

*tssa*125

9 May 2022
Sheffield



CELEBRATING 125 YEARS OF TSSA

TSSA 1897-2022

*tssa*125

125th ANNIVERSARY

1897-2022

MICK CARNEY, TSSA PRESIDENT

I AM immensely proud to be President of our great union as we mark our 125th year.

This is a landmark occasion because it represents a century and a quarter of standing for the rights of working men and women. Be it as the Railway Clerks' Association or as TSSA, working people in transport and travel have had a strong union that they can turn to.

What is expected of us may have changed over the years, but the basic principle is fundamentally the same, working people – you and I – standing up and standing together for what is right.

There is no better feeling than keeping someone in a job, or gaining better, fairer working conditions. Our union has stood the test of time and that has only been possible because of the day to day work our brilliant Reps do.

As a Rep I remember my first full time officers who encouraged me to go forward, who believed in me when I didn't believe in myself. Karen (Scott) and Iain (Anderson) were a huge help, I owe them both a debt of gratitude.

We should be incredibly proud of all our Reps, the very lifeblood of what makes this union great – making our workplaces safer and fairer.

However, yet again our industries are in flux. Up and down the land the travel trade has been decimated, first by Covid, now by a cost-of-living crisis. The railways face the biggest shake up since privatisation as falling revenues and automation threaten jobs across the board.

During the pandemic we saw great bravery across our industries, with transport workers in danger on the frontline every day – indeed Covid claimed the lives of more bus drivers than any other sector we represent.



We will never forget them – though it seems as though the very people who just two years ago were 'key workers' are now deemed dispensable by this callous Conservative government.

Rightly we will take this time to look back and celebrate all that we have achieved in our first 125 years, but I know that together we also stand ready for the many battles which lie ahead.

Contents:

Mick Carney, TSSA President	2
Manuel Cortes, TSSA General Secretary	3
Labour history in Sheffield	4-6
Malcolm Wallace, TSSA's historian	6
What was happening in 1897?	7
What's on, map of venue, stalls and stands list	8-9
Programme of Events & Entertainments	10-11
Sheffield's transport	12-13
TSSA timeline	14-15
VIP guests	16

I'D LIKE to warmly welcome you all to our union's 125th anniversary celebrations. We have returned to Sheffield where our union was formed all those years ago in 1897 to mark this milestone. My biggest tribute today is to the women and the men who have kept our union going for 125 years!

Our founders came together to seek protection and to fight for better terms and conditions for those working across our railways. Ordinary men – it was just men at that time – working as salaried staff in a range of jobs across our railways. Some of those roles have since disappeared, but there are many that our members would still recognise and be able to apply to their own work today in the safe and efficient running of our rail services across the length and breadth of the country.

A lot has changed in the last 125 years, much of it for the better. We have safer workplaces, shorter working hours and better provision for time off work, holiday pay, maternity and paternity rights. Our rail family is more diverse, although women and people from black and minority ethnic backgrounds remain badly underrepresented at all levels of our industry, especially so in management and senior roles.

When we celebrated our union's 100th birthday back in 1997, the Tory privatisation of British Rail had just been completed. We had warned against privatisation and separating track from trains – although we couldn't have known quite how devastating Railtrack would prove to be.

As we come together in celebration for our 125th birthday, we are again facing great uncertainty across our railways. Again, Tory ideology is driving the biggest change in a generation. The much-

vaunted Great British Railways project is underway and will signal the end of decades of failed franchising, but sadly not the end of privatisation.

Of course, the coronavirus pandemic has ravaged all parts of our economy, including our railways, buses, ferries, transport networks and travel trade. Thousands of jobs and lives have been lost and travel habits have changed dramatically.

The future is uncertain, for both public transport and for workers' rights. Failures in employment rights have been cultivated by a Conservative government which puts private profit above people. I'm proud that our union is standing up for workers, backing Labour's campaign against fire and rehire, and challenging unscrupulous employers.

