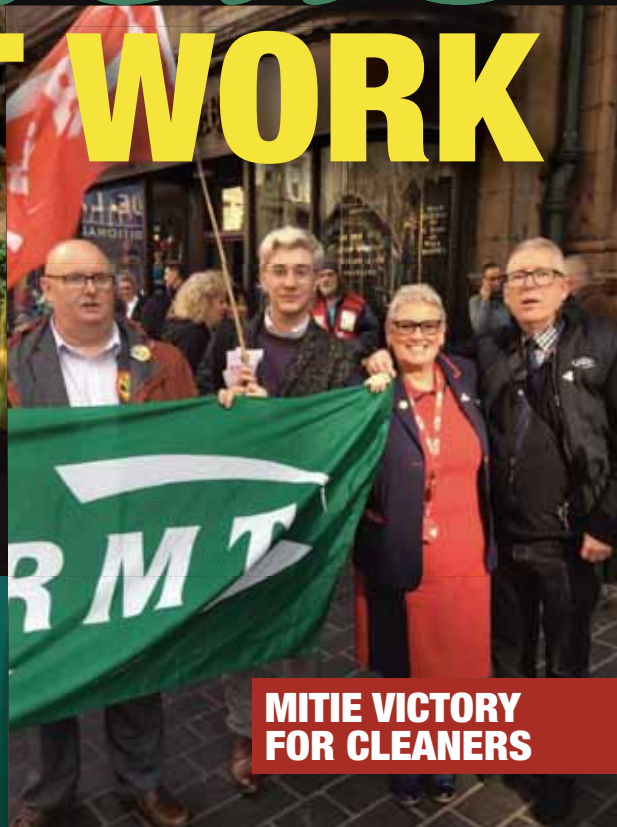


RMT news

WINNING AT WORK



NOISY TUBE VICTORY



MITIE VICTORY FOR CLEANERS



TUBE DRIVER VICTORY



BREAKTHROUGH ON MERSEYRAIL

INSIDE THIS ISSUE...



NATIONALISE SCOTRAIL PAGE 4



RMT AT TUC PAGE 10



THE GREAT 1919 RAILWAY STRIKE PAGE 10



SPA VALLEY RIDES PAGE 13



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, 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

NATIONALISE SCOTRAIL

Page 5

BREAKTHROUGH ON MERSEYRAIL

Page 6

TUBE DRIVER CASE THROWN OUT

Page 7

RMT EXPOSES LONDON OVERGROUND
TICKET OFFICE CLOSURES

Page 8

LABOUR'S AGENDA FOR TRANSPORT

Page 10

RMT AT TUC

Page 12

DEALING WITH WORKPLACE VIOLENCE

Page 13

VIOLENT PASSENGER AVOIDS JAIL

Page 14

NEVER AGAIN

Page 15

THE GREAT 1919 RAILWAY STRIKE

Page 16

CLEANING UP AT MITIE

Page 17

PAY UP ARRIVA RAIL

Page 19

HOLDING NETWORK RAIL TO ACCOUNT

Page 20

RECLAIM THE GAME

Page 21

RMT AT CARNIVAL

Page 22

SPEND ON SEND

Page 23

PRESIDENT'S COLUMN

Page 24

NETWORK RAIL EQUALITY REPS MEET

Page 28

SPA VALLEY RIDES

Page 30

CROSSWORD

EDITORIAL



FIGHTING AND WINNING

I'm pleased to be able to bring this issue of RMT News to you which sends out the clearest possible message that up and down the land this trade union is out there fighting and winning.

Any victory we ever chalk up cannot be achieved without you, the members, strong organisation on the ground, powerful messages and campaigning and the hard miles put in by our reps and organisers. You are the lifeblood of this union.

On the tube we have shown this month the strength we have when fighting individual cases and our collective power as demonstrated in the stunning victory secured over noise levels at work on four of London Underground's busiest lines. The threat of industrial action forced the employer at the eleventh hour to cave in and meet our demands. It is an extraordinary and important victory built on the foundations of RMT's militant, fighting trade unionism.

After nearly three years of industrial, political and public campaigning on Merseyrail we have at last secured an in-principle agreement that not only keeps the guarantee of a guard on the train with the safety-critical role protected but also ensures the safest possible method of door operation and despatch at the platform/train interface.

I want to pay tribute to RMT's Merseyrail members

who, at great personal expense, have refused to bend on the principle of safe and accessible rail services for all throughout the best part of three years of strike action. We need to remember that at the start of this process Merseyrail was determined to bulldoze through wholesale driver-only operation – we have forced them back at every stage and our negotiating team, led by John Tilley, deserve full credit for standing firm in the long hours of talks.

The union's campaign for pay justice for the Mitie cleaners on the Network Rail contract is another shining example of what we can achieve when we stand together. We have been saying for a long time now that when it comes to the transport sector no one gets left behind. There are other groups of cleaners and catering staff we now need to focus on and the message needs to go out loud and clear to the cheapskate contractors – RMT is coming for you.

So, it looks like a general election is now looming large. RMT will fight to put our members and the industries that they work in centre stage. From buses to rail, road transport, taxis and shipping we will continue to use our collective muscle to get results.

Mick Cash

RMT News is compiled and originated by National Union of Rail, Maritime & Transport Workers, Unity House, 39 Chalton Street, London NW1 1JD. Tel: 020 7387 4771. Fax: 020 7529 8808. e-mail bdenny@rmt.org.uk The information contained in this publication is believed to be correct but cannot be guaranteed. All rights reserved. RMT News is designed by Bighand Creative and printed by Leycol Printers. General editor: Mick Cash. Managing editor: Brian Denny. No part of this document may be reproduced without prior written approval of RMT. No liability is accepted for any errors or omissions. Copyright RMT 2016

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



NATIONALISE SCOTRAIL

RMT held protests outside the Scottish Parliament earlier this month to call for the immediate termination of privateer Abellio ScotRail's contract and for the essential public service to be brought immediately and permanently back into public ownership.

Abellio has been failing so badly that the Scottish government already has a plan in place for an operator of last resort to take over the running of the ScotRail service.

However, the Scottish National Party and the Tories united to vote down a Labour

motion demanding that the SNP government strip Abellio of the franchise.

RMT general secretary Mick Cash said that RMT members working for ScotRail and Scotland's passengers were paying the price of privatisation.

"Scotrail is in crisis -

Abellio it is not fit to run the franchise and this mismanagement has led to a serious deterioration in working conditions across the organisation and the whole operation should be taken into public ownership," he said. ■

SCOTTISH SLEEPER STRIKE

48 hours of strike action on the SERCO-operated Caledonian Sleeper services last month was solid as a rock with members united and determined from Inverness to London in a fight for basic workplace justice.

RMT general secretary Mick Cash said that RMT members

were in a fight for basic workplace justice on the Caledonian Sleeper service while the company, SERCO, ignore their duty of care to their staff, wreck the talks process and focus solely on profiteering at our members expense.

"The shutdown of services

is entirely due to SERCO and their cavalier approach to staff.

"Every effort RMT has made to settle this dispute with SERCO has been kicked back in our faces. There was a chance to reach an agreement that would address the matters at the heart of the dispute but

once again SERCO chose instead to string us along.

RMT has also demanded that the Scottish government start taking some responsibility and apply political pressure on the company to reach a fair settlement with the trade union. ■



Euston



Inverness



Aberdeen



BREAKTHROUGH ON MERSEYRAIL

RMT suspends strike action after breakthrough on the safety-critical role of the guard

RMT has suspended all industrial action in the long-running dispute on Merseyrail after the company tabled an offer that guarantees both a guard on the train and the safety-critical role of that guard in the despatch process and ensures the safest possible method by having guards close the train doors at the platform/train interface.

The breakthrough offer follows nearly three years of political, industrial and public campaigning by the union and after intense final negotiations between RMT and the company that ran late into evening.

The Merseyrail proposals was

examined in detail at a meeting of RMT reps and the National Executive and represent significant movement on the crucial despatch issue that has enabled the union to suspend all action in the current dispute.

There is further work to do now around the fine detail but the union is committed in principle to the despatch procedure and to taking that process forwards with a view to getting a final deal over the line.

RMT general secretary Mick Cash said that the breakthrough in the long-running dispute had been achieved after years of hard campaigning and he paid

tribute to RMT members prepared to put themselves on the line at significant personal cost to defend safety and accessibility on the railway.

"The progress that has been achieved has been extraordinary.

"We have pushed back from the threat of wholesale driver-only operation across Merseyrail to not only a guarantee of a guard on every train but a guarantee that that guard will retain a safety-critical role in the despatch process including the most operationally safe method of guards closing the doors at the platform/train interface.

That is a significant

development that will resonate throughout the rail industry.

"I want to thank our negotiating team, led by our regional organiser John Tilley, who have worked tirelessly to pin down the crucial movement that has resulted in this offer which gives us enough in principle to suspend all planned action in the dispute.

"There is some further work to do now around the fine detail but the union remains committed, as we have been right from the start, to getting a final deal over the line that protects both the guard and their safety-critical role on Merseyrail trains," he said. ■

CROSS COUNTRY TRAINS WIN

Industrial action on Cross Country Trains was suspended last month after a long-running dispute concerning breaches to the collective bargaining agreements and the imposition of changes to agreements was settled.

The Cross Country Company

Council and the lead officer will be having further meetings to discuss the disciplinary procedure and flexible working agreements and the union has agreed that a dispute situation no longer exists.

The union had planned a programme of industrial action including action short of strike

action involving not working on rest-day or non-contractual overtime.

RMT general secretary Mick Cash congratulated members for the solidarity displayed throughout what had been a long and difficult dispute.

"Your unity and strength has brought this matter to a

satisfactory conclusion and one again it shows perfectly clearly what we can achieve by standing united.

"Employers cannot be allowed to undermine and disregard this union and must be sent a clear message that this will not be tolerated," he said. ■

TUBE DRIVER CASE THROWN OUT

RMT tube drivers on the Jubilee Line are celebrating after an unfair gross misconduct disciplinary case against a colleague was thrown out.

RMT train driver Mulu Tumzghi faced a serious charge which could have led to the termination of his employment following an incident in Neasden depot. RMT quickly went into dispute and activists across London Underground fought the case to defend him from this management attack. The case has now been completed by London Underground which was forced to conclude that the member should face no charges. RMT has now ensured that now the correct process has been followed and the member has been moved from a part time to a full-time position.

