

RMT *news*

Essential reading for today's transport worker

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www.rmt.org.uk

WORKING FOR YOU

RMT membership helps you at work and saves you money

RMT has developed a number of benefits to save members money. This includes negotiating access to savings and special offers from our approved partners.

COLLECTIVE BARGAINING

The union has a dedicated team of elected officers and local reps to serve your interests negotiating with employers on issues from pay, hours of work, pensions and working conditions. They are supported by a team of researchers to formulate pay claims to obtain the best negotiated terms for you.

CAMPAIGNING

The union has a political fund to run campaigns and provide a political voice to benefit members' interests in the workplace. RMT has a very active parliamentary group which raises issues of concern for members at Westminster, the Scottish Parliament and Welsh Assembly.

PERSONAL INJURIES

Personal injury claims cover if you suffer an accident in work or outside work. RMT underwrites settlements that would not be provided by no-win, no-fee companies. Call 08457 125 495.

INDUSTRIAL DISEASES

Members who have suffered an industrial disease will receive free legal support to make a claim. Such claims are underwritten by the union and members will not have any deduction from their settlement unlike claims run by no-win, no-fee companies. Call 08457 125 495

EMPLOYMENT TRIBUNALS

Should a member find themselves unfairly dismissed, discriminated against or have any claim which has reasonable prospects of

success at an Employment Tribunal, RMT will provide legal representation and pay the fee. Even if the union is advised that the claim is unlikely to succeed, members who make a claim are eligible to receive free legal advice.

ACCIDENT BENEFIT

Payable if you have an accident at work or on the way to or from work. Accident benefit is only payable if you have been off for three days or more.

Accident must be reported to branch secretary within 26 weeks in order to qualify for accident benefit.

RETIREMENT BENEFIT

Payable to any member who retires over the age of 60 or aged 55 if retired through redundancy or resettlement. Ill health retirement is also payable; proof of this must be sent with application for retirement benefit.

TAX AND WILL PREPARATION

The union can provide a personal taxation service and will preparation service.

DEMOTION COMPENSATION

Payable to any member who is experiencing loss of wages through being permanently demoted or downgraded as a result of illness or injury.

Payment of £300 provided that member reports this to branch secretary within 12 weeks.

ORPHAN FUND

The beneficiaries of this fund would be any child of a

member or spouse if the member dies in service or if a members' spouse dies and the member has responsibility of the children.

Benefit is paid while a child is in full-time education up until the age of 22. Payment is made quarterly and the rate is £12.00 per week for children up to the age of 16, then £12.75 per week from 16 to 22.

RMT CREDIT UNION

Accessible savings and affordable loans from RMT's Credit union.
www.rmt.org.uk/about/credit-union

ONLINE SHOPPING DISCOUNTS

Shop online with RMTrewards.com and earn cashback savings from hundreds of retailers, like B&Q, Argos and Tesco. It's free to join, plus you'll get a FREE £10 Welcome Bonus in your online account! (Terms and conditions apply)
www.rmtrewards.com

FINES POOL

if you drive a company vehicle as part of your job you can join the RMT fines pool for £7 per year. The Fines Pool will reimburse members for any speeding fines, related court costs and lost time to attend a court hearing.
www.rmt.org.uk/member-benefits/fines-pool

BEREAVEMENT BENEFIT

A Death Grant of £600 is payable to the nearest relative or legal representative if a member dies through any cause prior to retirement.

CASHBACK PREPAID CARD

Fancy cashback on your everyday shopping? Use your RMT Prepaid Plus Cashback card at over 50 partner retailers, including Sainsbury's, ASDA and Boots, and earn unlimited cashback! It's different to a credit or debit card - you can only spend what you load so there's less chance of getting carried away.
www.rmtprepaid.com

FREE £5,000 ACCIDENTAL DEATH COVER

As a benefit of your RMT membership you can register for £5,000 Free Accidental Death Cover. Cover is for UK residents aged 18-69.

12 months free cover. Annually renewable and always FREE. The Cover is underwritten by Advent Insurance PCC Ltd - UIB Cell.
www.rmtprotect.com

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www.uia.co.uk/rmt
RMT DRIVE
Risk Free Car Purchasing for RMT Members
www.rmtCAR.oco.uk

HEALTH CASH PLAN

For a small monthly premium you can claim cash-back on dental, optical and therapy treatments. Visit
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EDITORIAL



BRITAIN'S VIOLENT RAILWAYS

This month's *RMT News* shines the spotlight on British Transport Police figures that have revealed a shocking increase in violence on Britain's railways.

The figures, backed up by hard evidence released by RMT in a survey of guards, show a huge surge in sexual assaults, violence and robbery. They reveal that all crime in the area served by the Northern franchise increased by nearly 20 per cent.

At the 330 unstaffed stations on Northern routes, protection for passengers and the train driver at stations is currently provided by the guard. Northern is planning for at least 50 per cent of services to have no guards with many lines and routes completely unstaffed.

Removing the guard will result in a cocktail of dangers where passengers and the driver are more exposed to crime and anti-social behaviour while disabled and older passengers are denied access to the train. That is exactly what our members have been fighting to stop and I thank each and every one of you who have been involved in that on-going campaign.

RMT has also revealed that reported incidences of violence have increased across London Overground by nearly 50 per cent in the past year – a shocking figure that should force Mayor Sadiq Khan to halt the planned ticket office closures immediately.

Adding even more weight to RMT's case is the Rail Accident Investigation Branch's (RAIB) report into a potentially fatal incident at Peckham Rye last year also reinforces the case for a safety-critical guard on-board all trains.

A London Overground service, operated by Arriva Rail London, came to a stop due to a fault just before reaching Peckham Rye station. Having spoken to the service controller, train technicians and the signaller the driver was given permission to begin evacuating the train assisted by a member of station staff.

However the evacuation was abandoned when it was clear that passengers were disembarking from the train very close to the live electric conductor rail – this was a driver-only operation service where a guard on board could have played a critical role in avoiding this potentially lethal situation.

Once again we urge the Tory government and their private rail contractors to pull back from their reckless and ideologically driven pursuit to close ticket offices, hack back staffing levels and the safety culture on our railways and to support RMT's call for a guard guarantee on our trains.

Safety and proper staffing, whether on rail, buses, ships, road or offshore, remains this trade union's watch words.

Mick Cash

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When you have finished with this magazine give it to a workmate who is not in your union.

STRIKE ACTION AT NORTHERN AND SOUTH WESTERN RAILWAY

RMT calls for immediate halt to de-staffing plans as violence on Britain's railways soars

RMT members remained solid and determined in the continuing fight for safety on Northern Rail and South Western Railway as new British Transport Police figures revealed a shocking increase in violence on Britain's railways.

The figures, backed up by hard evidence released by RMT in a survey of guards, show massive increases in sexual assaults, violence and robbery.

The BTP figures show that all crime in the area served by the Northern franchise increased to 7,611 offences in the year and violence against the person had increased by nearly 20 per cent.

The statistics include 382 serious assaults, 809 common assaults, two firearm offences, 167 sexual crimes including 100 sexual offences against females, and 1,522 instances of theft of passenger property:

At the 330 unstaffed stations on Northern routes, protection and assistance for passengers and the train driver at stations is currently provided by the guard who is on all trains.

Northern is planning for at least 50 per cent of services to have no guards with many lines and routes completely unstaffed.

RMT general secretary Mick Cash said that the shocking figures were nothing short of criminal negligence on the part of those rail companies that have axed guards and de-staffed stations in the drive for profits.

"RMT has warned that they would be turning our railways into a criminals' paradise and



they have ignored us and those private rail companies should be hanging their heads in shame.

"No one knows better the impact on passenger safety and

security than front line staff and it is frankly disgusting that operators like Northern and SWR, where RMT members are striking for safety again, have

ignored the warnings and ploughed ahead with their dangerous and toxic plans to axe guards on their trains.

"The de-staffing of Britain's

violent and dangerous railways gives a green light to the muggers, sexual predators and racists and should be halted and reversed immediately," he said.

The SWR action was announced in the wake of a new ballot which took place under the terms of the latest wave of Tory anti-union laws where an overwhelming 88 per cent of members voted to continue with the current action in defence of safety, security and access, proving that staff remain rock-solid in the campaign for a safe and accessible railway for all.

RMT also said that the new Northern trains unveiled in Liverpool earlier this month were long overdue – but they had to be run safely with properly trained guards.

As the new Class 195 and 331 units were run out for the first time at Edge Hill, RMT campaigners lobbied to demand that profit-hungry operator Arriva guarantees a safety-critical guard on every train.

"The North is desperate for these new trains, but rail passengers across Britain are also clear that they need guards aboard to keep them safe and accessible.

"These new trains are configured to operate with a

guard, but the company would rather run them without – and no wonder, because fewer staff means less cost and more profit.

"RMT has campaigned for years for investment in new trains, but it is just as important to invest in the safety-trained staff to operate them properly, and poll after poll has shown that rail passengers agree with us.

"The government has lied through its teeth about the impact of driver-only trains on accessibility, and our dispute with Arriva could be settled tomorrow if the company gave us the same guard-guarantee we have already established with other operators," said Mick Cash.



Blackburn



Guildford



LOBBY: Demanding a guard guarantee at the launch of the new ARN Class 195 and 331 units at the Edge Hill Train Care Centre

SCOTRAIL ACTION

RMT launched an indefinite ban on overtime and rest day working on Abellio Scotrail this month after members voted overwhelmingly for action in a dispute over equality and justice for all grades over rest day working payments.

Following the ballot result RMT's lead officer Gordon Martin attended an Avoidance of Disputes meeting with the company but regrettably Scotrail refused to change its position.

RMT general secretary Mick Cash said that the dispute was about equality and justice across grades in the Scotrail workplace.

"It cannot be right that the

company seem to value one group of workers over another. Their approach to the rest day working payments, where they have only offered driver grades enhanced arrangements is nothing short of discriminatory.

"A driver working rest days is no different than any other member of front line staff working rest days and each member is giving their rest time back to help the company to help run a service to passengers.

"All staff should be treated equally and fairly and that is all that the union is calling for. We remain available for further genuine and meaningful talks," he said.



ROCK SOLID PICCADILLY LINE ACTION

Strike action by drivers on the Piccadilly Line was absolutely rock solid across all depots last month as the workforce stood firm against an aggressive and bullying management culture that has reduced industrial relations on the line to a shambles.

