

# tssa journal

spring 2017

- 6 120 years of change in TSSA
- 8 A woman's place is in the union
- 12 How London Transport has developed





**Transport Salaried Staffs' Association**

**General Secretary**  
Manuel Cortes

**Joining TSSA**  
T: 020 7387 2101  
W: [www.tssa.org.uk/join](http://www.tssa.org.uk/join)

**Your membership details**  
T: 020 387 2101  
E: [membership@tssa.org.uk](mailto:membership@tssa.org.uk)

**Helpdesk**  
(advice for members)  
T: 0800 328 2673 (UK)  
1800 805 272 (RoI)

**Website**  
[www.tssa.org.uk](http://www.tssa.org.uk) (UK)  
[www.tssa.ie](http://www.tssa.ie) (Ireland)  
[@tssaunion](https://twitter.com/tssaunion)  
[fb.com/TSSAunion](https://facebook.com/TSSAunion)

**TSSA Journal**  
**Editor:** Kerry Abel  
E: [journal@tssa.org.uk](mailto:journal@tssa.org.uk)  
T: 020 7529 8036

**Design and production:**  
TU ink [www.tuink.co.uk](http://www.tuink.co.uk)  
This anniversary cover was designed for us by Herita MacDonald at TU ink

**General enquiries**  
**London office**  
T: 020 7387 2101  
E: [enquiries@tssa.org.uk](mailto:enquiries@tssa.org.uk)

**Irish office**  
from Northern Ireland  
T: +3531 8743 467  
from the Republic  
T: 01 8743 467  
E: [enquiries@tssa.ie](mailto:enquiries@tssa.ie)

*TSSA Journal* is published by TSSA, Walkden House, 10 Melton Street, London NW1 2EJ

**FSC LOGO  
TO BE  
STRIPPED  
IN HERE  
BY  
PRINTERS**



*TSSA Journal* is printed on FSC® certified stock and the polythene wrapper is oxo-degradable.

Chris Clark



- 4** General Secretary **Manuel Cortes** gives his perspective on the changes that have taken place in TSSA over its 120 years
- 5** President **Mick Carney** draws out some key points in history to shed light on TSSA's role in the travel and transport sector now
- 6** **Rob Jenks** takes us on a journey through the technological innovations of the 1880s and 90s, to the introduction of women workers during the war years, the significance of the break-up of British Rail in the 1990s and looks forward to the role public transport plays in a future with pressures on our carbon footprint
- 8** **Carmel Nolan's** comprehensive research into the role of women in the trade union movement since the union began draws out some moments in history that are often erased
- 10** **Kerry Abel** looks at new innovations in TSSA to deliver our message to a wider audience as well as exploring ways our members can participate in the union fully
- 11** **Manuel Cortes** discusses the Brexit negotiations
- 12** TSSA Executive Committee member and self-confessed London Transport aficionado **Chris Clark** ponders how London's Underground system has evolved
- 14** **Steve Coe** reminds us of the tragic anniversaries of significant rail accidents to underline the safety legislation that has come about as a result of these investigations



## TSSA celebrates 120 years

The 120th anniversary cover was designed by TU ink's Herita MacDonald including the following:

- Women cleaning a train, World War One, 1914-1918. During the First World War women performed many jobs that had previously been carried out by men.  
© National Railway Museum
- A group of engineers constructing a connecting track from a delivery lorry to existing railway lines, preparing for the delivery of a steam engine at Sheringham.
- One of the Crossrail tunnels under construction 35 metres below the streets of Whitechapel, east London, which has proved to be one of the most challenging and impressive sites in the whole Crossrail project, and will be part of the 38 station route from Maidenhead in the west to Shenfield in the east.  
© John Stillwell for PA Images
- The TSSA banner is taken on a demonstration in the 1980s and the badges are various versions of RCA and TSSA badges released over the years, as well as the original 1948 British Railways logo.
- All other images are stock photos.