Mulu is back at work as a full-time train driver because he is an RMT member, the train driver's union with over 1,500 drivers on the Underground. He should never have faced a

disciplinary charge: this was a safety incident where the correct and well-established process was for management to instigate a plan to assist the driver with any necessary training requirements and ensure that no punitive action was taken.

However, even though Mulu was honest about what happened and followed instructions as soon as he was aware of his error, LUL management sent him to a gross misconduct CDI, effectively attempting to rewrite the policy on how safety incidents are dealt with which had implications for all drivers on LUL.

RMT regional organiser John Leach said that because of the union's swift decision to enter into a dispute over the way Mulu was treated, the expert representation he had at his disciplinary and the support of Jubilee Line RMT reps, activists and colleagues that he is now back in work.

"This RMT victory is not just



a win for Mulu but for all tube drivers. Had London Underground management been successful in the attempt to dismiss this member at a disciplinary for a safety incident of this type it would have set a dangerous precedent, enabling management to sack any of us in similar circumstances.

"It is cases such as this which highlight that the RMT union is ready to fight for Tube driver members. Being in the RMT means knowing we have like-minded people on our side fighting to ensure our jobs are protected and that we won't be faced with unfair and

unnecessary disciplinary action without somebody to help fight our corner.

RMT general secretary Mick Cash said that drivers on the Jubilee Line at Stratford, North Greenwich and Wembley depots in particular should be proud of this result and confident that they are protected and defended as members of the train drivers' union: RMT.

"This is a fantastic victory that highlights that the RMT is the union for train drivers. We are always ready to fight for members who are wronged and this case shows that we get the results," he said. ■

NOISY TUBE VICTORY

RMT suspended indefinite industrial action earlier this month by drivers on four key underground lines after securing a massive victory over the issue of excessive track noise.

Drivers on Jubilee, Central, Victoria and Northern Lines were scheduled to take industrial action short of a strike by driving trains in manual mode at an appropriate reduced speed in Pandrol Vanguard areas to mitigate the creation of excessive noise and to alleviate the distraction, discomfort and anxiety caused in the affected areas.

Travel journalist Simon Calder recorded noise levels of

over 100 decibels on parts of the network effected.

That action is now suspended after tube bosses agreed to union demands on the following:

- The company themselves will introduce speed restrictions in multiple locations from Friday to mitigate the noise impact
- There will be a programme of increased rail grinding to bring down noise, monitored by RMT health and safety reps in a preventative manner with an agreed formula and level of noise
- The company has made

available £10 million to cover the remedial works

- Longer term, Pandrol Vanguard will be removed from all locations

The union has made it clear that although the action is suspended the dispute remains on and health and safety reps will remain vigilant as the agreed programme is rolled out by the company.

RMT general secretary Mick Cash said that it was a massive victory for the union, members and for RMT's strategy of declaring appropriate industrial action to leverage negotiations with the employer.

"Be clear about this, if we hadn't balloted and declared a programme of action from midnight, we would not have secured this eleventh hour agreement with London Underground.

"I want to pay tribute to RMT's tube drivers and our health and safety reps and negotiators who have secured this major victory for militant trade unionism. The action is suspended but the dispute remains on and we remain vigilant as the agreed programme is rolled out," he said. ■

RMT EXPOSES LONDON OVERGROUND TICKET OFFICE CLOSURES

RMT has released a full list of London Overground's plans to cut hours at 45 stations to the bare minimum and close the ticket offices altogether at Brondesbury, White Hart Lane and West Hampstead.

The proposals equate to a cut in hours of over 65 per cent across the Overground. Many stations are facing cuts in hours of over 80 per cent. Yet last year, London Overground, which is owned by the German State rail company, made a profit of £4.6 million.

The scale of the planned cutbacks was revealed on a day of action to fight the closures. RMT is asking people to send a campaign postcard to the Mayor asking him to use his powers to halt the closures, full details of the campaign can be found on the RMT website.

Last year, London Overground planned to close 51 ticket offices on the network. However, RMT launched a

campaign and thousands of London Overground passengers opposed the closures leading to the Mayor intervening and promising to keep the ticket offices open.

Under the new proposals many stations would only be open 07:30 – 10:00 am, Monday to Friday.

If these cuts go ahead, and many ticket offices are closed for large parts of the day, RMT is concerned that:

- Stations will become less safe, secure and accessible.
- Passengers will not be able to access all ticket types and services at a machine.
- Many people, including some elderly and disabled passengers, would struggle to purchase tickets and get advice.
- It will be easier for London Overground to close more ticket offices and reduce staffing even further in the future.



RMT general secretary Mick Cash said that plans to cut ticket office opening hours were about cutting costs and maximising profits and fly in the face of the Mayor's promise last year to keep the ticket offices open.

"This union will be fighting

to keep ticket offices fully open and oppose the proposed cuts and we expect the same widespread support from the travelling public that we had when fought to save ticket offices last year," he said.

TUBE WORKERS TAKE ACTION AGAINST VIOLENCE AT WORK

A group of RMT members began indefinite industrial action last month in protest at violent assaults in the workplace including a shocking attack on London Underground staff at West Ham and the fatal stabbing of a member of the public in broad daylight at Hillingdon.

New figures from the British Transport Police show that sexual assaults have risen by more than 40 per cent over the past four years and are the latest shocking statistic confirming the explosion in violent crime across London Underground.

Tube workers on a key section of the District Line have already voted by nearly 95 per cent to take action short of strike action in protest after a female member of staff was

attacked in her office by a violent passenger and others have been threatened.

Members have now been instructed to work from a within a place of safety when lone-working and not to detrain alone or attend incidents on trains alone.

The union will have no hesitation in escalating the dispute if there isn't a programme of urgent action to stem the surge in violent abuse and assaults.

THE UNION DEMANDS ARE CLEAR:

- No lone working
- Reversal of staff cuts made under Fit For The Future stations, more directly employed LUL staff

- Support for staff affected by violence and abuse in the workplace
- Better security arrangements including secure and accessible places of safety for all workers
- Better policing and prosecutions of those responsible

RMT general secretary Mick Cash said that it was clear that staff were living in a constant state of fear and had simply had enough of the inaction of local managers.

"The escalation in assaults has left the union with no choice but to move to a programme of industrial action with the warning that more groups of staff will be brought



into the dispute if LU don't start taking the situation seriously.

"RMT has warned repeatedly that the all-out drive towards an automated and faceless Tube would turn our trains and stations into a criminals paradise and those who have ignored those warnings should act now before more serious injuries or worse occur on the Tube," he said. ■

LABOUR'S AGENDA FOR TRANSPORT

Shadow Secretary of State for Transport Andy McDonald lays out Labour's plans for transport

RMT members are right at the beating heart of our vitally important transport services and as such I would like to share with you some of my plans and aspirations for transport that I hope to enact if I am privileged to become Secretary of State for Transport in the next Labour Government.

Labour will be clear that its first objective for the department will be to create an affordable, accessible, and sustainable transport system, for the many not the few, founded on the principle that transport is an essential public service.

We'll put back the idea that public service is what transport is about, not about deregulating and privatising to produce profits for private corporations and their shareholders.

Transport, and the railway in particular, was at the heart of the Industrial Revolution. And so those greenest forms of transport, with the railway at the forefront, are critical to our plans for a Green Industrial Revolution and the creation of a new generation of high-quality sustainable jobs.

With regard to rail, Jeremy has made clear that he wants us to achieve "A fully integrated railway in public ownership".

We will achieve this through creating a railway company that runs both infrastructure and train services within a single

organisation. This will bring track and train back together as a whole, unified, railway

This company will provide a single employer for railway staff: Track workers, maintenance staff, station staff, guards, drivers, signallers – and yes, also catering and cleaning staff who are presently outsourced – all these people who make the railway work will be working for one company.

This new publicly owned railway company will be fully publicly owned and will bring all the private franchises under public ownership.

I want the rail unions to be an integral part of rail governance, with board-level representation at national level and also top-level representation where there is devolution of certain rail governance responsibilities to nations and regions.

And let me make clear that I completely oppose the casualisation of work and pay and the erosion of safety that outsourcing has brought to the railway, the disastrous collapse of Interserve and Carillion has shown it just doesn't work.

Those doing jobs like cleaning and catering are core railway workers as much as train drivers and guards – what would be the future for our railways if they were filthy and passengers were expected to

starve?

This, along with our other plans for the railway, will be a priority for the next Labour government's first Queen's speech.

As John McDonnell indicated, we want to move fast to accomplish the shift to public ownership in rail, and other sectors, within five years. And he has indicated he will put the full force of a dedicated Treasury unit behind pushing that forwards.

I'd like to take a moment to address how Labour would improve industrial relations on the railway. The privatised railway has a poor record on industrial relations which has deteriorated further in recent years.

The next Labour government will be working with you in a totally different way. We will sit down together with you to plan better industrial relations, giving you the respect your essential contribution to the railway and deep knowledge of it quite rightly deserves.

We will be looking for long-term agreements based around our shared positive vision for an expanding prosperous future for the railway.

The advent of the digital railway does present potential challenges, but these should be met by discussions about how to upskill workers, not about how



to deskill them or lay them off.

We want to protect jobs and roles and skills and we want technology to complement not replace staff.

Mick Cash has recently raised with me the issue of travel facilities for all rail staff and I commend the unions for campaigning on this issue.

If it was okay for rail staff to get travel before privatisation, why can't it be now? And how can it be right that rail staff from other countries get free travel on Britain's railways – and indeed our rail staff get to travel on theirs in return – whilst many British railway men and women don't get privileges to travel across the rail network they work on.

I support RMT's other rail campaigns too. We have stood side by side in the struggle against D00 and will continue to. I've been on your picket lines and so has Jeremy Corbyn.

BUSES

The Tory's have axed £645 million per year in real terms from our bus services since 2010.

They think buses don't matter, despite the fact that more people travel every day on buses than on any other form of public transport. But the Tories apparently think that most of these people are not rich Tory voters and so think they can ignore them.

Labour knows that buses are lifeline services that for many people buses are their only form of public transport. We know that good bus services are vital to achieve the high-quality public transport networks and we need in order to address the Climate Emergency and to overcome toxic air pollution in our towns and cities.

