

RMT *news*

Essential reading for today's transport worker

SOUTH WEST TRAINS

STOP THE CUTS!

ScotRail
SCOTLAND'S RAILWAY



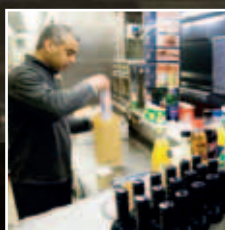
HANDS OFF TfL PENSIONS
PAGE 4



STAGECOACH BUS PAY
CAMPAIGN
PAGE 9



MARITIME PENSIONS
CAMPAIGN
PAGE 15



CATERING CAMPAIGN
PAGE 20



www.rmt.org.uk

WORKING FOR YOU

RMT membership helps you at work and saves you money

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

COLLECTIVE BARGAINING

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

CAMPAIGNING

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

PERSONAL INJURIES

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

INDUSTRIAL DISEASES

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

EMPLOYMENT TRIBUNALS

Should a member find themselves unfairly dismissed, discriminated against or have any claim which has reasonable prospects of success at an Employment Tribunal, RMT will provide

legal representation and pay the fee. Even if the union is advised that the claim is unlikely to succeed, members who make a claim are eligible to receive free legal advice.

ACCIDENT BENEFIT

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

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

RETIREMENT BENEFIT

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

TAX AND WILL PREPARATION

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

DEMOTION COMPENSATION

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

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

ORPHAN FUND

The beneficiaries of this fund would be any child of a member or spouse if the member dies in service or if a members' spouse dies and the member has responsibility of the children.

Benefit is paid while a child is

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

RMT CREDIT UNION

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

ONLINE SHOPPING DISCOUNTS

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

FINES POOL

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

BEREAVEMENT BENEFIT

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

CASHBACK PREPAID CARD

Fancy cashback on your everyday shopping? Use your RMT Prepaid Plus Cashback card at over 50 partner retailers, including Sainsbury's, ASDA and Boots, and earn unlimited cashback! It's

different to a credit or debit card - you can only spend what you load so there's less chance of getting carried away.
www.rmtprepaid.com

FREE £5,000 ACCIDENTAL DEATH COVER

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

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

INSURANCE

UIA Mutual offers great value, low cost Home, Motor, 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

Join RMT by visiting
www.rmt.org.uk

Contents

Page 4

HANDS OFF TfL PENSIONS

Page 5

STOP THE CUTS!

Page 6

EAST MIDLANDS RAILWAYS DISPUTES ROCK SOLID

Page 7

LIVERPOOL MITIE CLEANERS FIGHT

Page 8

DEVON BUS CRISIS

Page 9

STAGECOACH BUS PAY CAMPAIGN

Page 10

SAFETY REP AWARD

Page 12

GOVERNMENT ACTS TO ADDRESS LORRY DRIVER SHORTAGES

Page 13

ABELLIO PUNISH STAFF WITH PAY FREEZE

Page 14

NO TO THE POLICE BILL

Page 15

MARITIME PENSIONS CAMPAIGN

Page 16

RMT DOES TOLPUDDLE HONOURS

Page 18

UNION CALLS FOR SAFETY PROBE IN TROON STATION FIRE

Page 20

CATERING CAMPAIGN LAUNCHED

Page 21

CELEBRATING THREE LIONS

Page 22

DORSET BANNER ON DISPLAY

Page 23

NEW ARTWORK AT NORTHERN STATION SPREADS MESSAGES OF HOPE

Page 24

PRESIDENT'S COLUMN

Page 25

AN APPRECIATION OF ADRIAN SCOTT

Page 26

LANCASHIRE'S ROMANTIC RADICAL

Page 27

NORTHUMBERLAND LINE RUNS

Page 28

ELECTION ADS

Page 30

CROSSWORD

EDITORIAL



THE 'CUTS' AGENDA

I warned last month in this magazine that unscrupulous employers in the transport and maritime industries would use the cloak of the COVID crisis as a cynical opportunity to hammer down on our jobs and wages and in the past weeks that co-ordinated attack has gathered pace.

On our railways, we know that both the train operators and Network Rail have a cuts agenda as set out through the Rail Industry Recovery Group. We have been engaging, but we have sought assurances from both the TOCs and Network Rail that voluntary severances will not commence during discussions on the future of the industry. Network Rail has now given that assurance but the TOCs are more reluctant. While we continue to engage in discussions, opposition to cuts, defence of terms & conditions and our members' interests is the top of the union's agenda.

The fact that these cuts are being rolled out when the government rail minister himself has admitted that he expects passenger numbers to return to pre-COVID levels shows that they are nothing to do with the needs of the service and everything to do with the opportunism of rogue employers seeking to exploit the pandemic for their own

purposes.

The nonsense of the assault on pay is demonstrated by the exodus of bus drivers that are leaving bus companies unable to run services. This rank stupidity has led to RMT launching an industrial and political campaign of Stagecoach designed to expose the profiteering of the company, its impact on the public who rely on bus services and secure pay justice for our members.

There is a huge amount of work going on in the union to tackle head-on the threats we face right across the board. I would pick out some of our ground-breaking campaigning work on the shipping and offshore sector and would like to take this opportunity to thank every single activist who has risen to the unprecedented challenge we now confront.

Finally, I want to pay tribute to our members on Scotrail and East Midlands Railway who have been engaged for many months now in strikes for pay justice, equality and safety. You are a credit to the entire trade union movement and your resilience, determination and solidarity is a lesson to us all in these difficult days.

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



HANDS OFF TfL PENSIONS

RMT launches campaign to defend TfL pension scheme and declares no confidence in review process

RMT has launched a campaign to defend the Transport for London pension scheme in the wake of revelations of how the company intends to process and conduct their pension fund review.

Instead of a pension review, RMT is calling for an investigation, with the full involvement of all recognised trade unions, into the systemic transfer of TfL funds to the private sector. Huge sums of money are being siphoned out of the transport system and into the pockets of privateers.

In 2020/21 over £60 million was paid to a private cleaning

contractor, over £106 million was paid to privatised track maintenance contractors, over £30 million was paid to external fleet maintenance contractors and a staggering £2 billion was paid to privatised bus operators.

RMT is also calling for a review of the level of government support for TfL, which is far less than the support provided to comparable transport systems such as the New York metro or Paris subway.

RMT general secretary Mick Lynch said that the union would fight any attempt to impose detrimental terms onto members.

"We will resist any attempt to make members work longer, increase pension contributions of workers – just a pay cut in disguise – reduce pension payments or undermine the fund in the long-term by closing it off to future staff.

"Our members in TfL kept transport services running throughout the pandemic and were hailed as heroes. Now their reward is the threat of poverty in retirement.

"We have absolutely no confidence in the review process set out, which is no more than a smoke screen for a massive attack on RMT members driven by the

government and London Mayor's agreement to make huge financial cuts on TfL and LUL.

"We reissue our call for all regular TfL work to be immediately brought in-house and for an end to the gravy train of easy profits and dividends to the shareholders of the private sector.

"RMT is demanding that the pension scheme remains unchanged. Any other course of action will be met head on by the union, using every option available to us, including a determined campaign of strike action," he said.



SOUTH WEST TRAINS



STOP THE CUTS!

RMT steps up campaign to stop wholesale post-COVID rail cuts as Scotrail and South Western Railway make 'savage proposals'

RMT is stepping up the campaign against a cynical and opportunist wave of post-COVID cuts to jobs and services on Britain's railways – warning that savage proposals being drawn up by both Scotrail and South Western Railway are set to be mirrored across the network.

The cut plans already being lined up, which would decimate services and staffing levels, fly in the face of statements from government ministers just weeks ago that they expect rail passenger usage to return to pre-COVID levels.

The cuts on South Western Railway would affect the Reading, Basingstoke and Guildford lines among other routes and threaten hundreds of services and thousands of

jobs.

SWR commercial director Peter Williams said that the company was "right sizing" services while admitting that profits were based on huge public subsidies.

"We are making sure we account for the service levels we provide, but also we need to provide value for money for the taxpayer who subsidises the railway by billions of pounds," he said.

ScotRail has also published its "Fit for the Future" document which sets out proposals to cut 300 rail services per day from its timetable.

Abellio currently runs the franchise but from spring next year the Scottish government will take over from the Dutch firm, using a "break clause" in

the franchise contract to end it three years early.

RMT general secretary Mick Lynch said that it was crystal clear that the planned cutbacks on both Scotrail and South Western Railway were just the tip of the iceberg as cynical employers use the cloak of COVID to smuggle through the decimation of jobs and services on Britain's railways.

"Not only do these planned cuts fly in the face of the government's own statements on future rail usage they also make a mockery of their green agenda as they will force more cars onto the road at the expense of environmentally-friendly rail travel.

"RMT will not sit back while this carve up of the rail

network is cooked up in company boardrooms. We will be stepping up our campaigning and the union has moved onto an industrial war-footing as we recognise exactly what is at stake.

"If it means national industrial action on the railways to stop this carnage we are more than ready for that," he said.

Transport Focus Chief Executive Anthony Smith also warned that was an early indication of what is to come, but the climate change emergency is here.

"We need good public transport. The government has put huge amounts of money into the railway over the years, but it has to be attractive to use," he said.





Striking senior conductor and train manager members remain rock solid in separate East Midlands Railways disputes.

The latest action came as the company admitted in internal communications that the strike breakers they have bussed in have only one days training and don't meet the most basic safety competency standards required of the regular staff members they are replacing.

A memo seen by RMT asking managers to volunteer to support the strike breaking operation says that :

" Training for this role will be one day only and not the extensive training required for full safety critical competence".