Welcome to the 2017 edition of the TSSA Journal

Last year we introduced a new compact version and have been directing readers to extra content on the TSSA website.

Since then our communications have developed to include much more content on Facebook ([www.facebook.com/TSSAunion](http://www.facebook.com/TSSAunion)) and Twitter (@TSSAunion) as well as the weekly News on the Go that members should be used to getting in their email boxes.

We are also using Facebook as a platform for recruiting new members digitally, and hope to gather data about what the most successful recruitment methods are. When we asked members what the best method of communication is, at the recent TSSA Time to Grow seminar, most people say face to face talking, so please carry on doing this as the bigger TSSA is in the workplace, the stronger our voice is. You can find out more on page 10 – please let us know your feedback, we have increased the ability for our members to give quick responses and raise their queries directly, so we'd like to know the best ways to improve this.

This edition particularly focuses on the 120th anniversary of TSSA this year. We have looked back to the past and forward to the future and there are remarkable similarities with the privately owned railway companies of the 1890s and the franchised system of the present day, which means we still need trade unions, despite the increase of information on the internet and the individualisation of the workforce. There are several significant anniversaries this year, including some tragic accidents (page 14), reminding us that we must learn from our history or we are bound to repeat it.

*Kerry Abel*

Kerry Abel, editor



# TSSA's 120<sup>th</sup> annive



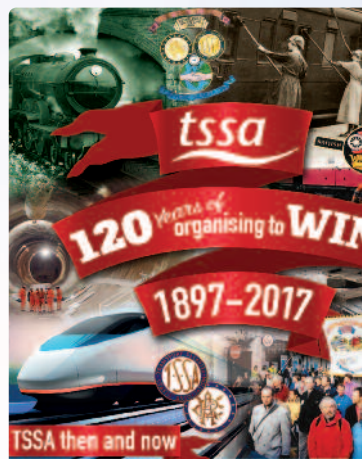
By General Secretary Manuel Cortes. The occasion of our union's 120th anniversary is one of which I am very proud. I hope you too share my pride in our continued longevity as a union dedicated solely to and for staff across the transport and travel industries

**M**any things have changed since our formation in 1897. There have of course been great technological and social advances. Our railways have gone from being in private hands when we were founded, through nationalisation in 1948, re-privatised again by the Tories in the 1990s, and to once again fighting unabated for public ownership. We have had two world wars in which, we never forget, so many of our members gave their lives. A revolution in Russia which led to the creation of the now defunct Soviet Union and the emergence of a confident and industrious working class which formed trade unions and Labour parties

in Britain and Ireland. During the 20th century, our Party, contested and won numerous British general elections. It created our NHS and our welfare state. It also gave working people many other long-lasting achievements such as equal pay, sex and race discrimination legislation and many, many improvements in health and safety at work.

Yet, one thing has remained unchanged throughout our 120 years: The divide between employer and employee. Railway Clerks created our union because they understood there was a huge power imbalance between them and their boss. That imbalance is why we are still here. The

sure way to continue to swing the pendulum in our members' favour is through organising. Our fore-mothers and fathers knew this and stuck by it through thick and thin. They believed that by coming together they would create not just a better and fairer



workplace, but also, a more just society. History proved them right. Our movement and our union, is built upon the shoulders of these, our giants!

I honour our union's past as a guide to our future. As we move towards the third decade of the 21st century, our shared task is to ensure that when we pass the baton, our union is at least as strong as the one we inherited. This is what our predecessors did and we must keep alive the flame they entrusted to us. Here is where you, each and every one of our members, come in. Having resolved the financial difficulties which threatened our continued existence, the only thing now standing between us and another 120 years is recruiting



Janina Struk

# rsary



more members. It's an old, but true, trade union adage that, if we all recruited one new member each, we would be twice as strong. In February, we held a very successful *Time to Grow Reps Seminar*. People left energised and determined to make us grow. As long as the power imbalance between transport workers and bosses remains,

the need for our union remains. Please vow to commemorate our 120th century anniversary by helping guard the flame lit by railway clerks in 1897. By each recruiting a colleague who is not yet part of our TSSA family we can ensure our TSSA remains a strong beacon of hope, solidarity and protection for the generations of transport workers yet to come.



