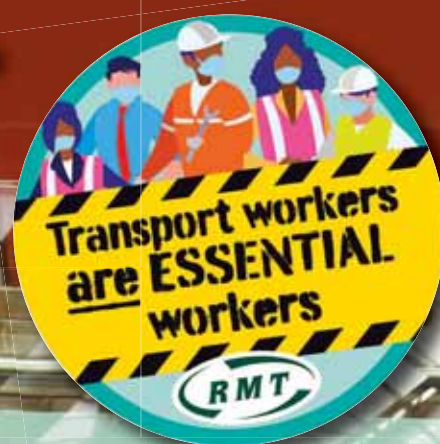


# RMT *news*

Essential reading for today's transport worker

## TRANSPORT WORKERS ARE ESSENTIAL WORKERS



THANK YOU KEY WORKERS

### INSIDE THIS ISSUE...



**WIGHTLINK STRIKE**  
**PAGE 4**



**BAN THE BANDITS**  
**PAGE 6**



**BUS WORKERS AT RISK**  
**PAGE 8**



**STANDING TOGETHER**  
**PAGE 20**



[www.rmt.org.uk](http://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](http://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](http://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](http://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](http://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](http://www.rmtprotect.com)

## INSURANCE

UIA Mutual offers great value, low cost Home, Travel and Pet Insurance to RMT members and their families.

- Interest free direct debits (spread over 10 months)
- No fees to amend your policy
- Accidental damage to TVs, laptops and game consoles covered
- Cover for damage caused by subsidence
- Alternative accommodation for family and pets if needed

Call on 0800 030 4606 to talk to UK-based call centre agents from 8.30am to 8pm Monday to Friday.

## HEALTH CASH PLAN

For a small monthly premium you can claim cash-back on dental, optical and therapy treatments. Visit [www.bhsf.co.uk](http://www.bhsf.co.uk)

Join RMT by visiting  
[www.rmt.org.uk](http://www.rmt.org.uk)

# Contents

Page 4

**STRIKE AT WIGHTLINK**

Page 5

**NO TO LONDON TRANSPORT CUTS**

Page 6

**BAN THE BANDITS**

Page 7

**NO TO 'FIRE AND RE-HIRE' IN UK OFFSHORE WIND INDUSTRY**

Page 8

**BUS WORKERS AT RISK**

Page 9

**SAVE THE TYNE AND WEAR METRO**

Page 10

**ACT TO PREVENT EUROSTAR COLLAPSE**

Page 13

**WINNING AT WORK**

Page 14

**PUBLIC INQUIRY CALLS OVER STATE COLLUSION**

Page 16

**TRANSPORT WORKERS ARE ESSENTIAL WORKERS**

Page 18

**WOMEN AND SCOTTISH RAILWAY HISTORY**

Page 19

**FIRE THEN RE-HIRED**

Page 20

**STANDING TOGETHER**

Page 21

**GET YOUR LOYALTY LOAN RATE**

Page 22

**REPORT OF THE INDEPENDENT AUDITORS**

Page 23

**PRESIDENT'S COLUMN**

Page 24

**THE ABERMULE TRAIN DISASTER ONE HUNDRED YEARS ON**

Page 26

**END OF THE LINE FOR ISLE OF WIGHT TRAINS**

Page 30

**OBITUARIES/LETTERS/CROSSWORD**

## EDITORIAL



# TRANSPORT WORKERS ARE KEY WORKERS

RMT has launched an important new campaign - Transport Workers are Essential workers. I would urge you all to get involved in promoting this initiative to your friends, family and colleagues through social media platforms or just good old-fashioned word of mouth.

The union had no option but to kick off this campaign after it became clear that the very staff who have kept Britain moving throughout nearly a year of this pandemic are facing the prospect of pay freezes, job cuts, threats to pensions and attacks on living standards and livelihoods.

It cannot be right that the same workers who have been exposed to high levels of occupational risk from COVID-19, a fact backed up by all of the official statistics, are now being confronted with a pay and conditions assault that would hit them in the pocket both now and into the future. That is why we all have to stand up and be counted.

Some employers have gone further. In the shipping sector, we have seen ferry companies using the pandemic as an excuse to axe jobs and the union is now engaged in an industrial dispute on Wightlink over pensions and conditions of service.

We hear the early warning signals that your pensions, deferred wages built up to provide for a secure future in retirement, could well be a major battleground across Transport for London and the rest of our industries. We need to be ready for that fight.

The position could not be clearer. As the vaccination programme rolls out and the talk is of a timetable for lifting the lockdown restrictions the employers are eyeing up wages, jobs, pensions and conditions as a route to hacking back their costs. After all that transport workers have done since last March, in some of the highest risk occupations, that would be a scandal.

We are not alone in this fight. Our colleagues in trade unions across the public sector face exactly the same fight as we do. RMT will work with the wider Labour Movement in an all-out campaign to make sure that those providing Britain's public services are not the ones left to pay for the COVID crisis.

*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 AT WIGHTLINK



## Company refuses taxpayer support as members prepare for strike action

RMT is in dispute with Isle of Wight ferry operator Wightlink over pensions and conditions with members voting for strike action on various dates between April and June.

Wightlink's plans to close the defined benefit (DB) pension scheme to existing employees and reintroduce flexible working practices seen in the first six months of the pandemic led RMT to ballot members in December and a large majority backed industrial action.

RMT said that Wightlink management was exploiting the second wave of the crisis by trying to force through permanent contractual changes and pension cuts.

The union was also appalled by the cavalier attitude of the company to consultation over their plans and the failure to take up

financial support that could have mitigated the current situation.

Last month the Treasury announced £6.5million to keep ferry services running between the mainland and the Isle of Wight, the second package of state funding for Wightlink and other lifeline operators during the pandemic.

Yet footage has emerged online of Wightlink CEO, Keith Greenfield describing the money as "numbers I don't recognise from the scheme details I've seen". And that it is "unclear" how Wightlink and other Solent operators can access this support.

RMT general secretary Mick Cash said that Wightlink's loyal staff had given up pay and mucked in to see the company through

the first wave of the pandemic and now they see the employer turning their nose up at public funds to maintain the supply chain and links to emergency NHS treatment during a second, deadlier wave of Covid-19.

"This is no way to run a lifeline ferry service in a time of deepening crisis and I urge the employer to take up unconditional financial support from the taxpayer and then get back around the negotiating table with RMT," he said.

Over 400 workers, including seafarer to ticket office grade are in dispute following the employers' refusal to withdraw proposals to close the Defined Benefit Pension Scheme to existing members and reintroduce flexible working practices which all employees were subject to in the first six months of the pandemic.

At the height of the first wave of the pandemic (April to September), Wightlink employees also loaned 20 per cent of their salary to allow the company to keep trading. The company has chosen to repay the generosity of their employees by slashing pension rights and making permanent changes which

undermine working conditions.

Wightlink received taxpayer support from the £10.5 million announced by the Department for Transport in April for lifeline ferry operators to the Isle of Wight and to the Isles of Scilly to maintain services in the first wave of the pandemic.

However Wightlink has continued to pay out millions of pounds in dividends to its various private equity owners, extracting funds from the company that should be used to support the hard working staff who have maintained Wightlink's lifeline supply chains in these unprecedented times.

The table below lists the profits, dividends and annual wage of the highest paid director at Wightlink Limited. RMT members are employed by Wightlink (Guernsey) but they are part of the same Group.

In July 2019 Canadian private equity outfit Fiera Infrastructure acquired a 50 per cent stake in Wightlink. Basalt Infrastructure (formerly Balfour Beatty Infrastructure) owns the other half, having paid £230 million for the entire company in 2015.

### WIGHTLINK LIMITED FINANCES 2015-19

| Year[1] | Pre-tax Profits (£m) | Dividends (£m) | Highest Paid Director |
|---------|----------------------|----------------|-----------------------|
| 2014-15 | 10.034               | None           | £714,000              |
| 2015-16 | 13.684               | 11.750         | £278,000              |
| 2016-17 | 21.771[2]            | 14.200         | £233,000              |
| 2017-18 | 15.040               | 15.300         | £334,000              |
| 2018-19 | 16.654               | 14.494         | £348,000              |
| TOTAL   | £77.183m             | £55.744m       | £1.907m               |

[1] Latest accounts cover period to 31 March 2019

# NO TO LONDON TRANSPORT CUTS

## RMT demands full disclosure of Transport for London Financial Sustainability Plan

RMT has written to London Mayor Sadiq Khan demanding that he come clean on what plans Transport for London (TfL) are putting to the government in order to secure more funding in March 2021.

As part of the deal made at the end of last year, Sadiq Khan agreed to submit to the Department of Transport proposals for returning the body to 'financial sustainability' following the devastation of its finances by the Covid-19 pandemic.

This plan was submitted to the DfT last month but unions have, to date, not yet even seen them.

In its own submissions to TfL's review, the union has already blasted the failed financial models of the past which sold the myth that public transport can be funded by passenger fares and called for a new settlement that puts in place long-term public funding

and invests in staffing levels to encourage passengers to return once it's safe to do so.

The union also slammed TfL's own 'Independent Review' for ignoring the case for proper public funding, failing to rule out future service cuts and targeting workers' pensions and the union called on the Mayor to distance himself from these views. The government's own review, conducted by consultancy KPMG, has never been disclosed in an unredacted form and remains largely secret.

In the letter RMT says: "You will understand that this is an issue of the utmost concern for our members. Throughout the pandemic, TfL's workforce has gone over and above, putting their lives on the line and in far too many cases making the ultimate sacrifice in the course of going to work to keep London moving.

"You and others have described them as heroes and they along with our NHS workers have been clapped a supportive public. Now they face the anxiety of uncertainty about their futures as you and the government begin to negotiate over a new funding package for TfL in the knowledge that some people, scandalously, are gunning for their jobs, pay and pensions in retirement".

RMT general secretary Mick Cash said that it was imperative that unions had access to this information as it has colossal implications for members and the services they provide to the travelling public.

"Negotiations are about to begin on the long-term future of public funding but Londoners and TfL's workforce remain entirely in the dark. There's been no public debate, no transparency and no democratic process.