This is why we have said we will put in funding of £1.3bn per year, every year – enough to reverse all the cuts to 3,000 bus services the Tories have made with an equal amount again to expand bus services.

This comes on top of the commitment we made last year to provide funds for free bus travel for under-25s where local authorities take back control of their buses.

This provides support for a generation that is suffering job insecurity, poor wages and huge bills for education and housing. It also gets them using public transport rather than cars at exactly the age they might switch to using cars, something we must try to avoid for the climate, for air pollution and for the liveability of our towns and cities.

The next Labour government will give priority to reversing the Tories' senseless ban on local authorities creating publicly owned bus companies. I back you in your campaign for action to address the long hours and low pay in the bus industry, as recommended by the Transport Select Committee recently.

And, of course a joined-up policy for road transport needs proper action to protect the taxi trade!

TUBE

Transport for London is being forced to fund its bus services by using revenues from London

Underground, by cancelling tube expansion projects and by running up debts.

Its block grant has been withdrawn and furthermore, Transport for London rightly point out that they get no revenue from the Vehicle Excise Duty paid by the drivers of vehicles that add wear and tear to London's streets and congest them – all of which was diverted by the Tories to fund new road building, largely in Tory-voting counties.

This is not sustainable, and London is probably the only major international city that is being expected to run its public transport without public funding.

I have heard RMT's complaints that the withdrawal of the grant is having an impact

on front-line staffing, engineering and maintenance.

MARITIME

I have been following and supporting RMT's excellent Fair Pay for RFA campaign. The Royal Fleet Auxiliary is the lifeline to the Royal Navy. The pay offer below the cost of living increase has to be challenged, and I support you in doing so.

We also supporting RMT's Save our Seafarers campaign. We really must end the exploitation of seafarers. I was appalled to read RMT's recent press release about British maritime workers being forced out by pay rates as low as £3.60 per hour for non-British nationals working on ships serving the offshore energy industry.

Labour sees the Carter report from May 2010 as the basis for legislation to prohibit nationality-based pay discrimination in the shipping industry. No longer will we accept ship-owners and crewing agencies manipulating loopholes and undermining Collective Bargaining Agreements to employ foreign seafarers on lower rates of pay. As part of our commitment to trade unions improving living standards, we will also roll out sectoral bargaining and that will apply to the shipping industry. I look forward to working with your and your union in this next challenging but exciting period.

**Extracts from Andy McDonald's speech to the 2019 RMT Annual General Meeting* ■

RMT AT LABOUR PARTY CONFERENCE

Shadow Secretary of State Andy McDonald MP spoke at the RMT 'Publicly Owned Railways and the Climate Emergency' fringe meeting.

Chaired by RMT president Michelle Rodgers other speakers were Mick Cash RMT general secretary, RMT Parliamentary Group Chair Ian

Mearns MP, Dr Lynn Sloman Transport for Quality of Life and Emily Yates from the Association of British Commuters.



Shadow Shipping Minister Karl Turner MP speaks at the RMT fringe 'Seas of shame-exposing super exploitation in the offshore wind, energy and maritime sectors'. Other speakers were RMT general secretary Mick Cash, RMT President Michelle Rodgers (chair) RMT national secretary Darren Proctor, Carolyn Jones, Director of the Institute for Employment Rights, and RMT Parliamentary group chair Ian Mearns MP



(Left to right) RMT President Michelle Rodgers, RMT general secretary Mick Cash, Labour MP Matt Western and Shadow Transport Minister Matt Rodda MP after a successful fringe meeting entitled 'Better Bus Safety and Services for Passengers and Workers'.



RMT AT TUC

RMT delegates promote RMT policy at the Trade Union Congress on Brighton

This year's Trade Union Congress assembled in Brighton in the midst of a huge national constitutional crisis and possibly a general election.

RMT's executive had decided to put safety on our transport services right at the top of the agenda and to use the Congress as an opportunity to pull in support from across the trade union movement for our major national campaigns.

RMT's stand was busy throughout the week in the exhibition hall and we picked up important political and industrial support for our on-going work around cleaning, catering, safe staffing levels, the SOS2020 campaign in the shipping sector and the reversal of decades of privatisation and profiteering on both rail and buses.

Our main motion to Congress was on rail workers safety in light of a spate of recent

incidents and a growing culture of penny-pinching and casualisation that has left RMT members right in the front line. The motion was moved by RMT general secretary Mick Cash who set out the hard facts;

"The safety regulator who is also meant to enforce rail safety is also the economic regulator enforcing rail cuts. Cuts that put profit before protecting safety. What we are demanding is that safety is put before profit and a genuine and independent regulator with real teeth to ensure that it happens".

He also paid tribute to RMT guard members across the country who have led the fight for safety and access in the teeth of a well-resourced political and industrial drive to make Driver Only Operation of our trains the default model. Congress applauded their resilience and the signal that they have sent out across the

trade union movement that if you fight you can win.

RMT's motion was unanimously approved and that means that the broad membership of the unions is now committed to supporting RMT disputes and campaigns at every level. Support that Mick Cash welcomed and which will strengthen our position moving forwards.

RMT delegate Karlson Lingwood spoke for the union in the wider debate on transport policy, shining the spotlight on the international scandal of the super exploitation of seafarers. Although campaigning by RMT has secured a government commitment to extending National Minimum Wage provisions to some areas there is still a vast amount of work to do to eradicate the stain of the Ships of Shame.

In a broad-ranging composite on bringing privatised services

and utilities into public ownership South West executive member Lee Rundle took to the rostrum to set out RMT's demands in respect of the bus industry from a personal perspective:

"I am a bus worker from the West Country and a first-time delegate to TUC and as a bus worker I have seen first-hand the decimation of our bus services in the West Country. Whole routes and services cut or withdrawn overnight leaving our services cut off from public transport.

"It doesn't matter if you are young or old or vulnerable and rely on these services. All that matters to the bus operators is that they can make a profit and no profit for them means no service for you.

The composite was carried unanimously and once again it was RMT putting the bus industry and public ownership



Michelle Rogers



Lee Rundle



Janet Hanici



Mick Cash

centre stage.

RMT president Michelle Rogers spoke on behalf of Royal Fleet Axillary members engaged in a long campaign of industrial action for pay justice for a group of workers supplying Royal Navy vessels in trouble spots and war zones all around the globe.

The RMT delegation hoisted a FAIR PAY FOR RFA banner to spontaneous applause from all around the hall. Delegates distributed hundreds of RFA stickers and leaflets as trade union brothers and sisters lined up in support.

In a debate on challenging racism and the rise of the far right Glen Hart from London Underground spoke of the attacks on RMT officials in London and the threats to picket lines in Manchester putting the fight today into the historical



context of those trade unionists who fought Hitler in Germany and joined the International Brigades to support the Republican side in Spain.

Janet Hacini, Glasgow 5 Branch made an important intervention in the debate on period poverty around the key issue of work-place availability of sanitary protection and the outrageous situation where some companies are actually charging

way over the odds and exploiting women on shift. Janet reinforced the campaign that best practice should be rolled out nationally with sanitary products available universally free of charge – an objective achieved in some workplaces solely through trade union pressure.

Representing the broader work of the union Martin Russell, Stockport and District

spoke from the heart in the debate on transforming social care, relaying the experiences of his own partner as a home care worker with a private company and the intense pressure and low pay that is endemic in the sector. He received a warm response and the challenge now, as with so much else that was passed at Congress, is to turn the fine words of resolutions into concrete action. ■

MISSED BUS OPPORTUNITY

RMT expressed anger and frustration at the missed opportunity in the Government response to recent the Transport Select Committee's 'Health of the Bus Market' report.

The committee argued that all operating models, including the option of creating a municipal bus company. However, in its response, the government does not mention allowing local authorities to set up a municipal bus company and instead claims that there is 'no strong appetite' from local authorities to have increased powers over operating models because no combined authorities have formally asked for powers to franchise their bus services.

The committee also urged the

government to explore how recruitment and retention in the bus industry can be improved and recommend that it consult on whether legislation governing bus drivers' hours in Great Britain is still fit for purpose, or whether it should be amended, for example as is proposed by the Bus Drivers (Working Hours on Local Routes) Bill 2017–19.

The government has proposed to convene a roundtable with the bus industry to discuss these issues including drivers' working hours and the duty on operators to manage the risks of fatigue under health and safety legislation. However, it has no plans to make changes to the domestic drivers' hours

legislation.

RMT general secretary Mick Cash said that RMT was angry, frustrated and disappointed at this missed opportunity to take action to address the massive decline in the bus industry.

"Routes have been cut, thousands of bus drivers have lost their jobs and bus journeys have fallen by 300 million in 5 years as the private bus companies 'cherry pick' which routes to run and leave communities cut off and isolated.

"Government has failed to take action to address the excessive and unsafe hours in the industry, which are exacerbated by low pay, by the failure to legislate to bring local

bus driver hours in line with long distance drivers, with no loss of pay. This shows that the Government cares more about the private bus companies' profits than the safety of passengers.

"The Government's proposals for a national bus strategy aren't going to deliver the necessary changes under deregulation and privatisation. This proves once and for all that the bus industry needs to be renationalised, and run as a public service, not for profit. Local authorities need national ring-fenced funding to enable them to run the bus services their communities require in the public sector," he said. ■



DEALING WITH WORKPLACE VIOLENCE

RMT's campaign for a rail industry body to prevent staff assaults taken up by British Transport Police

With knife crime and violence making headlines across the UK, a national campaign has been launched to prevent violent crime on the rail network.

The "Focused on your safety" campaign is the work of British Transport Police, alongside the RMT and train operating companies.

The message from police is simple – we're here for you and we're looking out for you, whether you see us or not.

Head of Campaigns at BTP, Amy Lees, explains: "With violence so firmly on the national agenda at the moment, we knew it was important to deter any would-be offenders on the network and reassure both passengers and staff that we're committed to keeping them safe.

"So, with that in mind, we felt it was vital to increase our visibility across the country with very striking and visual messages highlighting the variety of tactics we're using to be on the lookout for would-be offenders."

Members will have started to see the neon signage, with phrases like "We are here" emblazoned across them. The

posters and digital screens are already rolled out across London, and other operating companies are starting to use them up and down the UK.