Chris Clark

## From the President...



**When asked to write a brief synopsis of our unions history, Mick Carney turned to TSSAs resident historian Malcolm Wallace for a few pointers**

When the first steps to establish the Association

were taken in 1897 very few had the expectation that it would eventually have hundreds of branches and thousands of members. Its representatives would also be pressing their interests in the Labour Party and TUC in England, Scotland, Ireland, Wales, and Northern Ireland.

The early years were not easy, with five General Secretaries managing our affairs from 1897 to 1906 when Alexander Walkden took over the reins. Credit, however, must be given to Charles Bassett-Vincent, a former railway clerk who, along with a small number of clerks at Sheffield, launched the Association.

From these humble, difficult beginnings, our objective of protecting and advancing the interests of clerical and supervisory railway workers began. Recognition did not come until 1919, and public ownership of the railways until 1948. The first member of the Association to be elected to the House of Commons was Herbert Romeril in 1923 with William David being

elected to Dáil Éireann in 1922.

Sadly, because of the attitude of some of our male members, women were not permitted to join the Association until 1907, but when they had the opportunity to do so huge numbers joined within a few years. This radically changed TSSA and brought a new energy to our union; not least being that the campaign for equal pay became a priority.

Our international work must not be forgotten. Our earliest contacts came in 1903 and we played our part in the establishment of the International Federation of Shopworkers and clerks in 1907. Then, in 1924, we affiliated to the International Transport Workers' Federation, a link that we retain to this day.

No union can afford to rest on its laurels and we have much to do in the future. Our industry has changed and as a result we have a smaller membership. Our objective still remains one of public ownership of the railways because we feel that this is the most efficient way they can be run. However, it is not just public ownership that we seek but also the engagement of employees in all aspects of its affairs.

# 120 years of change

TSSA Policy Officer Rob Jenks takes us through some major changes that have taken place in TSSA's 120 year history

## *Technological advancements*

When TSSA was founded most of the privately owned railways were operated by steam engines. The growing need to go further, faster and to be able to pull heavier loads – underpinned by enhanced company profits – was driving technological development and led to Britain's railways adapting innovations from Europe around such areas as superheating and compounding. Further advances, derived especially from French practice, resulted in the record breaking high speed performances of the London and North Eastern

Railway (LNER)'s A4 'Mallard' in 1938.

With the publication of its Modernisation Plan in 1955, British Railways began the process of converting to diesel and electric powered traction. As the new diesels became more reliable, the 1970s saw the development of the popular – and still in service – High Speed Train with its ability to run at 125mph. These are about to be replaced by new bi-mode Hitachi trains under the InterCity Express Project, whilst HS2 has announced its 225mph specification for the trains to be run on its new railway.



## *Women workers*

In parallel with the many technological improvements in the railways one of the most important social developments has been that of women working within the industry.

Prior to the First World War, just 9,000 women (2% of the workforce) were employed



National Railway Museum

in the railways, mostly in traditionally female roles. All that changed with the large number of male staff joining the armed forces so that by 1918 the number of women workers increased to 50,000. Employed in a variety of roles – but not as footplate staff – the contribution of women was immense. In fact, TSSA (then known as the Railway Clerks Association) records show that 13,655 women clerks had joined the union by 1918. However, many of the women were employed on a temporary basis and so by 1927 the number of women workers had returned to near pre-war levels.

Even today, nearly a century later, there has only been a comparatively small increase in the proportion of women workers. According to the





recent *Women in Rail Industry Survey*<sup>1</sup> women only make up 16% of the workforce across Britain's railways, with most of them (79%) in non-managerial roles but only 4% in engineering.

## ***Privatisation***

Back in 1897 the railways were privately owned but in 1948 the Labour government brought them all together as part of the nationalised British Railways, the same year that the National Health Service was formed.

