH NOMINATE DERRICK MARR FOR PRESIDENT	NORTH STAFFS BRANCH NOMINATE STEVE SHAW FOR PRESIDENT	WIMBLEDON BRANCH SUPPORT SEAN HOYLE FOR NATIONAL PRESIDENT	WALTHAM CROSS BRANCH SUPPORTS DEL MARR FOR NATIONAL PRESIDENT
NORWICH BRANCH NOMINATE DERRICK MARR FOR PRESIDENT	BIRMINGHAM RAIL BRANCH NOMINATE STEVE SHAW FOR PRESIDENT	NEWPORT IOW NO2 BRANCH SUPPORT SEAN HOYLE FOR NATIONAL PRESIDENT	MARCH AND DISTRICT SUPPORTS DEL MARR FOR NATIONAL PRESIDENT
GREAT NORTHERN RAIL BRANCH NOMINATE DERRICK MARR FOR PRESIDENT	DOVER DISTRICT BRANCH NOMINATES SEAN HOYLE FOR NATIONAL PRESIDENT	LYMINGTON NO1 BRANCH SUPPORT SEAN HOYLE FOR PRESIDENT	ASHFORD 1 BRANCH SUPPORTS DEL MARR FOR NATIONAL PRESIDENT
WILLESDEN RAIL BRANCH NOMINATE DERRICK MARR FOR PRESIDENT	BRISTOL BRANCH NOMINATE CHRIS DAVIDSON FOR THE COUNCIL OF EXECUTIVES	CAMBORNE BUS BRANCH SUPPORT SEAN HOYLE FOR PRESIDENT	
EAST KENT BRANCH NOMINATE DERRICK MARR FOR PRESIDENT	SHEFFIELD & DISTRICT BRANCH NOMINATE SEAN HOYLE FOR PRESIDENT	FELTHAM BRANCH SUPPORT SEAN HOYLE FOR PRESIDENT	
SALISBURY 3 BRANCH NOMINATE SEAN HOYLE FOR PRESIDENT	NORTH CLYDE BRANCH NOMINATES JIM GRAY FOR PRESIDENT	NOTT'S AND DERBY'S BUS BRANCH SUPPORT SEAN HOYLE FOR PRESIDENT	

RMT MARKS MERCHANT NAVY DAY

Merchant Navy Day on September 13 every year honours merchant seafarers past and present who are responsible for 95 per cent of the UK's imports, including half the food we eat.

RMT flew the Red Ensign, the UK Merchant Navy's official flag, from its buildings including Unity and Maritime House and attended events up and down the country. RMT regional organiser Craig Johnston and North East Shipping and offshore branch Chair Larry Gaynor (right) laid a wreath at the Merchant Seafarers Memorial on the banks of the Tyne at South Shields. ■



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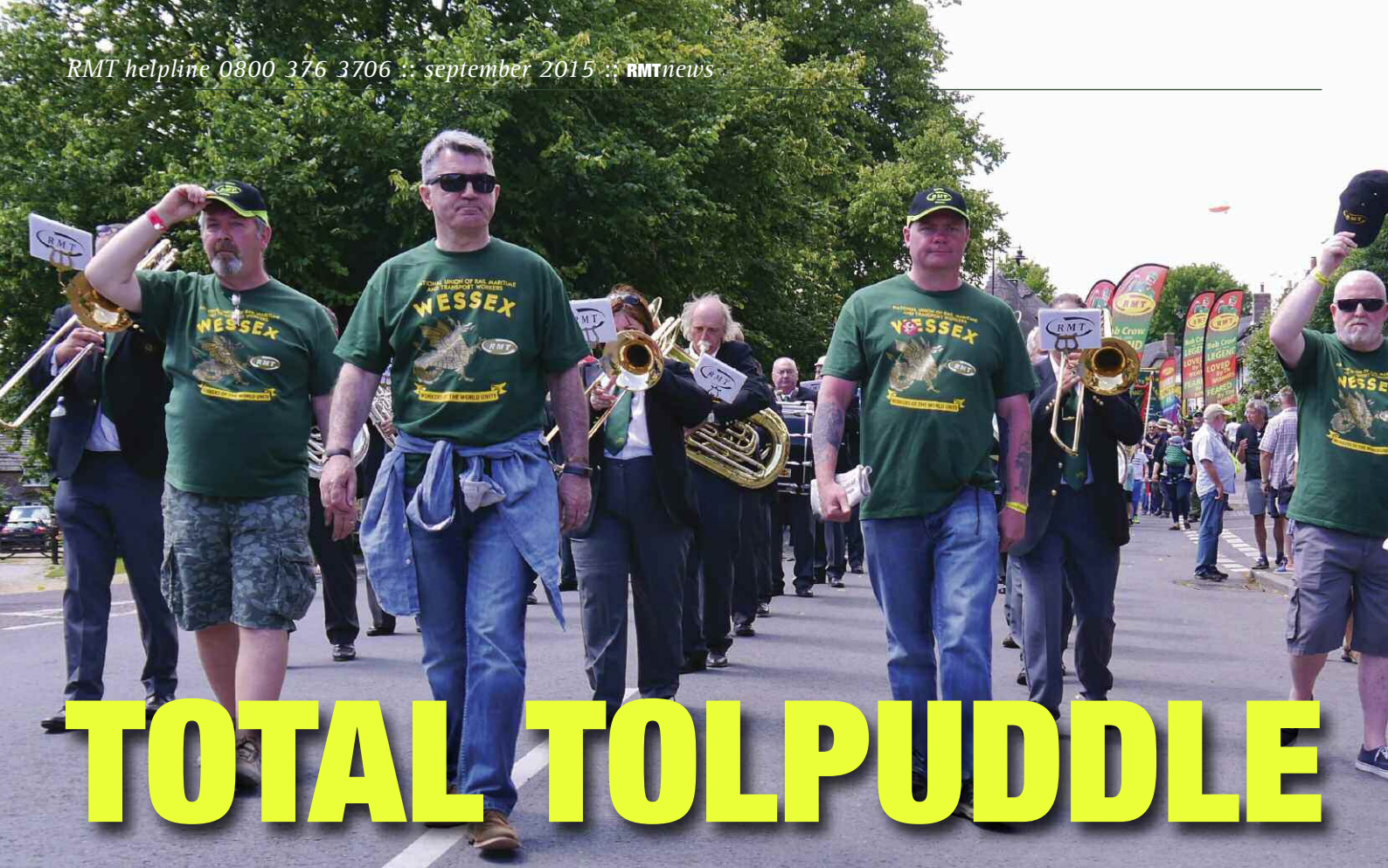
0800 376 3706