The dispute is over a comprehensive breakdown in industrial relations, abuse of procedures and the renegeing on key safety and operational improvements promised by management after previous rounds of industrial action.

RMT general secretary Mick Cash said that driver members were fighting for respect and justice in the workplace and a safe and supportive working environment on London's crucial Piccadilly Line.

"The shutdown of the service is entirely down to an LU management hell-bent on confrontation regardless of the impact on nearly 800,000



passengers a day on the main tube artery out to Heathrow Airport.

"The attitude of tube managers on the Piccadilly Line has been deliberately provocative and obstructive and it is that stance, including the

back-tracking on operational, staffing and safety improvements agreed after previous rounds of action on the line that led to the current dispute in the first place.

"The ball is firmly in management's court now but

our members are sick and tired of being mugged off with bogus promises of improvements to the current dire industrial relations climate that never actually materialises," he said.



MILLIONS LOST ON TUBE ROSTERING SYSTEM

RMT has revealed an astronomical waste of nearly £16 million on a system meant to enhance staff rostering but which has left dozens of London Underground stations dangerous and understaffed.

The union learned through a freedom of information request that the system called RCT – Rostering and Coverage Tool – was introduced to replace the method used by which staff were allocated duties.

LUL went ahead with the RCT despite strong representations from RMT and many managers who said that it was not cost effective, not needed, and simply wouldn't work.

In August LUL announced that the RCT project was to be permanently withdrawn.

This has taken place against a backdrop of stations on a daily basis having no staff – sometimes for whole traffic

days – because of a general freeze on overtime and farcically slow recruitment of station staff.

The RCT was also linked to the mass job losses of vital station administrators. RMT is demanding that the positions are re-instated.

RMT general secretary Mick Cash said that despite RMT reps and managers pointing out from a very early stage that the RCT was a waste of money that

wouldn't work, LUL bosses ploughed ahead with this expensive failure.

"Instead of wasting public money on useless and unnecessary systems, LUL would be better served investing money – in this case nearly £16 million – on ensuring all stations are staffed throughout the day and ensuring members of the public have the safe service they deserve," he said.



ASSAULTED LUL MEMBER WINS EMPLOYMENT TRIBUNAL

RMT demands London mayor takes action over appalling sacking of assaulted tube staff member

A London employment tribunal found this month that a London Underground supervisor in the Leytonstone area was unfairly dismissed after he was racially abused and days later violently assaulted and hospitalised by a gang of up to 20 youths.

The verdict was a damning indictment on London Underground and its occupational health (OH) department. No support was given to the member in his ordeal right from the start despite clear policies including a workplace violence policy that supposedly supports staff.

Evidently upset and angry after his ordeal managers decided that he would be a “danger” and medically dismissed him because “he was

a danger to his colleagues and LUL customers”.

The ET judge heavily criticised these LUL managers and OH doctors for exaggerating the significance of the member’s upset and using procedures against him.

He was also very critical of the appeal manager and ruled that the member did not receive a fair appeal procedurally nor a substantive appeal against the decision to dismiss.

The tribunal was also critical of OH’s role in this shocking decision as he was only ever seen once by OH doctors who suggested that the member was fit to return to work with adjustments at the end of his GP certificate.

The “advice” that supported

the dismissal was based on the dismissing manager’s notes of the case conference via email by a different OH doctor who had never met the member.

The ET judge was not convinced by the LUL manager’s evidence on the witness stand when they tried to explain away why they didn’t merely refer the member back to OH.

The ET judge was also confused as to why the appeal manager had tried to set himself up as a medical health expert in coming to his decision based on his own assessment of the member’s mental health.

RMT is now seeking re-instatement and calling on London Mayor Sadiq Khan to directly intervene before

January’s remedy hearing about the case which reveals a deep malaise inside the workings of LUL management.

RMT general secretary Mick Cash said that the member had been through a horrible and extremely distressing 18 months and it was time was returned to his workplace.

“This is another shocking abuse of London Underground staff by management against a member of staff who was the victim of a horrific assault.

“Instead of supporting staff, managers sought to victimise and sack a frontline worker who had been assaulted at a time when we see a epidemic levels of anti-social behaviour and attacks on staff,” he said.



PECKHAM RYE INCIDENT REPORT BACKS UNION CALL FOR A GUARD ON ALL TRAINS

RMT said that the Rail Accident Investigation Branch’s (RAIB) report this month into a potentially fatal incident at Peckham Rye last year wholly reinforced the union case for a safety-critical guard on-board all trains.

On November 7 last year, a London Overground service from Dalston Junction to Battersea Park, operated by Arriva Rail London, came to a stop shortly before reaching Peckham Rye station.

A faulty component on the train had caused the brakes to apply, and the driver was unable to release them. There were about 450 passengers on the train at the time. Having spoken to the service controller,

train technicians, and the signaller the driver was given permission to begin evacuating the train assisted by a member of staff from Peckham Rye station.

However the evacuation had to be abandoned when it was realised that passengers were disembarking from the train very close to the still live electric conductor rail.

The RAIB report points out that the primary cause of this scenario was ‘task overload’ and ‘stress’ for the driver brought on by having to simultaneously communicate with control room staff whilst also dealing with growing passenger unrest caused by the delay.

The RAIB also points out

that the fragmentation on the railway, combined with inexperienced and over-worked staff, was a significant factor in the communication breakdown on the night.

RMT general secretary Mick Cash said that it defied belief that a group of profit hungry, private train-operators and their politically motivated puppet masters at the DfT and other agencies continue to peddle the myth that driver-only operation is a safe procedure.

“It was pure luck that there wasn’t a major tragedy at Peckham Rye last November and anyone who leaves safety to chance on our railways should have no place in the industry.

“It goes without saying that had there been a safety-critical trained guard on-board this train, not only would they have been able to calm the frustrated and angry passengers but they would also have been able to assist with a safe and orderly evacuation, having first ensured that the current to the live rail had been switched off.

“Once again we urge the Tory government and their private rail contractors to pull back from their reckless and ideologically driven pursuit to hack back staffing levels and the safety culture on our railways and to support RMT’s call for a guard guarantee on our trains,” he said.



HALT LONDON OVERGROUND TICKET OFFICE CLOSURE

RMT calls on Mayor to halt ticket office closure plans following nearly 50 per cent shock increase in violent crime

RMT held a day of action across the capital this month against plans to axe 51 London Overground ticket offices.

The union revealed that reported incidences of violence against the person have increased across the operation by a staggering 47.1 per cent in the past year – a shocking figure that the union said should force Mayor Sadiq Khan to halt the planned closures immediately.

Whilst a recent TFL board report confirms “measures have been put in place to deal with the upward trend in violence/serious public order offences seen on some rail modes, most notably LU, DLR and the LO networks”, the union insisted that these services lack guards and the rise in crime has surged since the ticket office closure programme was implemented despite union opposition.

Having reviewed all the London Overground stations, RMT also found that the main point of refuge and safety was

the ticket office or the staff cabin.

These areas have a panic button, landline, CCTV, first aid supplies and a secure lockable door. The union said that closing them would be an act of criminal negligence by TfL.

RMT general secretary Mick Cash said that the violent crime figures the union released for the London Overground operation were truly shocking and certain to get even worse if the proposed closure of 51 ticket offices went ahead.

“RMT has warned for years that cuts to staffed services would turn the transport network into a thugs and criminals paradise. We have now witnessed the surge in crime on the Underground and with violent crime on transport



Willesden branch

services in the capital out of control it is grossly negligent to close ticket offices which are often the only places of safe refuge available on the network.

"I am calling on Mayor of London Sadiq Khan to oppose this retrograde plan for wholesale closures in the strongest possible terms. Ticket offices play a crucial role at train stations.

"London needs to greet its passengers, visitors and tourists not with a machine, but a welcoming and friendly ticket office who can provide a full range of services.

"This is just the latest attack on a properly staffed, safe, secure and accessible railway for all and RMT is determined to halt these plans in their tracks," he said. ■

A campaign page on the RMT website at <http://bit.ly/2QNLyKc> allows supporters to send an e-mail direct to London TravelWatch opposing the station closures.

Proposed ticket offices to be closed are:

Acton
Central, Anerley,
Brondesbury, Brondesbury Park, Bruce Grove, Bush Hill Park, Caledonian Road & Barnsbury, Camden Road, Canonbury, Carpenders Park, Clapton, Dalston Kingsland, Dalston Junction, Finchley Road & Frognal, Gospel Oak, Hackney Central, Hackney Downs, Hackney Wick, Haggerston, Hampstead Heath, Hatch End, Headstone Lane, Homerton, Honor Oak Park, Hoxton, Imperial Wharf, Kensal Rise, Kensington (Olympia), Kentish Town West, Kilburn High Road, Penge West, Rectory Road, Rotherhithe, Shadwell, Shepherd's Bush, Shoreditch High Street, Silver Street, South Acton, South Hampstead, Southbury, St James Street, Stamford Hill, Stoke Newington, Surrey Quays, Theobalds Grove, Turkey Street, Wapping, Watford High Street, West Hampstead, White Hart Lane and Wood Street.

Parliamentary Column

RAIL PUBLIC OWNERSHIP IN FIVE YEARS

RMT's fringe meeting at the Labour Party conference in Liverpool in September was entitled "rail public ownership - what will it look like and when will it arrive?"

Speaking ahead of the conference and RMT's meeting John McDonnell, the Shadow Chancellor and honorary President of the RMT Parliamentary Group, answered part of this question by telling the media that rail nationalisation could happen within the first five year of a Labour Government.

Asked whether the whole rail network could be publicly owned in one five-year term John said "I think that's possible. That's why we're working through the detail now of how that can be done. If you look at what's happened over time, a number of these franchises have been handed back anyway."

"I think we are in a situation now where I think that is certainly possible. We want to get to within the first term of a Labour government an integrated railway system."

To the backdrop of the proudly displayed RMT Liverpool 5 and Central and North Mersey branch banners, John's comments were endorsed by Labour's Shadow Secretary of State for Transport Andy McDonald MP. To the packed-out standing room only meeting Andy showed his great command of the transport brief whilst exposing the failings of Chris Grayling. He set out Labour's vision for rail which would not only be publicly owned but also integrated as one national railway ending the damaging fragmentation of the system. Andy also said that the new rail structure would mean Britain's nations and regions would have a real say in the running of the railway.