By the early 1990s, in spite of severe underinvestment and huge cuts to its subsidy, British Rail was regarded as one of the most efficient railways in Europe. Ignoring this fact, the Conservative government decided to privatise the organisation by breaking it up, and replacing the railway service ethos with one driven by private sector profit.

Despite claims that the private sector would bring much needed investment the record shows that the tax payer and passengers have actually subsidised investment whilst the privateers have been more interested in extracting a profit. In the case of Railtrack, this diverted safety standards and resulted in the fatal disasters at Hatfield and Potters Bar. Now, Railtrack's successor, Network Rail is

facing the threat of being returned route by route to the private sector.

Throughout the last 120 years, the need for trade unions in the railway has been ever present, with even the author of the 2011 McNulty Report acknowledging how well the railway unions have adapted to privatisation. All through its history, TSSA has had to adapt to achieve success for its members, whether around pay, conditions, pensions or jobs. TSSA is an advocate of public ownership of the railways, run in the interests of passenger and freight users, not the profit-seeking employers.

## ***Benefits to the environment***

Today, Britain's railways are witnessing a renaissance as passenger numbers are back to 1920s levels but at the same

time this form of modern public transport could be the environmental saviour of the UK<sup>2</sup>, significantly cutting carbon emissions. At the beginning of the year we heard that London's air pollution is surpassing levels in Beijing, so this couldn't happen soon enough.

According to independent research to assess the CO<sub>2</sub> per passenger produced by a London-Paris rail journey versus that emitted by an air passenger, a return train trip emits 91% less<sup>3</sup>. More leg room and avoiding the journey out of the city to an airport are attractive reasons for preferring to take trains over flights, but high fares are preventing more passengers from taking trains within the UK.

**The railways and TSSA have come a long way in 120 years.**



**Extra:** For more information about TSSA's 120 years of change.

<sup>1</sup> [bit.ly/WomeninRailsurvey](http://bit.ly/WomeninRailsurvey)

<sup>2</sup> Friends of the Earth factsheet: [bit.ly/FotEfactsheet](http://bit.ly/FotEfactsheet)

<sup>3</sup> [bit.ly/CO2flights](http://bit.ly/CO2flights)

# A woman's place is

**TSSA Press officer Carmel Nolan delves into the involvement of women in our labour struggles and unearths a history that is so often left out**

The Railway Clerks Association was on the right side of history when in 1907, just ten years after its 1897 foundation in Sheffield it voted to grant union membership to the railway industry's expanding number of female clerks. In accepting women, the RCA accepted both the right of women to work in the rail industry and the right of women to representation in the same union as their male office colleagues.

Women have been working on Britain's railways since the middle of the nineteenth century. A correspondent at *The Times* in London reported 1858, "In taking a ticket the other day at the Edinburgh station of the Edinburgh, Perth and Dundee Railway, we observed that the department was entirely occupied by women."

Where women worked on railways they normally had a male member of their family

also employed by the company. By 1900 employment of women was still regarded as something of "an experiment" at the turn of the twentieth century. Indeed in March that year just twelve women were employed at Kings Cross Station by Great Northern Railway but North British Railway employed forty women as telegraph clerks at Edinburgh Waverley Station. But, by 1918, there were 66,000 women working on the railways of which 35,000 were filling male jobs.

The harsh conditions and efforts to reduce women's pay during the war led to a huge surge in women members and at the end of the war there were 25,000 women

railway clerks. By 1923 there would be just 200 women.

Much more gendered research of RCA archives is needed to assess just why the RCA was an early recruiter of women to its ranks. Female

membership signifies a clear demand from women for union membership during a time of extremely rapid expansion of new work spaces which were transforming Britain's cities and towns. In 1917 there would be 20 female delegates to RCA conference. There is clear evidence that railway bosses discouraged female clerks from joining unions and would transfer them to other offices or reduce their pay if they subscribed to the RCA.