Problems at work? Call the helpline
(Now with two operators)

Keep your RMT membership details up-to-date

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 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.



TOTAL TOLPUDDLE

Every July thousands of people attend the Tolpuddle festival to celebrate trade unionism and to remember the sacrifice made by six farm workers from the village.

Arrested in 1834, the six Tolpuddle martyrs were sentenced to transportation to Australia simply for organising themselves into a trade union to fight poverty pay.

In prison, one of the martyrs George Loveless scribbled the words that form the slogan of the weekend, 'We raise the watchword, liberty. We will, we will, we will be free!'

RMT members from across the country attend the annual festivities that include music, film, debates, stalls and many other activities designed for all ages.

Many RMT branches bring their banners which were on full view during the march through the village on the Sunday of the proceedings.

For the full story of the Tolpuddle martyrs go to www.tolpuddlemartyrs.org.uk/



President's column

FREE PALESTINE



When visiting overseas countries during my time as President I have seen a lot of poor conditions and difficulties. But these are nothing to what I saw on my recent visit to Palestine. I have followed this conflict for over forty years but, after my visit, I realise that I knew nothing.

I was there on the invitation of the Palestine Solidarity Campaign and the delegation consisted of members of the PSC and high ranking delegates from sister unions ASLEF and TSSA as well as a reporter and a lawyer. We were there to get first-hand experience of Palestinians and their daily struggle to just exist day to day.

The first shock, and eye opener for me, was the illegal Israeli settlements on Palestinian territories. I always thought they were small hamlets or, at best, villages. In reality they are very large towns. They are surrounded by the wall that stretches right across the West Bank. Life inside these settlements is very different to the conditions that the Palestinians have to endure in theirs. They are clean and have lovely streets, amenities and shops.

The Palestinian towns, in contrast, lack even basic facilities. This is not because of lack of cleanliness or effort by the Palestinians, but because of the severe restrictions placed on them by the Israeli government.

For example, if a Palestinian builds an extension to his home without a permit, the Israelis will bulldoze it. The irony is that it is very difficult for the Palestinians to get a permit. In contrast, even though the settlements are illegal, they are never bulldozed. We met a family in East Jerusalem (supposedly Palestinian-controlled) who were being evicted from their home in order to move in an Israeli family.

This was just the start of the terrible injustices we were about to see. We went to a refugee camp in Bethlehem and the conditions were absolutely appalling. We were

visiting a community centre and there were two loud bangs. On opening the windows to look out, we were assailed by tear gas. Three children, about seven years old, had been tear-gassed for laughing at the Israeli soldiers who staff the entrance to the camp.

The most harrowing thing about it was the way that one of the boys picked up the tear-gas canister, and threw it out of harm's way. Obviously they were used to this happening. What a terrible indictment of our society, worldwide, to allow this to happen.