In addition, strike breakers are being offered a bounty of £270 per shift while the company snub talks that could resolve the disputes. The taxpayer which finances the EMR operation is effectively picking up the tab for this cynical operation.

RMT general secretary Mick Lynch said that while members were standing firm in these two separate disputes over contract and safety issues it was frankly appalling that East

Midlands Railways were blatantly flouting the most basic of safety standards in a desperate bid to break the strike action.

"East Midlands Railway has introduced new working arrangements for Class 360 trains without any formal agreement with RMT, the union that represents Train Managers working the service.

"RMT believes that the Class 360 method of working that the company has imposed is not safe and that a second safety critical person, preferably a Train Manager, should be in each portion of

the multi-unit trains.

"Additionally, no one should be allowed to carry out the role of the guard without the basic safety competencies that are the benchmark of the rail industry.

"The fact that they are also being offered a bounty of £270 a day at taxpayer expense is just rubbing salt in the wounds.

"Instead of playing these dangerous games that gamble with both passenger and staff safety the company should be getting round the table with us and thrashing out a solution," he said.



RMT DECLARES THAMESLINK DISPUTE OVER LEGIONELLA OUTBREAK

RMT has declared a dispute over a potentially lethal Legionella outbreak on Thameslink trains and is prepared to ballot for strike action if GTR and Siemens don't take urgent action to resolve the crisis.

To date seven toilets, on four trains have had identified actionable traces of legionella. The fourth unit was discovered on August 9 and the company advise they are removing it from traffic where 'reasonably practicable' and if it remains in

service all that will happen is that the toilets will be isolated.

RMT has described this half-hearted and inadequate approach as gambling with the health of passengers and staff alike.

The union has written to the company advising that a dispute situation now exists between the two organisations and demanded:

- An urgent Joint Safety Committee meeting be arranged to discuss the

legionella contamination, the company response and its responsibilities under procedure agreement 2 and the associated codes of practice and regulations.

- Full disclosure, including live updates of the unit numbers of any units found to contain Legionella.
- Distribute the union report from to health and safety reps.

RMT general secretary Mick Lynch said that the union had been raising concerns over

Legionella on the Siemens Thameslink fleet for weeks and the latest cavalier approach from the company was pitifully inadequate and is an outright gamble with passenger and staff health.

"We have now declared a dispute and be in no doubt if we don't get serious action we will ballot our members and do whatever is required to end this reckless approach to a potentially lethal situation on these increasingly busy trains," he said.■

LIVERPOOL MITIE CLEANERS FIGHT

RMT Mitie station and accommodation cleaners on the Merseyrail Contract took strike action last month in their ongoing campaign in support of pay and workplace justice.

The demonstration, involving the cleaners and their supporters, took place outside Mitie and Merseyrail's Liverpool Headquarters.

The cleaners voted by a massive majority for action against a pitiful increase in their poverty pay rates which would have still left them far short of the Real Living Wage and the absolute minimum of £10 an hour which RMT is campaigning for as recognition of these real heroes of the COVID pandemic who have worked throughout.

The cleaners are also protesting the imposition of punitive rosters and attacks on holiday pay.

RMT general secretary Mick Lynch said that these workers were on the frontline

throughout the pandemic, keeping the Merseyrail network clean and safe for passengers, yet they are being treated with disdain by their employer, who is more interested in keeping costs down than treating its workers fairly.

"Mitie cleaners on the Merseyrail contract are paid significantly below the Real Living Wage and far less than RMT's minimum demand of £10 per hour.

"Yet, Mitie's latest accounts boast of 'good trading resilience through Covid-19' and reveal that revenue was up nearly 20 per cent on the year before.

"Even the paltry and unacceptable offer the company put on the table is now being withdrawn in what is effectively a punishment beating for these low paid workers for having the guts to fight for justice from this bullying and greedy outfit.

"We thank the people of Merseyside for their support

for their cleaners in their fight for workplace justice and the union remains available for talks," he said.

The Mitie pay awards for 2020 and 2021 remain outstanding and it has offered what RMT and its members consider to be an unacceptable pay offer. The company has offered just 10p per hour from 1st July 2020, followed by 11p per hour from 1st July 2021. This offer would still leave these workers 29p per hour short of the current Real Living Wage (£9.50ph) and significantly short of the union's demand of at least £10ph.

Mitie has also withdrawn from a collective agreement regarding the payment of average earnings during annual leave. Mitie has stated that this is due to legislation introduced by the government which was applicable from April 2020 'The Employment Rights (Employment Particulars and Paid Annual Leave) Amendment Regulations

2018'.

RMT has made clear to Mitie that it expects the company to honour the collective agreement and that it can pay better than the minimum standard and still be compliant with legislation. Mitie's response was that it only uses one system for calculating holiday pay and it is not prepared to use a separate calculation that would honour the collective agreement. This stance taken by Mitie therefore means that there are cleaners in Liverpool Combined Authority area that receive less than contractual hourly rates and, in some cases, the national minimum wage when taking annual leave.

Mitie has imposed new working arrangements at Liverpool South Parkway which mean a loss of 78 rest days with no compensation. This has significantly worsened the work-life balance of the affected workers.





DEVON BUS CRISIS

Union warns that 150 staff have quit Stagecoach 'over low pay and conditions'

Bus drivers in Devon are abandoning Stagecoach in large numbers because of low pay rather than Covid and Brexit, RMT has said.

The firm recently issued an apology after some services in Torbay and Plymouth saw disruption 'due to circumstances beyond our control' blaming Brexit and the pandemic. However, the firm later added that it was unable to run some services due to driver shortages.

One anonymous Stagecoach worker said that the real reason 'drivers are leaving in droves' is because of poor pay and conditions.

RMT regional organiser Barry West agreed and said that while the two national issues may play some part the real problem was drivers being under appreciated by the company.

According to the union, in the last three months alone

more than 100 bus workers, mostly drivers, have left Stagecoach in Exeter and Plymouth.

The figures show that since May 26 at least 55 have gone in each city. In Barnstaple the figure is 22 and Torquay 11. Another anonymous driver said that the problem of staff leaving was getting worse.

Barry said that a typical bus driver in Plymouth gets paid £10 an hour and the union was currently negotiating with Stagecoach for improved terms and conditions for its members.

"They are professional people and they deserve decent living wages.

"The cost of housing has gone up in the South West disproportionately to the rest of the country.

"I can tell you a significant and disproportionate number of staff have left the business at Stagecoach in the South

West over the last few months.

"We've seen increasing levels of staff leaving and our members say that they were frustrated about wages and remuneration they received.

"They worked all the way through the pandemic and were hailed as heroes by many for keeping the industry afloat, taking people to hospital and essential meetings and putting themselves at risk so society could maintain some sort of normality in difficult times.

"The likelihood is that some of the issues about shortages are being caused by Covid but how can the company explain 55 staff leaving in Plymouth.

"We have clear information from our members they are leaving due to poor wages and it appears to be an ongoing problem," he said.

Stagecoach's issues with

staff shortages back in 2019. Councillors in Exeter raised a series of concerns about services in Exeter, including buses missing stops and cancellations of services. The company said at the time that driver sickness was behind the problems.

Back in 2018 the union said drivers were not being supported by the company against a rise in physical, verbal and sexual assaults around Devon.

The Exeter Highways and Traffic Orders Committee recently grilled Stagecoach South West operational director Paul Clark on developments affecting bus services and the network in and around Exeter.

Cllr Rob Hannaford said that he had been told that Stagecoach were around 25-30 drivers short and asked what Stagecoach were doing to tackle it. ■

STAGECOACH BUS PAY CAMPAIGN

Union in dispute with Stagecoach following below inflation pay offers across the country for bus workers

RMT has launched a national Stagecoach bus pay campaign starting with an overwhelming vote in favour of strike action at Stagecoach East Midlands and serving notice of a ballot at Stagecoach Yorkshire Chesterfield.

Membership record checks are also being carried out at Stagecoach South West (Plymouth, Dartmouth & Tavistock), Stagecoach South West (Barnstaple, Exeter and Torquay) and Stagecoach South (Andover, Basingstoke and Winchester) following an across the board pay offer of just one per cent.

Members at Stagecoach East Midlands (Mansfield and Worksop) voted overwhelmingly for industrial action and ballots at

Stagecoach Yorkshire, Stagecoach South West and Stagecoach South West (Plymouth, Dartmouth & Tavistock) close this month.

The union has also written to the Chief Executive of Stagecoach UK Bus Group requesting a national Avoidance of Disputes meeting to discuss all these disputes.

RMT general secretary Mick Lynch said that Stagecoach bus workers had been hailed as heroes during the Covid pandemic and they were being repaid by what is in effect and pay cut.

"This union cannot and will not accept derisory below inflation pay offers and we are determined to ensure members receive fair reward

for their hard work throughout the pandemic as a vital public service supporting key workers.

"A fair and decent pay award is the least they deserve and it's time to say enough is enough to an employer where shareholders are richly rewarded while they are happy to offer their staff a real term pay cut," he said.

He also warned that a nationally coordinated dispute on Stagecoach could cause tension and hard reactions from managers.

"As a result, members must safeguard themselves in terms of using social media and in the workplace throughout.

"Social media is a public forum and members should be highly cautious about posting

or sharing anything that could be deemed to be bringing their employer into disrepute as this can form the basis of disciplinary action.

"We have unfortunate examples of members who have fallen foul of this with overzealous and unscrupulous employers using it as an excuse to target members and reps particularly at time of dispute.