"Instead, the future of our transport system and workers' jobs, livelihoods and pensions are being determined in secret negotiations with positions likely to be fought out in press leaks.

"This is totally unfair to the tens of thousands of TfL workers who continue to put their lives on the line to provide their critical service and it's no way to operate in a democratic society. Sadiq Khan said that he didn't come into politics to 'administer government austerity' and he was rightly outraged at the government negotiating with him on the basis of secret reports.

"We're calling on him to show that he's different and that he's backing our transport workers. He needs to show us the proposals he's putting to the government and he needs to do this now," he said.



## RMT DEMANDS URGENT ACTION AS NEW COVID VARIANT RUNS RAMPANT

RMT is demanding immediate action by Transport for London (TfL) amid the surge in London's cases of Covid infection and the rise of new variant Covid and the deaths of at least three TfL workers in recent days.

The union has written to both the Mayor of London and London Underground calling for an urgent upscaling of safety measures to protect staff. In the letter the union demands:

1. Our representatives are given sight of any data or reports addressing the risk of airborne transmission of Covid 19 in TfL workplaces and especially in sub-surface stations and on-board trains.
2. We require an assurance that no member of staff who is Clinically Vulnerable or Clinically Extremely Vulnerable will be required to attend the workplace if that member of staff feels it is unsafe for them to do so.
3. We require an assurance that no member of staff will be required to use TfL, or other public transport services, to travel to or from work where 2m social distancing cannot be maintained. Key workers should be exempted from the Congestion and ULEZ charges.
4. We demand the provision of an FFP2/N95 type mask for any member of staff who

wishes to have one when working in public areas.

5. We demand that only essential work is carried out at this time. Non-essential engineering and upgrade work should be suspended. Only staff needed to run an essential service should be required to travel to and from work and attend the workplace.

RMT general secretary Mick Cash said that urgent action to protect essential transport workers who have been keeping London moving since the Covid pandemic began some nine months ago. With three deaths in recent days of TfL workers amidst the rise of the new Covid variant

immediate steps need to be taken now.

"The union will be backing staff who are vulnerable and if they need to withdraw to the safety of their home then we will support them. The only way we can get through the pandemic to the other side of a vaccinated and safe London is if transport staff are adequately protected.

"While we do not wish to enter into a dispute situation in this matter, we rule nothing out if our demands are not met, as we believe the employer and those responsible for TfL should take the necessary steps to protect the health and safety of its workers and the wider community," he said.



# BAN THE BANDITS

## RMT calls for bans on bandit capitalists on third anniversary of Carillion collapse

RMT is demanding lifetime bans for the bandit capitalists at the helm of one of Britain's biggest outsourcing outfits on the third anniversary of the Carillion collapse which cost the taxpayer £150 million and over three thousand jobs with a knock on affect on 75,000 more across a wide range of industries.

The collapse finally exposed the huge flaws in the concept of Private Finance Initiatives (PFIs), including the idea that by handing private companies and bankers huge extra profits from public sector capital investment you can deliver more cost effective public services.

Concerns about Carillion's debt situation were first raised in 2015, and after the company experienced financial difficulties in 2017, it went into compulsory liquidation on January 15 2018 with liabilities of almost £7 billion.

The collapse led to multiple parliamentary inquiries about the conduct of the firm's directors, its auditors (KPMG), the Financial Reporting Council and The Pensions Regulator, and about the government's relationships with major suppliers working on PFI schemes and other privatised outsourcing of public services.

The PFI was a government procurement policy aimed at creating 'public-private partnerships' (PPPs), such as Gordon Brown's privatisation of London Underground infrastructure, whereby private firms are contracted to complete and manage public projects which led to



BANDITS: Graffiti at the site of the new £355 million Royal Liverpool Hospital which was being built by private outsourcer Carillion when it collapsed pushing the estimated completion date back five years to 2022.

widespread profiteering, greed and corruption. Initially launched in 1992 by the Tories, PFI is part of the wider programme of privatisation and financialisation continued under New Labour.

A May 2018 report of a Parliamentary inquiry into Carillion's collapse by the Business and the Work and Pensions Select Committees found that it was "a story of recklessness, hubris and greed, its business model was a relentless dash for cash", and accused its directors of misrepresenting the financial realities of the business.

The report's recommendations included regulatory reforms and a possible break-up of the Big Four accounting firms.

A separate report by the Public Administration and Constitutional Affairs Select

Committee, in July 2018, blamed the government for outsourcing contracts based on lowest price, saying its use of contractors such as Carillion had caused public services to deteriorate.

Shortly afterwards, the government announced that no new PFI projects would be started and reforms in government procurement processes including the treatment of directors' bonuses paid in shares. However many existing PFI projects continue to operate as they are generally 20 to 30 year projects.

RMT general secretary Mick Cash said that the Carillion collapse should have been the final nail in the coffin for the sleaze and greed merchants who inhabit the UK outsourcing industry.

"RMT is calling on the

business secretary and the authorities to take action to ban the spivs at the heart of this scandal for life.

"The Carillion empire was built on a tissue of lies and deceit without any regard for the livelihoods of those caught in the crossfire of its inevitable collapse. All those culpable should be dealt with before time runs out.

"The sort of gross corporate negligence at the heart of the Carillion collapse should be a criminal offence and if that means a change to the law then so be it.

"There should also be a national ban on outsourcing in the public sector as we have seen from Carillion to the school meals hampers that none of these chancers should be allowed within a million miles of our public services," he said.■

# NO TO 'FIRE AND RE-HIRE' IN UK OFFSHORE WIND INDUSTRY

RMT has been organising workers at Vattenfall Wind Power at Barrow-in-Furness to fight the threat of the 'fire and re-hire' of members.

Vattenfall operate three offshore wind farms on the UK Continental Shelf and have development plans for new and extended wind farms which would add over 3.6GW generating capacity by 2030. Vattenfall's UK subsidiaries are ultimately 100 per cent owned by the Swedish government.

Following a recruitment campaign, a Schedule A1 trade union recognition request has now been sent to

the company to secure a mutually beneficial agreement for grades such as Service Leader, Offshore Service Technician, Warehouse Co-Ordinator and Operational Planner/Service Leader grades.

RMT general secretary Mick Cash said that members were working hard during the pandemic to maintain and operate Vattenfall's offshore wind farms, having delivered over £19million in profit in 2019.

"Yet they are being threatened with fire and re-hire because they objected to the employer's changes to terms

and conditions, including cuts to annual leave.

"There is no way that attacks like this would fly in Sweden, where trade unions have a seat on Vattenfall Group's board and there is no way RMT will accept these outrageous threats.

"We expect them to demonstrate their commitment to good industrial relations and employment practices in the UK offshore wind industry by taking the nuclear threat of fire and re-hire off the table and to get back around the negotiating table with RMT," he said. ■



## WEATHERFORD TO CLOSE ABERDEEN MANUFACTURING FACILITIES

US oilfield equipment and service firm Weatherford dealt another painful blow to the Aberdeen oil industry last month by confirming plans to shut down its manufacturing facilities in the city.

RMT regional organiser Jake Molloy also said that he was concerned that Weatherford's move could "quite easily and quite quickly" be repeated by other companies without rapid action being taken.

Jake, chairman of the Offshore Coordinating Group – a coalition of trade unions, described the announcement as "grim" and "a consequence

of industry and government failings".

He said that companies have to keep investing and drilling during downturns so that the sector is well positioned to take advantage of the market picking up.

RMT general secretary Mick Cash said that because no cost efficiencies were made, mobile capital fled, talent stayed away and low cost overseas solutions were offered and accepted by corporate bodies of oil and gas companies based in London, Houston, and Beijing.

"We need a different

approach for the UK basin given its unique nature. Investment is needed during downturns with the drilling of new wells in readiness to bring in when commodity prices increase.

"The industry should be investing in the Plug and Abandonment work by decommissioning the hundreds of redundant wells. The workforce is there and the equipment and day rates are at an affordable rate making it inexplicable that this isn't happening.

"The government and their regulators have all too quickly

accepted the request for deferrals on development and decommissioning. This has the effect of directly conflicting with the UK Government's stated position of "Maximising Economic Recovery" from the basin.

"How can maximising economic recovery be realised if no work is being done and no one is employed?

The government are paying out millions in furlough payments and benefits, when thousands could be working, paying tax and National Insurance and supporting the economy," he said. ■

## RECOGNITION DRIVE AT BRIGGS MARINE

The union has seen a significant growth in members joining RMT working for Briggs Marine at Liverpool Port. Briggs Marine is a family owned and operated business which

offers a wide range of services with experience in coastal, nearshore and offshore operations.

Noting the maritime nature of the work that the company performs, the union initiated a

campaign to target non-members and as a result has seen an increase of over 20 members in just under a month.

In line with this increase in membership, a Schedule A1

trade union recognition request has now been sent to the company to secure a mutually beneficial agreement for Able Seamen, Coxswain and Senior Coxswain grades. ■



# BUS WORKERS AT RISK

## RMT calls for government action as data reveals bus workers are at increased risk of Covid due to 'wild west approach' of employers

RMT's bus worker survey has revealed a 'wild west approach' to enforcing Covid-19 safety regulations just days after the Office of National Statistics (ONS) published data showing that bus drivers were at increased risk of dying from Covid-19.

Days after the ONS published figures which showed that male bus workers are at an increased risk of dying from Covid-19 a new RMT survey of bus workers reveals a "wild west approach" to enforcing Covid-19 safety regulations and measures in the bus industry.

The survey, answered by 900 bus workers, found a shocking lack of enforcement of Covid-19 safety measures across the industry, which is putting bus workers at risk, including:

- 80 per cent of bus workers think enforcement of face coverings on bus services is inadequate
- 70 per cent of bus workers think enforcement of social distancing on bus services is inadequate

- Just a quarter of bus workers know who is responsible for enforcing Covid-19 safety measures on bus services
- Fewer than one in 10 bus workers think enforcement of social distancing and face coverings is taken as seriously on the bus network as it is on the rail network
- 60 per cent of bus workers said their employer had taken no additional steps to protect staff safety since the emergence of the more infectious strain of Covid-19

The survey also found that the lack of an industry wide approach to Covid-19 in the bus industry has created significant disparity in measures being adopted by bus operators to protect workers from coming into contact with Covid-19 at work, for instance:

- More than four in 10 bus workers do not have access to washing facilities at work or on their route
- More than half report that their company has not put

provisions in place to allow cashless travel, and less than a quarter have an exact fare policy at work to minimise cash handling.