We also visited a Bedouin camp outside Hebron. They had their village bulldozed three times and had all water and electricity supplies cut off. They also had all their livestock, including their camels, confiscated by the Israeli authorities. This was despite the fact that they had proof that the land was theirs- from the British government when they controlled it and also from when it was controlled by the Ottoman Empire!

Hebron was where we saw probably the worst conditions. There is an illegal settlement right in the centre of the city, and it is guarded by more soldiers that there are settlers. This was the only time that we were threatened and this was by a settler who was angry that we were walking in "his" town.

There were many other incidences, but throughout it all, we were impressed and humbled by the friendliness, bravery, and determination of the Palestinian people. I am not against the Jewish people having their own land but, clearly despite the Oslo Agreement, some Israelis will not be satisfied until they inhabit the whole of the Palestinian lands. This has to stop now. If your branch, or yourselves, are not affiliated to PSC, please do so now and help these wonderful people.

Peter Pinkney ■

REMEMBERING THE ASCOTT MARTYRS

Alison Buck recalls the little-known 140 year-old story of the Ascott Martyrs



MARTYR: An early photograph of one of the Ascott martyrs Martha Smith. Martha began a patchwork quilt whilst in prison, which was later finished by her daughter. The quilt has since been donated to the People's History Museum. The catalogue number for the quilt is: NMLH.1993.495

Most of us within the trade union movement have heard of the Tolpuddle Martyrs but how many of us know the story of the Ascott Martyrs?

In 1873 Robert Hambridge of Crown Farm, Ascott who was a wealthy landowner sacked the men in his employment for joining the newly-formed National Agricultural Labourers' Union (NALU), which the Methodist preacher, trade unionist and (later) politician Joseph Arch had founded the year before.

Mr Harbridge responded to the union by joining a group of employers called the Oxfordshire Association of Agriculturists (OAA), which had been set up to fight organised labour.

In an attempt to continue working the land, he hired workers from the neighbouring village of Ramsden.

The sixteen women from Ascott-under-Wychwood, Oxfordshire tried to stop the replacement workers from working the land and tried to convince them to join the Agricultural Union. The women were arrested and taken to Chipping Norton and tried for obstructing and coercing two men to leave their employment.

The magistrates hearing the case were the Reverend T Harris and the Reverend WE Carr who remonstrated with the farmer not to proceed with the prosecution, but he refused.

The women could not afford to be defended by counsel and were sentenced to imprisonment with hard labour. The Police holding cells were two dark rooms where later that evening

a large crowd gathered protesting at the arrests and desperately tried to free the women.

Shortly after 1am after the crowd had dispersed, Police reinforcements arrived from Oxford to cart the 16 women off to Oxford Prison. It was a bitterly cold night and the women desperately tried to keep the two young infants they had with them warm.

The following day a protest meeting was held at Chipping Norton which drew a crowd of 3,000 and raised £80 for the women.

The treatment of the women was raised in Parliament and an appeal raised, eventually Queen Victoria issued a pardon to all the women with each receiving five shillings and a red flannel petticoat.

The Agricultural Workers Union also gave each women £5 and enough blue silk material to make one dress. Upon returning to their village the women were considered to be true Martyrs to the cause! The village green has a memorial to the 16 women of Ascott with four benches circling a Horse Chestnut Tree and a named plaque on each bench.

Interestingly in 1871 The Trade Union Act was passed which allowed a legal existence for Trade Unions. However the unions were without any power and picketing was strictly illegal.

More astonishingly in 1875 a Conservative government repealed The Property Act which allowed picketing to become legal under the Criminal Law Amendment Act. ■

SAFEHOUSE

Home security has gone hi-tech

As home security systems have become more sophisticated, so have criminals. The age-old home security routine of locking the doors and windows and putting on the burglar alarm simply doesn't cut it anymore, that's why it's time for you to up your home security game. Forget standard home alarms, motion-activated lights and timer switches, you can make your home a 21st century safehouse using the latest domestic security technology, including biometric locks and 24/7 remote surveillance. Up close and personal We've all seen biometric locks in the movies, but today you don't have to be a superspy to have one. They can be bought from the likes of iEvo (www.ievoreader.com) and Suprema (www.supremainc.com), and enable access to your home using only your fingerprints. If that's still not secure enough for you, then integrated keypads can add an extra layer of security by requesting either a keycard or a PIN. Other systems go even further, such as the FaceStation (www.supremainc.com), which uses a facial recognition terminal to permit access to your home. At least you'll never have to worry about losing

your keys... Security in the palm of your hand The abilities of smartphones continues to exceed expectations and, thanks to systems like Belkin's WeMo Switch (www.belkin.com), you can control your home's lights, heating, TV, radio and other appliances while you're out and about. Place some WiFi activated spy cameras in strategic positions and you'll be able to use apps, such as Presence (www.presencepro.com) and People Power (www.peoplepowerco.com), to remotely monitor your home when you're not there. Should the worst happen... If a determined thief manages to overcome all these security barriers, you can use technology to track items they've stolen. GPS software can be installed onto laptops, while high-value items can be tagged with tiny trackers, such as those made by (www.flyonthewall.uk.com), which can help the police to locate your stolen property and maybe even nab the perpetrator.