"We must also take care due to the draconian anti trade union laws as we do not want to give companies avenues to legally challenge ballots and prevent the democratic will of members being achieved so only official leaflets and propaganda should be distributed," he said.■





SAFETY REP AWARD

RMT safety rep Willie Strang has received a special TUC Congress Health and Safety Special Commendation Award.

Every year the TUC holds the 2021 Congress Award for Health and Safety Rep to demonstrate and acknowledge the range of work currently undertaken by lay union representatives on behalf of their members and the community and the hard work safety reps put into their role and the importance of this in ensuring the health, safety and welfare of union members.

Such was the high standard of nominations for this year's Congress Award for Health and Safety, the TUC President decided that in addition to awarding the annual Congress Health and Safety Award, all nominees on the final shortlist should receive a special commendation.

RMT nominated Willie for

this award in recognition of his role as chair of the union's National Health and Safety Advisory Committee and Chair of the annual health and safety conference.

RMT general secretary Mick Lynch wrote to Willie congratulating him on the award after over 20 years in the role.

"As is the case with all RMT safety reps, the work you do on a daily basis is vital to support our members – but has been particularly important during the Coronavirus pandemic in keeping our members safe," he said.

Willie said that he became a rep as it became clear working in the railway industry of the need for a robust and meaningful approach to health and safety was of paramount importance.

"As a result, I've been able to help a wide range of

individuals and groups of workplace reps not only from my own company but also other companies where RMT has recognition agreements to ensure that as a union we are doing everything we can on a daily basis to make sure that as much as possible we play a part in delivering a safe Railway network for all those who use it," he said.

Willie has also represented RMT internationally; in 2019 he was part of an RMT delegation to Lisbon for The Bob Crow health and safety conference.

Using all his training received over 20 years as a safety rep Willie has led the way during the pandemic to ensure the safety and welfare of all RMT members on LNER.

He has worked collaboratively with LNER in all aspects of the business. Reviewing all risk assessments

and safety systems of work and where necessary challenging them and offering improvements which achieve the aims of both the staff and the company. LNER and its reps have led the way and their methods have been described as industry leading and others have followed suit.

If you want to make a difference and improve health and safety in your workplace then contact your branch to find out if there are any vacancies for health and safety reps.

If you are already a safety rep then why not think about joining the RMT health and safety advisory committee? Elections take place in autumn this year when circulars will be sent out to branches explaining the election procedure - so look out for these if you are interested.



IS YOUR CAR INSURANCE DUE FOR RENEWAL SOON?

Here are the reasons why getting Motor Insurance over the phone can be cheaper than online.

Purchasing your Motor Insurance online is a popular way to do what is for many, a yearly exercise. Most insurance brokers have websites where you can get an online quote but using these websites may not guarantee you the best price.

Here we explain the benefits behind making a phone call when your car insurance is due:

- Online quotes use set questions to generate a quote
- They don't get to know the real you because they can't ask you additional questions to build a greater understanding of you as a driver

- A phone conversation may enable insurers to offer a policy or a more favourable one for example with a lower excess or a cheaper premium, because of the extra information you're able to share with them.

It may well be that your circumstances fit perfectly within the question sets online but, we sometimes find that customers using broker

websites to obtain car insurance quotes, could have obtained a cheaper price by speaking to us over the phone.

For the very best rates, call the dedicated RMT car insurance quote line on 0344 381 7843 and let us show you how much you could save.

For more information visit <https://www.uia.co.uk/rmt/car-insurance/> ■

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GOVERNMENT ACTS TO ADDRESS LORRY DRIVER SHORTAGES

UK lorry operators and driver training industries are being asked for their views on the government's proposed changes to help address the current lorry driver shortages.

The government has announced a package of measures to support recruitment and retention within the road haulage industry to ease pressure on the sector.

This includes launching a consultation on allowing drivers to take one test to drive both an articulated and

rigid lorry. This would streamline the process for new drivers to gain their HGV licence and would increase lorry test appointment availability.

The full list of proposals being consulted on includes allowing:

- drivers to take one test to drive both a rigid and articulated lorry, rather than having to pass a test in a rigid lorry first, and then another in an articulated lorry
- drivers who want to use a

bus or coach to tow a trailer to take one test with a trailer, rather than having to pass a test without a trailer first

- the off-road manoeuvres part of the test to be assessed by the driver training industry
- car drivers to tow a trailer without having to take another test

DVSA continues to develop measures to maximise testing capacity and tackle the backlog. It has already

increased throughput from 1,150 successful vocational passes a week pre-COVID to 1,500 by offering overtime and allocating additional staff into testing. Further measures could sustain this increase and potentially raise it to 2,000 successful passes a week.

Other measures to support increasing the availability of vocational tests include recruiting additional vocational examiners and making changes to the online booking service to help prioritise lorry tests. ■

MERITORIOUS MEDAL FOR KEN

RMT regional organiser Ken Usher has received the Merchant Navy Medal for meritorious service.

Ken was the youngest ever full-time officer for the National Union of Seamen and is currently the longest serving RMT official.

He completed his training in 1976 at the National Sea Training College

in Gravesend and served with a number of companies. He has also acted on behalf of the International Transport Federation (ITF) to represent the interests of foreign seafarers welfare.

He is also a Trustee of Care Ashore, the Merchant Seamen's War Memorial Society. ■



ABELLIO PUNISH STAFF WITH PAY FREEZE

RMT Scotrail members have been standing solid and united again in their fight for workplace justice and equality as the company seek to punish their workforce for having the guts to stand up and be counted with a pay freeze.

Following a six-month fight, conductors voted by a massive 80 per cent to continue their action in a re-ballot.

Under the Tory anti-union laws workers must be balloted every six months if they wish to continue an on-going dispute. RMT has begun the process of re-balloting ticket examiners who have remained absolutely rock solid throughout the campaign for basic fairness.

RMT general secretary Mick Lynch said that for over six months RMT members had stood strong on Scotrail in the fight for justice and equality and Abellio was now seeking to punish their entire workforce with a pay freeze that is a deliberate and

cynical attempt to rub salt in the wounds.

"Abellio Scotrail and their political bosses should hang their heads in shame as they preside over some of the worst industrial relations we have encountered in recent years, a crisis which the company are now seeking to deepen.

"We continue to press Transport Scotland, the government and Abellio to break their silence, get out of the bunker and sit down with us to negotiate a fair and just settlement to the current disputes rather than this escalation of hostilities from the employers' side," he said.

Scotrail is due to be nationalised at the end of March but the government has not put to rest concerns about jobs. There has also been a recent report conducted by Abellio which advises job cuts of up to 1,000 employees but again, the Scottish government has refused to rule this out.

The union is calling on the



PROTEST: RMT members from Inverness No.1 Branch launched the first in a series of protests outside the office of Scottish Finance Minister Katie Forbes. Union members at both Scotrail and Caledonian Sleeper have been undertaking industrial action against their respective employers recently while the Scottish government has stayed silent on the issue, even though it is they who hold the purse strings.

Scottish government to end the Scotrail and Caledonian Sleeper disputes by engaging with RMT, rule out following the recent Docherty Report conducted by Abellio, be

open and transparent about their plans for the future of Scotrail under public ownership and stand up to any planned Tory cuts to Network Rail. ■

RAIL GOURMET STRIKE

Rail Gourmet staff at Edinburgh Waverley have taken further strike action in an on-going fight for respect and justice in the workplace as the company escalate their abuse and bullying of their staff.

This latest phase of action follows on from previous rock-solid strikes but instead of recognising the strength of the genuine grievances the company has chosen to ramp up their

attacks including the despicable measure of forcing staff to eat their meals in the open on the station platform after removing a socially distanced, covered area at the staff canteen.

RMT general secretary Mick Lynch said that members had been left with no choice but to take further strike action as a culture of bullying and harassment has been allowed to develop at

Edinburgh Waverley which has led to a wholesale breakdown in industrial relations.

"Instead of recognising the strength of the staff grievances and entering into sensible and serious negotiations the company have instead escalated their attacks.

"This latest phase of strike action is all about respect and justice in the workplace and the company's continued

refusal, even in the face of a massive 100 per cent vote for strike action and solid support during recent strikes themselves, to do anything about it.

"Rail Gourmet needs to listen to the strength of feeling of its workers and address these long running and deep-seated issues and put a stop to this toxic environment and treat its workers with the respect that they deserve," he said. ■

NO TO THE POLICE BILL

The government's new Police, Crime, Sentencing and Courts Bill is an attack on the right to protest

RMT is warning that the government's new Police, Crime, Sentencing and Courts Bill is an attack on the right to protest, disproportionately targeting already marginalised groups and why this is an issue for trade unionists.

WHAT IS THE BILL?

The Police, Crime, Sentencing and Courts Bill is a very lengthy piece of legislation, at some 300 pages long and covers a wide range of issues. While some of the measures covered in the Bill are uncontroversial, there are also some significantly damaging measures contained within it including ones which will lead to a severe curtailment of the right to protest. The human rights organisation Liberty describes the Bill as 'one of the most serious threats to human rights and civil liberties in recent history'.

It is clear that the government has attempted to rush the Bill through Parliament with as little scrutiny as possible. The Bill was published just before it was debated in the House of Commons and it was only allocated two days of debate.

WHAT DOES THE BILL PROPOSE?

The Institute of Employment Rights (IER) explains that Part Three of the Bill 'effectively criminalises protests that cause disruption – defined in broad and vague terms – even in the case of one-person protests'.

The Bill also effectively criminalises noise during protests and allows the Police to intervene in response to the 'noise generated by persons taking part'. Shockingly, it



would allow the Police to impose penalties on people breaching these conditions if they 'ought to have known' they were in place and it would no longer be necessary to prove that someone knew of the conditions.