Therefore it will come as no surprise that nearly seven in 10 bus workers believe their employer has put business priorities before safety during the pandemic.

The comments from RMT bus worker members reveal that a cavalier approach to safety is the norm for much of the industry:

"The company is only worried about revenue, not employees"

"We have no washing facilities at all and have to rely on supermarkets if they are open"

"I know the £95 a week SSP (Statutory Sick Pay) for those isolating is causing hardship" "Bus drivers openly say they intend to work if testing positive due to financial stresses"

"Covid safety at work is certainly not the priority"

RMT general secretary Mick Cash said that the latest Covid-19 death figures showed that bus workers have

much higher rates of death from Covid-19 than the population as a whole.

"This RMT survey demonstrates that a wild west approach to enforcement in the bus industry is resulting in avoidable Covid deaths and illness amongst these brave key workers.

"Nearly a year into the pandemic, still not enough is being done by employers and government to protect bus workers and passengers from Covid-19 risks.

RMT's survey findings should be a wake-up call for bus operators and government to agree to our repeated demands for national action through a national bus industry coronavirus forum so that robust measures are put in place to protect the safety of bus workers and passengers.

"RMT will be seeking a urgent meeting with the Bus Minister, Baroness Vere, to discuss these concerns and we are also repeating our call for the government to prioritise transport workers for the vaccine," he said.

# SAVE THE TYNE AND WEAR METRO

RMT has called on Transport Secretary Grant Shapps to step in and approve funds that will provide long-term stability to the struggling Tyne and Wear Metro.

The Metro, which carried 36 million passenger trips in 2018/19 and serves 60 stations in the North East, is forecast to lose around 75 per cent of its revenue this year as a result of the Coronavirus. Although the Metro has had emergency funds worth £39 million to keep it afloat, it doesn't benefit from the kind of long-term bailouts given to train formerly franchised operating companies.

Nexus, which runs the Metro in public ownership on behalf of the North East Passenger Transport Executive, has submitted a financial recovery plan to the government, seeking funding

that will ensure the survival and expansion of the Metro as part of the North-East's plans for recovery from the coronavirus.

The letter points out that The Metro was a regional success story whose continued health will be vitally important in supporting the government's objectives of promoting economic recovery, 'levelling up' in the region and enabling greater mode-shift from private cars to help achieve net zero carbon emissions.

RMT general secretary Mick Cash said that the union had welcomed the funds granted to keep the Metro going so far, but now it was time for a longer term solution.

"This government has been falling over itself to throw money at its big business friends among the train



operating companies.

"Now Nexus has put together a recovery plan for the Metro based on maintaining and expanding their service to support decarbonisation and economic recovery.

"If the government are

serious about levelling up they'll back this plan rather than defaulting to some tired and failed austerity nonsense about the need for cuts and that's why I've asked Grant Shapps to back this plan," he said.



# OFFSHORE ENERGY COLLECTIVE AGREEMENT

## New collective bargaining structure for North Sea gains support from unions and operators

The establishment of a ground breaking new collective agreement for thousands of engineering and maintenance workers in the North Sea has gained the support of industry. A widespread report of 13 major contractors from the offshore energy sector supply chain have confirmed they will sign up to the deal with the

three unions involved, Unite, GMB and RMT. Additionally, and for the first time in the sector, the agreement is being supported by the majority of operators across the sector.

In a joint statement the trade unions said: "The news that 13 major employers have signed up to work with the unions and establish a



framework for collective bargaining in the offshore energy sector is extremely welcome.

"We will now consult with our members around the details and recommend that they support the agreement. The collaborative working of the trade unions and industry is an illustration of what is required to deliver a just and green recovery for workers and the UK energy supply chain.

What we want to see now is government support for this exemplar in collaboration.

"The new "Energy Services

Agreement" is ground breaking; a first of its kind for the UK offshore energy sector. We hope the deal will go some way towards avoiding the boom and bust cycles which have caused extreme difficulties for workers and employers alike over the last decade.

"The agreement will also have the flexibility to bring in more companies going forward. Stability, sustainability and security of employment for the sector are critical and this deal will help deliver that," the statement said. ■

# ACT TO PREVENT EUROSTAR COLLAPSE

## Union calls for government action to protect the thousands of jobs and vital infrastructure link that hangs by a thread

RMT has called for urgent, decisive and co-ordinated action to prevent the collapse of the vital Eurostar link to the Continent.

The call came after insiders warned that the operation could run out of cash as early as the spring as passenger numbers have plunged by 95 per cent as a result of the pandemic with worse to come as Britain closes its' borders.

French junior transport minister Jean-Baptiste Djebbari told a parliamentary hearing in Paris that he was in talks with the UK counterparts about a joint bail-out.

Eurostar is operated by Eurostar International Limited (EIL), with SNCF, the national railway of France, owning a 55 percent stake. Investors own 40 per cent and the National Railway Company of Belgium five per cent.

RMT is warning that thousands of jobs and billions in investment is at risk and is calling on the government to

make an urgent intervention with strategic financial support.

RMT general secretary Mick Cash said that it was clear that Eurostar was standing on the brink of collapse and called for government action to protect the thousands of jobs and vital infrastructure link to the Continent that now hangs by a

thread.

"Eurostar has not benefited from the kind of financial and practical support that has been made available to the airports and ground operations. That needs to be put right as a matter of priority.

"The open access rail operators, Hull Trains and Grand Central, are also urgent

cases for action as they have been excluded from the emergency measures offered to the rail franchise holders.

"We will need all our domestic and continental rail operations to be fighting fit to help kick start the economic recovery when we emerge for this current lockdown," he said. ■



HONOUR: RMT News readers sent in this image of a GWR train named in honour of Captain Sir Tom Moore, the second world war veteran who raised almost £39 million for NHS charities during the first coronavirus lockdown in spring 2020, who has died aged 100 after testing positive for coronavirus.



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Also let your family know that thanks to your RMT membership they are also entitled to £5,000 of FREE Accidental Death Cover.

RMT general secretary Mick Cash



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# WINNING AT WORK

RMT offers full legal representation for members from day one of membership, make sure you are covered

The RMT legal department represented a member in his claim for automatic unfair dismissal at the Sheffield Employment Tribunal.

The member was employed by Trackwork limited (TW) from October 2018 as a Track Maintenance Supervisor. He was responsible for a team of employees working on the track. His role required him to ensure that a safe system of work was followed by the team.

Soon after commencing employment, the member raised issues with the fellow Track Maintenance Supervisor and his manager, including the team not carrying out a safe

system of work and not completing the COSS forms.

TW told him that the members of the team were not happy with him as their supervisor and were considering terminating his employment as they did not want to "upset the applecart". The member was shocked and explained that he had required the team to follow a safe system of working.

In December 2018 the member received a telephone call from TW. He was informed that his contract was terminated because of an issue of his integration into the team.

The RMT legal department

submitted claims for automatic unfair dismissal. At a hearing at Sheffield Employment Tribunal in November 2019 the claims were not successful.

The union submitted a claim to the Employment Appeal Tribunal which was heard in December 2020. The Employment Appeal Tribunal replaced the Employment Tribunal's decision with their own, finding that the member had been automatically unfairly dismissed.

## SETTLEMENTS

The RMT Legal department have also settled a number of cases including the following:

- A member settled a claim

for a substantial five figure sum as compensation for injury to feelings in respect of a claim for disability discrimination against a train operating company.

- Another member settled their claim for disability discrimination and unfair dismissal for a substantial five figure sum against a train operating company.
- Additionally, a member settled their claim for a substantial sum as compensation for injury to feelings in respect of a claim of race discrimination against a large facilities management company.



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# PUBLIC INQUIRY CALLS OVER STATE COLLUSION

## A covert Foreign Office agency provided “considerable assistance” in making an anti-trade union film broadcast during the first trial of the Shrewsbury 24

Actor Ricky Tomlinson has called for a public inquiry into the role of the “secret state” in the prosecutions of the Shrewsbury 24 as their bid to overturn their convictions concluded at the Court of Appeal with a judgment expected last month.

The socialist campaigner is one of 14 members of the Shrewsbury 24, trade unionists who picketed in Shrewsbury during the 1972 national builders’ strike, who maintain that their convictions are unsafe.

They were charged with offences including unlawful assembly, conspiracy to intimidate and affray and faced three highly politicised trials in 1973 and 1974, at which 22 of the 24 were convicted.

At a hearing in London which took place this month, Court of Appeal judges were told that the “higher echelons of the state” were involved in the making of a “deeply prejudicial” programme broadcast during the first trial in 1973.

A “covert Foreign Office agency” known as the Information Research Department (IRD) provided “considerable assistance” in making *Red Under The Bed*, which was broadcast at the conclusion of the prosecution case in the first trial, the court was told.

Danny Friedman QC, representing 12 of the pickets, said in written submissions



RELEASED: In 1973 actor Ricky Tomlinson, then a plasterer, was charged with “conspiracy to intimidate” as one of the Shrewsbury Two. Despite pleading his innocence, he was found guilty and sentenced to two years in prison. After he was convicted, he was blacklisted and struggled to land work. He became an actor and got his break in the 1980s when he played Bobby Grant in the Channel 4 drama *Brookside*.

that the head of the IRD had told a senior Foreign Office official that “we had a discreet but considerable hand in the programme”.

He said that the IRD “had consulted the Security Service”, also known as MI5, about the programme, which was also praised by then Tory prime minister Edward Heath, who said: “We want as much as possible of this”.

Mr Friedman told the court: “It is obvious ... a covert executive agency played a part in deliberately propagandising against the core subject matter of the proceedings.

“It is clear now that the higher echelons of the state bore responsibility for deliberate covert involvement in the production of the programme.

“In all the circumstances, the approach taken to broadcasting this programme has rendered the convictions unsafe,” he said.