For more information on how to protect your home, visit UIA's blog at www.uia.co.uk.

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** Except clothing and household linen

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The latest apps allow you to control your lights, TV, radio and other appliances from your phone
- NO NEED FOR LAND MINES OR LASER TRIP WIRES**
Trim back any trees or bushes so intruders have nowhere to hide

5 MINUTES IS ALL IT TAKES FOR A TEAM OF BURGLARS TO RANSACK YOUR HOME (SOURCE: MCKINSEY)

DOOR SECURITY: THE SECOND LINE OF DEFENCE:

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- BIOMETRIC SECURITY**
PIN and fingerprint scanners add extra layers of security that even Q would be proud of
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Keys with electronic components or movable mechanisms, available from specialist companies, provide greater security than standard keys

NO SECURITY? YOU ARE 500% MORE LIKELY TO BE BURGLAR THAN THOSE WITH BASIC SECURITY MEASURES (SOURCE: MCKINSEY)

INTERNAL SECURITY: THE LAST LINE OF DEFENCE

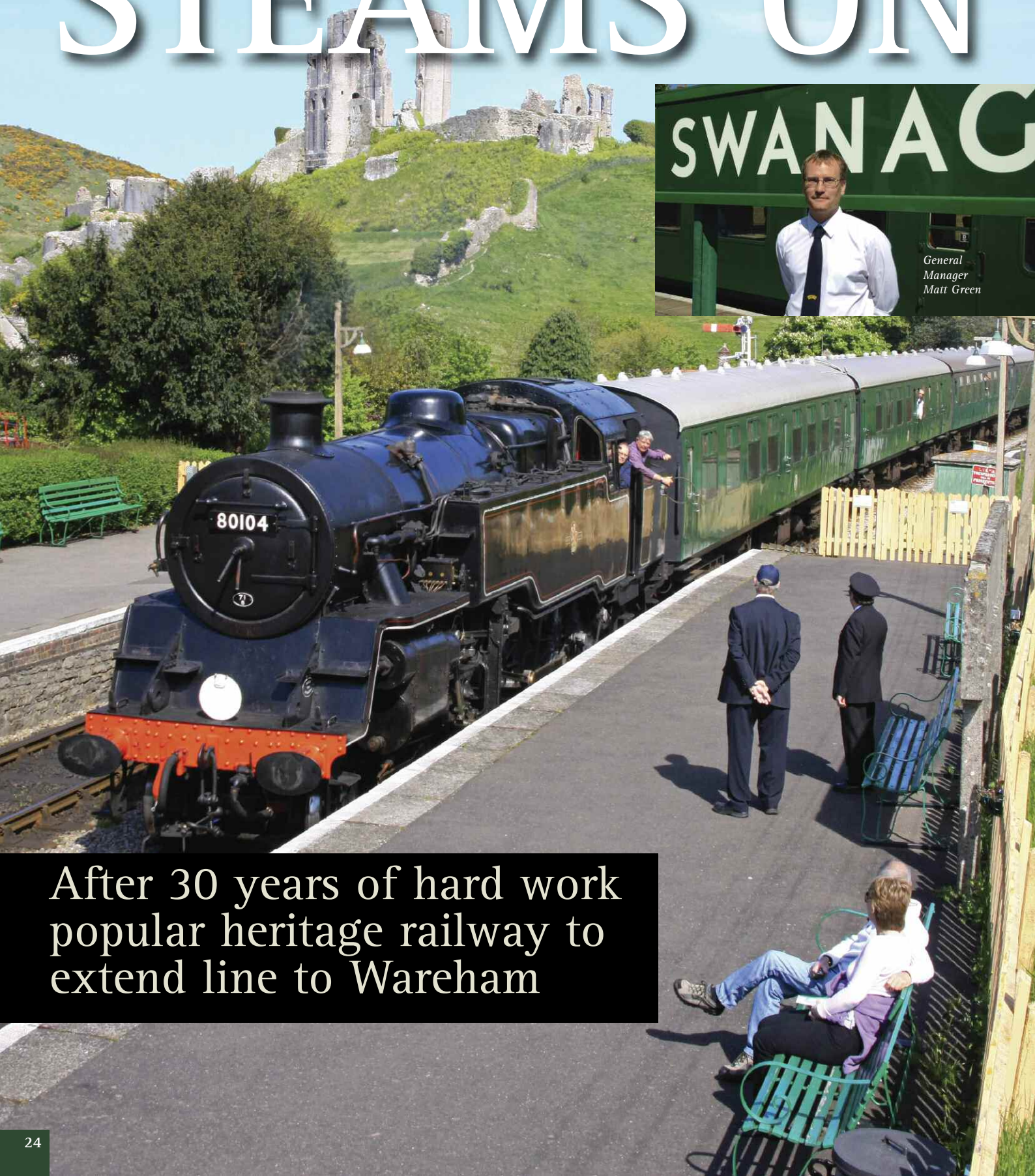
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SWANAGE STEAMS ON