The Bill removes the distinction between marches and static protests and allows the Police to impose any conditions on static protests that 'appear necessary'. Liberty states that these changes may 'embolden the police to impose increasingly expansive restrictions' and could 'amount to an effective ban' on protests. The Bill also seeks to widen the area around Parliament where protests cannot take place.

STOP AND SEARCH

The Bill proposes new stop and search powers for the police, which Liberty says would 'hand the police a highly oppressive tool'. Existing stop and search powers are already highly problematic and the new proposals risk exacerbating discrimination and the disproportionate targeting of black and ethnic minority communities.

Gypsy, Roma and Traveller communities

Part Four of the Bill

contains measures which are an attack on the way of life for Gypsy, Roma and Traveller (GRT) communities. The Bill specifies a new trespass offence which could lead to the criminalisation of people these communities and the seizure of cars and caravans, which amounts to the seizure of their homes and possessions.

HOMELESS PEOPLE

A number of homeless charities and organisations have warned that the trespassing measures in the Bill also put homeless people, who may have had to resort to sleeping in cars, vans or other vehicles, at risk of arrest and imprisonment and making it harder for them to escape homelessness.

WHY IS IT AN ISSUE FOR TRADE UNIONISTS?

Clearly the government's extreme and blatant attack on the right to protest is a serious issue for all trade unionists, who have long used public protest as a means of defending workers' rights. By their very nature protests will be loud and inconvenient for some, but the government's attempts to criminalise this behaviour make clear their authoritarian goal to stifle

dissent.

It is no coincidence that the Bill was introduced in the wake of Black Lives Matter and Extinction Rebellion protests. As the IER points out, the Home Secretary, Priti Patel has made clear her disdain for these movements, calling the protestors 'dreadful', 'thugs', 'hooligans' and 'criminals'.

Measures in the Bill will also disproportionately affect already marginalised groups within society, and trade unionists can help defend these communities by mobilising against the Bill.

WHAT HAPPENS NEXT?

Despite a wide number of amendments being tabled in the House of Commons, the Bill was passed by the Commons unamended at its third reading in July with a majority of 100 and support from the Conservative party and DUP. The Bill has now passed to the House of Lords and is due to be considered again on September 14, 2021.

A vast array of groups from across the labour and civil society movement have opposed the Bill. RMT has signed a statement against the Bill promoted by John McDonnell MP and the group Sisters Uncut and will continue to work with the labour movement and other groups to oppose the Bill and defend our right to protest!

More information is available at:

IER 'What's wrong with the Police, Crime, Sentencing and Courts Bill' and 'Policing Bill "oppressive and wrong" says Human Rights Committee' www.ier.org.uk



MARITIME PENSIONS CAMPAIGN

Union launches campaign to assist members with occupational pension choices and engage with maritime employers

RMT believes that occupational pension entitlement for rating members is one of the most important elements of their terms and conditions.

Put simply pensions are deferred pay so if you want to retire at a respectful age where you can enjoy a long and healthy retirement, the union needs to ensure that members are firstly in their employers' pension scheme and secondly are saving enough for their retirement.

While some of members employed by companies such as the RFA and Calmac Ferries are contributing to Defined Benefit (DB) occupational arrangements, which offer a promise of a certain level of pension at retirement, most of members will be in Defined Contribution (DC) pension schemes which offer no such promise and are reliant on contributions and investment returns to produce decent outcome at retirement.

As reported in RMT publications, as a result of a pension survey conducted by this union amongst ratings, the union discovered that many of members were either not saving enough for their retirement or were not in their employers' occupational pension scheme. As a reminder the key findings were:

- Just under 16 per cent of members were not contributing to their employers' occupational pension scheme

- Almost 13 per cent of members had opted out of their employers' pension scheme
- 58 per cent did not know which type of pension arrangement they were members of
- Almost half of responses did not know what level of contribution they were paying into their pension scheme with almost 59 per cent not knowing how much their employer was contributing
- 54 per cent did not know if they had death in service (life cover) protection

As a result RMT has launched a Maritimes Pension Campaign with the aim of educating representatives and members on pensions, as well as offering support with occupational pension choices and most importantly engaging with maritime employers.

Despite the Covid-19 pandemic, RMT representatives have been able to hold online pension presentations with members at Northlink Ferries, one with Stena Line and one with PNTL. Also in attendance at these meetings was Rock Pensions who are the administrators of the Ensign Pension Plan who presented an overview of this particular pension arrangement.

The union intends to continue to hold these



pension presentations over the coming months and it is hoped that representatives will be able to meet members face to face to discuss this important issue.

While the union believes that it can bring pensions to the forefront of the negotiating agenda, it is clear that it not only engages with ratings but also that maritime employers who in the majority have closed their DB

arrangements are playing their part by making respectful contributions into members pension pots. Of course, RMT will also need to protect those DB arrangements still open to ratings and the level of DC contributions being paid by employers. ■

*If you are unsure who to contact regarding your pension, please contact the RMT pensions officer Paul Norris at p.norris@rmt.org.uk or telephone 020 7529 8806



RMT DOES TOLPUDDLE HONOURS

Local RMT activists lay wreath at this year's truncated event in July to honour the Tolpuddle martyrs

Every year trade unionists gather in the little village of Tolpuddle in Dorset to remember and honour the Tolpuddle martyrs, six farm labourers sentenced to transportation to Australia for the 'crime' of organising themselves into a trade union.

Due to the Covid pandemic, the events this year were truncated to a short march to a wreath laying ceremony and the honour for doing so was given to local RMT activists George Waterhouse of Salisbury branch and Jim Buchanan of RMT Dorset Rail branch.

Jim said that it had been a privilege to be asked to do the honours and a very emotive and hot day on July 18.

"As we marched our banner proudly through Tolpuddle on the hottest day of the year, we reflected on how tough life must have been for the poor agricultural workers of the day toiling in the fields for long hours in all weathers for starvation wages.

"On a poignant day we were reminded of those brave men who continue to inspire us to this day and of the history and reasons as to why Trade Unions exist.

"The day served as a timely reminder of the dangers working people face when all the levers of power and justice are concentrated in the same place and are set against them," he said.

George Waterhouse said that it was an honour and a privilege to answer the call from SWTUC to represent the union as an invited local branch.

"South West TUC had decided that a small low key event was feasible and safe in consideration of the ongoing Covid situation.

"At a moving service in the churchyard of St. John's we joined TUC general secretary Frances O'Grady, other local union branches and church representatives to lay our wreath," he said.



Jim gave a few words from the graveside of martyr James Hammet.

"We lay this wreath on behalf of the Rail, Maritime and Transport Workers Union. RMT pays tribute to the martyrs and we pay tribute to all the front line key workers who have lost their lives during this dreadful pandemic.

"Fighting and organised unions have never been more important to the working people of this country," he said.

TRADE UNION MARTYRS

On February 24 1834, Dorset farm labourers George Loveless, his brother James, James Hammett, James Brine, Thomas Standfield and Thomas's son John were all charged with having taken an illegal oath.

But their real crime in the eyes of the local establishment

was to have formed a trade union to protest about their meagre pay of six shillings a week – the equivalent of 30p in today's money and the third wage cut in as many years.

Since 1830 there had been protests by rural workers across southern England known as the Captain Swing' riots after a name that was appended to several threatening letters sent to landowners. The name came to symbolise the anger of the poor labourers in rural England. The establishment made up largely of landowners were determined to stamp out any form of organised protests.

In Tolpuddle the local squire and landowner James Frampton heard tales of a group of his workers forming a union and he sought to make an example of them by having them arrested.

The workers had met either under the sycamore tree in the village or in the upper room of Thomas Standfield's cottage and members swore of an oath of secrecy – and it was this act that led to the men's arrest and subsequent sentence of seven years' transportation.

In prison, George Loveless scribbled some words: "We raise the watchword, liberty. We will, we will, we will be free!" This rallying call underlined the Martyrs' determination and has since served to inspire generations of people to fight against injustice and oppression.

Transportation to Australia was brutal and few ever returned from such a sentence as the harsh voyage and rigours of slavery took their toll.

But, after the sentence was pronounced, the working class rose up in support of the Martyrs and a massive demonstration marched through London. After three years, during which the trade union movement sustained the Martyrs' families by collecting voluntary donations, the government relented and the men returned home with free pardons and as heroes.

Ironically, the persecution of these courageous men and their subsequent release only further paved the way for the creation of trade unions and the protection of workers' rights. ■



BANNER: Jim and George with the Dorset Rail banner

UNION CALLS FOR SAFETY PROBE IN TROON STATION FIRE

RMT is demanding an "urgent investigation" into the safety risks of unstaffed stations after a major fire at Troon Station in South Ayrshire.

The historic station building was extensively damaged by a fire in July, closing the line for several days.

RMT has written to chief inspector of railways Ian Prosser about whether the damage and disruption "could have been avoided had Troon station been properly staffed".

RMT general secretary Mick Lynch said that the devastating fire shone a light on just how dangerous the rail industry's plans to de-staff our stations are.



"Station staff play a vital role in helping deliver a safe, secure and accessible railway.

"It is long overdue that this cost-cutting, profit maximising measure of de-staffing our stations and trains was stopped in its tracks due to glaring and serious health and

safety risks."

Liam Sumpter, Network Rail route director for Scotland, said that engineers were working to make the station safe and that investigations into the cause of the fire were ongoing.

Troon station opened in

1892, designed by architect James Miller, whose work includes other west coast stations as well as Glasgow Royal Infirmary. The Railway Heritage Trust has offered £500,000 to help salvage the Victorian structure.