Piers Marquis, representing Mr Tomlinson and another picket, Arthur Murray, told the court that “at least three

branches of government, the IRD, as part of the Foreign and Commonwealth Office, the Department of Employment and the Security Service” provided material for the programme.

In a statement, Mr Tomlinson, who was sentenced to two years in jail for conspiracy to intimidate and affray, said: “After hearing the evidence today, it should alarm every trade unionist, every socialist and every campaigner.

“Indeed, every person in the UK must question how the secret state has used subterfuge, a secret strategy and dirty tactics to criminalise the Shrewsbury 24, who were only guilty of striking for better pay and for better health and safety at work. There really does need to be a public inquiry into what has happened,” he said.

Paul Heron, Mr Tomlinson and Mr Murray’s solicitor, said: “The arguments presented in this court paint a damning picture of the secret state and its manoeuvres against the national builders’ strike and

more particularly the Shrewsbury 24.

“It has been demonstrated today that the state was active in criminalising those picketing for better pay, health and safety.

“Such disturbing findings must be echoed and condemned throughout our country so that similar state efforts may not be deployed again in these times of austerity and hardship when struggles emerge.

“There needs to be a statutory public inquiry into the events of Shrewsbury and the role of state agencies specifically, but such an inquiry must look at the issue of blacklisting in the industry in general,” Mr Heron added.

However John Price QC, representing the CPS, argued in written submissions the appellants’ “fresh evidence” on the making of *Red Under The Bed* was “wholly irrelevant”.

He claimed that the new evidence “does not and is not alleged to show any link at all between the scheduling of the broadcast and the trial”. ■

# JUSTICE FOR THE SHREWSBURY 24

Eileen Turnbull reports on the long fight for the building workers prosecuted for picketing during the national strike in 1972 to clear their names

Last month the Court of Appeal heard appeals of the north Wales building workers who were prosecuted for picketing during the 1972 national building workers' strike.

Six received prison sentences and 16 received suspended prison sentences. Only two were found not guilty. They have all maintained their innocence of all charges.

Due to the risks from coronavirus and government travel restrictions, supporters could not gather at the court to show their solidarity. We will provide updates on our website.

The Shrewsbury 24 Campaign was launched in 2006 to overturn this miscarriage of justice.

The campaign represents 12 pickets including Dennis Warren (deceased), John McKinsie Jones, Kenneth O'Shea (deceased), John Clee, William Pierce, Terence Renshaw, Patrick Kevin Butcher, Bernard Williams, Alfred James (deceased), Samuel Roy Warburton (deceased), Graham Roberts (deceased) and John Kenneth Seaburg (deceased).

It has been a long, hard road to get the case into court again. We needed to persuade the Criminal Cases Review Commission (CRC) to use its powers to refer the cases to the Court of Appeal.



JUSTICE: (Left to right) Mark Turnbull, Terry Renshaw, Harry Chadwick, Eileen Turnbull, John McKinsie Jones with wife Rita McKinsie Jones and lawyer Jamie Potter, outside The Royal Courts Of Justice, London, ahead of a hearing in the Court of Appeal for the 'Shrewsbury 24'. 14 members are attempting to overturn their convictions incurred whilst picketing building sites in Shrewsbury in the 1972 national builders' strike.

We delivered our application to the CCRC on April 4 2012 and over the next five years we sent them several tranches of documents that I discovered through trawling the archives at the National Archives, Kew, the Modern Records Centre, Warwick, and repositories in Salford, Oxford, Cambridge, Salford, Westminster, Bournemouth, Shropshire and Hull.

In October 2017 the CCRC turned the applications and two of the pickets withdrew from the case. However, the remaining eight applicants never gave up and challenged the CCRC through a judicial review in April 2019.

Their solidarity and courageous stand paid off when the CCRC finally referred their cases to the Court of Appeal in March 2020.

The pickets' appeal had two grounds:

- Original witness statements had been destroyed by the

police and this fact had not been disclosed to the defence counsel or the court; and

- The broadcast of a highly prejudicial documentary on ITV during the first trial, *Red under the Bed*, the content of which was contributed to by a covert agency within the Foreign Office known as the Information Research Department.

Terry Renshaw, speaking on behalf of the pickets, said: "We are looking forward to finally having our day in court to show that we were victims of a miscarriage of justice."

"Without the Shrewsbury 24 Campaign we would not be where we are today. We owe a great debt of thanks to them for the tireless work that they have carried out."

The campaign's chairperson, Harry Chadwick, paid tribute to the support of trade unions and tremendous support from trade unionists

the length and breadth of the country and paid particular tribute to RMT members.

"We have had tremendous support from RMT branches, big and small, from all over the country. We will never forget the warm welcome and solidarity shown to us at the many events that we have travelled to during the past 15 years.

"We will never forget the warm welcome and solidarity shown to us at many events that we have travelled to during the past 15 years, on behalf of the pickets and campaign, a heartfelt thank you."

"I would also like to pay tribute to the *Morning Star* for supporting the campaign through thick and thin. The paper has been remarkable in its commitment to obtain justice for the pickets," he said.

Eileen Turnbull is Shrewsbury 24 Campaign researcher and secretary ■



# TRANSPORT WORKERS ARE ESSENTIAL WORKERS

RMT launches campaign as threats of pay freezes and job cuts surface as a result of the pandemic

RMT has launched a fresh wave of campaigning under the banner **TRANSPORT WORKERS ARE ESSENTIAL WORKERS** as threats of pay freezes and possible attacks on jobs and conditions were revealed in government briefings.

The new campaign, which will be rolled out through a high profile advertising blitz on social media and in press ads, will tie in with work being carried out through the TUC designed to halt the threat of pay freezes and cuts to standards of living across Britain's public services.

Rail franchises were suspended in March 2020 at the onset of the Covid crisis meaning that services are in effect being run by the state. However, passenger numbers have fallen to about 15 per cent of normal figures and by April 2021 the taxpayer bailout of train services will have amounted to more than £10 billion.

Tory transport minister Chris Heaton-Harris has written to the bosses of the UK's 22 rail operators to tell them there is no budget to increase wages for 62,000 workers. Rail bosses are reported to have accepted that a two-year pay freeze will be imposed, given that chancellor Rishi Sunak announced a public sector pay freeze in November 2020, excluding NHS workers.

RMT general secretary Mick

Cash said that it would be a kick in the teeth for transport workers, staff who have kept Britain's essential workers and freight moving for the past year whilst being disproportionately and heavily exposed to the virus in the process, were to be repaid with a hit to their living standards and livelihoods.

"This union will not stand by while transport workers who were risking their lives keeping the country moving are stabbed in the back by the government who have extended the public sector pay freeze to the transport sector whilst at the same time it's business as usual for the private companies who will continue to be able to rake in profits.

"RMT will have no hesitation in supporting national coordinated action to deliver our members the pay rise they deserve," he said.

The Rail Industry Coronavirus Forum (RICF) has set up an industry-wide forum called the Rail Industry Recovery Group (RIRG).

Within the proposals, it has stated that the significant and unsustainable forecasted reduction in passenger revenues has created a major shortfall in the industry's finances. They state that this needs to be addressed in the short term to make the industry financially sustainable in the future and cost savings

will need to be identified and included within any rail industry-wide review of performance and viability.

While there maybe some optimism from the recent licensing of two vaccines, the recent increase in cases associated with the discovery of a new COVID-19 strain meant that the current government restrictions are likely to remain in place until at least the Spring and potentially longer, resulting in the financial challenge becoming even greater.

In view of the undoubted scale of the challenges now facing the rail industry and as the country tackles the next wave of the coronavirus health crisis, the Department of Transport is proposing that the employers and trade unions set up a Rail Industry Recovery Group (RIRG).

The union has considered the proposals and re-iterated the union's Covid-19 strategy for defending jobs, pay and conditions which was drawn up last September.

It recognised that in order to protect members and retain the employment, experience and skills that our industries will need to recover from the pandemic the union would seek to establish industry-wide structures such as national bargaining and sectorial approaches to negotiations.

Therefore, in principle the union was prepared to participate in such arrangements but recognise that the scale of the problem meant that the government and employers would be tempted to place the burden workers of paying the cost for the crisis.

In a statement the union said that it was determined to ensure that would not be the case and noted that significant expenditure within the rail industry relates to costs of running a privatised rail network.

"Eliminating profit paid to owning groups (including other governments), inflated

subsidies, fragmentation, compensation payments, ROSCO costs provide a far fairer and better opportunity to reduce the costs to tax payers than attacking the pay, pensions and conditions of key workers who have played a such a vital role in helping this country and our economy to fight the deadly Covid-19 virus," it said.

In participating in such a forum RMT believes that it was important to set out our key objectives:

- Job Security Agreement to cover the whole rail industry that defends jobs and maintains pay, conditions and agreements. We reiterate our policy of No Compulsory Redundancies
- Reward members for their work and commitment now and in the future, oppose pay cuts.
- Defending and improving member's pensions.
- Ending casualisation, outsourcing, bogus self employment and zero hour's contracts. Bring in-house vital activities such as security, cleaning, rail catering, fleet engineering and infrastructure renewals.
- An industry-wide collective agreement that places all rail workers under a common contract and undertaking with restoration of full travel facilities and entitlement to enter and remain in the Railways Pension Scheme for all staff.
- Pursuing our policy agenda, including an integrated publicly owned railway as a solution.

The union has agreed that it is important to make clear that participation in such arrangements as the RIRG it would not prevent the union from defending any attacks on jobs, pay and conditions if employers sought to use the current crisis to introduce such attacks.



# WOMEN AND SCOTTISH RAILWAY HISTORY

## RMT Learning Scotland launches new history project with Open University



RMT Learning Scotland in partnership with The Open University in Scotland last month launched a project to support a group of women RMT members from across Scotland who are committed to address the relative absence of women in much of recorded Scottish railway history.

With a focus primarily on women's role in trade unions and in struggles in the wider railway industry, the goal is to produce a collection of learning resources that will be accessible to all RMT and other trade union members as well as the wider public. The relative scarcity of materials will hopefully be overcome by the generation of different kinds of learning and resource materials including text, images, video footage, interviews and so on.