General
Manager
Matt Green

After 30 years of hard work popular heritage railway to extend line to Wareham

Located on the Isle of Purbeck in south-east Dorset, the award-winning Swanage Railway is one of the most popular heritage lines in the country and it is growing.

It is easy to see why after you leave Norden station on board a steam train as it journey's past the iconic remains of Corfe Castle, through Harman's Cross and Herston then on to Swanage – where the beach is a short walk from the station.

And it has been awarded a 1.4 million pound government grant to run passenger trains the town of Wareham by next June.

Even more extraordinary is the fact that this stretch has been rebuilt from nothing by determined supporters after it was controversially closed and demolished by British Rail in 1972.

The unfeasibly young and appropriately named general manager Matt Green, at just 28 years old, is the very embodiment of the spirit that has kept the line running against the odds.

He has spent his entire working life on heritage lines, starting on the Kent and East Sussex line and five others before coming to Swanage.

"You'll never get rich working on heritage railways but it is a rewarding and sociable way of life.

"We have limited funds and work long hours but we have a fantastic group of volunteers," he says.

In 2013 he won the Institution of Railway Signal Engineers Wing Award jointly with RMT member and signaller Owen Bushell, who volunteers



on the North Norfolk heritage line, for producing a track safety film.

"It was the first time the award has been won from within the heritage sector," he says.

Matt explains that the Swanage branch line had originally escaped closure after the Tory government's infamous 1963 Beeching Report which destroyed so much of our rail network.

However British Rail ran down the line by changing the timetable, reducing the tracks at Swanage to just one and making staff redundant. Objections against closure from local people and councils delayed the railway's end until 1972, the branch's 87th year of operation.

Campaigners fought very hard to prevent the track being lifted and persuade British Rail to sell the branch so it could be reopened. But the newly-formed Swanage Railway Society could not afford the enormous sum of £126,000 – almost three million pounds in today's money – demanded by British Rail for the purchase of the land and track.

It took just seven weeks to

lift the track but decades to re-lay them. This reconstruction work began in 1975 when a majority vote by Swanage residents demanded that the local council give the Society a lease of what was left of the local derelict station.

That was when the hard work began. Yet, 30 years later, by 2006 the Swanage Railway had signed an historic reconnection agreement with Network Rail. The boundary with Network Rail is at Motala and out came the stopblock – installed in September 1972 when the tracklifting from Swanage was completed – and in went a permanent connection with the national railway network, an important asset for any heritage line.

Improvements to Corfe Castle station also took place in 2005 when its 1950s British Railways signal box was re-opened with the signalling system re-introduced so trains could pass each other.

Rebuilt and run by dedicated volunteers, the Swanage Railway is a story about generations of ordinary people who have been a part of an extraordinary story.

Carrying more than 200,000 passengers a year, the Swanage Railway now operates one of the most intensive train services of any heritage railway in the country. With over 500 regular volunteers running the trains, the Swanage Railway contributes some £14 million to the Purbeck and Dorset economy every year.

It has also won awards for the quality of the line's restoration – and for its role in bringing tourists into the area. But the line is not just a tourist attraction it also reduces traffic congestion on the narrow and winding A351 road from Corfe Castle to Swanage by taking some 40,000 cars off the road every year.

The big focus for the line now is clearly the expansion to Wareham

"This is a massive project which has involved a lot of work including laying 1,500 sleepers so we are all looking forward to next June," he says.

SWANAGE RAILWAY COMPANY
Station House, Swanage, Dorset,
BH19 1HB
Tel: 01929 425800
E-mail: info@swanage-railway.co.uk



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PROTECTING AND PROMOTING OUR MEMBERS' INTERESTS



REPORT OF THE INDEPENDENT AUDITORS

Set out below is the report of the independent auditors to the members as contained in the accounts of the Union for the year ended 31 December 2014:

We have audited the accounts of the National Union of Rail, Maritime and Transport Workers for the year ended 31 December 2014, set out on pages 13 to 37. The financial reporting framework that has been applied in their preparation is applicable law and United Kingdom Accounting Standards (United Kingdom Generally Accepted Accounting Practice). This report is made solely to the Union's members, as a body. Our audit work has been undertaken so that we might state to the Union's members those matters we are required to state to them in an auditor's report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the Union and the Union's members as a body, for our audit work, for this report, or for the opinions we have formed.