Last year, there were around 11,700 violent offences on trains and at stations in England, Scotland and Wales. And while no assault is acceptable, 63% of those were classified as common assault – which resulted in no injury to the victim.

Police are also keen to stress that the chances of becoming a victim of crime whilst travelling or working on the network remain extremely low.

On average, there are just 19 recorded crimes for every million passenger journeys – and less than one journey in a million involves any kind of violence.

Paul Furnell, Head of Crime and Public Protection at BTP said: "But any increase in violence is a concern to us and so, as part of our national violence reduction strategy, we're reviewing all of our measures on how we tackle it head on.

"Our aim is to reduce serious violence and knife-enabled crime against passengers, rail staff and

BTP employees by at least 10 per cent," he said.

The public campaign is just one arm of the wider strategy, which has been coined Operation Sentinel by BTP, and is planned alongside RMT and the operating companies at the regular workplace violence board.

The Force is working hard to ensure officers and other resources are targeting the areas where they're most needed, and where they'll have the best effect in preventing crime.

They're also ensuring that any offenders are arrested and brought to justice.

RMT general secretary Mick Cash said that for many years the rail industry had taken their eye off the ball on the problem of staff assaults and this has led to an unacceptable increase in incidents involving RMT members.

RMT's campaign to have a rail industry body with a focus on preventing staff assaults has been taken up by BTP who Chair the Work-Related Violence Strategic Group. RMT is committed to work with the industry to reduce violence against our members.

One of the strategic aims of the group is to ensure that no matter where the victim of a violent assault works, or for which company they work for, they will be dealt with in the same professional way by both their employer and the BTP.

HEALTH AND SAFETY CONFERENCE

RMT has chosen workplace violence as our theme for the 2020 National Health and Safety Advisory Conference in February next year and delegates will all be offered a training course which will give them new skills to assist members who have been victims of violence in their work. More crucially these skills will also enable them to work with their employer to reduce the likelihood of an attack on individual members.

RMT supports the "Focused on your safety" campaign which we believe is a positive step in tackling work place violence. Getting the message across to staff and passengers that violence on railway staff is not acceptable will start to see reducing the levels of violent assault on Britain's railways. ■

VIOLENT PASSENGER AVOIDS JAIL

A rail passenger who punched a Virgin Trains worker in the face after she asked him to show her his ticket has avoided a custodial sentence.

The shocking, unprovoked attack by Darren Corr, which took place at 11am on July 19, was caught on CCTV at Piccadilly Station. Following a British Transport Police appeal, Corr, of Cheadle Hulme, was arrested.

Manchester Magistrates Court heard after getting off a train with his three-year-old daughter the assailant approached the ticket guard on platform five and asked to be let through the barrier.

She asked to see his ticket, he told her his wife had it then lifted his daughter over the barrier, banging her head in the process. Corr was then heard to say 'What have you f*****

done?' before punching the victim full in the face 'with a clenched fist'.

Alan Bakker, prosecuting, described the attack as 'totally unprovoked' which had left the guard 'dazed' and suffering from swelling and bruising to her cheekbone.

Paul Green, defending, claimed that Corr had difficulty 'managing his emotions'. The court heard that he also had

nine previous convictions for 14 offences including a conviction for criminal damage after smashing up a pub when he became 'enraged at a VAR decision in a football match'. Corr pleaded guilty to assault and was sentenced to 200 hours community service and ordered to pay £100 compensation with £175 costs.

HEALTH AND SAFETY CONFERENCE

RMT's National Health and Safety Conference will be held at The Earl of Doncaster Hotel on Wednesday February 26 2020.

The theme of conference will be the challenges of violence in the workplace.

As part of the conference

programme all delegates will be allocated a place on the RMT's new training course which will be offered either the day before conference or the day after. The training course will take place at the National Education Centre at 47-51 Thorne Road, Doncaster, DN1 2EX. Places will be

allocated on a first come first served basis.

Branches and regional councils are invited to nominate members to attend conference who are, where possible, accredited Health and Safety Representatives. Nomination forms should be returned to

Head Office by the closing date of Friday December 13 2019.

Branches and regional councils are also invited to submit motions relevant to health and safety within the transport industry as a whole by the closing date of Friday December 13 2019.■

RMT union app

Packed with exciting features the new app allows you to update your personal details, follow all the latest news, campaigns and events and keeps you in contact with the union and your branch.





NEVER AGAIN!

On the 20th anniversary of the Ladbroke Grove disaster RMT steps up calls for safe rail for all

Twenty years after 31 lives were lost in the Ladbroke Grove rail disaster, Britain's biggest rail union said that government policy was in danger dragging the railways closer back towards the same poisonous cocktail of conditions that led to the tragedy on October 5 1999.

Ladbroke Grove was one of a number of disasters under the watch of the privatised Railtrack that led to its abolition and the creation of the publicly-owned Network Rail. However, RMT is warning that a return to casualisation, a myriad of contractors and sub-contractors, long-hours and fatigue – all driven by a cuts and austerity environment on the railway – was in danger of turning the clock back.

The Ladbroke Grove rail crash, also known as the

Paddington rail crash, remains one of the worst rail accidents in Britain and the second major accident on the Great Western Main Line in just over two years, the first being the Southall rail crash of September 1997.

Both crashes would have been prevented by an operational automatic train protection (ATP) system, wider fitting of which had been rejected on cost grounds. This severely damaged public confidence in the management and regulation of safety of Britain's privatised railway system.

RMT general secretary Mick Cash said that RMT would never allow those responsible to forget that it was the creation of the privatised Railtrack, and the drive to cut corners in the name

of profit, that led to the disaster at Ladbroke Grove and the wholly preventable loss of life.

“It remains a national scandal that those who created the conditions that led to Ladbroke Grove were able to skulk away without prosecution.

“Privatisation, fragmentation and a complete absence of corporate responsibility were at the heart of the Ladbroke Grove tragedy and now, in 2019, the government, through their drive for cuts, are dragging us right back to that same toxic mix.

“The proliferation of private agencies and contractors, often employing casual staff on zero hours contracts, and the constant talk of re-privatising infra-structure in association with the greedy train companies is rapidly dragging us back to

the edge.

“In addition, the Cullen Inquiry into Ladbroke Grove highlighted the safety critical role of the guard and yet we are still having to fight the battle to halt the axing of the guards from our trains and the move to driver only operation in a lethal operation driven by a combination of pure greed and political ideology.

“If the government thinks that RMT will stand back while they ignore the lessons from the recent history on our railways then they should think again.

“RMT will use every tool at our disposal to both fight the current cuts and to demand the total renationalisation of our railways where the vast sums sucked out of the system in profits are re-invested in safe rail for all,” he said.

THE GREAT 1919 RAILWAY STRIKE

RMT publishes new history of the 1919 rail strike, known as the 'definitive' strike

The Great Railway Strike of 1919 was one of the defining moments in the history of the forerunner of RMT the National Union of Railwaymen, an all-grades union newly formed before the outbreak of World War One.

Written and researched by RMT News managing editor Brian Denny, *The 'Definitive' Strike* describes how the 1919 strike was the culmination of the long struggle to win guaranteed hours, standardised wages, paid holidays and overtime payments among other demands.

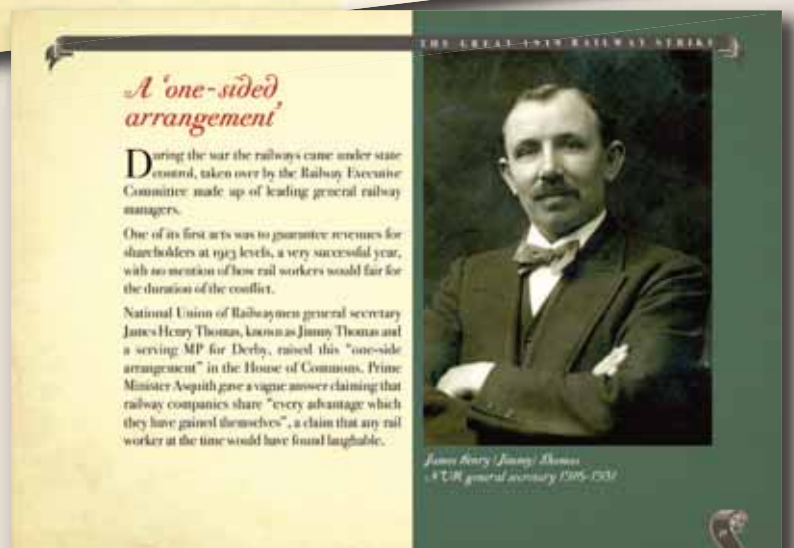
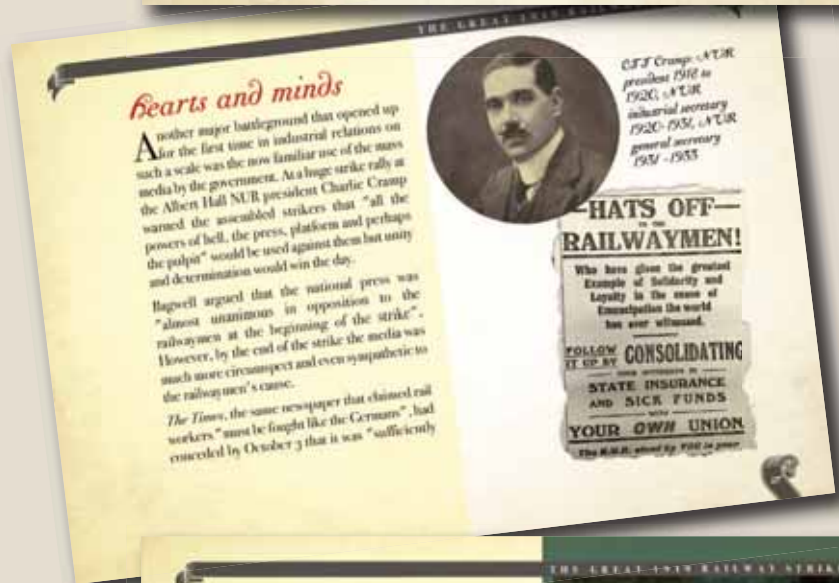
For such an important dispute it remains a little-known story and *The 'Definitive' Strike* looks at the build-up of the strike, how the government demanded pay cuts for the lowest grades and the reasons why the NUR forced a hostile government to cave in after nine days of solid strike action.