The group of women historians will undertake a programme of supported study with Open University tutors who will guide them in different research techniques, the presentation of materials,

writing creatively with a commitment to ensuring that materials are accessible to all.

The ultimate goal is to produce a collection of materials that will be hosted on The Open University's OpenLearn website which provides free access to a vast array of learning and study materials. (<https://www.open.edu/openlearn/>). This project emerges from a successful partnership between The Open University and Scottish Union Learn which led to the creation of a collection of online resource and learning materials on the theme of 'Red Clydeside' (<https://www.open.edu/openlearn/red-clydeside-collection>).

The Women and Scottish Railway History Project is being funded by Scottish Union Learning and RMT Learning Scotland. RMT Learning Organiser Scotland Dennis Fallen said that the inspiration for this course developed through having a Zoom webinar showing a documentary presentation by Jennifer McCarey chair of

Glasgow Trades Council on the history of women activists during campaigns for justice and equality.

"During the Zoom meeting Mary Jane Herbison mentioned Sister Ann Henderson who works under Elaine Smith MSP at the Scottish Parliament.

"We made contact with Ann asking if she would give a talk on her previous roles working on the railway and being one of the first women train drivers in Scotland along with Sister Janet Cassidy.

"Ann was happy to give up her time to support the initiative and inspired the current pioneers to enrol on the course," he said.

RMT national executive committee member Mary Jane Herbison said that as an RMT member she very happy to link up with Open University to construct this course.

"The history of Scottish women in the railway and the influences they made in our industry and union is the reason why there are more and more women joining the

railway as a career.

"The information gained during this course can be used as a way of documenting the terms and conditions that Scottish women were integral in fighting for and retaining," she said.

Project leader from the OU in Scotland Dr Gerry Mooney said that this was hopefully only the start of what will be a longer lasting initiative.

"The aim is to create a living resource, something that can be added to by future groups of union members.

"This first group of researchers are the pioneers, creating the basis for further work and it is also hoped that this will encourage RMT members in other areas of the country to follow suit and work with the OU to generate materials on the role of women in railway history in other regions.

"For this initial group, the research and writing they undertake may encourage them to further studies on OU modules and courses," he said. ■

# FIRED THEN RE-HIRED

## Many employers are trying to re-hire their workers on inferior terms during the pandemic

A new poll by the TUC has revealed that nearly one in 10 workers has been told to re-apply for their jobs on worse terms and conditions since the first lockdown in March.

The poll found that the picture is even bleaker for black and minority ethnic workers (BAME) as well as young workers and working-class people:

Nearly a fifth of 18 to 24-year-olds said that their employer tried to re-hire them on inferior terms during the pandemic

Working-class people were nearly twice as likely compared to those from higher socio-

economic groups to have been told to re-apply for their jobs under worse terms and conditions

BAME workers have been faced with "fire and re-hire" at nearly twice the rate of white workers.

The TUC says that these controversial "fire and re-hire" tactics are being used across a range of industries, including British Gas and British Airways, although unions are resisting the moves.

The polling also revealed that nearly a quarter of workers in Britain have experienced a downgrading of their terms during the crisis – including

through reduced pay or changes to their hours.

One in three 18 to 24-year-olds also reported to the TUC that their terms at work had deteriorated since March, while nearly a third of low-paid workers (those earning up to £15,000) reported the same. Around two-fifths of workers said they were worried about job security in the year ahead.

The low-paid are also facing temporary lay-offs, according to a study by the Institute for Employment Rights (IER), which noted that some low-paid workers were being denied furlough. The report

also found that they were facing cuts in their hours and being expected to work without adequate protection.

The IER report calls on the government to extend "flexible furlough" through to the autumn to provide income support for those whose work continues to be disrupted; to maintain and increase support through the social security system; to reform statutory sick pay; and to prioritise skills investment, labour market enforcement, local partnerships and employer engagement in order to support full employment and decent work in the recovery. ■

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EQUALITY: March supporting LGBT rights in Wrocław, Poland last year

# STANDING TOGETHER

Callum Macleod of RMT's LGBT+ advisory committee marks gay history month by exposing Poland's attacks on the community

Worldwide, particularly in Europe, we are experiencing an alarming level of aggression towards LGBT+ communities. Poland has created gay-free provinces that are suppressing the LGBT+ community. Poland ranked as one of the most restrictive countries in Europe in terms of LGBT+ rights. There are over one hundred gay-free zones restricting citizens now, all supported by their local government. Almost 32 per cent of Poland's 38 million people live in such areas.

The Polish government is on the wrong side of history on LGBT+ rights, a grim reminder that the fight for human rights in Europe is far from over. Conservative leaders in the country including the current president Andrzej Duda have historically criticised LGBT+ people, claiming that they pose a threat to Polish traditions.

President Duda made the "protection of traditional family values" a critical

campaign stance during his successful re-election last summer. A charter was compiled to form "pro-family" legislation and serves as a framework for local authorities to oversee school curriculum and government projects to "protect family rights" from LGBT+ influence.

President Duda, who has described LGBT+ people as "an Ideology", has enabled hatred to flourish and it has been escalating since 2015. Local LGBT+ people have stated that hate crime rates have increased tenfold, resulting in high suicide rates and citizen emigration. It is an affront to fundamental human rights.

The police press service does not track such data on crimes against LGBT+ people and the law does not see such crimes as a severe offence. Regardless of colour, gender or sexuality, people should be treated with respect and dignity without having to endure large scale aggression, physical abuse, or violence.

Though LGBT+ people have reported physical assault, abuse and even death threats to police, providing personal details of the perpetrators, police have failed to take action.

While expressing her disapproval of Poland's right-wing government, Ursula von der Leyen, president of the European Commission has said that there is no place in the European Union for these zones, has pledged to build a union of equality.

The European Union voted (463-107) in favour of condemning these gay free provinces. Stating treaties in Europe ensure that every person is free to be who they are, live where they like, love whom they want and aim as high as they can. The EU has received numerous complaints from Polish citizens regarding discrimination and directly impacts the lives of LGBT+ people in Poland today. Officials giving funding for projects from the EU need to scrutinise local governments

on their position on LGBT+ rights.

RMT's LGBT+ conference passed a motion in autumn to support LGBT+ people in Poland and this was endorsed by the RMT AGM in November. Colleagues from our advisory committee based in London showed solidarity attending demonstrations outside the Polish embassy last year to raise awareness of the struggle Polish LGBT+ people are experiencing. A partnership with Polish Rainbow (Jarek Kubiak) and RMT (John Stack- Callum Macleod) have been forged to give all people the right to equal treatment by public authorities so that no one shall be discriminated against by political leaders of government. RMT has committed to work with Jarek Kubiak of Polish Rainbow and the Polish campaign against homophobia. I urge you all too, please sign this petition below and make a difference.

<https://action.allout.org/en/a/poland/www.lgbthistorymonth.org.uk>



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In the light of draconian anti-trade union laws that have been used against the union, members should keep their personal data up to date. It 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.

# 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 2019:

## OPINION

We have audited the financial statements of the National Union of Rail, Maritime & Transport Workers ["The Union"] for the year ended 31 December 2018 which comprise the Income and Expenditure account, the Statement of Comprehensive Income, the Balance Sheet, the Statement of Changes in Equity, the Statement of Cash Flows and notes to the financial statements, including a summary of the significant accounting policies. The financial reporting framework that has been applied in their preparation is applicable law and United Kingdom Accounting Standards, including Financial Reporting Standard 102 The Financial Reporting Standard applicable in the UK and Republic of Ireland (United Kingdom Generally Accepted Accounting Practice).

In our opinion the financial statements:

- Give a true and fair view of the state of the Union's affairs as at 31 December 2018 and of its income and expenditure for the year then ended; and
- Have been properly prepared in accordance with United Kingdom Generally Accepted Accounting Practice.

## BASIS FOR OPINION

We conducted our audit in accordance with International Standards on Auditing (UK) (ISAs (UK)) and applicable law. Our responsibilities under those standards are further described in the Auditor's responsibilities for the audit of the financial statements section of our report. We are independent of the Union in accordance with the ethical requirements that are relevant to the audit of the financial statements in the UK, including the FRC's Ethical Standard, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

## CONCLUSIONS RELATING TO GOING CONCERN

We have nothing to report in respect of the following matters in relation to which the ISA's (UK) require us to report to you where:

- The National Executive Committee's use of the going concern basis of accounting in the preparation of the financial statements is not appropriate; or
- The National Executive Committee has not disclosed in the financial statements any identified material uncertainties that may cast significant doubt about the Union's ability to continue to adopt a going concern basis of accounting for a period of at least twelve months from the date when the financial statements are authorised for issue.

## OTHER INFORMATION

The National Executive Committee is responsible for the other information. The other information comprises the information included in the Report of the General Secretary and schedules attached to the financial statements other than the financial statements and our auditors report thereon. Our opinion of the financial statements does not cover the other information and, except to the extent otherwise explicitly stated in our report, we do not express any form of assurance conclusion thereon.

In connection with our audit of the financial statements, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the audit or otherwise appears to be materially misstated. If we identify such material inconsistencies or apparent material misstatements, we are required to determine whether there is a material misstatement in the financial statements or material misstatement of the

other information. If, based on the work we have performed, we conclude that there is a material misstatement of this other information we are required to report that fact. We have nothing to report in this regard.

## MATTERS ON WHICH WE ARE REQUIRED TO REPORT BY EXCEPTION

The Trade Union and Labour Relations (Consolidation) Act 1992 (Amended) requires us to report to you if, in our opinion:

- A satisfactory system of control over transactions has not been maintained; or
- The Union has not kept proper accounting records; or
- The financial statements are not in agreement with the books of account; or
- We have not received all the information and explanations we need for our audit.

We have nothing to report in this regard.

## RESPONSIBILITIES OF THE NATIONAL EXECUTIVE COMMITTEE

As explained more fully in the Statement of Responsibilities of the National Executive Committee, the National Executive Committee is responsible for the preparation of financial statements and being satisfied that they give a true and fair view, and for such internal control as the National Executive Committee determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, the National Executive Committee is responsible for assessing the Union's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the National Executive Committee either intends to liquidate the Union or to cease operations, or have no realistic alternative but to do so.