RESPECTIVE RESPONSIBILITIES OF THE UNION'S COUNCIL OF EXECUTIVES AND AUDITORS

As explained more fully in the Statement of Responsibilities of the Council of Executives on page 11, the Union's Council of Executives is responsible for the preparation of accounts which give a true and fair view. Our responsibility is to audit and express an opinion on the accounts in accordance with applicable law and International Standards on Auditing (UK and Ireland). Those standards require us to comply with the Auditing Practices Board's Ethical Standards for Auditors.

Scope of the audit of the accounts
An audit involves obtaining evidence about the amounts and disclosures in the accounts sufficient to give reasonable assurance that the accounts are free from material misstatement, whether caused by fraud or error. This includes an assessment of: whether the accounting policies are appropriate to the Union's circumstances and have been consistently applied and adequately disclosed; the

reasonableness of significant accounting estimates made by the Union's Council of Executives; and the overall presentation of the accounts. In addition, we read all the financial and non-financial information presented with the accounts, including the Report of the General Secretary, to identify material inconsistencies with the audited accounts and to identify any information that is apparently materially incorrect based on, or materially inconsistent with, the knowledge acquired by us in the course of performing the audit. If we become aware of any apparent material misstatements or inconsistencies we consider the implications for our report.

OPINION ON ACCOUNTS

In our opinion the accounts give a true and fair view of the state of the Union's affairs as at 31 December 2014 and of its income and expenditure for the year then ended. Matters on which we are required to report by exception

- We are required by the Trade Union and Labour Relations (Consolidation) Act 1992 (Amended) to report to you by exception in respect of the following matters if, in our opinion:
- A satisfactory system of control over transactions has not been maintained.
 - The Union has not kept proper accounting records.
 - The accounts are not in agreement with the books of account.
 - We have not received all the information and explanations we need for our audit.

We have nothing to report to you in respect of the above matters.

H W FISHER & COMPANY
Chartered Accountants
Statutory Auditor

Dated: 28 May 2015
Acre House
11 - 15 William Road
London, NW1 3ER
United Kingdom

SUMMARY FINANCIAL INFORMATION EXTRACTED FROM THE FULL ACCOUNTS

Summary income and expenditure accounts for the year ended 31 December 2014:

General Fund and Orphan Fund

	2014 £'000	2013 £'000
Subscription income	14,184	14,282
Operating expenditure	(15,771)	(15,656)
Operating deficit before investment operations	(1,587)	(1,374)
Income from investment operations and donations	2,099	2,371
Operating surplus after investment operations	512	997
Other non-operating income and expenditure	527	292
Surplus for the year	1,039	1,289

Political Fund

	2014 £'000	2013 £'000
Subscription income	257	247
Investment income	11	2
Total income	268	249
Total expenditure	(255)	(263)
Surplus / (Deficit) for the year	13	(14)

SUMMARY OF SALARIES AND BENEFITS PROVIDED

Name	Position	Details	Amount
R Crow	General Secretary (deceased 11 March)	Salary Pension contributions	£14,286 £5,521
M Cash	General Secretary (acting from 27 March to 22 September)	Salary Pension contributions	£74,063 £22,561
M Cash	Assistant General Secretary (until 27 March)	Salary Pension contributions	£16,576 £4,805
S Hedley	Assistant General Secretary	Salary Pension contributions	£53,202 £16,031
P Pinkney	President	Attendance, lodging allowance and reimbursed expenses	£48,316

The members of the Council of Executives do not receive any benefits but do receive attendance and lodging allowances, which are set out below. The General Secretary, the Assistant General Secretaries, the President and the members of the Council of Executives are reimbursed for any expenditure incurred by them in the performance of their duties on behalf of the Union.

Summary of attendance and lodging allowances and reimbursed expenses paid to the Council of Executives

General Grades

Name	Amount	Name	Amount
A Budds	£ 24,202	B Munro (deceased 28 June)	£ 22,475
T Butler*	£ 53,904	P Pinkney*	£ 48,316
P Collins*	£ 47,543	N Quirk*	£ 46,745
D Connor*	£ 53,352	M Sargent	£ 44,065
D Marr	£ 41,836	S Shaw*	£ 42,207
P McDonnell	£ 46,769	S Skelly*	£ 47,208
K Morrison*	£ 53,690		

Shipping Grades

Name	Amount	Name	Amount
M Dunning*	£ 7,640	K Lingwood*	£ 4,590
T George*	£ 4,616	G Wallace*	£ 3,503
J Laing*	£ 5,229		

*In addition, the Union provides accommodation while on Union business

We are required by the Trade Union and Labour Relations (Consolidation) Act 1992 (amended) to include the following declaration in this statement to all members. The wording is as prescribed by the Act.