Following Andy's contribution, Marsha de Cordova MP, the Shadow Minister for Disabilities and Labour MP for Battersea stressed the need for rail to be accessible for all and attacked the Tories cuts to funding in this area. Marsha, whose seat contains South Western Trains, paid tribute to striking guards and emphasised the need for a guard on every train to help ensure an accessible railway.

Marsha was followed by Emily Yates of the rank and file passenger group, the Association of British Commuters, who



have done so much to expose the failings of the privatised railway. Emily gave a powerful presentation on how under privatisation passengers were ignored by the powers that be and passenger justice was needed through giving passengers a real voice over the decisions that affected them.

Next up was Ian Mearns, Labour MP for Gateshead and Chair of the RMT Parliamentary Group, who in a passionate speech said rail public ownership's time had come and Labour meant what it said. He emphasised that RMT had one of the most effective parliamentary groups at Westminster which was strengthened by the fact that the entire Labour frontbench transport team were in the unions Parliamentary Group.

RMT general secretary Mick Cash closed the speeches with a wide-ranging contribution which angrily denounced privatisation and emphasised that a publicly owned railway under Labour must also be properly funded and not starved of funds in same way British Rail was. Mick also emphasised that no rail worker must be left behind and called for an end of outsourcing and contracting out on the railway as part of Labour's programme for public ownership.

Mick also paid tribute to striking RMT guards and to loud applause attacked those Labour politicians in the North who were not doing enough to help resolve the DOO dispute.

In fact, support for the RMT in its DOO disputes was expressed by all the speakers and as well as Labour Party delegates a number of RMT members attended the meeting including RMT Guards whose contributions to the debates were warmly applauded by the delegates who were clearly in solidarity with striking guards.

The meeting was expertly chaired throughout by local MP and RMT Parliamentary Group member Dan Carden who was able to ensure numerous questions were taken and answered to round off a highly successful event.



RMT AT TUC

RMT delegation attends 150th TUC Congress meeting in Manchester

TUC delegates this year marked the 150th anniversary of the first time trade unionists came together nationally to agree on a common programme for the trade union movement.

The century and a half of history has seen substantial progress but the core fight for workplace, social and economic justice remains as relevant today as it would have been all those years ago.

A traditional warm up was hosted by the National Shop Stewards Network in the beautiful Mechanics Institute building, a venue steeped with the history of the labour

movement.

It was an opportunity for RMT general secretary Mick Cash to set out the union's stall for Congress, laying in to the Transport Secretary's planned pay assault on RMT members the length and breadth of the rail industry:

"Chris Grayling has made it crystal clear that he intends to try and impose a nationwide pay cap on RMT members linked to the bogus CPI inflation figure.

"Any such move would rob workers of thousands of pounds across Network Rail, the train operating companies and quite

possibly London Underground as well.

"The CPI measure Grayling is promoting doesn't even take into account the cost of a roof over your head and if he seriously thinks that our members are going to take the hit to their pay for his incompetence and the greed of the train companies he has got another coming.

"RMT will be mobilising a national campaign to smash the pay cap which will include the use of co-ordinated industrial action if required to protect and enhance our members pay and conditions," he said.

His contribution to the rally was warmly received and as Congress assembled, RMT delegates were on the conference rostrum as the debates got underway.

Mary-Jane Herbison seconded the motion on women's rights in the workplace:

"Recent coverage of the MeToo campaign has brought to the forefront the day-to-day struggle of women in our society. This unspoken problem has been going on for decades.

"I work in a male-dominated industry. I've had to endure "banter" and inappropriate

comments. I am strong enough to answer back but unfortunately there are plenty of others who suffer in silence. RMT will work with companies we negotiate with to eradicate this epidemic in our workplaces," he said.

In a major debate on Brexit Mick Cash gave a stark warning that the TUC's carefully choreographed plans to lever the movement in behind a second referendum would let the Tories off the hook and ease the pressure on them for the vote that really matters - an early general election.

"The Tories will absolutely love it if we support this statement. It gives them the get out of jail card they are crying out for.

It lets them off the hook because the issue becomes not what sort of Brexit we want but whether there should be a second referendum.

"It lets them off the hook because what they are terrified of is not a people's vote but a general election.

"We should be calling for one thing and one thing only, an urgent general election that returns a socialist Labour government led by Jeremy Corbyn and John McDonnell

"We don't need a so-called people's vote, we need a national vote that will sweep this rotten Tory government out of power," he said.

Although RMT's position was defeated on the Congress floor the union successfully shifted the whole terms of the debate and attracted widespread coverage for RMT's principled and consistent position on the EU.

President Sean Hoyle set out the union's position in the RMT-led debate on maritime and offshore safety.

"As we mark the 30th anniversary of Piper Alpha where 167 workers lost their lives as a direct result of the company failures it remains the case that no one has ever been held liable and those responsible have got away scot free.

"There is a clear linkage to the Grenfell fire and the cause

and effect as set out by Matt Wrack from the FBU earlier. We need to call out these killers for what they are and we need to make sure that the human face on these disasters is never forgotten," he said.

The very final motion taken by the Congress was RMT's on the national fight over Grayling's rail pay cap which was unanimously accepted.

Mick Cash moved the emergency motion and at the close of the debate warmly welcome the show of support and solidarity from across the trade union movement in the fight for pay justice for Britain's rail workers.

"Today's vote will put fuel in the tank for the national pay fight that lies ahead," he said.

RMT was pleased to have the opportunity to host a fringe meeting on reparations with guest speakers including Judy Richards - Co Chair of the Global Afrikan Congress UK and David Comissiong - Barbados Ambassador CARICOM.

Glenroy Watson from the Finsbury Park branch spoke for the union:

"We are still paying for the crimes committed. It's here and it's now. We must stop the continued exploitation of nations who are still being denied the right to development. One form of enslavement has ended and another has started in a different name," he said. ■

Mary-Jane Herbison



Sean Hoyle



Glenroy Watson



Mick Cash





CHARTING A SEAFARER REVIVAL

RMT holds Labour Party fringe campaign meeting to stem the decline of UK seafarers in maritime sector

RMT members and conference delegates attending the union's standing-room only maritime fringe at Labour Party conference in Liverpool this year heard impassioned support from speakers for RMT's programme for reviving the fortunes of all workers in the UK maritime sector.

The packed-out meeting saw the union's SOS 2020 campaign fully supported by each speaker and detailed contributions from the floor chimed with RMT's prescription for reversing the decline in UK ratings.

Tackling chronic injustices like pay discrimination and avoidance of the National Minimum Wage received full support from shadow transport secretary Andy McDonald MP, who pledged to continue working with the union on a maritime manifesto for government that will "see the Carter Report from May 2010 as the basis for legislation to prohibit nationality-based pay discrimination in the shipping industry.

"No longer will we accept shipowners and crewing agencies manipulating loopholes and undermining Collective Bargaining Agreements to employ foreign seafarers on lower rates of pay," he added.

That pledge extended to a review of training and the

Tonnage Tax, as well as cabotage laws, which would re-balance taxpayer support in favour of UK-based ratings. Early adoption, by the current government, of the Legal Working Group on Seafarers and the National Minimum Wage's recommendations for application and enforcement of it for seafarers on UK-UK and UK to offshore energy installations was also demanded by transport secretary Chris Grayling's opposite number.

The joint campaign of RMT, SIPTU and Nautilus against low cost crewing in the Irish Sea was also fully supported by all speakers, with the likes of Irish Ferries, Seatruck and P&O put on notice over the changes to employment, equality and immigration legislation that Labour would enact on entering government.

RMT general secretary Mick Cash condemned government and industry inaction over employment and training rates which now see UK seafarers holding only 15 per cent over the 65,200 ratings jobs in the UK shipping industry.

He also spelt out the disastrous effect that freedom of movement in the European Union has had on employment rates for UK and EU seafarers, with Brexit a clear opportunity to break the neo-liberal

stranglehold over crewing and employment practices in the shipping industry.

RMT national secretary Darren Procter also highlighted the specific cases of low pay and exploitation of foreign seafarers working from UK ports, reinforcing the need for meaningful action to stop this race to the bottom and for UK ratings to be trained and employed again in the thousands, especially in former maritime strongholds like Liverpool.

With TUC north west regional secretary Lynn Collins in the chair pushing the discussion along effectively, Nautilus general secretary Mark Dickinson committed to work with RMT and Labour on an effective maritime manifesto

that represents the interests of all seafarers being undermined by de-regulated competition for work in the UK merchant navy.

In a passionate contribution, Chair of the RMT parliamentary group, Ian Mearns MP reminded the audience, RMT's proposals show what is needed to revive UK ratings and how it can be achieved. This will be a hard road to travel but with the right policies on the table an incoming Labour government would sweep away the years of inaction and stagnation, to the benefit of the seafarers of today and tomorrow.

Lynn Collins concluded the meeting by saying that the seafarers' fight for justice was the whole Labour movements fight.



SOS: from left to right RMT national secretary Darren Procter, Nautilus International general secretary Mark Dickinson, shadow Labour transport secretary Andy MacDonald, TUC North West regional secretary Lynn Collins, Mick Cash and RMT parliamentary group chair Ian Mearns MP.

ORGANISING AND WINNING

RMT member Chris Cuomo wins the TUC organising award

RMT member Chris Cuomo has won the prestigious TUC organising award for 2018 for his hard work organising cleaners and other workers in his region.

Chris has been the recruitment officer for the union's South East Regional Council for over eight years and in that time membership has increased by over 20 per cent to around 7,170 members.

With Chris's hard work the region has achieved this steady increase due to a growth in membership and improving organisation across most of the companies the union organises in not because of any great increase in the employment of rail and shipping workers.

In fact train operating companies in the region are leaving many posts vacant.

Chris works for Govia Thameslink Rail on train dispatch and customer care at Kings Cross station and is a union rep representing members of all grades in disciplinary and grievance hearings.

He has made recruitment a priority for all 17 branches in the region working with workplace reps and activists emphasising the need for branch reps to be recruiters and organisers.

An important part of this work includes mapping exercises and checking membership records with staff lists and sending this information back to reps so they can encourage workers to get

the protection of their trade union.