Women worked as administrative, booking or telegraph clerks mostly and were of course always paid less than male colleagues. As the *Railway Gazette* commented when it was reported London Underground was considering engaging women as clerks in 1907 "such an innovation has obviously only one *raison d'être*, that of economy."

Whilst much feminist focus on women's early twentieth century history has coalesced around the disenfranchisement of women and the suffrage movements, the resistance of emergent working class women to their unequal pay is still too often either overlooked or worse still, misrepresented.





# in her union



Steve Coe

The early twentieth century trades union efforts to tackle the gender pay gap are often obscured by the campaign for suffrage, but that it was part of equal pay for equal work for women was very much part of the agenda from the outset.

International Women Workers' Day may have lost the word Worker from its title over the years, but it is still true to the cause dear to Zetkin\* equality, and it is celebrated as they wished on 8 March every year. While trades union membership has declined amongst men it is rising amongst women who now make up more than half of the UK's six million trades union members. And as a result, our trade unions are doing more for women than ever before.

Equality can't be measured just in terms of the visible presence of women in

positions – though Frances O'Grady as TUC General Secretary is very welcome sign of our progress – equality is measured in invisible differences.

## *Role for women now*

As TUC Woman's Officer Scarlet Harris says, "For us it's about the thousands of workplace reps supporting individual women facing discrimination or harassment. It's about health and safety reps negotiating for protective clothing and better workplace policies on the menopause, terminal illness and many more issues. Our unions taking employment tribunal cases on behalf of women who could never afford the tribunal fees without us. And always, at the heart of everything, our work is about the collective power of workers joining together to bargain for fair pay and decent work."



She could have added to the list defending reproductive rights, maternity pay and leave, and family friendly hours.

You don't have to look far to find examples of unions not just "noisily fighting for", but actually winning better pay, and terms and conditions for women. Women have much to gain from trade union membership. Male union members are paid 7.8% more than non-union men – but women union members are paid 30% more than non-members.

Every day trades unions – make progress for women – through patient negotiation and challenges to bad bosses. We need more women to join us, to take positions and to keep the fire of trades union activism set alight by the Match Women at Bryant and May in 1888 stoked and burning. We need more *Made In Dagenham* musicals about women's trades union activism.

\*It was Clara Zetkin who seconded a motion to establish an International Women Workers' Day in 1910 and her contemporaries.

# Getting the message out

**TSSA's Communication Officer Kerry Abel explains the benefits of new technologies**

**A**t TSSA's Time to Grow seminar last month, which saw almost 60 TSSA reps gather to discuss the future of the Association, we heard from other reps, their strategies for talking to new members, persuading them to join the union, as well as from reps explaining why they joined TSSA. I heard comments along the lines of 'TSSA is more like me'; 'TSSA represent my voice' and 'for negotiating and bargaining rights when there are problems at work'.

Reps also talked about the importance of having strong trade unions at work to represent views and interests of members when there are reorganisations and pay

discussions. Many of these negotiations and talks happen behind closed doors, but it is because ordinary members pay their subscriptions and agree to join something bigger, and because reps agree to take on the roles, get trained up and sit down to talk to management that we have the legitimacy to negotiate deals which affect the majority.

It is important therefore, for TSSA to develop effective ways of engaging with our members, not just to tell them what has already been agreed, but to find out what their priorities are, what action they are prepared to take and to build a level of understanding in the workplace.

TSSA has recently been looking at ways we can use rapidly developing social media to deliver our message as well as hear from our members and their experiences at work.

Last year the General Secretary launched his weekly *News on the Go* email

which rounds up headlines from workplaces in the TSSA family. We have developed this over time and are noticing more and more people are opening and forwarding the updates. If you haven't seen *News on the Go*, please check your spam box or update your email address on MyTSSA yourself. Our membership team are always available if you want to call them to bring your records up to date.