## AUDITOR'S RESPONSIBILITIES FOR THE AUDIT OF THE FINANCIAL STATEMENTS

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs (UK) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

A further description of our responsibilities for the audit of the financial statements is located on the Financial Reporting Council's website at <http://www.frc.org.uk/auditorsresponsibilities>. This description forms part of our auditor's report.

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.

H W FISHER & COMPANY  
Chartered Accountants, Statutory Auditor

Date: 21 October 2020  
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 2018:

#### General Fund and Orphan Fund

|                                   | 2019<br>£'000 | 2018<br>£'000 |
|-----------------------------------|---------------|---------------|
| Contribution income               | 17,344        | 16,626        |
| Operating expenditure             | (19,323)      | (20,808)      |
| Operating result                  | (1,977)       | (4,182)       |
| Other income                      | 3,840         | 105           |
| Result for the year               | 1,863         | (4,077)       |
| Other comprehensive income        | 5,732         | 1,180         |
| Comprehensive result for the year | 7,595         | (2,897)       |

#### Political Fund

|                                              | 2019<br>£'000 | 2018<br>£'000 |
|----------------------------------------------|---------------|---------------|
| Contribution income                          | 233           | 238           |
| Operating expenditure                        | (115)         | (153)         |
| Operating result                             | 118           | 85            |
| Other income                                 | 26            | 17            |
| Result and comprehensive result for the year | 144           | 102           |

## SUMMARY OF SALARIES AND BENEFITS PROVIDED

| Name     | Position                    | Details                                               | Amount   |
|----------|-----------------------------|-------------------------------------------------------|----------|
| M Cash   | General Secretary           | Salary                                                | £107,055 |
|          |                             | Pension contributions                                 | £37,311  |
|          |                             | Other benefits                                        | £8,437   |
| S Hedley | Assistant General Secretary | Salary                                                | £60,297  |
|          |                             | Pension contributions                                 | £21,013  |
|          |                             | Other benefits                                        | £9,215   |
| M Lynch  | Assistant General Secretary | Salary                                                | £83,335  |
|          |                             | Pension contributions                                 | £21,553  |
|          |                             | Other benefits                                        | £1,566   |
| S Hoyle  | President                   | Attendance, lodging allowance and reimbursed expenses | £64,665  |

The members of the National Executive Committee 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 National Executive Committee 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 National Executive Committee

| Name          | Amount  | Name         | Amount  |
|---------------|---------|--------------|---------|
| M Armstrong*  | £56,554 | D Marr       | £53,640 |
| P Burton      | £54,707 | M Nothard*   | £58,825 |
| M Craig*      | £29,005 | S Nott*      | £60,279 |
| L Gaynor*     | £19,961 | B Rawcliffe* | £56,389 |
| P Howes*      | £57,551 | P Reilly*    | £56,416 |
| G Jackson*    | £58,835 | M Rodgers*   | £64,665 |
| K Jewell*     | £40,495 | L Rundle*    | £56,375 |
| G Kite*       | £57,173 | P Shaw*      | £25,805 |
| A Littlechild | £53,517 |              |         |

\*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."

## President's column

# STAY SAFE

Comrades, I hope this copy of the RMT news finds you well and safe comrades.

With this ever changing Covid-19 Pandemic and our third lockdown, the advice is clear if you do not feel safe evoke your work safe procedure. No one has to put themselves at risk to collect the coffers of train operators, bus operators or revenue on the ferries and other sectors we organise in. Your life is worth more than a fare! It is time that they realise that safety of their own staff is paramount to keep the network moving.

Across all regions and sectors we face unprecedented attacks on pay, terms and conditions and jobs and we need all our

experienced activists and representatives to pull together and to also encourage new members and young members to become involved in the union and join the fight.

In my own region, Manchester and North West, there continues to be an increase in young members getting involved at branch and regional level. I'd like to congratulate Grant Murray on becoming regional president, Mercedes Caccia on becoming regional women's officer and Jessica Banks on becoming Workington branch secretary. I'm pretty certain that Jessica at only 23 is the youngest woman branch secretary in the union's history. I offer them my full support whilst wishing

them all every success. I'm also pleased to see Steve Nott step in to the important role of lead recruiter for the region having recently finished his NEC term, with his knowledge to share and encourage the region growth and involvement.

February 4 was a historic day for this union becoming full signatories to the Energy Services agreement for our offshore members and with that giving the RMT its first collective bargaining agreement (we inherited the others) in this industry. This is something that Jake Molloy has spent nearly an entire career working towards and hopefully it's a step in the direction to eventually full sectoral bargaining in the North Sea, something both Bob had an aspiration to achieve and our colleagues in Norway at Industri Energi already have. Often forgotten as also being

keyworkers our offshore members play a key part in keeping our lights on and transport industry moving so I send thanks to you also.

The Futures bright for RMT in this industry and if we get it right it's a battle ground against any Conservative government. I would again like to offer our equality groups a chance to write an article for RMT News and use the space in my column.

Solidarity,

Michelle Rodgers





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# THE ABERMULE TRAIN DISASTER ONE HUNDRED YEARS ON



## On the centenary of the fatal Abermule train disaster lessons are still being learned

The Abermule train crash was a head-on collision which occurred on single track at Abermule, Montgomeryshire, Wales on January 26 1921, killing 17 people.

Yet in August 2019, an operating irregularity on the Romney, Hythe and Dymchurch Railway in Kent resulted in two passenger trains being on a single track

section of line heading in opposite directions. The trains stopped before a collision occurred. But the Abermule accident was cited as having "clear parallels with the events leading up to the incident at Romney Sands".

The Abermule crash arose from a catalogue of misunderstandings which effectively over-rode the safe

operation of the Electric Train Tablet system protecting the single line. A train departed carrying the wrong tablet for the section it was entering and collided with a train coming the other way.

The Cambrian Railways, which traversed Wales from Whitchurch in Shropshire to Aberystwyth and Barmouth, via Dovey Junction, contained a

number of single line sections. The small station of Abermule was a crossing station between two such sections.

To protect the single line sections, Tyer's Electric Train Tablet apparatus was used. Two linked tablet instruments were used on each section, one at each end. To allow a train to proceed into the section, a call button would be

pressed on one instrument, alerting the operator at the other end of the section.

If the other operator was in a position to accept the train, he would then press a release button on his instrument, which allowed a tablet to be withdrawn from the caller's instrument. The tablet would then be placed inside a pouch fitted with a metal loop and given to the driver of the train as proof of his authority to occupy the section. Until the tablet was replaced in one of the instruments, another tablet could not be withdrawn from either of them.

This system had protected the Cambrian Railways for many years. There was a weakness at Abermule, in that the electric tablet machines were kept in the main station buildings, while the signals were worked from a separate signal box and some of the points from a ground frame at the other end of the station. Regulations specified that only the stationmaster or signalman were to work the tablet machines but it became accepted practice for anyone to work them.

Shortly before midday on January 26 1921, a west-bound stopping train from Whitchurch and an east-bound express from Aberystwyth were approaching Abermule from opposite directions, and were due to cross there. The regular Abermule stationmaster was on leave and the relief stationmaster had gone for his lunch. The other three station staff at Abermule were signalman Jones, porter Rogers, who was seventeen, and a trainee booking clerk named Thompson, who was only fifteen years old.

The staff at Montgomery station requested clearance for the stopping train to run to Abermule, and signalman Jones pressed the release on the tablet instrument for the Montgomery-Abermule section, allowing the train to proceed.

He then checked that the express was running to time and was informed that it had just passed Moat Lane Junction on the far side of Newtown, as scheduled. Jones went to the signal box to open the level crossing gates and clear the signals for the stopping train.

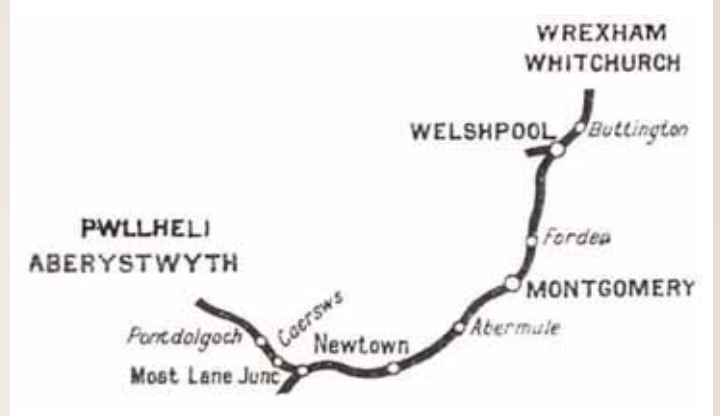
Meanwhile the relief stationmaster returned from his lunch. A permanent way sub-inspector attracted his attention with an urgent enquiry and the stationmaster immediately went with the sub-inspector to the goods yard without entering the instrument room or inquiring as to the position of any trains approaching Abermule.

Newtown station then requested permission for the express to proceed to Abermule. Porter Rogers pressed the release on the tablet machine for the Newtown-Abermule section which allowed it to do so. He then went to the ground frame at the west end of the station to set the points for the express, but found the frame locked against him because Jones had already "set the road" for the stopping train to arrive on the down road.

While Rogers was occupied at the ground frame, Newtown signalled that the express was entering the Newtown-Abermule section. However, there was no-one in the Abermule station buildings to note the signal.

Before porter Rogers could call to Signalman Jones to release the ground frame lock, the stopping train arrived. The youth, Thompson, collected the tablet for the Montgomery-Abermule section from the driver of the stopping train, and was heading back to the station buildings to put it in the tablet instrument when he met Lewis returning from the goods yard.

He gave the tablet to Lewis, saying that he had to go and collect tickets. He did not mention that he had yet to exchange the tablet for one



for the Abermule-Newtown section. Thompson also mistakenly told Lewis that the express was still "about Moat Lane", presumably from having overheard some of Jones's earlier telephone conversation.

Lewis crossed back to the down platform and, because the driver was oiling around the engine, handed the tablet back to the stopping train's fireman, who did not notice the error either. Lewis gave the "Right away" signal by hand. Jones, who was also on the down platform, assumed that the express had been delayed or held at Newtown for some reason.