Just as our founders knew 125 years ago, our members today understand the need for our trade union and collective strength to stand up for working people. Our public transport networks remain central to the economy and our communities – perhaps more important than ever in our fight against climate change. And our union remains relevant and important for our members, both current, past and into the future. Here's to the next 125 years!



Labour history in Sheffield

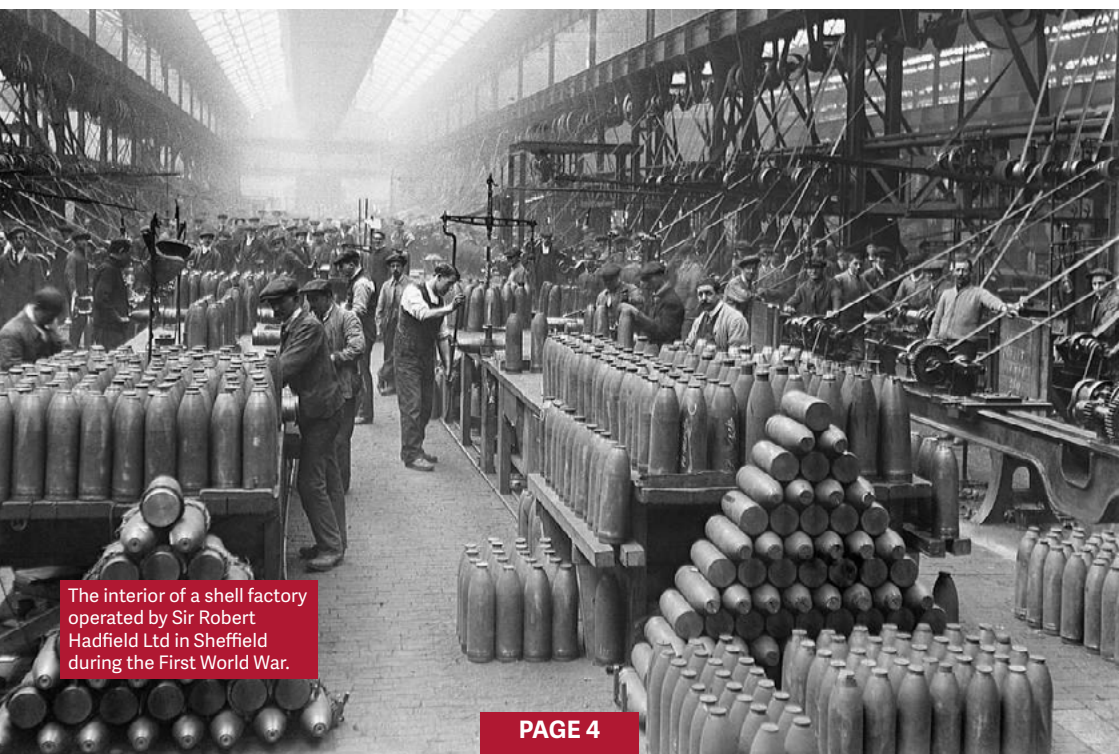
SHEFFIELD WAS the cradle of the steel industry and was at the heart of the coal mining industry. The massive railway system that grew up to serve industrial Sheffield and the surrounding area spawned not one but two rail unions: TSSA and ASLEF. Its huge industrial workforce also played a crucial part in the creation of the TUC, and the city's Trades Council is the oldest in the world, formed in 1858.

Workers in the knife, scissor and file trades formed unions as early as 1720. By 1786, there were some 52 unions in Sheffield fighting for improvements to the appalling conditions endured by workers. In those days, the law was frequently used to imprison strike leaders. The "Company of Cutlers in Hallamshire" (a guild established in 1624) in 1790

sided with the employers, causing open hostility which deeply divided family businesses and workers.

The complete absence of justice and working-class political power led to the Chartists movement which from 1835 was led in Sheffield by Samuel Holberry. In 1839, thousands ignored a ban by local magistrates and marched through the town, gathering at Paradise Square for a meeting. Troops broke up the meeting and a riot ensued. Holberry went on to lead an armed uprising for which he was imprisoned at York where he died.