WINNING AT WORK

Member wins case for increased pay under the terms and conditions of employment

The RMT Legal Department recently successfully concluded a claim for one of our members against the employer, a Train Operating Company. They argued that after obtaining an additional competency five years ago, our member was entitled to a pay increase under her terms and conditions of employment.

Our member became aware of the issue with pay in early 2021. The employer initially agreed to only implement the pay increase from the date that our member realised the error in pay. Our member submitted a grievance and an L2 - Application for Legal Assistance to the RMT Legal

Department for advice regarding a claim for the unlawful deduction from wages in the Employment Tribunal and breach of contract.

The RMT Legal Department advised our member that a claim for the unlawful deduction from wages would have reasonable prospects of success. However, losses would be limited to two years at the Employment Tribunal. They advised that instead, the best course of action would be to pursue a claim for breach of contract in the County Court. This would allow our member to claim the full losses.

Our Legal Department sent a Letter Before Action to our

member's employer. This is the first stage in bringing a breach of contract claim in the county court.

Our Legal Department argued that our member had raised the issue of pay with them as soon as they became aware of it. This was aimed at avoiding an argument by the employer that our member had affirmed a breach of contract by not taking any action sooner. Our Legal Department set out the basis on which they say our member was contractually entitled to receive back pay for full losses arising from the incorrect payment of her wages over five years. Our Legal Department requested a full

written response from the employer within 28 days and explained that a failure to comply with this request will result in the RMT having no alternative but to commence proceedings in the County Court for breach of contract.

The member then received confirmation from her employer that the grievance had been upheld at Stage 2 of their grievance process, and full back payments would be made to as a result.

The matter was therefore resolved at an early stage, and without the need for the union to commence proceedings in the county court for breach of contract.



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“The RMT Legal Service has been fantastic. It shows
that RMT membership is worth every penny.”

RMT member, work accident claimant

* Within the union scheme. Terms and conditions apply. Claims must be brought within three years of the date of an accident or diagnosis. Exceptions do apply, please contact us for advice on whether or not you have a claim. ** Where claims can be pursued in UK courts.



CATERING CAMPAIGN LAUNCHED

RMT has long campaigned against attempts by government and train companies to cut catering jobs, remove the buffet from trains and casualise the catering workforce.

Whilst the threats to catering grades, of course pre-date Covid-19 it is clear that government and companies are attempting to use the pandemic to attack catering grades jobs, pay and conditions.

It is vital that all catering grades are well organised to fight these attacks and that RMT has a visible presence in all workplaces.

Therefore, as part of the union's National Campaign to Protect Catering, meetings have been scheduled in each region. The purpose of these meetings is to ensure that catering grades members are organised across each region and to plan how we will fight attacks on catering grades and protect your jobs, pay and conditions and recruit new members and fill rep vacancies.

The meetings are open to all RMT catering grades members, reps and local officers, including those employed by agencies or on outsourced contracts.

THE MEETINGS WILL BE TAKING PLACE ONLINE FROM 6PM - 8PM ON THE FOLLOWING DATES:

London & Anglia Regional Council	14th September
Manchester & North West Regional Council	29th September
Midland Regional Council	16th September
North East Regional Council	30th September
North West & North Wales Regional Council	23rd September
Scotland Regional Council	21st September
South East Regional Council	5th October
South Wales & West Regional Council	6th October
South West Regional Council	27th September
Wessex Regional Council	12th October
Yorks & Lincs Regional Council	13th October

Everyone wishing to attend their region's meeting should register online here - <https://bit.ly/3iZ3JxK> or email Sophie Ward, National Policy Officer (s.ward@rmt.org.uk).

CELEBRATING THREE LIONS

RMT black and ethnic committee chair offers solidarity and gratitude to Marcus Rashford, Jadon Sancho and Bukayo Saka

This year English football reached once-in-a-generation heights. Our national team entered its first major tournament final in 55 years, a feat which included a similarly historic victory against our longstanding footballing rivals, Germany.

Leaving behind ego trips and all-or-nothing theatrics, England manager Gareth Southgate and team captain Harry Kane have led a young team committed to playing tactically and methodically to each other's strengths. It's a strategy that has delivered astonishing results and quite rightly made Southgate one of the most beloved men in the country.

With so much to be proud of, it's devastating that a vocal, but loud minority has taken it on themselves to cast a cloud over everything. Even before the first ball of the tournament was played, Southgate and the team drew outrage from some quarters by stating plainly their intention to stand up to racism in football and society.

In one particularly pathetic act of gesture politics, Conservative MP Lee Anderson announced that he would be boycotting the Euros entirely. Apparently, he wished to protest the team's decision to take the knee out of respect to the world movement for racial equality led by Black Lives Matter. Worse, the Home Secretary Priti Patel implicitly endorsed racist England fans booing the team in response to their dignified, peaceful protest. England defender



Tyrone Mings has quite rightly accused her of empowering the flood of racist abuse the team suffered after their knockout on penalties against Italy in the final.

Let it never be said again that the bigots of the Conservative Party have any genuine feeling of patriotism. They love their country and the people in it when it suits them, and sometimes not even then.

In sharp contrast to the failure of leadership from our political class, Gareth Southgate penned a moving open letter to the fans, which explained:

"Our players are role models. And, beyond the confines of the pitch, we must recognise the impact they can have on society. We must give them the confidence to stand up for their teammates and the things that matter to them as people.

"I have never believed that we should just stick to football.

"It's their duty to continue

to interact with the public on matters such as equality, inclusivity and racial injustice, while using the power of their voices to help put debates on the table, raise awareness and educate".

But it isn't just MPs and football managers who have a duty to play their part in the struggle for racial equality, its all of us - including here in the workplace. This is why I have felt especially proud watching England this year, not just because of how well we've done but also because I feel as though they genuinely represented me and my aspirations for the kind of country in want live in.

I am sure that many other black workers on our railways, in our trade union, and across the country felt the same pride as I did. We have felt this pride whether we have chosen to make England our home or whether we were born here and have been made to fight every day to be accepted as English by those racists now

booing their own national team.

As Chair of the RMT's Black & Ethnic Minority Members Advisory Committee (BEMMAC) I would like to express my admiration for the England team and for their historic achievements this year. I would also like to express my gratitude to them for their courage in standing up for all of us in this country who have to fight to be treated with equal respect and dignity on account of our race.

I would like to express particular solidarity and gratitude to Marcus Rashford, Jadon Sancho and Bukayo Saka: three heroes whose extraordinary talent was vital in taking English football to new heights, and three young black men whose integrity and bravery will stand as an inspiration for old generations and new. In victory or defeat, you represent the best of what it is to be English.

Oluwarotimi Ajayi ■

DORSET BANNER ON DISPLAY

The Dorset Rail banner is now part of an exhibition Art and Protest at the Giant gallery in Bournemouth. The Gallery is in the top floor of the Department store which was Debenhams and previously "Bobby's" until October 31 2021 and is free entry.

The exhibition is important to Bournemouth as it seeks to develop the arts as it has done with the Bournemouth Symphony Orchestra.

RMT general secretary Mick Lynch attended the opening last month along with Dorset branch chair Jim Buchanan, branch secretary Mark Carter and Ed Hall who made the banner in 2008.

The banner which was seen by many during the recent 'Keep the guards on the train' dispute shows the Tolpuddle Martyrs who in 1834 were transported to Australia for forming a trade union. A huge campaign brought them back to England as heroes.

Through links with artist Stuart Semple and curator Lee Cavaliere, Jim

Buchanan secured a place for the banner in the exhibition. Other works included those by Banksy, and Jeremy Deller. A wonderful polar bear puppet was also made by Greenpeace.

The Dorset Rail branch banner is always at the Tolpuddle Festival a few miles from Bournemouth. The event of 1834 is a milestone for trade unionists and a building block for our freedom to freely associate. The exhibition organisers ask visitors to compare the punishments for protest then, and the curtailing of protest now.

The scene on the banner reflects this with the Tolpuddle Martyrs meeting under the Martyrs tree, still in the centre of the village.

At the court at Dorchester in 1834 George Loveless said... "Let every working men come forward: unite firmly but peaceably together as the heart of one man: then no longer would the interest of millions be sacrificed for the gain of a few".



BANNER: from left to right Dorset rail branch secretary Mark Carter, banner maker Ed Hall, RMT general secretary Mick Lynch and Dorset Rail branch chair Jim Buchanan

PRESTON BADGES

Preston No 1 branch has stamped two new badges. The cost to members is £3 the small badge and £6 the large one plus £1 pp. That is £10.

You don't have to buy both but it's still a £1 pp. Branch chair Mark McCarrick, a conductor Instructor on Trans

Pennine Express, has a supply of the new badges without the £1 postage. Payment can be made to PayPal using the email preston1@rmt.org.uk

Send cheques to Trevor Jordan, 3 Edward Street, Morecambe, Lancs, LA4 4BL.



NORTHERN STATION ARTWORK SPREADS MESSAGE OF HOPE

New artwork created by students at Chester-le-Street station in County Durham is raising awareness for mental health and spreading messages of hope.

Students aged 11-18 from nearby Park View School painted messages and images focusing on mental health awareness on boards which are now on display at Chester-le-Street station for visitors to enjoy.

With the support of Chester-le-Street AAP (Area Action Partnership) Support and Task Group, the Friends of Chester-le-Street tasked students from Park View School to create pieces of artwork depicting mental health awareness and what it means to them.

Wendy Collingwood at Park View School said that they were approached by Friends of Chester-le-Street Railway

Station and Durham County Council to create a mural focusing on mental health.