He also draws up the regional council's annual plan for recruitment, retention and organisation as well as advising branches on their plans.

This includes day schools for branch officers to formulate strategies suitable to their circumstances.

Chris is most well-known for his persistent work organising cleaners, some of the most vulnerable workers in the transport sector.

Train and station cleaners are often employed by outsourced companies and come from all over the globe and often do not have English as a first language. Some do not even have union recognition and, as a result, very low rates of pay.

Chris played a leading role in the regional campaign to secure significant pay rises at two train cleaning companies Wettons, which clean Southeastern trains, and Churchills, which clean GTR Thameslink and Southern trains.

RMT had recognition at both companies but a low density of membership. With Bill Paterson of the union's organising unit, Chris visited all the workplaces, depots and stations to draw more workers into activism, identifying potential reps and organising special meetings, including night meetings, to explain the campaign for better pay.

Chris says that retired RMT members also played a key role in organising and recruiting



workers due to their invaluable long experience in trade union activism.

As a result membership at Wettons increased from 30 per cent to over 60 per cent and Churchills membership also increased significantly.

RMT balloted Wettons members who voted overwhelming for industrial action resulting in a noticeable change in attitude from the company and its client Southeastern trains. As a result union reps were able to secure real improvement in pay without action and members voted to accept the deal. Unfortunately a similar ballot on Churchills fell foul of the Tories new draconian anti-union laws as the turn-out did not reach new required thresholds.

Chris was also a prime mover in setting up an annual organising conference for cleaning workers as other grades already enjoy by moving a motion at his own station and associated grades conference. He also runs workshops on the

recruitment of outsourced and agency staff setting out their rights at work and how to go about campaigning for trade union recognition.

He also represents these vulnerable workers at grievances and disciplinary hearings. He represented a member on a zero-hour contract with the STM agency of its refusal to grant him leave.

He took this case through the grievance procedure and then on to a employment tribunal which forced the company to pay compensation.

Chris says that he has a fairly simple approach to recruiting members which appears to be very effective.

"I talk to workers about their issues and the benefits of trade union membership and if I see someone I don't recognise I ask them if they are in the union and if not why not," he smiles.

That simple message has paid off dividends and is still increasing membership in his region.





Government
'root and branch'
railway review
another attempt to
distract from growing
franchising chaos

RMT has warned that an 'independent' review to transform Britain's railways launched by Transport Secretary Chris Grayling last month was just another desperate effort to kick the continuing rail chaos into the long grass.

Keith Williams, a former non-executive director of Transport for London and British Airways chief, is to lead what the government claims will be the most significant review of rail since privatisation.

Working with a 'challenge panel' of experts, Mr Williams will consider how to 'improve value for money for passengers and taxpayers' whilst ruling out renationalisation.

The last large-scale review of the railways by Sir Roy McNulty was published in 2011 which demanded wholesale job cuts, de-staffing, ticket office closures and sell offs.

The Tories will also use any review to oppose calls for returning operation of trains back into public control, which is a key Labour policy.

Mr Grayling was forced to answer accusations from Labour that his decision to end the Virgin Trains East Coast franchise early was a bailout worth £2 billion.

VTEC, a joint venture between Stagecoach and Virgin began operating in March 2015, agreeing to pay the government

£3.3 billion to run trains until 2023, but the contract was ended prematurely after they failed to achieve revenue targets.

A report by the Commons Public Accounts Committee back in April also found that passengers were paying the price for the "broken model" of rail franchising.

The committee claimed that the Department for Transport had "failed to learn the lessons from previous failings" on the East Coast route.

The government also came under fire after it revealed that rail commuters face an increase of up to 3.2 per cent in the cost of season tickets next year.

Mr Grayling warned that a lower inflation measure can only be used to set fare increases if it is also used to calculate pay rises on the railway in order to slash wages.

RMT general secretary Mick Cash said that you didn't need to bring in forensics to work out that it was just another attempt by the Tories to try and cover up the privatised chaos on Britain's train franchises.

"It won't work as it's clearly a desperate stunt by a government clutching at straws which is ideologically opposed to the British people owning and running their railways.

"The only solution to the current rail franchise shambles is an end to private greed and a

return to public ownership. RMT will be stepping up the fight to kick the spivs off the tracks, the strategy for the future supported by 70 per cent of the British people," he said.

Labour shadow transport secretary Andy McDonald agreed and warned that passengers did not need a review to explain to them that the franchising system is "broken beyond repair".

"I can tell the prime minister now that no amount of tinkering will change the fact that rail franchising has failed, does not deliver and never will," he said.

The union is calling for an end to the £50 billion privatised rail rip off because the twenty five years of privatisation doesn't need another so-called 'independent' review, it needed abolishing.

University of Essex researchers said that the privatised system was highly fragmented and inefficient – leading to huge losses and higher fares. Any new honest assessment would simply show poor performance, overcrowded trains, high fares and soaring profits.

RMT said that the review would not be in any way be independent and it will rule out public ownership on political grounds and chaired by a City figure who would be pro-big business and private profit to his core.

The union said that far from being a root and branch review the whole exercise was a political stunt by a Conservative government ideologically wedded to a private sector model rigged to ensure that public subsidies can be siphoned off to shareholders – robbing passengers and starving the network of much needed investment.

Passengers can expect a barrage of spin around longer franchises, shared risks and learning lessons from the past but the bottom line will remain – that Britain's railways have an open door policy to overseas outfits looking for a fast buck at the taxpayers' expense.



CHAOS: Transport Secretary Chris Grayling, who has previously insisted: "I don't run the railways" launches major review of Britain's railways.

Private companies know that as new rolling stock are deployed and commuters are forced to travel even longer distances, the potential for a guaranteed income for little effort is still as safe as houses under the racket of rail privatisation. If they get their sums wrong they can just throw back the keys and walk away.

Mick Cash said that the £50 billion robbed from our railways by privatisation would have been enough to invest in modernised infrastructure and fleet, safe staffing, reliability and affordable fares.

"We don't need another review kicking the issue into the long grass we need to kick the spivs and speculators off the tracks for good.

"The true nature of our privatised railways is that it is a system of corporate welfare underwritten by the taxpayer. Franchising is fundamentally flawed and unsustainable, as the East Coast debacle has shown.

"The railways should be publicly owned, safe, secure and accessible for all and not a vehicle simply for private greed," he said. ■



LNER: David Horne, former boss of failed rail franchise Virgin Trains East Coast (VTEC) and now managing director of nationalised operator London North Eastern Railway (LNER) at Kings Cross station in London.

WINNING AT WORK

RMT works hard to get you the best possible pay settlements, opposite are just some that your union has won this year



ORKNEY FERRIES

A pay award of 1.5 per cent for the 2018, a non-consolidated payment of £650 per employee, a pay award of 10 per cent in 2019 and a commitment to a pay award of at least RPI in 2020 adding up to 11.5 per cent.

ABELLIO SCOTRAIL

A two-year pay deal to increase the salaries of operations driving grade posts by four per cent from April 2018 and by 2.5 per cent from April 2019, or RPI percentage figure for January 2019, whichever is the higher.

HARWICH INTERNATIONAL PORT

An increase of 3.1 per cent on basic pay rates and variability payments, effective January 2018.

AXIS CLEANING SUPPORT SERVICES (ARRIVA RAIL NORTH CONTRACT)

A 4.16 per cent increase for day cleaners, 3.55 per cent for night cleaners and 3.4 per cent for supervisors.

GREATER ANGLIA

A 3.6 per cent increase for all Revenue Protection, Retail, Train Presentation, Conductor, HQ, Ops & Yard Supervisors and Shunter Grades.

CROSS COUNTRY

An increase of 3.85 per cent on basic rates of pay and dynamic allowances across all relevant grade groups or a minimum increase of £1,085, effective June 2018.

LEADEC

An increase of 3.4 per cent to all hourly rates, effective April 2018. A reduction in the base working week from 37.5 to 37 with no loss of pay, this is equivalent to a further 1.3 per cent.

ARRIVA TRAINS WALES

A 3.3 per cent pay increase for all grades effective July 2018.

SCOTRAIL

A two-year pay deal to increase the salaries of General Graded posts by four per cent from April 2018 and by 2.5 per cent from April 2019, or RPI percentage figure for January 2019), whichever is the higher.

AXIS CLEANING SUPPORT SERVICES (ATW CONTRACT)

A 5.2 per cent increase for train cleaners and train cleaning supervisors

STAGECOACH CHESTERFIELD DEPOT

An increase of 2.4 per cent, effective 6th May 2018 and a further increase of 2.4 per cent, effective from the May 2019 anniversary date. The average increase is also applicable to holiday and sick pay rates.

DHL PRESTON BROOK

A two per cent increase on basic rates of pay and shift premiums backdated to April 2018. A reduction in the working week with no loss of pay from 45.5 hours to 44.5 hours per week, equivalent to a 2.2 per cent increase. Increase in bank- and public-holiday payments from time-and-three-quarters to double time

BOMBARDIER WILLESDEN JUNCTION

A 2.5 per cent increase on all rates of pay 2018 and allowances to be uplifted in line with the increase.

SOUTHEASTERN (ON-BOARD MANAGERS)

A 3.25 per cent increase on all rates of pay 2018

SERCO CALEDONIAN SLEEPER

An increase of three per cent and a non-pensionable, one-off payment of £500.

MTR CROSSRAIL

An increase of two per cent or February 2018 RPI + 0.25 per cent, whichever is greater. An increase of two per cent or February 2019 RPI whichever is greater. All allowances will increase in line with this.

THALES GTS

A two per cent increase in 2018 and a 2.5 per cent increase in 2019

INTERNATIONAL CURRENCY EXCHANGE (ST. PANCRAS INTERNATIONAL)

An increase of 3.5 per cent to basic rates of pay effective March 2018.

ISLE OF MAN STEAM PACKET

A four per cent to basic rates of pay from January 2018

PETERSON (UK) LTD (HEYSHAM PORT)

A four per cent increase January 2018, a three per cent increase for 2019 and a further three per cent from January 2020.

WINDERMERE LAKE CRUISES

An increase of 3.5 per cent on basic rates of pay effective February 2018.

FORTH PORTS

A three per cent for all towage crew from January 2018 and an increase to the call-out payment from £235 to £242. A three per cent for all dockgate staff and responsibility payment will increase by three per cent.