"A member who is concerned that some irregularity may be occurring, or have occurred, in the conduct of the financial affairs of the union may take steps with a view to investigating further, obtaining clarification and, if necessary, securing regularisation of that conduct.

The member may raise any such concerns with such one or more of the following as it seems appropriate to raise it with: the officials of the union, the trustees of the property of the union, the auditor or auditors of the union, the Certification Officer (who is an independent officer appointed by the Secretary of State) and the police.

Where a member believes that the financial affairs of the union have been or are being conducted in breach of the law or in breach of rules of the union and contemplates bringing civil proceedings against the union or responsible officials or trustees, he should consider obtaining independent legal advice."

FELTHAM AWARD

Feltham branch presented long service awards to Francis Murray (10 years), Paul Little (25 years), Marie

Ogunbiyi (10 years), Paddy Brocklehurst-Burton (10 years) and Graham Mitchke (40 years). ■



GRANTHAM RECOGNISES LONG SERVICE

Grantham branch secretary Graham Flear presented Peter Taylor of East Midlands Trains a 40 year medallion

and badge. A number of 25 year and 10 year badges were also awarded to branch members. ■



WIGAN HONOURS DAVE DEAN

General secretary Mick Cash and EC member Steve Shaw honoured Wigan branch

secretary David Dean for 44 years of service to the union recently. ■



DONNY BADGE

Egidio Romano (aka Rug) of Doncaster Branch receives his 40 year membership award.

Rug is a Network Rail P-Way employee and has been on the P-Way throughout his

entire membership. Rug has suffered some serious ill health of late and seeing his proud mug in the RMT News will go a long way to cheering him up apparently, we hope so. ■



PENZANCE AWARD

Penzance no.1 branch presented Graham Nicolson with his 40 year membership badge. Graham has worked as a guard, senior conductor and now works in the ticket office at Penzance railway station.

Nick Quirk from the EC presented Graham with his medal, thanked him for his

service along with previous struggles and said he is an inspiration to the current dispute on FGW.

Linda Winn from the sleeper train received her 25 year badge, with Tim Naylor, Stephen Davies and David Davies receiving their 10 year service. ■



Obituary

ANDREW ELLIOT

23/7/1980 – 31/7/2015

It is with deepest regret that North Clyde branch announces the sudden and untimely death of branch chair Andrew Elliot.

Andrew became active in the union as soon as he joined the railway in 2004, regularly attending meetings, and became branch chair in 2012.

He worked as a ticket examiner at Dalmuir and became company council rep for the grade in 2013 and represented the union as a Scottish and British TUC delegate as well as a regular RMT annual general meeting delegate.

Andrew was also a Union Learning rep and qualified as

a tutor teaching members in various grades and companies all over Britain. Nothing was too much trouble for him when representing members whether it was industrial or educational.

He was the only RMT to stand as a candidate for No2EU in the 2014 European elections and as a candidate for TUSC at the 2015 general election.

Andrew was a passionate member of the Tartan Army, travelling all over Europe supporting Scotland's football team. He will be missed by the branch and the wider trade union movement.

Crewe no 1 branch banner unveiled by branch secretary Paul Howes, chair Pete Thomas and RMT regional organisers Sean McGowan and Daren Ireland



LABOUR REALITY?

Dear editor,

In the last issue of RMT News Andrew Beere appeals as a Labour councillor, for reality to break out, does he mean his kind of reality?

The reality of the Labour Party deserting the people it is supposed to represent, the party that threw out the RMT, one of the founding members of the Labour party, that kind of reality Mr Beere? Or the reality of the various broken Labour promises, of the war monger Blair, all the privatisations, Iraq, Afghanistan, Banker bonuses, Labour leaders and Ministers crossing picket lines, supporting continuing austerity, supporting academy schools, and of course refusing to renationalise the railways after promising again and again that they would. Or the reality of the timidity in proposing only a 50 per cent tax rate on the rich, is it those kind of realities Mr Beere?

Mr Beere, perhaps like me, many people did not leave the Labour party, it left them and perhaps, like me, we are sick to death of the 'jam tomorrow', 'don't rock the

boat' attitudes. That is nothing to do with Marx or our president voting for Greens, Mr Beere. More to do with the warts and all you mention. Basically you want us believe that no matter what the Labour Party do, it's better to vote for them. Like turkeys vote for Christmas.

I have no doubt that Mr Beere means well and may be a very committed member of the party, but personally I am sick to death of Labour Party members telling the trade unions how to think and act. I am sure if I were to lecture him on what I thought the Labour party policies should be, he would baulk at the idea.

Mr Beere, it's very kind of you to share your experience as a councillor and explain to us, in simple terms, your analysis of the Parliamentary system and collectivism, something we surely would never have thought of, Oh wait a minute!