Rogers assumed the same, because of Lewis's actions and because the frame was locked, and so he lowered the down advance starting signal. Lewis, Jones and Rogers did not realise the truth until the stopping train had already departed.

The crew of the express were travelling at about 50 miles per hour and about to begin slowing for the arrival at

Abermule when they saw the stopping train heading for them on the same track. Although they immediately braked, they could not stop in time and were just able to jump clear in time, although they were both severely injured. Fifteen passengers, including a director of the railway, Lord Herbert Vane-Tempest, and the driver and fireman of the stopping train, were killed in the collision.

The obvious cause of the Abermule collision was the unauthorised working of the tablet machines by anyone who happened to be around, and the failure of the staff at Abermule to notify each other of their actions.

The obvious, though costly, solution to the problems of working single lines would be to double the tracks.

As a result double tracking work began immediately but many years later British Rail actually removed much of the doubled track and some of the crossing stations as part of Beeching's Axe.

# END OF THE LINE FOR ISLE OF WIGHT TRAINS



OUT WITH THE OLD: Class 483's maintenance fitters at Ryde depot, left to right: Kieran Heatherington, Tony Long and Ian Butcher, say goodbye to the train.

Iconic London Underground trains to be replaced with newer refurbished models on the Island Line

Last month marked the end of an era as Isle of Wight residents and train enthusiasts alike bid farewell to Island Line's famed 82-year-old trains, the Class 483, to be replaced by yet another refurbished fleet of former London Underground stock.

The final LU stock Class 483 tube train rolled out of the iconic Ryde Pier Head Station early last month, closing a historic chapter for Island Line passengers and staff. The fleet of two-carriage trains were built back in 1938, serving the London Underground network before travelling across the Solent to the Isle of Wight in 1989, where they have been carrying passengers ever since.

Every ending heralds a new beginning though, and Islanders and visitors can look forward to a major upgrade at the end of March with a new, fully refurbished fleet which will deliver a modern railway for the Isle of Wight.

At the time the upgrade was announced a few years ago former South Western Railway Managing Director Andy Mellors revealed that the outgoing Class 483 fleet was facing a shortage of parts and not all units were operational with only 50 per cent of the six trains serviceable.

He also explained the unusual nature of the fleet as a franchise asset and not owned by one of the rolling stock leasing companies (ROSCOs), revealing yet again one of the fundamental flaws in the Tory privatisation of rail 26 years ago along the lines of EU directive 91/440.

"In other words, the franchise owns the rolling stock. In the UK rail industry, this is unusual as rolling stock leasing companies (ROSCOs) own most trains and carriages, letting them to individual Train Operating Companies (TOCs). Any replacement rolling stock, therefore, is likely to incur additional costs through leasing charges unlike today's fleet," he said. Quite.



OLD AND NEW: An outgoing Class 483 next to the incoming trains, former London Underground stock which previously served the District Line.

## HERITAGE

The trains, which are estimated to have travelled in excess of three million miles in their 82 years, will enjoy a retirement which befits their cherished status. One will be heading to the Isle of Wight Steam Railway, meaning that islanders and visitors alike will still have a chance to enjoy the old red train.

Isle of Wight Steam Railway general manager Steve Backhouse said that the Isle of Wight Steam Railway already had a world-class collection of carriages dating back to the opening of the Ryde to Shanklin line in 1864.

"The 1938 stock have been an iconic feature of the Isle of Wight for the last 30 years and we're delighted that a unit will be preserved at Havenstreet so that it can be enjoyed by future generations," he said.

Another Class 483 unit is destined for the London Traction Transport Group (LTTG). Formed last May, the group hopes to run the train on the Epping Ongar Railway under its own power and even

take it to rail galas across the country.

LTTG secretary Daniel Nash said that, 80 years after delivery to London Transport, they were excited to be bringing unit 483006 back to a former tube line at the Epping Ongar Railway.

"We hope that enthusiasts who have not been able to make it to the Island today due to the current restrictions will support us and help us to keep one of these trains running in preservation.

"Although they have finished on the Island Line, this will not be the last chance to ride on one of the trains," he said.

South Western Railway's current MD Mark Hopwood also said that the Class 483 had served passengers well – even if they have on occasion shown their age – and paid tribute to the engineers that had kept them rolling.

"This is in no small part thanks to the exceptional team at Ryde depot, who have gone above and beyond to keep the trains running," he said.

In keeping with tradition, the fleet set to replace the retiring trains are also former London Underground stock which previously served the District Line. This upgrade will give a major boost to reliability, comfort and convenience, with the fully refurbished trains boasting modern features such as free on-board WiFi, improved passenger information, at-seat charging points and wheelchair spaces. The first new train was welcomed onto the Island last month.

The new trains form part of a £26 million investment in Island Line, which will deliver the installation of a new passing loop at Brading, allowing for a service at regular 30-minute intervals; track enhancement work to improve ride quality and adjustments to platform heights to improve accessibility.

These major improvements will be completed until the end of next month, during which time there will be a bus replacement service on Island Line. ■

|                                                                                                        |                                                                                               |                                                                                               |                                                                                                      |
|--------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
| PICCADILLY AND DISTRICT WEST<br>BRANCH<br>NOMINATE<br><b>STEVE HEDLEY</b><br>FOR THE GENERAL SECRETARY | MANCHESTER SOUTH BRANCH<br>SUPPORTING<br><b>GORDON MARTIN</b><br>FOR GENERAL SECRETARY        | NORTH THAMES BRANCH<br>NOMINATES<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY                | NEASDEN BRANCH<br>NOMINATE<br><b>STEVE HEDLEY</b><br>FOR GENERAL SECRETARY                           |
| BAKERLOO BRANCH<br>NOMINATES<br><b>JOHN LEACH</b><br>FOR GENERAL SECRETARY                             | JUBILEE SOUTH BRANCH<br>NOMINATES<br><b>JOHN LEACH</b><br>FOR GENERAL SECRETARY               | SOUTH DEVON BUS BRANCH<br>NOMINATES<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY             | BIRMINGHAM ENGINEERING<br>BRANCH<br>NOMINATE<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY           |
| NEWCASTLE RAIL & CATERING<br>BRANCH<br>NOMINATES<br><b>MICK LYNCH</b><br>FOR THE GENERAL SECRETARY     | IPSWICH BRANCH<br>NOMINATES<br><b>MICHAEL LYNCH</b><br>FOR RMT GENERAL SECRETARY              | SWANSEA NO 1 BRANCH<br>NOMINATES<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY                | CENTRAL & NORTH MERSEY<br>BRANCH<br>NOMINATES<br><b>STEVE HEDLEY</b><br>FOR GENERAL SECRETARY        |
| NEWCASTLE AND GATESHEAD<br>BRANCH<br>NOMINATE<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY            | NORWICH BRANCH<br>NOMINATES<br><b>MICHAEL LYNCH</b><br>FOR RMT GENERAL SECRETARY              | STOCKPORT & DISTRICT BRANCH<br>NOMINATES<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY        | EAST LONDON RAIL BRANCH<br>NOMINATES<br><b>STEVE HEDLEY</b><br>FOR GENERAL SECRETARY                 |
| NUNEATON BRANCH<br>NOMINATE<br><b>STEVE HEDLEY</b><br>FOR THE GENERAL SECRETARY                        | GLASGOW NO5 BRANCH<br>NOMINATES<br><b>STEVE HEDLEY</b><br>FOR RMT GENERAL SECRETARY           | SOUTHALL, EALING & SLOUGH<br>BRANCH<br>NOMINATE<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY | DOVER DISTRICT GENERAL<br>GRADES BRANCH<br>NOMINATES<br><b>STEVE HEDLEY</b><br>FOR GENERAL SECRETARY |
| FINSBURY PARK BRANCH<br>NOMINATE<br><b>STEVE HEDLEY</b><br>FOR THE GENERAL SECRETARY                   | THREE BRIDGES BRANCH<br>NOMINATES<br><b>MICHAEL LYNCH</b><br>FOR RMT GENERAL SECRETARY        | WALSALL BRANCH<br>NOMINATE<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY                      | CENTRAL LINE EAST BRANCH<br>NOMINATES<br><b>STEVE HEDLEY</b><br>FOR GENERAL SECRETARY                |
| CAMDEN 3 BRANCH<br>NOMINATE<br><b>STEVE HEDLEY</b><br>FOR THE GENERAL SECRETARY                        | SOLIHULL TAXI BRANCH<br>SUPPORTS<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY                | FELTHAM BRANCH<br>NOMINATE<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY                      | HULL RAIL BRANCH<br>NOMINATE<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY                           |
| COVENTRY NO.1 BRANCH<br>NOMINATE<br><b>STEVE HEDLEY</b><br>FOR THE GENERAL SECRETARY                   | MORDEN & OVAL BRANCH<br>SUPPORTS<br><b>JOHN LEACH</b><br>FOR GENERAL SECRETARY                | TFL NO.1 & LU MATS BRANCH<br>NOMINATE<br><b>STEVE HEDLEY</b><br>FOR GENERAL SECRETARY         | CARLISLE CITY BRANCH<br>NOMINATE<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY                       |
| SOUTHAMPTON SHIPPING<br>BRANCH<br>NOMINATES<br><b>MICK LYNCH</b><br>FOR THE GENERAL SECRETARY          | BLACKPOOL AND FYLDE COAST<br>BRANCH<br>SUPPORTS<br><b>JOHN LEACH</b><br>FOR GENERAL SECRETARY | WIMBLEDON BRANCH<br>NOMINATE<br><b>STEVE HEDLEY</b><br>FOR GENERAL SECRETARY                  | BURTON-ON-TRENT NO.1<br>BRANCH<br>NOMINATE<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY             |
| BLETCHLEY AND NORTHAMPTON<br>BRANCH<br>SUPPORTING<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY        | WARRINGTON & DISTRICT<br>BRANCH<br>NOMINATES<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY    | OFFSHORE ENERGY BRANCH<br>NOMINATE<br><b>GORDON MARTIN</b><br>FOR GENERAL SECRETARY           | DERBY RAIL & ENGINEERING<br>BRANCH<br>NOMINATE<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY         |