From 1820, labour relations had become much more violent leading to what became known as the "Sheffield Outrages", such as the bombing of the Globe Works in 1843.



The interior of a shell factory operated by Sir Robert Hadfield Ltd in Sheffield during the First World War.

Finally, an explosion which wrecked a Sheffield saw grinder's home in 1866 led to the setting up of the Royal Commission on Trade Unions the following year, with a sub-committee to inquire into the Sheffield Outrages. It was feared that the outcome would be a return to the 1824 situation where unions were quite simply illegal, but unexpectedly, the Commission strengthened the overall position of trade unions.

A lock-out of file trades workers in 1866 led to the Trades Council calling a national conference in July that year attended by 138 delegates. This gathering founded the United Kingdom Alliance of Organised Trades. It may have failed within a year, but it led directly to the founding of the Trades Union Congress in Manchester in 1868.

In 1854, Midland Railway staff in Sheffield had successfully resisted through strike action an attempt to pay them fortnightly instead of weekly. Further successful disputes led to increasing confidence amongst many railway workers, and local labour organiser Charles Bassett-Vincent played a key part in setting up the Associated Society of Railway Servants (ASRS) in 1871, a forerunner of the modern day RMT. An ASRS member and railway worker from nearby Doncaster was instrumental in establishing the Labour Representation Committee, the forerunner of the Labour Party.

Many locomotive drivers and firemen then broke away from ASRS, a general union, seeking their own specialist union. The result was ASLEF, founded in Sheffield in 1880.

Shortly after, a former Sheffield ASRS District Secretary became ASRS General Secretary, and led members of both unions in defeating the Great Central Railway's efforts in 1900 to worsen pay and conditions.

The founding by Charles Bassett-Vincent of the National Association of General Railway Clerks in 1897, soon to become the Railway Clerks Association (RCA) and now TSSA, had little impact on the wider trade union movement. However, the arrival of one Arthur Chandler into the active ranks of the RCA changed all that.

A syndicalist, Chandler believed in industrial unionism – one union in each industry. In 1912, Chandler successfully won the Trades Council's backing for this approach to trade union organisation as a delegate from RCA's Sheffield Branch. Local rail union branches including RCA went on to form the Sheffield Federation of Railway Trade Unions. This did not play well with RCA Head Office, and the following year it resulted in a Special Delegate Conference, the closure of the RCA's first branch in Sheffield, and the expulsion of Chandler and many other RCA members.

Chandler joined the National Union of Railwaymen (NUR), formed from the ASRS and two other unions, and as an NUR delegate was elected as President of the Trades Council in 1917.

Chandler subsequently re-joined RCA, just in time for the General Strike of 1926. The General Strike saw the Trades Council play a key co-ordinating role, forming a Central Disputes Committee. This in turn set up a Railway Strike Committee, largely to aid the RCA whose members had no experience of strikes. These bodies, and the continuing close relationship between railway unions in the city, ensured that the strikes were solid throughout. The events of 1926 led to the election that year of the very first Labour controlled City Council.

World War Two saw the local RCA members lending support to the Trades Council's very active collecting for aid

to the Soviet Union. But by 1950, the Cold War was well underway. In 1950, celebrated Spanish artist Pablo Picasso and many others travelled to Sheffield for the World Peace Conference, but the conference was wrecked by the government's refusal to admit delegates from the Soviet Union and eastern Europe – it had to be moved to Warsaw. Despite the Cold War, RCA's Sheffield branch condemned nuclear testing by Britain and the USA.

The RCA celebrated its 50th anniversary in Sheffield with the holding of a grand dinner with President Percy Morris as guest of honour. Now called TSSA, the union came to Sheffield again in 1997 to celebrate its centenary with a special event and that year's Annual Conference being held in the Cutlers' Hall, the grand building opposite Sheffield Cathedral owned by the "Company of Cutlers in Hallamshire". In 2022, TSSA returns again to mark 125 years of the union's history.

TSSA historian and member Malcolm Wallace, on the union reaching 125 years

TSSA's 125 years, what an achievement! One can only speculate what those brave pioneers of 1897 would have to say but I am sure they would, justifiably, have been very proud to know that generations of our members had carried their torch, their energy and their commitment, forward.