MAERSK RALEIGH

An increase of 2.5 per cent for all ratings from February 2018 and an additional seven days leave.

FORELAND SHIPPING (GUERNSEY) LTD

A new three-year pay deal with a guaranteed minimum floor of 2.3 per cent for the period 2018 to 2020 inclusive and compensation payment will be made for all crew travel days in excess of four days per annum.

PORT OF DOVER CARGO LTD

A one-year deal of a 2.3 per cent increase, effective January 2018.

STAGECOACH EAST MIDLANDS (EX LINCOLNSHIRE ROAD CAR)

An increase of two per cent in 2018.

NATIONAL EXPRESS POOLE DRIVERS

An increase of two per cent in 2018

IN ORKNEY

Aberdeen Shipping branch secretary Keith Whyte reports on a recent visit to members in Orkney

Orkney RMT members welcomed RMT general secretary Mick Cash and national secretary Darren Procter to the Orkney islands along with a regular visitor regional organiser Gordon Martin last month.

After travelling across the Pentland Firth the first port of call was Stromness where Serco Northlink Ferries members attended a meeting on-board the M.V. Hamnavoe.

All the visitors addressed a well-attended meeting dealing with a range of topics including the on-going SOS 2020 Campaign, encouraging more health and safety reps on-board the vessels and the upcoming unnecessary tendering process that the members are about to go through again.

Other issues including the understaffing of the catering department and the impact this was having on the workload expected from our members which could have health and safety implications. It was agreed that this would be brought to management's attention immediately.

Several members were presented with long service badges and the general secretary thanked them for their loyalty

to the union and stressed the importance of collective and organised support to and from the membership.

Mick Cash also gave an interview to the local radio station, Radio Orkney, mentioning that a meeting with Orkney Ferries management and that the union would be pushing for much needed investment in new vessels to improve working conditions, reliability and a better service for the local communities.

He was asked about the recent 11.5 per cent pay rise that RMT members fought for and received which, he said, was an investment in staff, and now the union would like to see an investment in new vessels. The upcoming Scottish government decision to put the Northern Isles Ferry Service (NIFS) contract out to tender was discussed.

He said that the union would like to see the NIFS in public hands like the CalMac service on the Western Isles. This was a more efficient and cost effective way of operating lifeline ferry services.

A meeting was also convened on board the Earl Thorfinn attended by RMT members from

several of Orkney Ferries fleet to hear national secretary Darren Procter of the importance of a functioning health and safety system, including reps on-board ships.

Mick Cash also congratulated all the members on their recent pay rise which showed the importance of a strong and active RMT presence in the workplace. Aberdeen Shipping branch chair Tommy Causby invited all to the branch's second meeting on Orkney in Kirkwall that evening which was well attended.

RMT regional organiser Gordon Martin brought everyone up to date on continued efforts to recruit and organise the workforce of Pentland Ferries, a local anti-union ferry operator. Inroads have been made but not as

quickly as the union would like. Several members were also presented with long service badges, these included a 40 year and a 25year and several 10year awards. The GS thanked these members for their loyal and continued support for the union.

The union has significantly increased its membership on Orkney recently including the excellent 100 per cent membership on Orkney Ferries. This was reflected in the two well attended workplace meetings and also the branch meeting and the union would like to thank all the local members for their contribution and participation in making the two days a success. Aberdeen Shipping branch would like to make a yearly meeting on Orkney a regular part of its calendar. ■



MERCHANT NAVY WELFARE BOARD

"Supporting the provision of quality welfare services for seafarers and their dependants" The Merchant Navy Welfare Board (MNWB) was established in 1948, although its predecessors date back to 1927. Membership of its Council came from the ship owners, seafarers' trade unions, nautical charities and Government. Originally, funding was provided by the Government via levies on British ship owners employing the many non-domiciled seamen. The Board has, for 70 years, been a forum where those whose interest is the welfare of seafarers can work harmoniously together. This work continues to evolve recognising the changes that affect both serving and retired seafarers.

The Board exists primarily to support its Constituent Members which includes the Chamber of Shipping, Nautilus International and RMT and 43 maritime charities including Apostleship of the Sea; The Marine Society;

Nautilus Welfare Fund; Royal Alfred; Sailors Society; Shipwrecked Mariners Society; Trinity House plus others of varying sizes including some local to a specific port including the Seamen's Welfare Fund of Gibraltar.

There is evidence that the individual needs for those receiving support are increasing. At the same time there remains an on-going need to support port-based welfare services for working seafarers.

PORT WELFARE COMMITTEES (PWC)

With effect from 2018 the Board administers two other national seafarers' welfare boards (Gibraltar Seafarers' Welfare Board (GSWB) which was formerly a PWC), and the Falklands Port Welfare Board alongside 15 PWCs within the UK.

The fifteen UK PWCs (and GSWB) remain an essential and integral part of the Board's work.

The contribution, made by members, allows the Board and, importantly its Constituents, to better understand issues that affect seafarers locally, nationally and internationally.

The PWCs cover the entire coastline of the United Kingdom whilst the GSWB covers Gibraltar. Each comprises representatives of organisations concerned directly, or indirectly, with the welfare of seafarers visiting the ports, or those locally domiciled. Members are drawn from various backgrounds, including maritime charities, port authorities, port health authorities, maritime trade unions and ship owners (commonly represented by the shipping agents).

A very significant aspect of PWCs is that of enhancing local networking. Meetings offer an excellent opportunity for members to better network and understand each other's roles and responsibilities within the maritime community. This can be invaluable in times of crisis or

even, for example, when trying to resolve access problems to a particular berth.

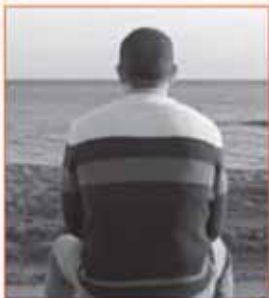
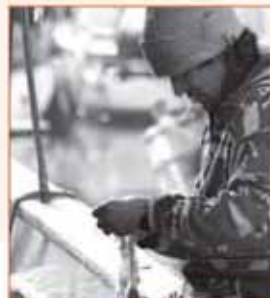
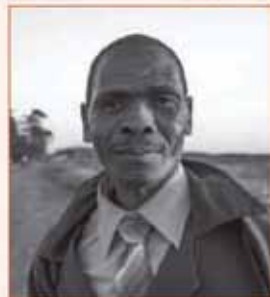
SEAFARER SUPPORT

In a funding partnership with ITF Seafarers' Trust, Seafarers' UK and the RN&RM Charity, the Board operates the Seafarer Support welfare referral service for the entire maritime charity sector (Merchant Navy, Royal Navy and fishing fleet). The combined website, helpline and online search engine service provided by Seafarer Support directs and where appropriate, transfers enquirers to welfare organisations best suited to help. MNWB staff welcome enquiries via telephone on a Freephone number 0800 121 4765 or via the website www.seafarerssupport.org. The online search facility called the 'Maritime Charities Welfare Guide' is embedded into the Seafarer Support website.



ARE YOU A SERVING OR RETIRED UK SEAFARER?

Seafarer Support is a free confidential telephone and online referral service helping to support serving and former UK seafarers and their families in times of need



**Seafarer
SUPPORT**

0800 121 4765

www.seafarerssupport.org
www.facebook.com/seafarerssupport
[@seafarerssupport](https://twitter.com/seafarerssupport)

HELP PROTECT THEM WHEN YOU NO LONGER CAN

RMT
protect✓

The things we do for love! Cheering from the sidelines when they're 6-0 down; overlooking the messy bedroom while they're cramming for exams; Justin Bieber concerts; shaking hands with their first boyfriend through gritted teeth; the 'taxi' to swimming lessons twice a week; the packed lunches; and the after-school 'artwork' we pin on our fridge doors...

You look out for your loved ones everyday. Maybe we can help keep up the good work when you're gone.

RMT Life Cover steps in to shoulder some of your family's financial obligations when you no longer can. How? By giving them a cash lump sum - up to £50,000 - to make up some of the shortfall when they no longer have your salary. It can help cover both the regular household outgoings as well as any other costs that are harder to foresee and, of course, funeral arrangements too.

The average cost of a funeral has more than doubled since 2000 and if the trend continues, it's predicted that costs could reach £6,107 by 2023*. By taking out just £20,000 of life cover, you'll help your nearest and dearest cover immediate expenses and more. With so much else to deal with at this difficult time, helping with the short-term finances for your partner or children can be just the first step towards getting their lives back on track.

It's not the only way life insurance can help them - our cover can also be a longer-term solution for any family who would struggle to pay bills, meet mortgage repayments, bring up the kids and keep meals on the table without your regular income.

It's about helping to keep things ticking over. It's about helping to take care of them, even when you're not around. It's about telling them you still love them.



Don't just take our word for it though. Amanda, 46, from Derbyshire explains why she purchased life insurance, "I have two boys and just worry about leaving them without anything and paying for my own funeral."

Deborah, 47, from Staffordshire agrees that family are extremely important, especially her husband, Paul. "I felt that I had a responsibility to put something in place for him should that day come".

Life insurance is for people like Amanda and Deborah. It's for people who want to enjoy peace of mind knowing their nearest and dearest are going to be ok financially when they're gone. It's for people who want to help their family and home hold together when everything else can feel like it's falling apart. It's for people who have been looking after their loved ones for years, and now want a way to help secure their future too.

Remember...

- ✓ No health checks - guaranteed acceptance for UK residents aged 18-64
- ✓ Up to £50,000 cash lump sum
- ✓ No price increases
- ✓ Your premiums stay the same throughout your cover

Year 1 Cashback - get 10% of your first year's paid premiums back, as a thank you for choosing RMTProtect.

Simply visit:

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or call **0800 033 4184** for a free quote.

Year 1 Cashback Terms and Conditions: 1. The cashback amount payable is 10% of the first 12 months' paid premiums. 2. The cashback will be due once the 12th paid premium has been successfully collected and the policy is fully paid up to date. 3. The cashback will be credited to the nominated bank account, from which the monthly premiums are collected. The cashback is paid by RMTProtect.

*Mintel: Funerals - UK January 2007 / Matter Research August 2014 / Forecast based on average annual compound growth rate of 6.33% each year between 2007 and 2015.