|                                                                                                   |                                                                                           |                                                                                                           |                                                                                              |
|---------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|
| POOLE & DISTRICT BUS BRANCH<br>NOMINATE<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY             | BIRMINGHAM RAIL BRANCH<br>NOMINATE<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY          | WATFORD BRANCH<br>NOMINATE<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY                                  | STOCKPORT BRANCH<br>SUPPORTS<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY                   |
| NORTH STAFFS BRANCH<br>NOMINATE<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY                     | ORPINGTON BRANCH<br>NOMINATE<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY                | GREAT NORTHERN RAIL BRANCH<br>NOMINATE<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY                      | BASINGSTOKE NO1 BRANCH<br>NOMINATES<br><b>JOHN LEACH</b><br>FOR GENERAL SECRETARY            |
| EAST SUSSEX COASTWAY<br>BRANCH<br>NOMINATE<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY          | DARTFORD AND DISTRICT<br>BRANCH<br>NOMINATE<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY | SWINDON RAIL BRANCH<br>NOMINATE<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY                             | LUL ENGINEERING BRANCH<br>NOMINATES<br><b>JOHN LEACH</b><br>FOR GENERAL SECRETARY            |
| LEEDS GOODS AND CARTAGE<br>BRANCH<br>NOMINATE<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY       | CARDIFF NO7 BRANCH<br>NOMINATE<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY              | WORCESTER BRANCH<br>NOMINATES<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY                               | NORTH CLYDE BRANCH<br>NOMINATE<br><b>GORDON MARTIN</b><br>FOR GENERAL SECRETARY              |
| WATERLOO BRANCH<br>NOMINATES<br><b>STEVE HEDLEY</b><br>FOR GENERAL SECRETARY                      | SOUTH WEST MIDLANDS BRANCH<br>NOMINATE<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY      | RMT PADDINGTON NO.1 BRANCH<br>NOMINATES<br><b>MICHAEL LYNCH</b><br>FOR RMT GENERAL SECRETARY              | NEWPORT RAIL BRANCH<br>SUPPORTS<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY                |
| SOUTH LONDON RAIL BRANCH<br>NOMINATE<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY                | DOUGLAS SHIPPING BRANCH<br>NOMINATE<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY         | WOLVERHAMPTON BRANCH<br>NOMINATES<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY                           | EURO PASSENGER SERVICES<br>BRANCH<br>NOMINATES<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY |
| LONDON AND ORIENT<br>ENGINEERING BRANCH<br>NOMINATE<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY | RUGBY NO1 BRANCH<br>NOMINATE<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY                | BRIDGEND LLANTRISANT AND<br>DISTRICT BRANCH<br>NOMINATE<br><b>MICK LYNCH</b><br>FOR RMT GENERAL SECRETARY | WISHAW & MOTHERWELL<br>BRANCH<br>NOMINATES<br><b>GORDON MARTIN</b><br>FOR GENERAL SECRETARY  |
| PENZANCE NO1 BRANCH<br>NOMINATE<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY                     | KINGS CROSS BRANCH<br>NOMINATE<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY              | MARCH & DISTRICT BRANCH<br>NOMINATES<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY                        |                                                                                              |
| WIGAN BRANCH<br>NOMINATE<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY                            | EUSTON NO 1 BRANCH<br>NOMINATE<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY              | CARDIFF RAIL BRANCH<br>NOMINATES<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY                            |                                                                                              |
| YORK & DISTRICT BRANCH<br>NOMINATE<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY                  | COLCHESTER & DISTRICT<br>BRANCH<br>NOMINATE<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY | MID CORNWALL RAIL BRANCH<br>SUPPORTS<br><b>MICK LYNCH</b><br>FOR GENERAL SECRETARY                        |                                                                                              |

# JOHN SCATTERGOOD - 1932-2020



STALWART: At Tolpudde, John is the first figure on the right.

Bristol RMT retired members' branch and Bristol branch regret to announce the passing of one of our long-serving members, John Scattergood, September 28 2020, aged 88 years.

John began his life on the railway as a junior porter in 1947, moved on to the Cement Works at Taunton then transferred to work as a

shunter in Taunton. From there he transferred to Bristol Bath Road as a guard for the remainder of his working life.

He was always a branch activist and one of the best minute-takers you could wish for – making sure the "t"s were crossed and the "i"s dotted. He was also one of the founder members of the Bristol retired members' branch in

March 2010.

At his retirement presentation in 1997, attended by Jimmy Knapp, John said: "without the union, we'd all be lost, and I shall remain an active member until my last breath". He was true to his word.

As well as being a branch activist, he was involved for most of his career with regional council, train crew conference, union events, especially Tolpudde, and a delegate to

Bristol Trades Union Council.

John's was diagnosed with a serious illness some years ago but he never mentioned it and carried on with life with a carefree attitude and a broad smile to light up any room. John also had a very loving and supportive wife in Pauline.

Rest in peace John, you will be missed by everyone that had the privilege to know you.

**A. R. Jakeman**

RMT Bristol retired members branch chair

## REMEMBERING PETER BLACKMAN

Dear editor,

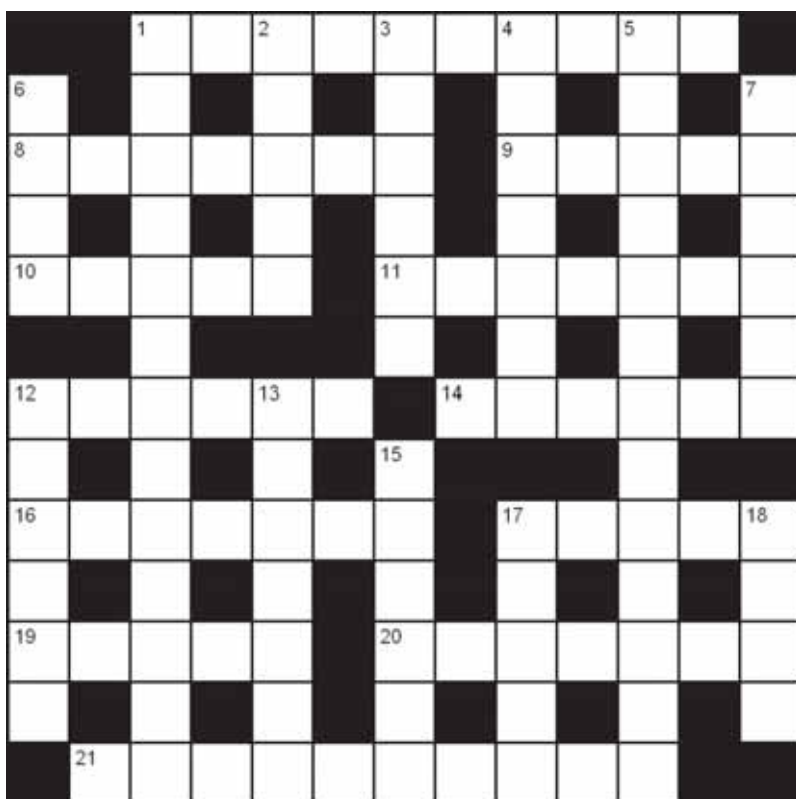
I have just finished reading the article in the last issue of RMT News 'My Song is For All Men' about Peter Blackman and had to get in touch to thank you for publishing it. I'm ashamed to say I've never heard of him so it had me rushing to Google and

YouTube to find out more.

We need to learn about people like this who have spent a lifetime in struggle, knowing their doggedness and achievements inspires us to be determined in our struggles today.

Regards, Sue Turner

## £50 PRIZE CROSSWORD



### Last month's solution...



Send entries to Prize Crossword, RMT, Unity House, 39 Chalton Street, London NW1 1JD by March 10 with your name and address.

All winners will be announced at a later date as the Unity House offices are currently closed due to the pandemic.



Crossword sponsored by UIA

### ACROSS

- 6 Developmental (12)
- 8 Decomposing (6)
- 9 Farewell (3-3)
- 10 Fair (4)
- 11 Furtive (8)
- 13 Disability (8)
- 15 Corrosive (4)
- 16 Internal organs (6)
- 18 Pilot (5)
- 19 Having some authority (12)

### DOWN

- 1 Lucrative (11)
- 2 Force (6)
- 3 Posh dead end (3-2-3)
- 4 Appendage (4)
- 5 Uncover (6)
- 7 Periodically (12)
- 12 Stress (8)
- 14 Term of affection (6)
- 15 Scared (6)
- 17 Settee (4)



# RMT CREDIT UNION LTD.

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

MEMBERSHIP NUMBER

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

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

### 1 PERSONAL DETAILS.

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

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

### 3 Your Employment.

|                 |  |            |  |
|-----------------|--|------------|--|
| Employer        |  | RMT Branch |  |
| Job Description |  |            |  |

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

### 5 Membership Status

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

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

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

8 **Next of Kin** .....

**Address** .....

.....  
.....

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

Your signature

Date

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

**I agree to my identity being checked electronically** ☐

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



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



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

Name and full postal address of your Bank or Building Society

|                 |                       |
|-----------------|-----------------------|
| To: The Manager | Bank/Building Society |
| Address         |                       |
|                 | Postcode              |

Name(s) of Account Holder(s)

Bank/Building Society account number

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Branch Sort Code

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Originator's Identification Number

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|---|---|---|---|---|---|

Reference Number

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

Instructions to your Bank or Building Society.

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

Signature(s)

Date

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

This guarantee should be detached and retained by the Payer.

### The Direct Debit Guarantee

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





**Britain's Largest Specialist Transport Union**



# **Transport workers are ESSENTIAL workers**

All the analysis shows that transport workers have been hard hit by the COVID-19 pandemic.

It's transport workers who have kept key staff and freight moving during lockdown.

**It's time for the Government to recognise that contribution and give transport staff the priority and protection they deserve.**



**In 2021 our priority will remain our members and their livelihoods... join us today!**

**rmt.org.uk    FREEPHONE 0800 376 3706**