We are also developing digital recruitment ads on Facebook to target non-TSSA members who are shown to work in transport companies that we organise in. Using Facebook's ubiquitous reach, and technology to tell new people about our union. We are testing this and hope to learn what ads work best and how to use this new form of organising to make our workplaces as powerful and representative of today's workforce as possible.

Our union is only as strong as its members and we want to spread the message out as widely as possible. New technology is extremely helpful, but it relies on feedback.

Please join in the two-way discussion and feed in your views about the types of communications you receive from TSSA.



# TSSA & Brexit

Manuel Cortes writes about our relationship with Europe during a period of uncertainty over negotiations to leave the European Union

One thing that has been debated over the course of our 120 years is our relationship with Europe. We entered the European Common Market in 1975 after a public referendum, and following June's vote last year we are in the process of triggering Article 50, enabling our exit.

The referendum is over. As you know, our union campaigned to remain not because we thought the European Union (EU) is a Socialist nirvana, far from it, but because we feared a vote to leave would lead to a rise in racism and xenophobia. Sadly, our fears are being realised. You can rest assured our union will continue to fight these

cankers whenever and, wherever, they arise.

Of course, we must accept the result of the referendum even though many of the promises, such as giving our NHS an extra £350 million extra a week, were simply lies. Not to mention Home Secretary Amber Rudd's recent admission that post-Brexit will be no sudden drop in numbers of people coming to this country. The reasons people voted to leave the EU are both wide-ranging and complex but very few – if any at all – voted to leave the EU at any cost. This is why

our movement and our Party must make demands which ensure whatever deal is reached with Brussels, it won't lead to working people paying the price for Brexit.

Contrast this with the Tory way. So far, their great idea is to be nastier than ever before by using EU nationals as bargaining chips in Brexit negotiations. They blocked all Labour's amendments in the Commons which sought to ensure a Brexit deal would work for ordinary people and would be open to scrutiny and democratically accountability. And, when faced with defeat in the Lords, the Tories even wheeled out their fantasist and crook, Jeffrey Archer, in an effort to deny EU nationals their right to stay in our country. These are teachers, care workers, nurses, plumbers, builders and transport workers including some of our TSSA members. I know who I would rather have as my neighbour – and it's not a convicted Tory Lord!

*"The reasons people voted to leave the EU are both wide-ranging and complex but very few – if any at all – voted to leave the EU at any cost"*



# What has changed in London trans

**TSSA Executive committee member at Transport for London, Chris Clark writes**

A chaotic rail network with competing operators not accepting each other's tickets in the competitive pursuit of private profit. It sounds very contemporary but in fact, I'm describing the London Underground in 1897, the year that the Railway Clerks' Association was formed.

A few years ago, before his calumnious role in the Brexit catastrophe, Boris Johnson, then Mayor of London, slashed GLA funding for the London Transport Museum, leaving it desperately stretched<sup>1</sup>. This pressure on the Museum's finances has increased the urgency to generate alternative revenue streams, and one of these is the 'Hidden

London' initiative, where enthusiasts can (for a fee) visit sites such as disused Tube stations, and wartime shelters.

There is a thrill to exploring such places. It was on a visit to a disused area at Euston station, just across the road from TSSA's head office Walkden House, that I came across the window where, long ago, patrons of the City & South London Railway would need to purchase an additional ticket if they wished to travel on the Hampstead Tube.

I daresay that jobs were lost when the two companies merged and the need for separate ticket offices disappeared – but I hope our predecessors as RCA reps were able to secure alternative employment for those workers.

During the recent changes to staffing on London Underground (LU) stations, there was a moment where museum officials were advising a senior manager, as the ticket office at Arnos Grove was going to be closed, that the dust-ridden, decrepit booking office window from the 1930s could be reinstalled in its original 'glory'. It didn't happen in the end but it's fair to say that that manager was not happy to be presented with the possibility of reinstalling an obsolete historical artefact in one of his stations!