Our pioneers would not recognise the railway industry today and they would certainly note that we do not have to submit round robins or petitions to improve our pay and working conditions. That all stopped when we won recognition in 1919 after a campaign that lasted for 22 years. Nevertheless, they would have to note that industrial relationships have not improved to the extent they deserve, and, in some ways, they share similar features that lasted up to 1948.

The post-war generation was certainly proud that a Labour government nationalised the railway industry largely based on plans that had been developed by our members over many years. However, they would be disappointed that we still have to fulfil one of the Association's earliest objectives, industrial democracy. I have no doubt

that, like us, they would be furious to see that the railway industry had been sold in the interest of profit rather than efficiency.

No longer do we have the political power in parliament that we had during the heady days of the post-war period, but the TSSA banner is displayed on a wider range of demonstrations today than in any previous generation. Our role in the TUC and the Labour Party is as vibrant as it ever was, and the wide nature of our affiliations is one of which we can be very proud.

Although our branch and divisional council structures remain the same, the biggest change since women became a force in the union during the First World War, has been the introduction of our self-organising groups. These have been a positive force for change and spreading awareness.

So, what advice would our pioneers give us today? I would suggest it remains the same as their first objective: recruit, recruit, recruit.

■ *Malcolm Wallace, author of 'Single or Return', published in 1997 when TSSA celebrated its centenary*

Our union was founded in 1897 – but what else was happening?

■ 1897 was Queen Victoria's Diamond Jubilee year, and she visited Sheffield to open the current Town Hall on 21 May, just 12 days after the founding meeting of our union.

■ Sheffield's Lyceum Theatre opened on 11 October with a production of Bizet's 'Carmen' by the Carla Rosa Opera Company.

■ Robert Gascoyne-Cecil, the 3rd Marquess of Salisbury, a Conservative Party politician, was the British Prime Minister until 1902.

■ Willem II was the German Kaiser (abdicated 1918 – the last one), and Nicolas II was the Czar of Russia (abdicated 1917 – also the last one).

■ William McKinley was inaugurated on 4 March 1897 as the 25th President of the United States of America – he was assassinated in 1901.

■ In 1897, the second Anglo-Afghan War was underway as Britain sought to counter Russian influence; it occupied Kabul and imposed regime change.

■ On 26 July, Pashtun tribes unsuccessfully laid siege to the British garrison at Malakand in north west India led by fakir Saidullah.

■ On 16 June, a treaty annexing the Republic of Hawaii to the United States was signed, but the Republic would not be dissolved until a year later.

■ In October, the women's suffrage campaign gained momentum when the National Union of Women's Suffrage Societies was formed out of the merger of the National Central Society for Women's Suffrage and the



Central Committee for Women's Suffrage. Its president, Millicent Fawcett, opposed violence and promoted her organisation as law-abiding and above party politics.

■ On 2 July, Guglielmo Marconi ushered in the "wireless age" when he was awarded a patent for radio communication having successfully communicated by radio across the Bristol Channel.



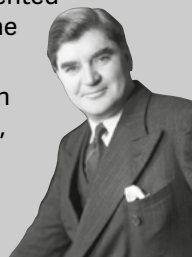
■ London's Blackwall Tunnel was opened by the Prince of Wales on behalf of Queen Victoria in May 1897, then the longest underwater road tunnel in the world.

■ The Highland Railway's Kyle of Lochalsh rail line in Scotland was completed on 2 November.

■ George Pullman, American inventor and industrialist and founder of the Pullman Company, died on 19 October.

■ On August 10, German chemist Felix Hoffman first synthesized acetylsalicylic acid, which would later be patented by his company Bayer under the name "aspirin".

■ Some famous people born in 1897: Aneurin Bevan (pictured), Anthony Eden, Enid Blyton, Sir Sacheverell Sitwell (who lived at Renishaw Hall, just outside Sheffield), Josef Goebbels.