The NUR membership response to the call for immediate strike action without a ballot took the establishment completely by surprise. The union, assisted by labour journalists, also launched an intense media campaign, the first time a trade union had done so successfully.

This beautifully illustrated pamphlet deals with the twists and turns of the conflict which saw the NUR harness ever widening solidarity and support from the labour movement and the public at large. The NUR message had got through that attacks on rail workers wages and conditions today would mean attacks on all workers at a later date.

Ultimately, the 1919 rail strike showed that, following the Great War, rail workers were determined to equip themselves with the tools to resist the poor conditions and low wages suffered before the war.

Copies are available on the RMT web-shop for £5.





CLEANING UP AT MITIE

RMT secures massive victory as Mitie agree to pay Living Wage on Network Rail

RMT has secured a massive victory in the fight against poverty pay on the railway after outsourcing company Mitie caved in and agreed to pay the Living Wage on its Network Rail contract in the teeth of a major national campaign by the union.

RMT general secretary Mick Cash said that it was a massive victory in the fight to eliminate the evil of low pay on the railway and I want to congratulate the RMT members and organisers whose hard work and relentless campaigning has delivered it.

“We will now be pressing the company for full recognition and to address our wider agenda on working conditions. This is just the start.

“RMT is also sending out a warning to companies like Carlisle on Northern Rail who refuse to pay the Living Wage. We are coming for you next and when it comes to ending poverty pay in the Rail Industry there is nowhere to run and nowhere to hide when RMT is on the case,” he said.

The campaign to ensure that Mitie paid cleaners working on Network Rail stations a Real Living Wage received a big

boost when MPs in Westminster tabled an Early Day Motion calling on the company to meet their demands.

This followed a similar motion in the Scottish Parliament, which has already attracted cross-party support. The campaign has also received the support of nearly 100,000 members of the public through a 38 Degrees petition.

Members also leafleted passengers across the country in the high profile campaign which has really paid off.

Network Rail has outsourced cleaning for several of its mainline stations to Mitie Facilities Management, part of the Mitie Group plc, which paid nearly £49 million to its parent company in the last five years.

But it had previously refused to pay its cleaners the Real Living Wage.

That meant that passengers using Network Rail’s stations at Manchester Piccadilly, Leeds City, Birmingham New Street, Liverpool Lime Street, Glasgow Central and Edinburgh Waverley are passing through stations that are cleaned, day and night, by people who are surviving on poverty pay.

More than 50 per cent of respondents to an RMT survey of Mitie cleaners said they struggled to make ends meet. Adding insult to injury, Mitie’s Annual report revealed that CEO Phil Bentley received an eye-watering £2.2 million remuneration package last year, up 103 per cent from last year ■





PAY UP ARRIVA RAIL

RMT launches campaign for pay justice for Northern's gate line and revenue staff

RMT has launched a campaign for pay justice for members working for Carlisle Support Services on the contract for Arriva Rail North which run by Deutsche Bahn (DB) the German state railway.

These workers are being paid below the rate set by the Living Wage Foundation, which currently stands at £9 per hour. This is in spite of the fact that Arriva Rail North became accredited by the Living Wage Foundation in 2017 in a fanfare of publicity.

When a company is accredited by the Living Wage Foundation it requires them to pay all directly employed staff the Living Wage and for it to

be paid to non-direct employees (contract staff).

The real Living Wage, which has cross party support, is an hourly rate which is set independently and updated every year. It is calculated according to the real costs of living in the UK and employers choose to pay the Living Wage on a voluntary basis. There are currently over 5,000 accredited employers.

The petition calls on the company to ensure that all non-direct employees working on Northern stations as Revenue and Gate line security staff are immediately paid the Living Wage Foundation's recommended rate of £9.00 per

hour.

"These dedicated staff work for you in Northern branded uniforms protecting your income and helping passengers. They deserve nothing less than a fair day's pay for a hard day's work. We call on you to pay them the real Living Wage now," it says.

The petition can be found at <https://you.38degrees.org.uk/petitions/northern-rail-commit-now-to-pay-staff-a-real-living-wage>

RMT general secretary Mick Cash said that it was a scandal that Arriva Rail North's gate line and revenue staff were struggling to make ends meet and are paid below the Real

Living Wage.

"The fact that Arriva Rail North is accredited by the Living Wage Foundation means that they must do the right thing and ensure that their contractor, Carlisle Support Services ensure a fair day's pay for the work that they do.

"Northern's gate line and revenue staff are fighting for an end to poverty pay but they need the help of the travelling public and I would urge passengers to sign the petition and help us to persuade Carlisle Support Services and Arriva Rail North to put an end to this scandal," he said. ■



**YOUR UNION. YOUR RIGHTS.
YOUR LEGAL SERVICE.**



Injured? we'll fight for you.

Five reasons to take advantage of the **RMT Legal Service** :

- 1 100% compensation guarantee*
- 2 No legal fees
- 3 Work-related personal injury representation
- 4 Non-work related personal injury representation – on the roads and on holiday**
- 5 Family member cover if they're hurt.

Members in England and Wales
call free on **0845 712 5495**

Members in Scotland
call free on **0800 0800 0891331**

Lines open 8am – 8pm Monday to Friday
(excluding Public Holidays)

Lines open 9am – 5pm Saturday and Sunday

For emergency, 24 hour criminal law advice
call **075659118181** (England and Wales)
or **0800 328 1014** (Scotland)

But don't just take our word for it.

“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.

HOLDING NETWORK RAIL TO ACCOUNT

RMT supported member seriously injured in rail crossing crash, another reason to make sure you are in the union

An RMT member who reported multiple near misses on a manually-controlled level crossing in Kent was left with life-changing injuries after Network Rail failed to act.

Doug Caddell, a 66-year-old former signaller from Kent, sought support from his union after suffering a broken neck and a brain injury after being hit by a car in East Farleigh, Kent on April 24 2015.

“One moment I’m getting ready to close the crossing, and the next I have two paramedics telling me they’re going to slide a spinal board underneath me so they could lift me up,” said Doug, speaking about the aftermath of the crash.

Medical professionals warned his family that he only had a 50 per cent chance of survival. He was in hospital for over two weeks, and underwent surgery to repair his broken neck. Against the odds, Doug made a good recovery and has since taken an office job with Network Rail.

“The level crossing was an accident waiting to happen,” Doug continued.

“It was a very old-fashioned system and you had to run through a complex sequence to close the gates and signal the train to proceed. This had to be done quickly to avoid delaying the train, and was made more difficult by the absence of lights or warnings for drivers.

“Most drivers would be alert enough to see what was going on, but some would try to ‘beat



the gates’ which put me and my colleagues in danger. Our concerns fell on deaf ears though,” he said.

Doug had reported near misses in the past – including one on the same day – but Network Rail failed to implement any safety changes until after his accident, where automated barriers were eventually installed.

Doug and his family turned to the union for advice. His legal case was run and won by the union’s lawyers, Thompsons Solicitors, and he received expert rehabilitation and advice from Headway, the brain injury association.

“I have nothing but praise for everyone who has supported me over the last four years.

“The emotional support for my wife, Roberta, when I was critically ill. Being by my side,

fighting my corner throughout the legal process.

“Without my trade union membership, I wouldn’t have known where to turn or how to get answers. All I can say, is everyone should join a union to ensure they have access to the same level of support that I did,” he said.

RMT general secretary Mick Cash said that Doug did the right thing in reporting each near miss and instance where he was unsafe while at work – the problem was Network Rail’s failure to act.

“It took a serious accident, which nearly cost him his life, for Network Rail to make the appropriate safety changes at the level crossing,” he said.

Nicola Saunders, of Thompsons Solicitors, added that through the entire legal process the Defendants (one of

whom was Network Rail) were unsupportive, refusing until the very end to admit culpability for Doug’s serious and life-changing injuries, which in turn delayed early rehabilitation.

“It is to Mr Caddell’s credit that he has made such a good recovery, having made enormous personal efforts to do so.

“Neither we, nor RMT, were prepared to let this matter rest. In this day and age, workers deserve safe working conditions and employers should have no place to hide.

“Together, we were able to not only prove Network Rail was liable, but also secure a substantial sum that will mean Doug will not have financial concerns for any future rehabilitation or treatment he may need.” she said.



RECLAIM THE GAME

Retired member John Reid looks at far right activity aimed at football fans

A number of trade unionists have attended rallies organised by the Democratic Football Lads Alliance and fascist Tommy Robinson (real name Stephen Yaxley-Lennon). These rallies have been organised around football fans. Below is an extract from my book Reclaim the Game as a warning to members taken in by the propaganda of these people and organisations.

The majority of workers in Britain have seen their real wages fall by an average of 10 per cent, some by 20 per cent, in the last 10 years. RMT, through militant action, has bucked this trend for members.

Since the Banking collapse of ten years ago the richest 1,000 people in Britain have seen their wealth increase from £258 billion in 2009 to £724 billion in 2018. The banks received a bailout of £700 billion. We have witnessed hard working people robbed to line the pockets of the rich. The billions of pounds in austerity cuts have also slashed the social wage in Britain.

Racism in football, like violence in football, is not divorced from the racism and violence in society in general. Racists and fascists are still present in the game, especially at England internationals.

Football, since its inception, has always acted as a safety valve to allow mainly working-class males to let off steam- but it is also a distraction, where workers have given each other a good kicking, rather than turn on their common enemy, -the bosses at work, or the club directors who have hijacked the game for the sake of prestige and profit. This division between working-class fans at matches plays into the hands of the bosses.

The psyche of a minority of workers stems from a 'racial

superiority syndrome' built up when Britain had a vast empire. Derogatory images of Black and Asian people were prevalent in British schoolbooks, films, nursery rhymes and literature up until the 1970's and beyond. This 'syndrome' was encouraged to justify Britain's subjugation of two-fifths of the globe, and also to justify the slave trade when 30 million black people were shipped from Africa. Around six million died on route.

The myth was encouraged that Blacks, Asians and Irish were inferior, stupid, lazy, or even all three. Continentals were portrayed as 'shifty', 'cowardly', 'filthy' etc. No wonder that some people see it as fair game to hurl abuse at Blacks, Pakistanis or Muslims or Jews.