"The Park View students have worked extremely hard, demonstrated resilience and creativity in producing an eye-catching, inspirational and informative piece of art," she said.

Derek Briggs, of the Friends

of Chester-le-Street said: "We thought if the students could paint bright pictures and include simple messages, it could help everyone passing through the station. The artwork itself was all the students' ideas and looks great."

Allyson Rose from Durham County Council, who initially

set up Friends of Chester-le-Street, added: "The project stemmed from the work of the AAP Supporting Task Group around mental health awareness and has been a great example of partnership working. These pieces are absolutely stunning with very poignant messages".



FAREWELL TO KEN LIGHTFOOT

Family and friends of Ken Lightfoot including from his days in the army and working on the railway said a final farewell to Ken at St. Margaret's Church, Ipswich last month, writes former general secretary Mick Cash.

Ken sadly passed away on July 12 aged 82 from Mesothelioma. Ken joined the railway in 1954 and retired in 2000 after 46 years having been a guard and working 32 years on the sleeper services to Scotland both from Kings Cross and Euston.

His railway career was interrupted by two years national service in Cyprus. Ken's brother Robert gave an emotional but enlightening

eulogy about Ken, his life and the contribution he made to so many people's lives. He was active in his local community and within the RMT's Hotel and Grades catering grades both at the workplace and the Hotel and Catering grades conference.



FAREWELL: Ken (far right) in attendance when Mick Cash presented Candy Kefford with her forty year service award in 2019

do not get the recognition they deserve but play a vital role in making this union what it is. Our condolences go to his wife Christine and his whole family.

The family are supporting donations to Anglia Asbestos Support Group – www.justgiving.com/fundraising/anglia-asbestos-disease-support-group

President's column

JOIN THE FIGHT

As the year draws to a close as so does my term of office in November we have the world's leaders converging into Glasgow for COP 26. With this comes a number of issues covering Network Rail, Cross Country, Caledonian sleeper and Scotrail.

As we are all aware the last two are currently in dispute over issues, however as I write this five SNP back-benchers have chosen to politicise our members issues in the hope of dampening down the appetite of our members appetite for taking industrial action.

Anyone can see that they are trying to avert embarrassment by using this as a tactic to try and make sure Joe Biden gets the 8.58am from Shettleston during the event, equally disappointing is none of the Green Party MSPs at the time of writing have come out publicly to denounce the statement by the five.

Our press department, Scottish NEC, Scotrail convenor and lead officers will be critical in the run up to this with the live road

show meetings building up to disruption if these Scottish Ministers don't come and talk to us. It's time to live up to the fair work agenda.

August became a bit of a historic moment for women in the trade union movement as Sister Sharon Graham was elected General Secretary for Unite. Sharon now joins Sarah Wooley, Christina McAnea and the lovely Jo Grady in top jobs in our movement. Whilst we continue to make progress round equalities we as a union are trying to find that magic wand to bridge the gap and get away from that stereotypical males gets the job.

I'm sure the general secretary will echo these sentiments and attempt to persuade and empower our next generation of female activists to seize the day and who knows we may end up with a female general secretary in the not too distant future. I'm honoured that both Sis Herbison and Sis Apedo-Amah have been elected to the NEC during my time as president and hope we can continue this trend moving

forward. Remember to use your vote in all elections for your union.

I am also very proud of our organisation around bus workers, and the fight we are taking forward to improve pay and conditions fit for their professional role in our communities. I also want to pay tribute to the representatives that continually put their heads above the parapet for our members. So, remember when your rep is being attacked it's your duty to support them.

I am also aware of how busy the roles of elected officials have become and the staff in our RMT offices with the lack of answers from the RICF and the RRIIG. This, of course, to frustrate and undermine negotiations. But your union has clearly stated NO JOBS ARE FOR SALE we will fight to protect every role in the railway sector and your involvement is paramount to make sure we win a better future and secure working conditions.

There are lots of fights against



the attacks of our members and your union will give you all the support you need to stop the attacks on pay, conditions, safety and individuals who stand up to protect the members they represent.

So, when the government and bosses thought we would accept cuts, remember our members were heroes getting key workers to work and now we are ready to fight for our jobs.

In finishing this month I'd like to pay tribute to Bill Rawcliffe, with Bill's passing I've lost a dear friend, brilliant trade unionist and, more importantly, this union is left with a massive gap in it. Rest in peace Bill you'll be missed by many.

Solidarity Michelle

DISABLED MEMBERS SPEAK OUT

REMOVING BARRIERS, CHALLENGING DISCRIMINATION

A member explains the need to be proactive, educate yourself and help others fight for their rights

My name is Nick Brown and I work as a Retail Customer Service Assistant on Avanti West Coast.

I am visually impaired due to corneal sight loss caused by a condition called 'pellucid marginal degeneration', which I developed around eight or nine years ago. I was just unlucky, I suppose.

Work has put numerous barriers in my way. There has been a lack of understanding from managers, customers and peers, and I have had to fight for the reasonable adjustments

I need.

My management has never once recognised their legal responsibility to make adjustments for me. Instead, they have always made me feel as though they are doing me a favour keeping me in work.

Being involved in the union has helped me tackle this discrimination. The union has provided the education I needed to know my rights and to fight for adjustments. We have good union reps who have supported me.

I have taken up the role of Disability Officer of my RMT branch Birmingham Rail and I represent the Midlands region on the union's National Disabled Members' Advisory Committee. I have also been elected to be a Company Council representative on Avanti West Coast.

If employers were to genuinely recognise and apply the social model of disability, this would be a great start to improving the way they treat disabled workers. This is an approach that sees people

with impairments as being disabled by barriers we face at work and in wider society. By applying the social model, employers can identify the difficulties that they are causing to disabled workers and remove and reduce those difficulties. We have registered this issue for discussion at our Company Council.

My advice to other RMT members who face a similar situation to mine is: please be proactive, educate yourself and that way you help others fight for their rights. ■



AN APPRECIATION OF ADRIAN SCOTT

Adrian Scott, the personal Assistant to three RMT general secretaries, passed away in July.

Adrian's partner Julie said that RMT was never just a job for Ade, it was a vocation, a way of life.

"His love for the union was helped by the fact that he was working with people who pretty much shared his beliefs and the friends that he made there were the closest he'd ever had, truly friends for life.

"The decision to retire in 2019 was not an easy one but Ade knew that it was the right time, both for him and the union but he never lost touch with his many friends and, even when he was feeling awful after another round of treatment, a phone call and a chat with one or other would lift his spirits and soon have him laughing again".

Adrian left school at 16 and joined the Post Office - a surprising choice for someone who didn't like early mornings and wasn't too keen on walking. It was here that he first came across a trade union and joining on his first day in the job.

He stayed at the Post Office for several years and was involved in the work of the union. During that time, he studied part time for a BA Honours in Art History and Modern Art from the Open University. He joined what was then the NUR in November 1988.

Speaking at the wake former Industrial Relations manager Kevin Carey said that Adrian was a 'character' that gave everyone lots of fun and laughter at the union.

"Adrian was a much-loved



person and all who met him will remember his continuous micky taking and, of course, he got as good as he gave and it made for many a hilarious moment.

"Adrian's passions were food, football and jazz, all of which he shared with his wife Julie. He was a Chelsea supporter and being a successful club, did he let us know. He reminded us constantly that they were the winners of the champions league and, thankfully, he got to see them win it a second time but not me or the rest of us who support 'lesser' teams because he never ceased to tell us how rubbish we all were.

"On food he was an unashamedly champagne socialist. His go-to put down to me was to say the Chardonnay and smoked salmon at the Bridge were lovely. And then ask how my cold pie and warm lager was at the Den. Oh how we

laughed!

"Adrian loved his Jazz, a form of music that sends me to sleep - so another thing for him to wind me and others up on. I'd tell him that jazz was one tune and that the words to every song were the same. He took great exception and bought me a 10 CD set of jazz classics for my 60th, so kind!

"He would come into our department and basically cause mayhem and havoc for 15 minutes. His laugh was loud, high pitched and infectious.

"He had no malice, he was an interesting guy, he was fun to be around, he was the entertainment on staff outings and Christmas meals even if he never meant to be. I can honestly say that everyone at Unity House loved Adrian and many from outside as well.

"Adrian was a lot more than all of this of course, he was a true socialist, loved art, travel, culture, and cooking amongst

other things. But it is the fun person that we will cherish.

"For all those who knew Adrian they will know that this is just a taste of his humour and fun. For those that never had the pleasure of doing so I hope it gives a small inkling of this lovely man.

"Adrian fought with every ounce of his being to beat the Cancer that killed him. He did it with good grace, strength and fortitude and his wonderful sense of humour never left him.

"His love and praise for the NHS was unwavering. His love and gratitude to Julie was something to behold, her quiet calm and love must have been such a comfort.

"I will miss Adrian every day and so will many others. A brave man, a funny man, a caring man who made us laugh - then made us cry having been taken from us far too early. Rest in peace, Chelsea Boy". ■



LANCASHIRE'S ROMANTIC RADICAL

Author and former rail worker Paul Salveson's book celebrates the life of a forgotten writer Allen Clarke

More than any other writer of the early 20th century, Allen Clarke captured the essence of life in the industrial North; and that included one of his passions – railways. Paul Salveson's updated biography of the great, but neglected, Northern writer Allen Clarke includes a new chapter dedicated to his writings on railways.