† The gift card will be sent within 14 days after we receive your second premium. One £30 M&S gift card per customer. Offer ends 31st December 2017.

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RAILWAY WALKS



WALKING IN WATFORD

The Ebury Way offers country strolls through lakes and fields shared by walkers and cyclists

Watford does not immediately conjure up images of a rural idyll but look closer and there is The Ebury Way, a 3.5-mile rail trail running between Rickmansworth and Watford.

RMT South East regional admin manager Stewart Cameron and his brother-in-law and RMT LUL rep Laszlo Rollinger are big fans of the Ebury Way and both remember watching steam trains running along the line to and from a paper mill when they were both at junior school.

“As kids this was a forgotten world with railway tracks and bridges we used to mess about in for whole summers,” Stewart reminisces.

Today, acting as a ‘green corridor’ for wildlife and well away from the bustle of nearby towns, it passes through an amazing variety of habitats, including open common land, scrubby wood, wetlands and water.

One of the highlights is Croxley Common Moor, a 100-acre nature reserve which provides habitat for wildflowers and many bird species including the green woodpecker. A stroll across the moor, which commonly provides grazing for cattle, brings you to the banks of the tranquil River Gade

where kingfishers are a common sight.

The route crosses three rivers; The River Colne, River Chess and River Gade as well as the Grand Union Canal.

The path’s origin as the Watford and Rickmansworth Railway endows it with generous width and gentle gradient making it ideal for family cycling. It forms part of National Cycle Network Route 61 which runs between Windsor to the south-west and Ware to the north-east.

The characteristics of abandoned railways—flat, long, frequently running through historical areas—are appealing for various reasons.

By bike it is a 30-minute ride, though for the more adventurous it forms part of route 61 of the National Cycle Network which runs west to Uxbridge and Windsor and beyond, and from Watford Route 6 goes from London to the Lake District.

The surface has been designed to be easy going for all users including wheelchairs, with many accessible entry points along the way. ■

**If you have a favourite railway walk let RMT News know and e-mail: bdenny@rmt.org.uk*



Grand Union Canal



RMT south east regional office manager Stewart Camreon with his son Connor and RMT LUL rep Laszlo Rollinger



THE BALLADS OF CHILD MIGRATION

A tribute to a lost generation of children sent abroad from 1869 to as recently as 1970

Next month a collective of brilliant and respected musicians and singers are taking to the road to tell the moving story of Britain's forced child migrants.

Around 100,000 British children were sent overseas without their parents and without consent. These migration schemes were aimed at children believed to be 'deprived of a normal family life', that's to say orphans and children living in poverty.

The songs in this concert were recently heard as part of a major BBC Radio 2 dramatisation of Michael Morpurgo's book *Alone on a Wide Wide Sea*.

They include an all-star cast with award-winning folk artists: John McCusker, Michael

McGoldrick, Boo Hewerdine, O'Hooley & Tidow, Chris While, Julie Matthews, John Doyle, Jez Lowe, Andy Seward and Andy Cutting and narrated by Barbara Dickson.

Forced child migration is a little known and dark part of the history of Britain, sent overseas to places including Australia and Canada with the promise of finding a better life. Some did but many others found only hardship, abuse and loneliness. The Ballads of Child Migration is a tribute to those children.

After each concert there will be a short Q&A session where members of the audience can ask questions of the performers and other experts about child migration. ■

*This tour is supported by the Arts and Humanities Research Council, and is produced by 7digital – the digital music and radio services company that also produced the BBC Radio version of *Alone on a Wide Wide Sea*.*

November 2018

Monday 12 – Folk In The Barn, Gulbenkian, Canterbury

Tuesday 13 – Saint James Church, Clerkenwell, London

Wednesday 14 – Corn Exchange, Cambridge

Thursday 15 – The Albert Hall, Nottingham

Friday 16 – Floral Hall, Southport

Tickets available from www.ticketline.co.uk / 0844 888 9991

AYR AWARD

Two former RMT executive committee members Jim Gray and Gerry McCann were presented with their 40-year badges back in March this year by RMT general secretary Mick Cash at the Scottish regional council belatedly published due to a local difficulty. ■



"One of the pre-eminent song collections of recent times, poignantly re-telling one of the most important stories to have emerged from these islands"

Mark Radcliffe, BBC Radio 2

BIRMINGHAM AWARDS



Gerald Wilkes
25 year badge



Ian Stokes
40 year badge



Mark Solloway
40 year badge



Prince Allen
40 year badge



Michael Windle
40 year badge

President's column



BLACK HISTORY MONTH

This October is Black History Month, it is also known as African-American History Month in the U.S., is an annual observance in Canada, the United Kingdom, the Netherlands and the United States. It began as a way for remembering important people and events in the history of the African diaspora. It is celebrated annually in the United States and Canada in February, as well as in the United Kingdom, the Netherlands and Republic of Ireland in October.

Black History Month kicked off with a strong message from Jeremy Corbyn, Leader of the Labour Party saying that he was proud to lead a party that puts equality at its very heart and has a rich history of championing for equal rights and opportunities for all.

This year we had our 25th anniversary of our Black and Ethnic Minority Members Advisory Committee [B&EMMAC] Conference and we continue to see our members fight hard for improved representation and a louder say on union decisions that affect them which is as it should be.

We in the RMT have a long record of defending activist when they come under attack from whatever direction. 2 years ago, Manuel Cortez's GS of TSSA publicly accused Jackie Walker, a black Jewish activist, writer and former Vice-Chair of Momentum of being a racist, for not agreeing with any of the International Holocaust Remembrance Alliance [IHRA] definition example. Jackie was invited to speak at our Black & Ethnic Conference and an AGM resolution was passed seeking to defend Black activists unjustly ostracised in the national media.

Marc Wadsworth, anti-racist campaigner, founder of Anti-Racist Alliance and anti-racist campaigns involving murdered teenager Stephen Lawrence was expelled from the Labour Party on 27th April 2018 for bringing the party into disrepute. Mark challenged Right Wing Labour MP Ruth

Smeeth at the launch of the Chakrabarti inquiry into allegations of anti-Semitism and other forms of racism in the Labour Party saying that she was working "Hand in hand with a Telegraph journalist" and like many other Right Wing Labour MP's the real objective was to damage Corbyn. Mark has a crowd funding page to help support his defence. :

<https://uk.gofundme.com/justice4marca>

Recently along with local reps, NEC members and the SAGS/AGS we have been campaigning to keep our ticket offices open on London Overground. Arrival Rail London and Transport for London held a public consultation on their plans to close 51 of the 62 staffed ticket offices.

Staffed ticket offices are vital on our rail network as ticket vending machines simply do not offer the range of tickets many passengers need, often overcharging people in the process. Station staff in ticket offices also regularly provide a point of human contact for passengers improving safety and enabling disabled passengers to travel with confidence we must do everything in our power to fight these plans.

The National Executive Committee members have continued to visit as many picket lines as possible, around the country during our various disputes and the feedback I'm receiving from our heroes on those picket lines is heartening. I'm sure the NEC will continue to be as visible as they possibly can in the future and thank you very much for all the cakes we have been greeted with along the way [not that we needed them].

"The Most Potent Weapon In The Hands Of The Oppressor Is The Mind Of The Oppressed"

[Steve Biko 18th December 1946-12 September 1977]

In Solidarity

Sean Hoyle



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RMT member, work accident claimant

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NOMINATES
STEVE SHAW
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EAST KENT BRANCH
SUPPORT
STEVE SHAW
FOR RMT NATIONAL PRESIDENT

NUNEATON BRANCH
NOMINATES
MICHELLE RODGERS
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SUPPORTS
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SUPPORTS
MICHELLE RODGERS
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CARDIFF RAIL BRANCH
NOMINATES
MARK ARMSTRONG
FOR NEC SOUTH WALES & WEST OF ENGLAND
REGION

NORTH STAFFS BRANCH
NOMINATES
STEVE SHAW
FOR NATIONAL PRESIDENT

DOVER SHIPPING BRANCH
SUPPORTS
MICHELLE RODGERS
FOR RMT PRESIDENT

LINCOLNSHIRE ROADCAR BRANCH
NOMINATES
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FOR RMT PRESIDENT

CHILTERN LINE BRANCH
NOMINATES
STEVE SHAW
FOR NATIONAL PRESIDENT

NEASDEN BRANCH
SUPPORTS
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NEWCASTLE AND GATESHEAD BRANCH
NOMINATES
STEVE SHAW
FOR RMT NATIONAL PRESIDENT

EIRE SHIPPING BRANCH
NOMINATES
STEVE SHAW
FOR NATIONAL PRESIDENT

OFFSHORE ENERGY BRANCH
NOMINATES
MICHELLE RODGERS
FOR RMT NATIONAL PRESIDENT

WARRINGTON AND DISTRICT BRANCH
NOMINATES
STEVE SHAW
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ABERDEEN SHIPPING
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SUPPORT
MICHELLE RODGERS
FOR RMT PRESIDENT