Events are also portrayed to show that white people won the war when in fact, hundreds of thousands of Black soldiers and troops from the Indian sub-continent fought in the war. Thousands of Irishmen also fought in the war, hundreds of airmen in the Battle of Britain were from Poland.

My Dad, from an Irish family and born in Shepherd's Bush in West London, left my Mum and new-born daughter, my sister Josie, in the then Irish Free State (now the Republic) and returned to fight for the British Eighth Army for five years in the Middle East.

The ironic thing is the morons who lead the EDL, DFLA and the BNP; the so called 'super patriots', would have been supporters of Hitler and Mussolini during the war and would have been seen as quislings and traitors.

Racism at matches and the workplace is also tied to the utterances of 'respectable' politicians, who try to blame the fact that we are unemployed, in



EDL: Supporters of Tommy Robinson clash with police outside the Old Bailey in London after the former EDL leader was found in contempt of court by High Court judges for filming defendants in a criminal trial and broadcasting the footage on social media.

lousy low paid jobs or poor housing on the presence of foreigners and asylum seekers.

This is 'divide and rule'- get the working class fighting amongst themselves- and the fat cats can hold onto their wealth made from our toil and sweat. The main spongers in society are the politicians who have stolen millions of pounds in fraudulent expenses and the bankers who have given themselves millions in bonuses, paid for by us the tax payer.

Racism in football and society divides black and white workers. The only way to obtain decent housing, education and full, well-paid employment, is for all workers, black and white, to struggle against their common enemy the big business system which exploits all workers regardless of their colour, nationality or creed, and which forces us to live in lousy housing, put up with poor education and health and throws us out of work.

The DFLA and the EDL are anti-trade union and have threatened trade union and socialist meetings. They have also attacked trade unionists. They hand out anti-Islamic leaflets, blaming Islam for all the ills of society.

The policies of EU

governments over the last 40 years, have fuelled the growth of the far-right. Policies of de-industrialisation, cutbacks in services, the rundown of cheap available social housing and massive austerity cuts have alienated many working people and allowed racist organisations to peddle their ideas of bigotry and division.

We stand for a socialist solution to the crisis caused by capitalism. This will be achieved by unity in action of black, white and Asian workers, regardless of ethnic background or religious beliefs. Those ultimately responsible for unemployment, housing shortages and cuts in public services are the bankers, the big corporations and super rich who make vast profits while our people, the working class, languish on the dole, live in poor housing and are denied basic social services.

We will not let the EDL, the DFLA, UKIP or any organisation divide our class. We will combat them in the workplace, at football and on the streets and build unity of working people to defeat racism. We will build links with other trade unionists and anti-racist organisations to build a trade union and political alternative to the far-right. ■

RMT AT CARNIVAL



RMT members from various Rgrades participated for the third time in the Notting Hill Carnival in August.

The RMT message at this year's Notting Hill Carnival was spread along two separate floats. It would be hard pressed to view the bands without seeing the RMT logo.

RMT brought the reparations message by highlighting the five

keystones of reparations: Restitution, Compensation, Rehabilitation, Satisfaction and Guarantees of Non-Repetition.

The union highlight that chattel slavery was occurring in North Africa as well as slavery in different guises throughout Europe. These abuses are not so far from home which the Slavery Act 2015 has shown.

The RMT's second float at the

Notting Hill Carnival once again highlighted the work of Claudia Jones. This Trinidadian-born communist was founder of the UK West-Indian Gazette the first 'Black British' newspaper. The RMT banner still proudly exclaimed that "RMT remembers the anti-racist and social campaigner Claudia Jones and her fight for equality and justice in the face of her political

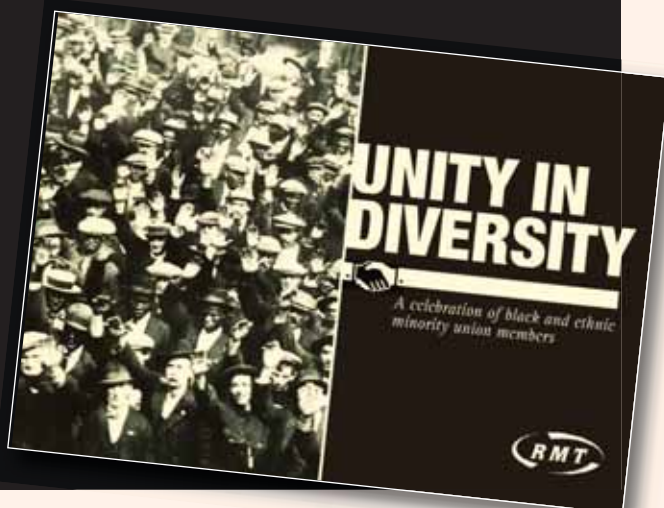
persecution". The banner quoted Claudia Jones in stating that, "A peoples art is the genesis of their Freedom".

Members met early in the day and handed out leaflets and postcard around the "Cut Fares Not Staff and Save Our Stations campaigns which received positive feedback from the public.

UNITY IN DIVERSITY

A celebration of black and ethnic minority union members

RMT published a pamphlet last year to mark the 25th anniversary of the union's black and ethnic minority members' advisory committee and its annual conference.



SPEND ON SEND



Protest against SEND cuts at Hackney Town Hall

RMT disabled members' advisory committee chair Janine Booth exposes spending cuts for children with Special Educational Needs and Disabilities (SEND)

Many of you reading this have children with Special Educational Needs and Disabilities (SEND). Some of you were SEND children when you were at school or college. Many more of you will know someone in this situation. You will know how important SEND funding is and how much damage the Conservative government has caused by dramatically cutting that funding.

SEND funding is the money that the government allocates to meet additional needs. It pays for teaching assistants, equipment, speech and language therapy, signers and scribes, and many more provisions that are essential to enabling disabled kids to access education on equal terms to their peers. And yet the Tory government has cut this funding while spending huge sums on tax cuts for big companies and the super-rich, and on bribing its political allies.

Five years ago, the government replaced Statements of Special Educational Needs with Education, Health and Care

SUPPORTING BROMLEY LIBRARY STRIKE



RMT South East Regional Council members presented a cheque for £200 in solidarity with the members of Unite LG branch library strike. They have been out solid for 15 weeks already over privatisation / contracting out library services in the borough of Bromley in Kent.

Tory-run Bromley Council are a commissioning council whose mantra is to contract out all their services. Since winning the contract for library services, it has cut wages and conditions as well as reduced staff numbers to less than skeleton level through wastage and disciplinary action without

replacing them.

Dispute representative Kathy Smith came along to the regional council and gave a report on the dispute and some of the innovative ways they are campaigning around the strike.

Messages of support to bromleyunite1@outlook.com

END

Plans. Since then, more and more children have needed extra help, but the funding available for them has not kept pace. The Local Government Association estimates that councils in England have £500m less money than they need for SEND provision this year. In Scotland, the number of specialist teachers supporting pupils with additional needs fell from 3,840 in 2012 to 3,437 in 2018.

Mainstream schools are expected to meet the first six thousand pounds of additional costs for special-needs children, so there is already a financial incentive for cash-strapped schools to not admit these children or to coerce families into withdrawing them, a practice that has become known as 'off-rolling'. Disabled children are being pushed into segregate schooling, or out of school altogether. Those who remain in school are prevented from achieving their potential.

RMT members with SEND children are having to deal with the impact of their kids' support being reduced or withdrawn – juggling this with shift work and other responsibilities. So RMT's disabled members asked the union to support the fightback by students, parents and education workers against these cuts.

RMT supported the day of protests against SEND cuts earlier this year, when thousands of students, parents, workers and supporters demonstrated at dozens of locations around the country.

We are now asking RMT members to contact your MP to urge them to support efforts to reverse the funding cuts. You can find a model letter on the RMT website, along with details on how to contact your MP.

President's column



FIGHTING FOR WOMEN

I want to start this month's column by promoting the RMT's women's survey being distributed by your union. I believe the more data we have the better we can support our members and this type of work is important to understand the needs and aspirations of our membership.

The results will be shared later and with the launch of the new app we should be able to engage more on issues that directly affect our members and the greater involvement the better the result. So please get your colleagues to fill it in as we only have a ten per cent participation so let's double this and get your voice and views heard.

www.surveymonkey.co.uk/r/rmtwomen

Equality is a must for a modern union to grow. We must be proud of our backgrounds and roots and never allow for bullies and control freaks to take over. We must speak out, it's what brings us together learning, accommodating and growing together to empower each other.

I also want to say a big thank you to SIPTU and its general secretary Joe O'Flynn for the hospitality shown whilst attending their AGM in Cork to myself and Mick Cash along with comrade Steve Todd an old friend of Joe's whose relationship has been built over many decades, building solidarity with our unions. Best wishes for your retirement Joe. We had a fantastic few days!

I also want to thank all those that turned out to the Get the Tories Out demonstration in Manchester we all got absolutely soaking wet but our voices were heard, it was great to meet up with friends and comrades! Special thanks to Adie and Manchester Palestine Solidarity campaigners, we definitely got our message across and I was proud to be amongst them, time to let Palestinians live without fear in their own country.

The atrocities that are now unfolding

against the Kurdish people by the Turkish government are a disgrace to mankind and a shocking indictment to our government and the US along with others for watching on with nothing but empty words.

These poor souls have been pushed and pulled from pillar to post for different gains by lots of countries in the past. This world has become greedy and selfish but we must keep fighting for others as well as fighting for ourselves.

So much is happening with the climate fight and one where we all must shoulder some responsibility in any way that we can to change what we leave for our future generations.

I am also working alongside the European Transport Workers Federation and trade unions from different parts of the community of European railways and infrastructure companies on women's employment in the railway sector, where only 20 per cent of the work force are women. Due to the ageing population there will be a need for a greater recruitment of women into more skilled roles but there is still a lot of work to attract women secure from sexual harassment and bullying in a safe environment.

I hope we can achieve something which is a starting point around the gender pay gap and more skilled women workers across the whole railway section, more senior managers to on-board staff to human resources to build a future railway industry which has real equality when it comes to workers.

I also want to apologise to Edinburgh 1 and Portobello branch, and South west of England regional Council as business sometimes catches us on the hop but thank you for your understanding.

In Solidarity

Michelle Rodgers

NETWORK RAIL EQUALITY REPS MEET



Network Rail met in Liverpool recently for a very informative and constructive conference which included training workshops and presentations.