**Below:** TSSA member Customer Service Supervisor 1 Mayank Barot at King's Cross St Pancras



Chris Clark



# port since TSSA began?



## Full integration

It wasn't until 1933, following years of concerted pressure from many including the RCA's General Secretary (and sometime Labour MP) Alexander Walkden, that the Underground network became fully integrated with London's buses and tramways and was brought under public control as the London Passenger Transport Board, with the recognition that a decent service requires investment in infrastructure, and even longer until a Labour government nationalised London Transport in 1948.

Until relatively recently, in the 1970s, the Headquarters

of London Transport, 55 Broadway, had toilets marked 'Ladies', 'Gentlemen' and 'Officers'. Similarly, there was an Officers' Restaurant on the 10th floor. And on the 7th, the Managing Director had a dressing room to get changed before dining out at his Club!

On the other hand, the Foundation stone at Broadway was not laid by the MD, or anyone from the Board. It bears the name of one of the construction workers.

With the class system recognised by former leaders of the organisation and built into our very architecture, it's disappointing that we still have a massive gender

pay gap<sup>2</sup> operating at TfL.

Now the total withdrawal of LU's operating grant by this Tory government will make this the only metro in the world not to receive any public subsidy<sup>3</sup>!

The current 'Transformation' (cost-cutting) exercise is the latest in a long cycle of reorganisations, restructurings and other change programmes. Rarely are such exercises good news for our members<sup>4</sup>.

We, the latest generation of employees and TSSA reps, stand on the shoulders of giants – previous generations have driven a hard bargain to secure decent terms and conditions for people who work in this industry and these cannot be meekly surrendered in the face of Tory austerity.



**Extra:** For more information about our London Transport Museum campaign: <http://bit.ly/LTMCampaign>

<sup>1</sup> Equal pay FAQs from our 'Fair pay? Equal pay' campaign at Network Rail <http://bit.ly/TSSAequalpay>

<sup>2</sup> Last year TSSA spoke out against unprecedented cuts to London's transport budget <http://bit.ly/reverseLdntransportcuts>

<sup>3</sup> TfL members are currently taking action short of strike <http://bit.ly/TfLASoSPandDban>

<sup>4</sup> TfL members are currently taking action short of strike <http://bit.ly/TfLASoSPandDban>

# Let us not forget

2017 is not only a significant anniversary for TSSA, but a number of anniversaries of significant safety events:

TSSA Organising Director Steve Coe looks back at the hard lessons that shape the railway today

10  
MAY

## ... 15th anniversary of Potters Bar

The final coach of a north bound West Anglia Great Northern (WAGN) train travelled at around 100mph over the Jarvis-maintained points just south of Potters Bar station. The points failed, causing the rear wheels of the carriage to travel onto the adjacent line and ultimately derail, flipping it into the air. The momentum carried the carriage into the station, where one end of the carriage struck a

bridge, sending debris on to the road below. It then mounted and slid along the platform before coming to rest under the platform canopy at 45 degrees. The front three coaches remained upright, and came to a stop to the north of the station. 6 passengers and one member of the public were killed. This was a key event leading to the winding up of Railtrack and the formation of Network Rail.



18  
NOV

## ...30th anniversary of the Kings Cross London Underground station fire

31 people died in the fire at Kings Cross including a fire fighter. The fire started under an escalator. This led to the introduction of the "section 12 Regulations" – the Fire Precautions (Sub-surface Railway Stations) Regulations 1989 and the Sub-surface Regulations 2009.

19  
SEPT

## ... 20th anniversary of Southall

A high-speed collision between a high speed train (HST) and a freight train in which 7 passengers died which could have been avoided if the automatic train protection (ATP) which would have alerted the driver to a signal or speed restriction, fitted to the HST had not been broken. Start of calls by the unions for no-blame culture on the railways. Prosecution against the driver was halted after the unions blamed the accident on privatisation.

*We should certainly use these opportunities to comment on how these events are reflected in today's railway.*

## We remember Jack Gadsby and Tom Kennedy

**Jack Gadsby** was an officer of the Arriva Trains Wales branch and was responsible for the revival of the branch when it was at its lowest ebb, he encouraged all members to attend and to take part in the TSSA democracy, attended conference over the years and was a valued TSSA member.