He was born into a working-class Bolton family in 1863 but most of his later life was spent in Blackpool. He followed his parents into the mill, starting as a 'half-timer' at the age of 11. He went on to write over 20 novels, dozens of short stories and poems as well as factual accounts of life in the factories, one of which was translated into Russian by Tolstoy, whom he greatly admired as a writer and political thinker. He was passionate about the environment and his book *The Effects of the Factory System* (1895) is a social and also environmental critique of the Lancashire cotton industry.

His sketches in Lancashire dialect (written as 'Teddy Ashton') "poked sly fun and undermining sarcasm" at the social evils of the day and sold over a million copies. His newspapers, like Teddy

Ashton's *Northern Weekly*, were read and passed round mill and factory by thousands. His book *Windmill Land* popularised the Fylde countryside and is a mix of history, folklore and roadsides chats. *Moorlands and Memories* extolled the beauties of what we now call 'the West Pennine Moors'. Alongside his *Christmas Lancashire Annual* (published every year from 1892 to 1935) he produced a *Blackpool Annual* in the 1920s aimed at summer visitors as well as the local community.

His railway writings feature descriptions of 'cheap trips' from the Lancashire cotton towns to Blackpool, and dialect sketches about life on the railways – including the hilarious 'Bill Spriggs as a

Railway Porter' set at Moses Gate station, Bolton. He also carried satirical sketches about life in Horwich Loco Works, published in his paper *The Bolton Trotter*, a few years after the works opened. His serialised novels were read by textile workers - and by railwaymen.

Paul Salveson has written a considerably updated edition of the biography first published twelve years ago. It includes lots of new material that sheds more light on this important, but neglected figure in English literature who was loved by thousands of his readers in the textile districts of Lancashire and Yorkshire. He had a close relationship with his audience and one group of Manchester railwaymen wrote to Clarke

protesting at the abrupt way he ended one of his novels!

As well as his own work, Clarke encouraged other working-class men and women to write for his newspapers and was instrumental in forming the Lancashire Authors' Association in 1911. His 'readers' picnics' attracted hundreds of visitors, often arriving by train or bicycle. One, at Barrow Bridge near Bolton in 1901, was held to raise funds for the locked-out quarry workers at Penrhyn, Wales; it was attended by several thousand, including the Clarion Choir. He mobilised his child readers to raise funds for the starving families and organised cycle trips to the quarry villages.

After his move to Blackpool, he created the Blackpool Ramble Club, one of the biggest walking clubs in the country who used the train to get out into the Fylde countryside. He died in December 1935 and is buried at Marton Cemetery, close to the windmill that is now a shrine to his memory.

Paul said: "I'm hoping this new edition will get to a new audience and help position Allen Clarke as one of the foremost working-class writers of the early 20th century." ■



Lancashire's Romantic Radical book is available to RMT members for price £15.99 (plus £3 postage). Paul's 'Bolton Bicycling Bookshop' offers free local delivery, by bike, within a few miles' radius of Bolton. Email info@lancashireloominary.co.uk or visit www.lancashireloominary.co.uk

NORTHUMBERLAND LINE RUNS

Special rail services have taken place between Newcastle and Morpeth as plans to reintroduce passenger trains on the Northumberland Line gather pace.

Northumberland County Council and Northern hosted the events which saw trains travel on part of the Northumberland Line – taking in the route that will see five of the six proposed new stations built by 2024.

As well as the new stations – Northumberland Park, Seaton Delaval, Newsham, Blyth Bebside, Bedlington and Ashington – the Northumberland Line will also result in an upgrade of 18 miles of track to provide local communities with enhanced connectivity.

The scheme, proposed by Northumberland County Council, has been made possible by the government's Restoring Your Railway Fund, which offered development

funding to explore options to restore lost rail services connections to communities.

Earlier this year the Department for Transport provided £34 million towards detailed design and preparatory works which, subject to the Transport and Works Act Order (TWAO) application being approved, will allow for the reintroduction of a regular rail passenger service between Ashington and central Newcastle, with several stops in between.

The Northumberland Line, currently partially used by freight trains, aims to further stimulate and support economic growth, regeneration and community development in Northumberland and the surrounding regions by providing new and improved transport links for local people and businesses.

By doing so, the scheme will improve access from towns such as Ashington and Blyth to

employment hubs like Newcastle, as well as opening up new opportunities for leisure, education and travel. It will also provide a real incentive for potential employers to relocate to and invest in the local area.

Cllr Martin Gannon, Chair of the North East Joint Transport Committee, said: "The Northumberland Line will be a wonderful asset for local people and helps us take further steps to encourage people out of their cars and onto cleaner, more sustainable forms of transport.

"The line will offer enhanced opportunities for education, employment and leisure for the people of the North East and enhances public transport connectivity, offering a seamless transfer onto Tyne and Wear Metro at Northumberland Park," he said.

Work on the Northumberland Line is

expected to begin next year and Network Rail is now working on its own plans to upgrade the track and infrastructure.

Matt Rice, Route Director for Network Rail in the North and East, said: "We're really excited to be able to be part of to the eagerly anticipated reintroduction of passenger services on the Northumberland Line.

"We're confident that when the first passenger trains run in 2024 that they will be very well used by the local community, building on the significant contribution that freight services on the Northumberland Line already makes to our economy.

"The project will provide more employment and leisure opportunities for people across South East Northumberland, and it will help to boost the economy and attract new investment into the area," he said. ■



Bedlington bridge

ELECTIONS, CANDIDATES AND NOMINATING BRANCHES

As outlined within Circular No. MF/64/21, 9th July 2021 and in accordance with Decision No. Nww, June 2021, all branches that have submitted a valid nomination by the agreed RMT News deadline for inclusion in its editions has been listed against their preferred candidate in this journal. If your branch's nomination is not listed below, please contact the union's Constitution Officer to check it has been received and to ensure it is included within the next edition.

Election of **Assistant General Secretary**

Dempsey, Eddie

Ashford No. 1 ; Bedlington ; Birmingham Engineering ; Birmingham Rail ; Bletchley & Northampton ; Bridgend Llantrisant & District ; Burton on Trent No.1 ; Cambrian ; Cambridge ; Cardiff No.7 ; Cardiff Rail ; Carmarthen ; Chiltern Line ; Colchester & District ; Crewe No.1 ; Dartford & District ; Derby Rail & Engineering ; Docklands Light Railway ; Doncaster ; Douglas Shipping ; East Kent ; East Sussex Coastway ; Euro Passenger Services ; Euston No.1 ; Feltham ; Glasgow Shipping ; Gloucester ; Great Northern Rail ; Holyhead No.1 ; Hull Rail ; Ipswich ; Keith ; Kings Cross ; Leamington ; Lewisham, Southwark and District ; London & Orient Engineering ; London Anglia & Midland Transport ; LU Fleet ; March & District ; Medway & District General Grades ; Neath No.2 ; Newport ; North Devon Bus ; North Thames LT & S ; North Wales Coast ; Norwich ; Oban Shipping ; Orpington ; Paddington No.1 ; Penzance No.1 ; Plymouth No.1 ; Poole & District Bus ; Preston No.1 ; Ramsgate Workshops ; Rhondda ; RMT Heathrow Express ; Rugby No.1 ; Solihull Hackney Drivers ; South London Rail ; South West Midlands ; Southall Ealing & Slough ; Southampton Shipping ; St. Pancras ; Stockport & District ; Sussex Coast ; Swansea No.1 ; Swindon Rail ; Teesside ; Three Bridges ; Upper Rhymney Valley ; Walsall ; Waltham Cross & District ; Warrington & District ; Watford ; Wigan ; Wolverhampton ; Wolverton ; Worcester No.1 ; Wrexham ; York & District

Pottage, Alan

Andover & Salisbury Rail ; Bakerloo Line ; Barrow In Furness No. 1 ; Basingstoke No. 1 ; Bassetlaw ; Belfast Shipping ; Berwick Rail ; Blackpool & Fylde Coast ; Brighton & Hove City ; Bristol ; Carlisle City ; Central & North Mersey ; Central Line East ; Central Line West ; Chester ; Chesterfield Bus ; Coventry No.1 ; Croydon No.1 ; Darlington No. 1 ; Dorset Rail ; Dover Shipping ; Dundee ; East Lancashire ; East London Rail ; East Midland Central ; East Midlands Bus ; Edinburgh No. 1 & Portobello District ; Exeter 2 ; Exeter Rail ; Fife & District ; Finsbury Park ; Fort William ; Glasgow & District Engineering ; Glasgow No. 1 & 2 ; Glasgow No.5 ; Hammersmith & City ; Holyhead Shipping ; Inverness No.1 ; Jubilee South ; Leeds City ; Leeds Goods & Cartage ; Lincoln All Grades ; Liverpool No.5 ; Liverpool Shipping ; LU Engineering ; Lymington No.1 ; Manchester South ; Manchester Victoria ; Morden & Oval ; Neasden ; Newcastle & Gateshead ; Newcastle Rail & Catering ; North Clyde ; North East Shipping ; North Staffs ; Nottinghamshire & Derbyshire Bus ; Nuneaton ; Perth No.1 ; Peterborough ; Piccadilly & District West ; Portsmouth ; Reading ; RMT OILC ; Salisbury No.3 ; Sheffield & District ; South Devon Bus ; South East Essex ; South Hants & Eastleigh Workshops ; South Humberside ; South West & South Wales Shipping ; Surrey & Hants ; TFL No.1 & LU MATS Grades ; Wakefield & Healey Mills ; Waterloo ; Willesden Rail ; Wimbledon ; Wishaw & Motherwell ; Workington