Mr Beere, believe me, we woke up to reality a long time ago just not your version of it.

Greg Hewitt

Brighton & Hove RMT

NOTIFICATION OF CHANGES TO CONTRIBUTION RATES

The 2015 AGM agreed to replace the current five subscription rates of full time, part time, low rate, concessionary rate and apprentice rate with a full rate of £4.64 and new low rate of £2.00 which will be based on a pay threshold currently at £20,500

In addition to this, the AGM agreed that the low rate would be increased to approximately £2.00 by 1st January 2017 and transitional arrangements to phase in the increase from the current £1.28 to the new low rate by the 1st January 2017. We are now putting arrangements in place to comply with this decision

From the 1st October 2015, any new member recruited in to the RMT whose basic salary or equivalent earnings

is above £20,500 per annum shall pay £4.64 per week. Any new member recruited in to the RMT whose basic salary or equivalent earnings is below £20,500 per annum shall pay £2.00 per week.

For those members who are currently paying £1.28 per week, the contribution rate will be changing to £1.50. For those members who are currently paying £2.32 per week, the contribution rate will be changing to £2.00.

Direct debit payments will be amended accordingly as will contributions collected by employers under payroll deduction arrangements. Those sending cheques or postal orders direct will need to adjust the amounts sent in accordingly.

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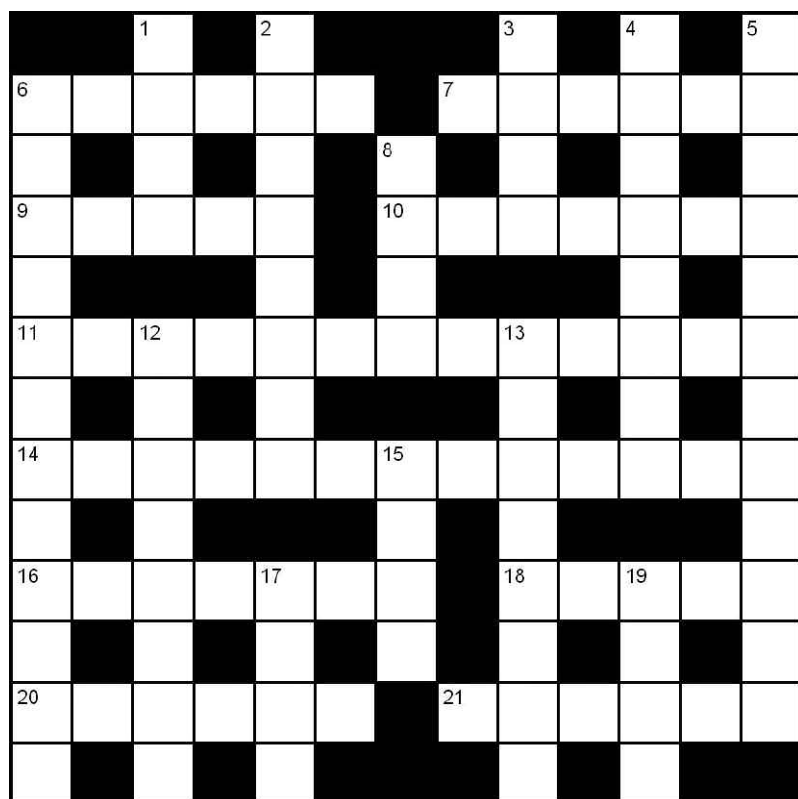
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£50 PRIZE CROSSWORD



Last month's solution...



The winner of last month's prize crossword is **Steve Arnold, Grimsby**.

Send entries to Prize Crossword, RMT, Unity House, 39 Chalton Street, London NW1 1JD by October 9 with your name and address.

Winner and solution in next issue.

ACROSS

- 6 Woollen hat (6)
- 7 Recluse (6)
- 9 Embarrass (5)
- 10 Underwater projectile (7)
- 11 Dispiriting (13)
- 14 Bacteria (13)
- 16 Virtuoso artist (7)
- 18 Woollen fabric (5)
- 20 Tidy (6)
- 21 Toward the inside (6)

DOWN

- 1 Laughing ditch (2,2)
- 2 Advanced (4,4)
- 3 Twelve months (4)
- 4 Person with memory loss (8)
- 5 Determined (6,6)
- 6 Flattery (12)
- 8 Celestial body (4)
- 12 Astronaut (8)
- 13 Thrilling (8)
- 15 Impend (4)
- 17 At that time (4)
- 19 Stylish elegance (4)



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Home phone			
Mobile phone		Postcode	
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Date of Birth		National Insurance Number	

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

3 Your Employment.

Employer		RMT Branch	
Job Description			

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

5 Membership Status

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Address

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

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Date

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Bank/Building Society account number

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Signature(s)

Date

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