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NOMINATES
STEVE SHAW
FOR NATIONAL PRESIDENT

ABERDEEN SHIPPING
NOMINATES
GORDON MARTIN
FOR REGIONAL ORGANISER - SCOTLAND
REGION 1

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FOR RMT PRESIDENT

LEAMINGTON SPA BRANCH
NOMINATES
STEVE SHAW
FOR RMT PRESIDENT

CARMARTHEN BRANCH
NOMINATES
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FOR RMT PRESIDENT

SWINDON RAIL BRANCH
NOMINATE
STEVE SHAW
FOR RMT PRESIDENT

SWINDON RAIL BRANCH NOMINATES MARK ARMSTRONG FOR RMT NATIONAL EXECUTIVE COMMITTEE	HOLYHEAD NO1 BRANCH NOMINATES STEVE SHAW FOR RMT PRESIDENT	EUROPEAN PASSENGER SERVICES BRANCH NOMINATES STEVE SHAW FOR RMT PRESIDENT
WIGAN BRANCH NOMINATE STEVE SHAW FOR RMT PRESIDENT	HOLYHEAD NO1 BRANCH NOMINATES STAN HERSCHEL FOR RELIEF REGIONAL ORGANISER	KINGS CROSS BRANCH NOMINATES STEVE SHAW FOR RMT PRESIDENT
WAKEFIELD AND HEALEY MILLS NOMINATES STEVE SHAW FOR RMT PRESIDENT	WALTHAM CROSS AND DISTRICT BRANCH NOMINATES STEVE SHAW FOR RMT PRESIDENT	GREAT NORTHERN RAIL BRANCH NOMINATES STEVE SHAW FOR RMT PRESIDENT
DERBY RAIL & ENGINEERING BRANCH NOMINATES STEVE SHAW FOR RMT PRESIDENT	LU ENGINEERING BRANCH NOMINATES MICHELLE RODGERS FOR RMT NATIONAL PRESIDENT	LONDON AND ORIENT ENGINEERING BRANCH NOMINATES STEVE SHAW FOR RMT PRESIDENT
WOLVERHAMPTON BRANCH NOMINATES STEVE SHAW FOR RMT PRESIDENT	LEWISHAM, SOUTHWARK AND DISTRICT BRANCH NOMINATES MICHELLE RODGERS FOR RMT PRESIDENT	COLCHESTER AND DISTRICT BRANCH NOMINATES STEVE SHAW FOR RMT PRESIDENT
BLACKPOOL AND FYLDE COAST BRANCH SUPPORTS STEVE SHAW FOR RMT PRESIDENT	EDINBURGH NO1 AND PORTOBELLO DISTRICT BRANCH NOMINATES MICHELLE RODGERS FOR RMT PRESIDENT	GLASGOW SHIPPING BRANCH NOMINATES MICHELLE RODGERS FOR RMT PRESIDENT
BLACKPOOL AND FYLDE COAST BRANCH SUPPORTS STAN HERSCHEL FOR RELIEF REGIONAL ORGANISER NORTH	NEWCASTLE RAIL & CATERING BRANCH NOMINATE MICHELLE RODGERS FOR RMT PRESIDENT	CARLISLE CITY BRANCH NOMINATES STEVE SHAW FOR RMT PRESIDENT
NEWCASTLE AND GATESHEAD BRANCH NOMINATES STAN HERSCHEL FOR RELIEF REGIONAL ORGANISER NORTH	STOCKPORT & DISTRICT BRANCH SUPPORTS MICHELLE RODGERS FOR RMT PRESIDENT	ST PANCRAS BRANCH NOMINATES STEVE SHAW FOR RMT PRESIDENT
NOTTS & DERBY BUS BRANCH NOMINATES MICHELLE RODGERS FOR RMT NATIONAL PRESIDENT	SALISBURY NO3 BRANCH SUPPORTS MICHELLE RODGERS FOR RMT PRESIDENT	EUSTON NO1 BRANCH NOMINATES STEVE SHAW FOR RMT PRESIDENT
NOTTS & DERBY BUS BRANCH NOMINATE ANDY BUDDS FOR RELIEF REGIONAL ORGANISER (NORTH)	BASINGSTOKE BRANCH NOMINATE MICHELLE RODGERS FOR RMT PRESIDENT	WATERLOO BRANCH NOMINATES STEVE SHAW FOR RMT PRESIDENT
SOUTH WEST MIDLANDS BRANCH NOMINATES STEVE SHAW FOR RMT PRESIDENT	LONDON TAXI BRANCH NOMINATED MICHELLE RODGERS FOR PRESIDENT	MARCH & DISTRICT BRANCH NOMINATES STEVE SHAW FOR RMT PRESIDENT

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NOMINATES
STEVE SHAW
FOR
RMT PRESIDENT

WISHAW & MOTHERWELL BRANCH
SUPPORTS
STAN HERSCHEL
FOR RELIEF REGIONAL ORGANISER - NORTH'

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NOMINATES
STEVE SHAW
FOR RMT PRESIDENT

GLASGOW 5 BRANCH
NOMINATES
STEVE SHAW
FOR
RMT PRESIDENT

INVERNESS BRANCH
SUPPORTS
MICHELLE ROGERS
FOR RMT PRESIDENT

BLETCHLEY AND NORTHAMPTON BRANCH
NOMINATES
STEVE SHAW
FOR RMT PRESIDENT

POOLE & DISTRICT BUS BRANCH
NOMINATES
STEVE SHAW
FOR
RMT PRESIDENT

BRIDGEND LLANTRISANT AND DISTRICT
BRANCH
NOMINATES
STEVE SHAW
FOR RMT PRESIDENT

WOLVERTON BRANCH
NOMINATED
STEVE SHAW
FOR
RMT PRESIDENT

BRIGHTON AND HOVE CITY BRANCH
NOMINATE
MICHELLE RODGERS
FOR
RMT PRESIDENT

PRESTON NO 1 BRANCH
SUPPORTS
STEVE SHAW
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MORDEN & OVAL BRANCH
SUPPORTS
MICHELLE RODGERS
FOR RMT PRESIDENT

WIMBLEDON BRANCH
NOMINATE
MICHELLE RODGERS
FOR
RMT PRESIDENT

EAST SUSSEX COASTWAY BRANCH
NOMINATES
STEVE SHAW
FOR RMT PRESIDENT

STERLING BRANCH
NOMINATES
MICHELLE RODGERS
FOR RMT PRESIDENT

DOVER DISTRICT GENERAL GRADES BRANCH
NOMINATES
MICHELLE RODGERS
FOR
RMT PRESIDENT

EAST LONDON RAIL BRANCH
NOMINATES
MICHELLE RODGERS
FOR RMT PRESIDENT

OFFSHORE ENERGY BRANCH
NOMINATE
STAN HERSCHEL
FOR RELIEF REGIONAL ORGANISER NORTH

MANCHESTER SOUTH BRANCH
NOMINATE
MICHELLE RODGERS
FOR
RMT PRESIDENT

THREE BRIDGES BRANCH
SUPPORTS
STEVE SHAW
FOR RMT PRESIDENT

RMT GLASGOW SHIPPING BRANCH
SUPPORTS
GORDON MARTIN
FOR REGIONAL ORGANISER FOR SCOTLAND

NEWCASTLE RAIL & CATERING BRANCH
NOMINATE
MICHELLE RODGERS
FOR
RMT PRESIDENT

SOUTH LONDON RAIL
NOMINATING
STEVE SHAW
FOR RMT PRESIDENT

NEWCASTLE RAIL & CATERING BRANCH
NOMINATE
STAN HERSCHEL
FOR RELIEF REGIONAL ORGANISER NORTH

WISHAW & MOTHERWELL BRANCH
SUPPORTS
MICHELLE RODGERS
FOR RMT PRESIDENT

BIRMINGHAM ENGINEERING
SUPPORTS
STEVE SHAW
FOR RMT PRESIDENT

BARROW IN FURNESS NO1 BRANCH
SUPPORTS
MICHELLE RODGERS
FOR RMT PRESIDENT

PORTSMOUTH BRANCH
NOMINATES
MICHELLE RODGERS
FOR RMT PRESIDENT

CARDIFF NO 7 BRANCH
NOMINATING
STEVE SHAW
FOR RMT PRESIDENT

LONDON, ANGLIA AND MIDLANDS TRANSPORT
BRANCH
SUPPORTS
STEVE SHAW
FOR RMT PRESIDENT

WISHAW & MOTHERWELL BRANCH
NOMINATES
GORDON MARTIN
FOR REGIONAL ORGANISER, SCOTLAND
(REGION 1)

CAMBRIAN BRANCH
NOMINATES
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FOR RMT PRESIDENT

WAKEFIELD AND HEALEY MILLS
SUPPORTS
STAN HERSCHEL
FOR RELIEF REGIONAL ORGANISER NORTH

A photograph of three men standing in front of a black steam locomotive. The locomotive has the number 4247 on its front. The man on the left is wearing a dark jacket and has his arm on the locomotive. The man in the middle is wearing a dark jacket and has his hands clasped. The man on the right is wearing a dark jacket and has his arm on the locomotive. The locomotive is on a track with trees in the background.

CREW: left to right driver Ashley Helleur, trainee driver Will Marshall and fireman Adam Cox in front of their GWR 4200 Class 2-8-0T heavy freight locomotive

BODMIN BOUND

The Bodmin and Wenford Railway is Cornwall's premier heritage railway line

You can pick up a ride on the Bodmin and Wenford Railway (BWR) heritage line by changing platforms from the national rail network at Bodmin Parkway station.

This direct rail connection is a great advantage for any heritage line and is the life-blood of the railway according to signalling volunteer and former RMT executive committee member Dave Letcher.

"Access to the Network Rail mainline at Bodmin is controlled by a lever frame, under the supervision of NR's Lostwithiel signal box," he explains.

This allows for trains to be

brought directly in and out of the line which consists of two parts. On leaving Bodmin Parkway, the first 3 ½ mile route crosses the first Fowey by a five-arch viaduct, and then climbs a steep gradient up towards Bodmin Moor. The one halt is at Colesloggett Halt which providing access to footpaths through Cardinham Woods.

Upon reaching Bodmin General station – the headquarters of the railway – trains reverse to take the three mile trip to Boscarne Junction. This lies on the former London and South Western Railway route to Wadebridge and Padstow and the track bed now

forms the Camel Trail alongside the River Camel to the sea.

The railway aspires to extend alongside this foot/cyclepath towards Wadebridge in the future and has the support of North Cornwall District Council.

BWR publicity officer Jimmy James is another member of the hardworking and friendly team that keeps the wheels turning at Bodmin. He explains how the Bodmin Railway Preservation Society was founded in 1984 following the demise of freight traffic from Wenford a year earlier.

"Firstly the Bodmin General terminus was rescued from its fate as a second hand furniture shop and was beautifully

restored to its former glory as you can see today," he says.

He explains how the Great Western Railway opened its branch line to Bodmin General in 1887, and a year later a junction line was opened to connect with the Bodmin and Wadebridge Railway which opened way back in 1834.

"heritage services were resumed in 1989 between Bodmin General and Bodmin Parkway and by 1996 the former junction line was also reopened, with another new station provided as Boscarne Junction," he says.

A tour of the engine sheds also reveals a hive of activity with engines receiving

everything from an oiling to a major overhaul and complete restorations.

Jimmy points out one squat bright green engine in the gloom among the others undergoing repair.

"Alfred is one of the two ex-Port of Par Bagnall 0-4-OSTs. Alfred and its older sister engine Judy were the inspiration for Bill and Ben in the Thomas the Tank Engine stories," he laughs.