Election of **National President**

Gordon, Alex

Aberdeen 1 ; Ayr ; Berwick Rail ; Birmingham Engineering ; Birmingham Rail ; Bletchley & Northampton ; Bridgend Llantrisant & District ; Burton on Trent 1 ; Cambrian ; Cardiff 7 ; Carlisle City ; Carmarthen ; Colchester & District ; Crewe No. 1 ; Dartford & District ; Derby Rail & Engineering ; Douglas Shipping ; East Sussex Coastway ; Euro Passenger Services ; Euston No 1 ; Exeter Rail ; Feltham ; Glasgow 5 ; Gloucester ; Great Northern Rail ; Holyhead 1 ; Hull Rail ; Ipswich ; London & Orient Engineering ; LU Fleet ; March & District ; Neath 2 ; Newcastle Rail & Catering ; Newport ; North Staffs ; Norwich ; Oban Shipping ; Paddington 1 ; Poole & District Bus ; RMT Heathrow Express ; Solihull Hackney Drivers ; South London Rail ; South West & South Wales Shipping ; South West Midlands ; Southampton Shipping ; St. Pancras ; Stockport & District ; Swansea 1 ; Teesside ; Three Bridges ; Upper Rhymney Valley ; Warrington & District ; Watford ; Wigan ; Wolverhampton ; Wolverton ; Worcester 1

Hoyle, Sean

Andover & Salisbury Rail ; Bassetlaw ; Belfast Shipping ; Blackpool & Fylde Coast ; Central Line West ; Chester ; Chesterfield Bus ; Croydon No.1 ; Doncaster ; Dover Shipping ; East Lancashire ; East Midland Central ; East Midlands Bus ; Edinburgh 1 & Portobello District ; Fife & District ; Finsbury Park ; Glasgow 1 & 2 ; Hammersmith & City ; Inverness 1 ; Jubilee South ; Lancaster & District ; Leeds City ; Liverpool Shipping ; LU Engineering ; Lymington 1 ; Manchester South ; Manchester Victoria ; Morden & Oval ; Neasden ; North Devon Bus ; North East Shipping ; Nottinghamshire & Derbyshire Bus ; Perth 1 ; Peterborough ; Plymouth 1 ; Portsmouth ; Preston 1 ; Reading ; RMT OILC ; Ryde I.O.W. ; South Devon Bus ; South Hants & Eastleigh Workshops ; South Humberside ; Sussex Coast ; Swindon Rail ; Wakefield & Healey Mills ; Waterloo ; Wimbledon

Election of **National Executive Committee Representative – South Wales & West of England (Region 7)**

Ajayi, Oluwarotimi

Newport; Paddington No.1; RMT Heathrow Express

Kent, Ryan

Bristol; Swindon Rail

Election of **National Executive Committee Representative – Maritime Region M1 (South)**

Barlow, Roy

South West & South Wales Shipping; Southampton Shipping

Kember, Dale

Dover Shipping

Election of **Regional Organiser – London & Anglia (Region 10)**

Marr, Derrick

East London Rail ; Peterborough ; South East Essex ; Waltham Cross & District

Mazur, Kathy

Bletchley & Northampton ; Cambridge ; Colchester & District ; Euro Passenger Services ; Euston No 1 ; Great Northern Rail ; Ipswich ; Kings Cross ; London & Orient Engineering ; London Anglia & Midland Transport ; March & District ; North Thames LT & S ; Norwich ; St. Pancras ; Watford ; Wolverton

Election of **National Executive Committee Representative – South West (Region 8)**

Goard, David

Exeter Rail; Penzance No. 1; Plymouth No.1; South Devon Bus

Election of **National Executive Committee Representative – Region 4 (North East)**

King, David

Newcastle Rail & Catering Branch

Election of **Regional Organiser – North East (Region 4)**

Thompson, Michael

Bedlington ; Berwick Rail ; Darlington 1 ; Newcastle & Gateshead ; Newcastle Rail & Catering ; North East Shipping ; Teesside ; York & District

Election of **National Executive Committee Representative – Yorkshire & Lincolnshire (Region 5)**

Barnett, Wayne

Bassetlaw

Budds, Andrew

East Midlands Bus, Leeds City

March, Peter

Hull Rail

BILL RAWCLIFFE

It is with deep regret that the union must inform members of the passing of William "Bill" Rawcliffe last month.

Bill joined the union in 1983 as a trackman within the York No.1 branch. Throughout his numerous years of service,

Bill served the members as a branch secretary of York & District branch, branch membership secretary, cash collector, local representative, stage 2 representative, health and safety representative and as an AGM delegate on

multiple occasions.

Bill fought to protect jobs both individually and collectively, from disciplinary hearings to redundancy consultations across numerous grades within the transport industry. As a former

Jarvis worker, Bill led the campaign for the redundant Jarvis workers from the front. He was successfully elected to serve on the union's National Executive Committee from 2019. A full appreciation will appear in the next issue.



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Your RMT membership entitles you to free access to RMTRewards.com - the rewards website for cashback, discounts and deals at hundreds of retailers. There's even a free £10 welcome bonus for members to enjoy when they set up their account.

This exclusive free service is designed for RMT members and their families to help them save on their online shopping.

Sign up is free and quick, and it's a great way to get even more from your online shopping. So if you're buying clothes, grocery shopping or looking for a bargain, make sure you login to shop!

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Cashback is paid automatically to your bank account when you reach a cashback total of £25 on your rewards account. All you have

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Earn cashback from 100s of popular retailers including Argos, M&S, B&Q, Boots and Halfords.**



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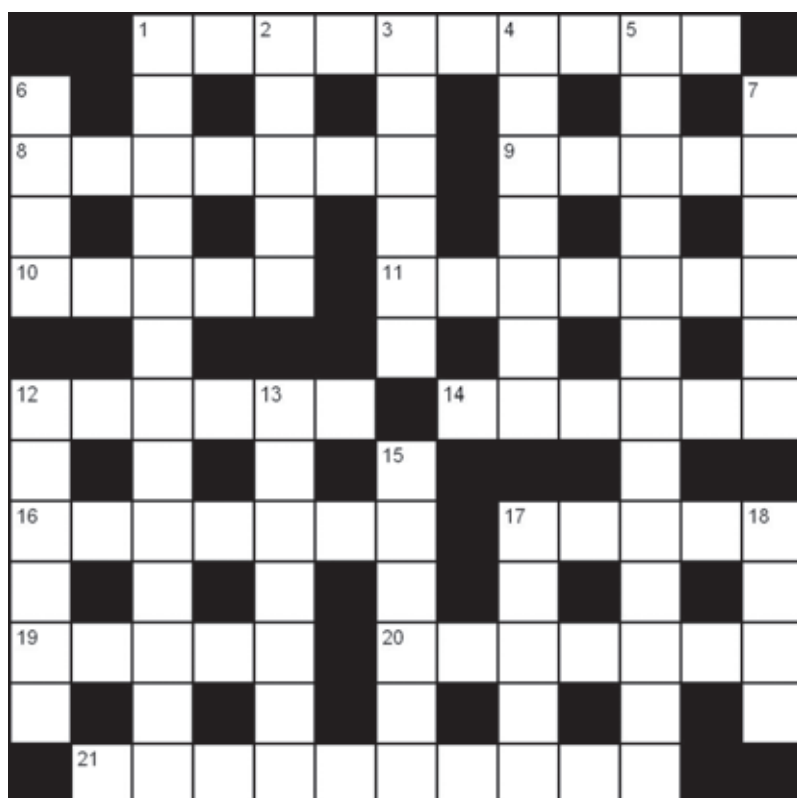
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*Your FREE welcome bonus is paid once you reach your first cashback total of £25.00. Your cashback will be paid automatically to your registered bank account each time you reach a cashback total of £25.00. **Range of brands, discounts and cashback are subject to change. RMT Rewards is a trading name of Union Income Ltd ("UI") who have arranged RMTRewards.com in conjunction with VAC Media Ltd. UI is registered in England and Wales with register number 06595562.

£50 PRIZE CROSSWORD



Last month's solution...



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

Winner of last month's crossword was W R Donger, Burton on Trent.



Crossword sponsored by UIA

ACROSS

- 1 Love letter (6,4)
- 8 Give out (7)
- 9 Move sideways (5)
- 10 Joint (5)
- 11 Ear membrane (3,4)
- 12 Embryonic membrane (6)
- 14 Hot spring (6)
- 16 Not anywhere (7)
- 17 Avoid (5)
- 19 Spanish farewell (5)
- 20 Identify (7)
- 21 Offensive (10)

DOWN

- 1 Lacking hue (5,3,5)
- 2 Depart (5)
- 3 Number (6)
- 4 Be worthy (7)
- 5 Underrate (12)
- 6 Greek letter (4)
- 7 Squeezer (6)
- 12 Occurring every year (6)
- 13 Supervise (7)
- 15 Beat (6)
- 17 Clean (5)
- 18 Young person (4)

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

1 PERSONAL DETAILS.

[illegible]

2 Marital Status

married ☐ partner ☐ single ☐ divorced ☐

3 Your Employment.

Employer	
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 _____

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.

Date

 /

 /



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Please fill in the whole form including official use box using a ball point pen and
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Name and full postal address of your Bank or Building Society

To: The Manager	Bank/Building Society
Address	
Postcode	

Name(s) of Account Holder(s)

Bank/Building Society account number

--	--	--	--	--	--	--	--

Branch Sort Code

--	--	--	--

Originator's Identification Number

9	7	4	2	8	1
---	---	---	---	---	---

Reference Number

[illegible]

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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 _____

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This guarantee should be detached and retained by the Payer.

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- This Guarantee is offered by all banks and building societies that accept instructions to pay Direct Debits.
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- 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.
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