After his retirement, he moved to Weston-Super-Mare with his wife Chris, joined the retired branch and not being shy of work was an officer there too. Jack was the life and soul of any party so when it came to Weekend School he was always there to help with the learning events but also happy to arrange the evening social.

He will be missed by all the brothers and sisters in the union. Jack was one of a kind, they don't make them like that anymore.

**Tom Kennedy** was a solid socialist, he practiced the principles of socialism by helping all that he could in any way possible. In fact, he was never known to have passed by a seller of *The Big Issue* without buying one. He married Kristel Shelton and they set up home in Strathbungo, Glasgow. He was an exceptional husband and father and devoted all his attention to their well-being and development.

Tom had 39 years' service with TSSA retiring in 2013. He held several positions at Walkden House starting in 1974 as a clerk and retired as Negotiating Officer in the Scottish Office. Tom leaves a wife Kris and two daughters Lauren and Caitlyn.

As one of life's genuine socialists, he will be missed by all who were touched by him. We are privileged to have known him.

*Thanks to Cheryl O'Brien and John Munday for writing these obituaries.*

## TSSA political weekend

The second TSSA political weekend took place at the end of March, which focussed on a deeper understanding of the British political system and the role of trade unions within that. Twenty TSSA members from all over the country attended the three-day course which involved a tour of Parliament, a visit to the Trade Union Congress (TUC) archives (pictured) and guest speakers from the #SpyCops scandal and blacklisting campaigns.

Attendee Lorna Deveaney said of the course that it was a 'fantastic weekend, the guest speakers were amazing'.

The next event is pencilled in for the end of summer. If interested contact Sam on [tarrys@tssa.org.uk](mailto:tarrys@tssa.org.uk)



# TRUST VACATIONS

- Bulk buying ensuring cheaper prices
- Fully flexible rates on most rooms
- No-risk booking



*Sydney*



*Tokyo*



*Paris*



*New York*



*London*

**Trust Reservations are pleased to announce the launch of their new website [www.trustvacations.com](http://www.trustvacations.com) . . . log on now to see the latest discounted offers for hotels and leisure breaks throughout the world!**

We want to make sure you have the best value holiday so, due to our purchasing power, we can pass on huge savings to ensure you get the best deal. Plus, most rooms offer fully flexible rates that are often cancellable right up to the date of arrival – ensuring you can make a no-risk booking with no need to pay an initial deposit!

Come and talk to us – or log on to [www.trustvacations.com](http://www.trustvacations.com) – for the best rates for your ideal holiday!

Trust Vacations is part of the experienced and successful Trust Reservations Limited. Find us at [www.trustvacations.com](http://www.trustvacations.com) or via our main website at: [www.trustreservations.com](http://www.trustreservations.com)

## TRUST VACATIONS

[www.trustvacations.com](http://www.trustvacations.com)

**Trust Reservations Limited**

**01753 841666**

[sales@trustreservations.com](mailto:sales@trustreservations.com)

## New holiday booking service benefits now available to all TSSA members

In 2016 Trust Reservations began working with TSSA helping our union to source conference and meeting facilities at very competitive rates. They have more recently provided a central booking facility for necessary accommodation for staff and EC members.

On the back of this successful relationship the Executive Committee has agreed to extend the services offered to all members. This includes Trust Vacations' hotel and leisure booking website which offers discounted rates for over 1.1 million hotels and venues throughout the UK and worldwide – ranging from smaller bed and breakfast properties to quality establishments, therefore offering something to suit anyone's budget.

The Trust Vacations website is a portal to the [Booking.com](http://Booking.com) website which is amongst the most commonly used hotel booking websites worldwide.

The service on offer comes at no cost to the union and offers members a range of benefits on hotel bookings they are planning including discounted rates and possible upgrades in quality.