The event was chaired and coordinated by RMT equality rep

and diversity and inclusion (D&I) champion Mark Beresford with help from RMT equalities officer Jess Webb and Liverpool regional office staff. Jonathan Payne of Network Rail's D&I team gave a presentation on the need to build a more diverse, open and

inclusive organisation.

Bernie Wentworth of RMT solicitors Thompsons gave a training session on D&I matters with a question and answers session. Mark Beresford led a discussion on D&I champions and six volunteers have committed to

becoming champions.

There were also discussions around progress of issues and progress going forward as well as on the role, activities and functions of RMT equality reps and experiences, concerns and feedback. ■

DISABLED MEMBERS SPEAK OUT

GAINING CONFIDENCE

My name is Martin Dean, and I have a stammer. I work as a customer host.

So why does this mean that I am disabled? A stammer is an impairment that affects an important life activity: speaking and communication. So, in my job as a host, this can be difficult.

With the support of my company but most importantly RMT, I received therapy. I know that I have good days

and bad days, but without this wonderful help and support from my friends and my union, I could not have achieved so much to cope with my stammer.

Last year, I proudly joined RMT's disabled members' advisory committee as a representative of the Yorkshire and Lincolnshire region.

Getting involved more actively in the union and its disabled members' group have

given me the confidence to speak on issue that I care about. This year, I gave a speech about mental health at the TUC disabled workers' conference, in front of about two hundred people from lots of different trade unions.

I have achieved all this by gaining the confidence to embrace my disability. Don't be ashamed: it is part of who you are. ■





REMEMBER – RENEW YOUR FREE INSURANCE COVER

Thousands die every year in the UK due to accidents, which is why we've negotiated £5,000 of FREE Accidental Death Cover for every RMT member and their family, aged 18-69 (subject to eligibility). The cover is free of charge, and lasts 12 months, after which you can renew it again for free.

Many members forget to renew their FREE insurance, so please remember to go to www.RMTProtect.com/free-insurance to ensure you are protected by this benefit we have negotiated for you.

The money can be used for any purpose, such as paying off debts, bills or funeral expenses and can

provide financial support to your loved ones at a difficult time.

The cover pays out on top of any other policy you have. Plus, it will cover you at home, at work and even on holiday. On top of that you are protected if you change your job and when you retire. If you have not already done so - renew your cover now.

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

RMT general secretary Mick Cash

RMT protect
working with RMT

RMT Membership Entitlement

Don't forget to renew your **FREE £5,000 Accidental Death Cover!**

- ✓ For UK residents aged 18-69
- ✓ 12 months free cover
- ✓ Annually renewable
- ✓ Always FREE

"Too good an offer to miss!"
- Customer Feedback Feb '19

www.RMTProtect.com/free-insurance

RMT is an Introducer Appointed Representative of RMTProtect, a trading name of Union Income Benefit Holdings Ltd (UIB) who are authorised and regulated by the Financial Conduct Authority, register number 307575. This can be checked on the FCA website www.fca.org.uk. Free Accidental Death Cover is underwritten by Advent Insurance PCC Ltd – UIB Cell. For full details, please visit www.RMTProtect.com/policy

DARTFORD AND DISTRICT BRANCH NOMINATES EDDIE DEMPSEY FOR RELIEF REGIONAL ORGANISER SOUTH	LU FLEET BRANCH NOMINATES EDDIE DEMPSEY FOR RELIEF REGIONAL ORGANISER SOUTH	SOUTH HANTS & EASTLEIGH WORKSHOPS NOMINATE GLEN HART FOR RELIEF REGIONAL ORGANISER SOUTH	CENTRAL LINE EAST BRANCH NOMINATES EDDIE DEMPSEY FOR RELIEF REGIONAL ORGANISER SOUTH
MEDWAY & DISTRICT BRANCH NOMINATES EDDIE DEMPSEY FOR RELIEF REGIONAL ORGANISER SOUTH	WATFORD BRANCH SUPPORTS EDDIE DEMPSEY FOR RELIEF REGIONAL ORGANISER SOUTH	PADDINGTON NO.1 BRANCH NOMINATES EDDIE DEMPSEY FOR RELIEF REGIONAL ORGANISER SOUTH	THREE BRIDGES BRANCH NOMINATES EDDIE DEMPSEY FOR RELIEF REGIONAL ORGANISER SOUTH
BLETCHLEY AND NORTHAMPTON BRANCH NOMINATES EDDIE DEMPSEY FOR RELIEF REGIONAL ORGANISER SOUTH	LONDON, ANGLIA AND MIDLAND ROAD TRANSPORT BRANCH SUPPORTS EDDIE DEMPSEY FOR RELIEF REGIONAL ORGANISER SOUTH	CARDIFF RAIL BRANCH NOMINATES EDDIE DEMPSEY FOR RELIEF REGIONAL ORGANISER	ORPINGTON BRANCH NOMINATES EDDIE DEMPSEY FOR RELIEF REGIONAL ORGANISER SOUTH
LONDON TAXI BRANCH NOMINATES EDDIE DEMPSEY FOR RELIEF REGIONAL ORGANISER SOUTH	MARCH & DISTRICT BRANCH NOMINATES EDDIE DEMPSEY FOR RELIEF REGIONAL ORGANISER SOUTH	FINSBURY PARK BRANCH SUPPORTS GLEN HART FOR THE POSITION OF RRO SOUTH	PRESTON BRANCH SUPPORTS STEVE NOTT FOR RO NORTH WEST AND EIRE
NORWICH BRANCH NOMINATES EDDIE DEMPSEY FOR RELIEF REGIONAL ORGANISER SOUTH	WIMBLEDON BRANCH NOMINATES GLEN HART FOR RELIEF REGIONAL ORGANISER SOUTH	DOVER DISTRICT BRANCH NOMINATES EDDIE DEMPSEY FOR RELIEF REGIONAL ORGANISER SOUTH	NEASDEN BRANCH NOMINATES EDDIE DEMPSEY FOR RELIEF REGIONAL ORGANISER SOUTH
CENTRAL LINE WEST BRANCH NOMINATES EDDIE DEMPSEY FOR RELIEF REGIONAL ORGANISER SOUTH	PORTSMOUTH BRANCH NOMINATE GLEN HART FOR RELIEF REGIONAL ORGANISER SOUTH	HEATHROW EXPRESS BRANCH NOMINATES EDDIE DEMPSEY FOR RELIEF REGIONAL ORGANISER SOUTH	ASHFORD 1 BRANCH NOMINATES EDDIE DEMPSEY FOR RELIEF REGIONAL ORGANISER SOUTH
GREAT NORTHERN BRANCH NOMINATES EDDIE DEMPSEY FOR RELIEF REGIONAL ORGANISER SOUTH	WATERLOO BRANCH NOMINATES EDDIE DEMPSEY FOR RELIEF REGIONAL ORGANISER (SOUTH)	CARMARTHEN BRANCH NOMINATES EDDIE DEMPSEY FOR RELIEF REGIONAL ORGANISER SOUTH	SOUTHALL, EALING AND SLOUGH BRANCH NOMINATES EDDIE DEMPSEY FOR RELIEF REGIONAL ORGANISER SOUTH

<p>CAMBRIDGE BRANCH NOMINATES EDDIE DEMPSEY FOR RELIEF REGIONAL ORGANISER SOUTH</p>	<p>MANCHESTER SOUTH BRANCH SUPPORTS STEVE NOTT FOR RO NORTH WEST AND EIRE</p>	<p>WIMBLEDON BRANCH NOMINATES GEOFF KITE FOR WESSEX REGIONAL ORGANISER</p>	<p>TFL NO1 & LUL MATS BRANCH SUPPORTS GLEN HART FOR REGIONAL ORGANISER</p>
<p>SWINDON RAIL BRANCH NOMINATES EDDIE DEMPSEY FOR RELIEF REGIONAL ORGANISER SOUTH</p>	<p>ANDOVER AND SALISBURY RAIL BRANCH NOMINATE RICKEY GOODMAN FOR THE POSITION OF REGIONAL ORGANISER (WESSEX)</p>	<p>WIMBLEDON BRANCH NOMINATES PAUL MCDONNELL FOR WESSEX NEC MEMBER</p>	<p>DORSET RAIL BRANCH SUPPORTS GLEN HART FOR REGIONAL ORGANISER</p>
<p>SOUTH LONDON RAIL BRANCH NOMINATES EDDIE DEMPSEY FOR RELIEF REGIONAL ORGANISER SOUTH</p>	<p>HOLYHEAD NO1 BRANCH NOMINATES JOHN TILLEY FOR REGIONAL ORGANISER</p>	<p>WATERLOO BRANCH NOMINATES ABOLAJI AWOSANYA (BJ) FOR NATIONAL EXECUTIVE COMMITTEE</p>	<p>SOUTH HANTS & EASTLEIGH WORKSHOPS BRANCH NOMINATES GEOFF KITE FOR WESSEX REGIONAL ORGANISER</p>
<p>BASINGSTOKE 1 BRANCH NOMINATES EDDIE DEMPSEY FOR RELIEF REGIONAL ORGANISER SOUTH</p>	<p>SURREY HANTS BRANCH NOMINATES GEOFF KITE FOR WESSEX REGIONAL ORGANISER</p>	<p>WATERLOO BRANCH NOMINATES RICKEY GOODMAN FOR WESSEX REGIONAL ORGANISER</p>	<p>SALISBURY NO 3 WORKSHOPS BRANCH NOMINATES GEOFF KITE FOR WESSEX REGIONAL ORGANISER</p>
<p>EURO PASSENGER SERVICES BRANCH NOMINATES EDDIE DEMPSEY FOR RELIEF REGIONAL ORGANISER SOUTH</p>	<p>FELTHAM BRANCH NOMINATES RICKEY GOODMAN FOR WESSEX REGIONAL ORGANISER</p>	<p>BOB CROW BRANCH SUPPORTS JARED WOOD FOR THE LT NEC POSITION</p>	<p>SALISBURY NO 3 BRANCH NOMINATES PAUL MCDONNELL FOR WESSEX NEC MEMBER</p>
<p>STOCKPORT BRANCH SUPPORTS JOHN TILLEY FOR REGIONAL ORGANISER REGIONS 2 AND 3</p>	<p>ANDOVER AND SALISBURY RAIL BRANCH NOMINATES RICKEY GOODMAN FOR WESSEX REGIONAL ORGANISER</p>	<p>BAKERLOO BRANCH NOMINATE JAYESH PATEL FOR LT NEC</p>	<p>PORTSMOUTH BRANCH NOMINATES GEOFF KITE FOR WESSEX REGIONAL ORGANISER</p>
<p>JUBILEE SOUTH BRANCH NOMINATES GLEN HART FOR RELIEF REGIONAL ORGANISER</p>	<p>FELTHAM BRANCH NOMINATES MICHAEL CAMPBELL FOR WESSEX NEC MEMBER</p>	<p>BASINGSTOKE BRANCH NOMINATES GEOFF KITE FOR WESSEX REGIONAL ORGANISER</p>	<p>PORTSMOUTH BRANCH NOMINATES PAUL MCDONNELL FOR WESSEX NEC MEMBER</p>

Driver Jamie Craig and fireman Jonnie Pay



SPA VALLEY RIDES

The Spa Valley heritage railway has a destination at every station

The busy Spa Valley Railway (SVR) is a standard gauge heritage railway that runs from Tunbridge Wells West railway station to Eridge where part of the way, uniquely, it runs alongside the mainline railway.