The steam train on duty today is a GWR 4200 Class 2-8-0T heavy freight locomotive built in 1916 that used to haul trains of china clay from St Blazey to Fowey.

He introduces driver Ashley Helleur as probably the youngest in the country. At 26 he has been volunteering at the BWR for most of his life, taking up a driving role as soon he was legally allowed to aged 23.

Ashley is an RMT rep who, when not driving steam trains, works for Great Western Railways as a guard based at Par station. He encourages all his workmates to join the union for all the industrial and legal benefits RMT has to offer.

"Ultimately, you never know when you might need the help of the union and it's an insurance policy I wouldn't want to be without," he says over the roar of the open firebox in the cab.

He is currently showing his trainee driver Will Marshall the ropes at the ripe old age of 31 along with volunteer Adam Cox, aged 20, making up the team as fireman.

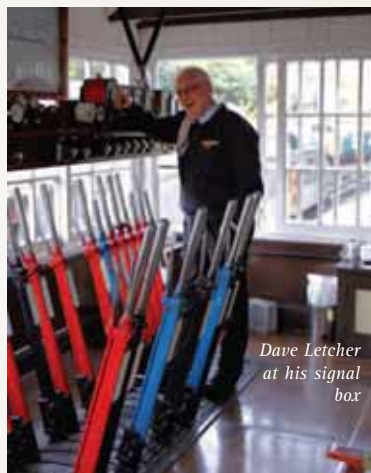
Their enthusiasm is infective and, in between carrying out their duties to keep the train rolling such as shovelling coal and letting off steam, they talk about their passion for the engines and the line itself.

It shows that the hard work and determination which brought this line back to life is still at the fore and with talent and enthusiasm like this it has a bright future.

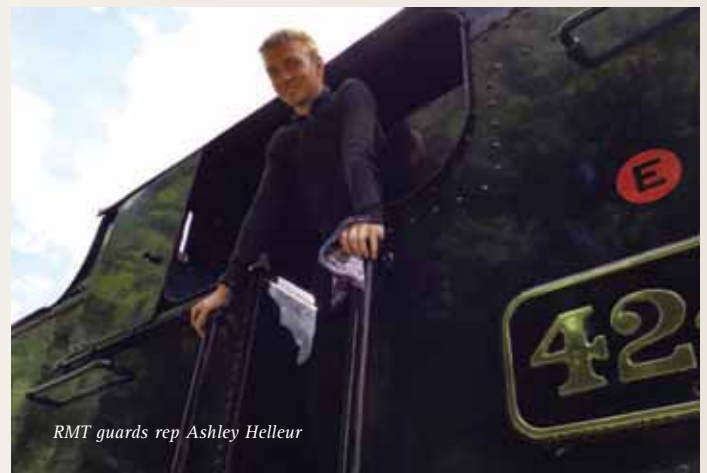
For more information go to <http://www.bodminrailway.co.uk>



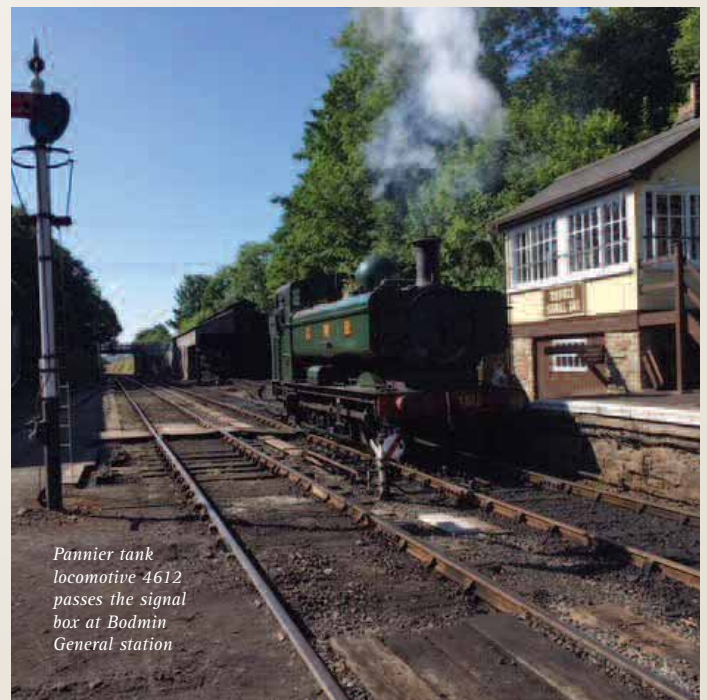
At Bodmin Parkway



*Dave Letcher
at his signal
box*



RMT guards rep Ashley Helleur



*Pannier tank
locomotive 4612
passes the signal
box at Bodmin
General station*

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STEVE SHAW
FOR RMT PRESIDENT

DONCASTER BRANCH
SUPPORTS
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FOR RELIEF REGIONAL ORGANISER NORTH

STERLING BRANCH
NOMINATES
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FOR RELIEF REGIONAL ORGANISER NORTH

SOUTH EAST ESSEX BRANCH
NOMINATES
MICHELLE RODGERS
FOR RMT PRESIDENT

BIRMINGHAM RAIL BRANCH
SUPPORTS
STAN HERCHEL
FOR RELIEF REGIONAL ORGANISER NORTH

WARRINGTON AND DISTRICT BRANCH
NOMINATES
STAN HERCHEL
FOR RELIEF REGIONAL ORGANISER NORTH

WILLESDEN RAIL BRANCH
NOMINATES
MICHELLE RODGERS
FOR RMT PRESIDENT

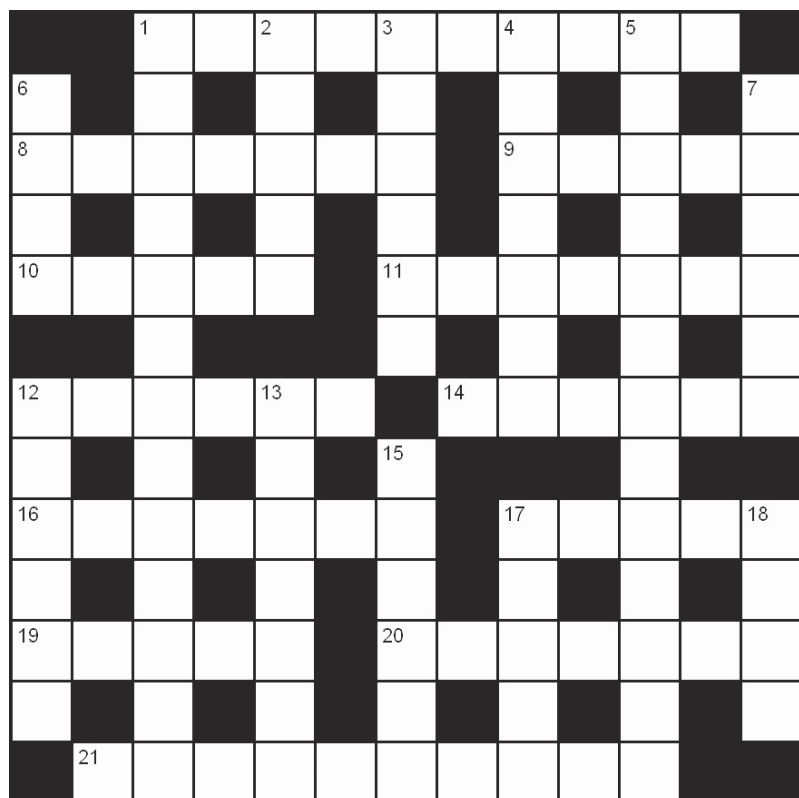
NEWPORT IOW NO2 BRANCH
NOMINATES
MICHELLE RODGERS
FOR RMT PRESIDENT

WATFORD BRANCH
NOMINATES
STEVE SHAW
FOR
RMT PRESIDENT

CENTRAL & NORTH MERSEY BRANCH
SUPPORTS
STAN HERCHEL
FOR RELIEF REGIONAL ORGANISER NORTH

FELTHAM BRANCH
NOMINATES
STEVE SHAW
FOR RMT PRESIDENT

£50 PRIZE CROSSWORD



Last month's solution...



The winner of last month's prize crossword is Tracey Ensor, Telford.

Send entries to Prize Crossword, RMT, Unity House, 39 Chalton Street, London NW1 1JD by Date November 19 with your name and address.

Winner and solution in next issue.



Crossword sponsored by UIA

ACROSS

- 1 Determined (10).
- 8 Area of land (7)
- 9 Cravat (5)
- 10 Joint (5)
- 11 Shoulder piece (7)
- 12 Elementary particle (6)
- 14 Reintroduce (6)
- 16 Flammable liquid (7)
- 17 Large artery (5)
- 19 Many-headed monster (5)
- 20 Died out (7)
- 21 Container (10)

DOWN

- 1 Awareness beforehand (10)
- 2 Edict (5)
- 3 Long pin (6)
- 4 Not knowing (7)
- 5 Intractability (13)
- 6 Senile (4)
- 7 Sculpture (6)
- 12 Irregular (6)
- 13 Too old (7)
- 15 Desert (6)
- 17 Silly act (5)
- 18 Singer (4)



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1 PERSONAL DETAILS.

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

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

3 Your Employment.

Employer		RMT Branch	
Job Description			

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

5 Membership Status

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

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

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

8 **Next of Kin**

Address

.....
.....

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

Your signature

Date

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

I agree to my identity being checked electronically ☐

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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

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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.





Britain's Largest Specialist Transport Union

Rail failings exposed by chaos over timetables

Passengers stranded when 'nobody took charge'

“ Britain's broken... ”

'Nobody took charge': regulator's damning verdict on rail chaos

...privatised railways don't need another rigged review...

OFF THE RAILS!

++ Damning report lambasts botched new train timetable
++ Passengers have suffered months of misery ++ But guess what, no one will take the blame

Worst year for British rail since Blair was PM

- » Train punctuality is poorest since 2006 yet passengers have faced fare increases of 56% during the same period
- » Official figures show one in seven trains was late in the past 12 months
- » Government under pressure to learn from mistakes after new timetables resulted in weeks of chaos on the network

...they need public ownership... **NOW!**

Mick Cash, RMT General Secretary ”

Protecting our members' interests is our priority
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