You can access the line by mainline trains operated by Southern Railway to Eridge and cross platforms to journey through the stunning High Weald Countryside pulled today by steam loco *Ugly* a 0-6-0ST No. 62 built by Robert Stephenson & Hawthorns in 1950.

Ugly is operated today by driver Jamie Craig, a young man who has been a driver for three years, and fireman Jonnie Pay, another young man who doubles up as SVR commercial manager.

Jamie explains that the line is unusual in that most driving crews for their steam and diesel units are staffed by young

people.

“But it is important to remember that the SVR is always looking for volunteers to keep the line going as all this would be impossible without them,” he says between regular runs on the line throughout the day.

The SVR experience has a lot to offer at every stop, including the beautiful village of Groombridge and award-winning gardens, extraordinary sandstone formations at High Rocks and the Georgian splendour of The Pantiles in central Tunbridge Wells just a stroll away.

The five-mile line straddles the Kent and East Sussex border along the former Wealden Line between Tunbridge Wells Central and Lewes.

It was conceived as part of the ‘railway mania’ of the mid-Victorian period, where competing companies raced to

access the town of Royal Tunbridge Wells, and spawned an alphabet soup of acronyms along the way!

The railway was built by the London, Brighton and South Coast Railway’s (LB&SCR) as part of the East Grinstead, Groombridge and Tunbridge Wells Railway (EGGTWR), itself an extension to the Three

Bridges to East Grinstead Railway which had been completed in 1855.

But the line was closed by the 1980s by British Rail before the Tunbridge Wells and Eridge Railway Preservation Society (TWERPS!) formed in 1985 to purchase and partly reopen the line from Tunbridge Wells West to Eridge.



In 1996 the TWERPS merged with the North Downs Steam Railway who helped establish a base in the former LB&SCR locomotive shed. The group slowly extended the line firstly as far as to Cold Bath Bridge, then to Groombridge in 1997 and to Birchden Junction in 2005.

By 2011 the SVR had extended passenger services to Eridge, where there is the footbridge interchange with Southern services on the London Bridge to Uckfield line.

The railway holds special event days throughout the year including Transport Film Festivals, Santa Specials and a real ale and cider festival which is combined with the railway's autumn diesel gala held each October.

The railway operates most of the year and in December the railway operates Santa Special services up until Christmas and then runs selected days between Christmas and New Year's Day.

During November and January, the line is usually

closed to allow the railways infrastructure department time to carry out major track renewals such as installation of new point work, something that Groombridge and Tunbridge Wells West have both benefited from in recent times.

The Spa Valley is always looking for volunteers for this friendly and busy line for more info: Spa Valley Railway, Nevill Terrace, Royal Tunbridge Wells, Kent, TN2 5QY

Telephone: 01892 300141
www.spavalleyrailway.co.uk










insurance for trade union members

HOME INSURANCE THAT'S MADE FOR MEMBERS



Alternative accommodation for your family and pets



Accidental damage to laptops, games consoles and TVs in the home



Interest FREE monthly payments



'New for old' Contents Cover[†]

Get a quote for your home now
 Call **0800 030 4606** (Quote news119) or visit rmtinsurance.co.uk/news119



Trustpilot

Rated Excellent based on 1,010 reviews[†]

[†] Except clothing and household linen ‡ Trustpilot rating correct as at 8th April 2019. * Lines are open 8.30am-8pm Mon-Fri.
 UIA Mutual is a trading name of UIA (Insurance) Ltd. Cover is provided by UIA (Insurance) Ltd, a member of British Insurers and is a registered society under the Co-operative and Community Benefit Societies Act 2014. Principal Office in England at Kings Court, London Road, Stevenage, Herts SG1 2TP. RMT is an Introducer Appointed Representative of UIA (Insurance) Ltd, which is authorised by the Prudential Regulation Authority and regulated by the Financial Conduct Authority and the Prudential Regulation Authority.

**PLUS
£10
WELCOME BONUS
FOR NEW
MEMBERS***



WIN A CASE OF WINE

Simply download the Free 'Union Rewards' App for your Chance to **Win a Case of Wine***

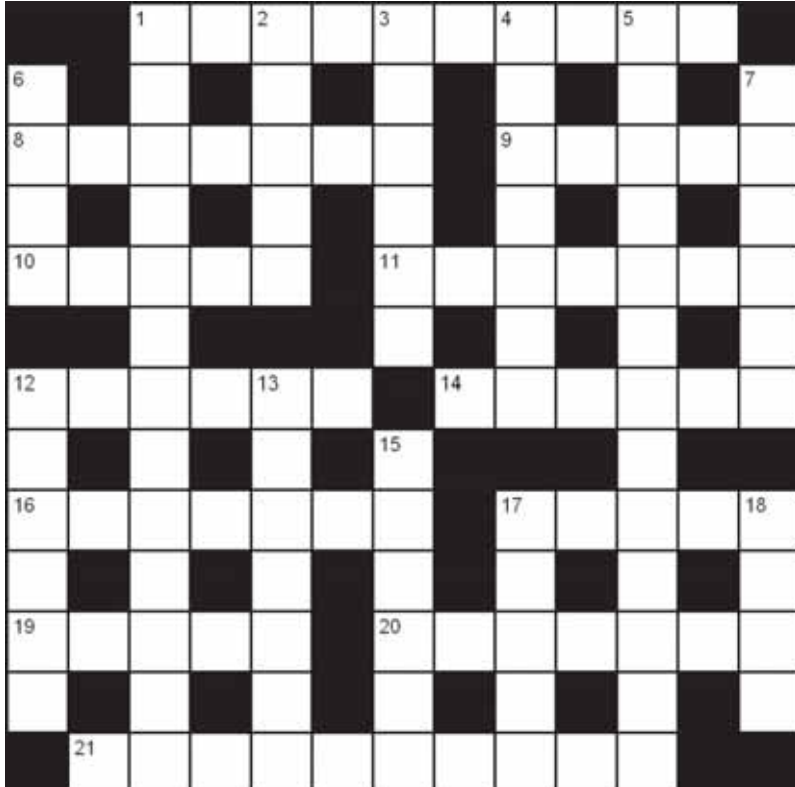


UNION Rewards CASHBACK • DISCOUNTS • DEALS



Union Rewards is a trading name of Union Income Ltd ("UI") who have arranged the Union Rewards App in conjunction with VAC Media Ltd. Range of brands, discounts and cashback are subject to change. * FREE welcome bonus of £10 when you download the App. Bonus is paid once you reach your first cashback of £15. * The prize is a case of wine worth approximately £100 delivered to the winners preferred address in the UK. Competition ends 30th November 2019. For full prize draw rules visit www.rmtprotect.com/rewardsprize

£50 PRIZE CROSSWORD



Last month's solution...



The winner of last month's prize crossword is Chris Thomas, Doncaster
Send entries to Prize Crossword, RMT, Unity House, 39 Chalton Street, London NW1 1JD by November 30 with your name and address.
Winner and solution in next issue.

uia & RMT
mutual insurance for trade union members
Crossword sponsored by UIA

- | | |
|----------------------|----------------------------|
| ACROSS | DOWN |
| 1 Accurately (10) | 1 Conveyable (13) |
| 8 Conscript (7) | 2 Loosen (5) |
| 9 Cravat (5) | 3 Braying (3-3) |
| 10 Passageway (5) | 4 Not knowing (7) |
| 11 Metrical unit (7) | 5 Debauchery (13) |
| 12 Summon (6) | 6 Notion (5) |
| 14 Repeal (6) | 7 Sculpture (6) |
| 16 Go back over (7) | 12 Freshen (6) |
| 17 Intense beam (5) | 13 Three unequal sides (7) |
| 19 List (5) | 15 Withdraw (6) |
| 20 Ask (7) | 17 Graceful (5) |
| 21 Sternness (10) | 18 Charge (4) |



RMT CREDIT UNION LTD.

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

MEMBERSHIP NUMBER

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

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

1 PERSONAL DETAILS.

Surname Address

Forename(s)

Home phone

Mobile phone

Email address

Date of Birth / /

Postcode

National Insurance Number

2 **Marrital Status** married partner single divorced Drivers Licence No.

3 **Your Employment.**

Employer RMT Branch

Job Description

4 Mr Mrs Ms Miss

5 **Membership Status**

RMT TU Member Retired RMT TU Member RMT Family Member

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

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

8 **Next of Kin**

Address

.....

.....

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

Your signature

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 / /



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



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

Name and full postal address of your Bank or Building Society

To: The Manager Bank/Building Society

Address

Postcode

Name(s) of Account Holder(s)

Bank/Building Society account number

Branch Sort Code

Originator's Identification Number

9 7 4 2 8 1

Reference Number

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

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

Signature(s)

Date

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

This guarantee should be detached and retained by the Payer.

The Direct Debit Guarantee

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





Britain's Largest Specialist Transport Union

CHAOS DEEPENS

on Britain's
transport system



NATIONALISE OUR RAILWAYS NOW!

Protecting our members' interests is our priority
Join us today

www.rmt.org.uk FREEPHONE 0800 376 3706