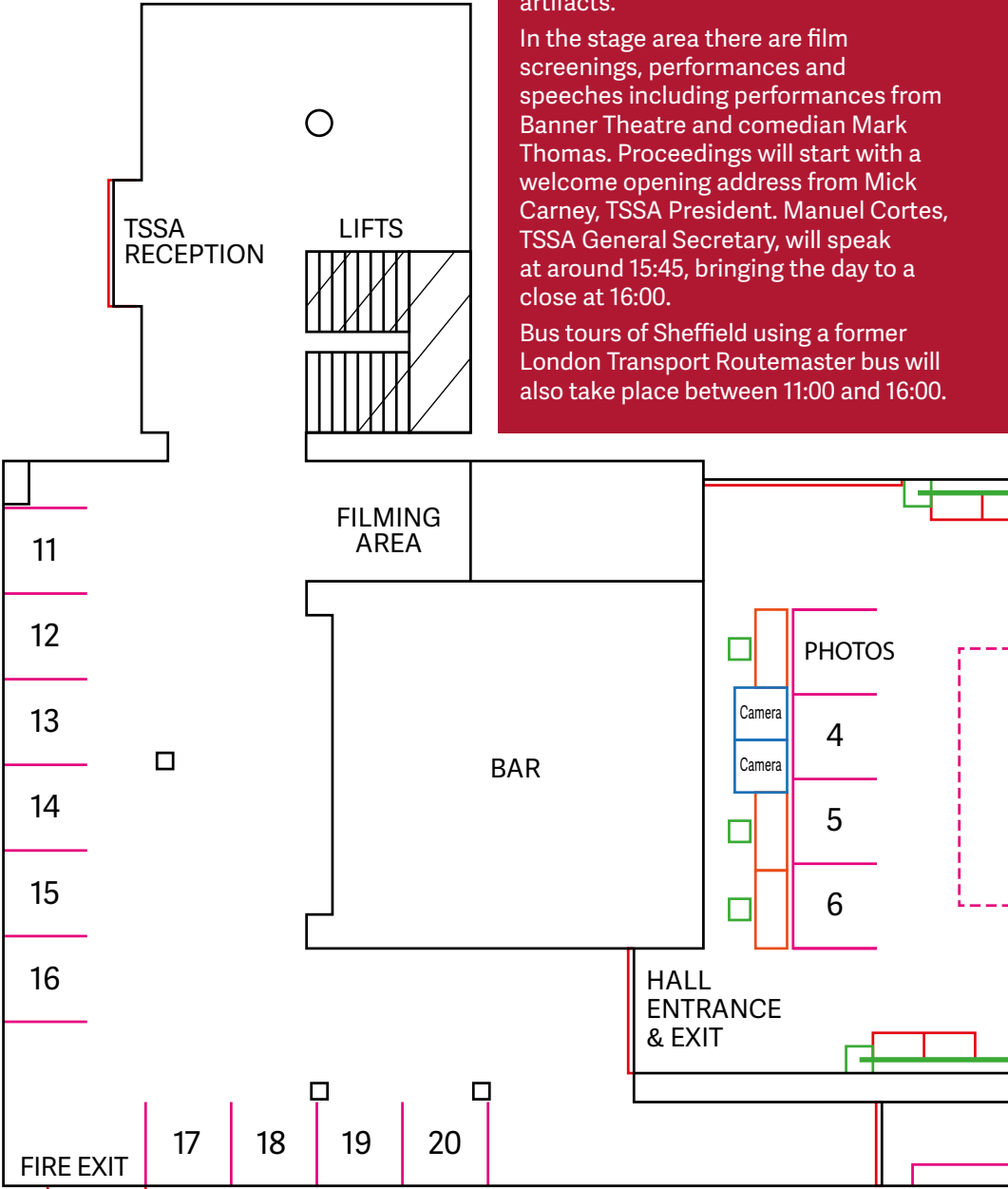
Venue map

What's On

There are 17 exhibition stands and stalls, a "history wall" which depicts a timeline on TSSA's history, and a display of banners and various TSSA historical artifacts.

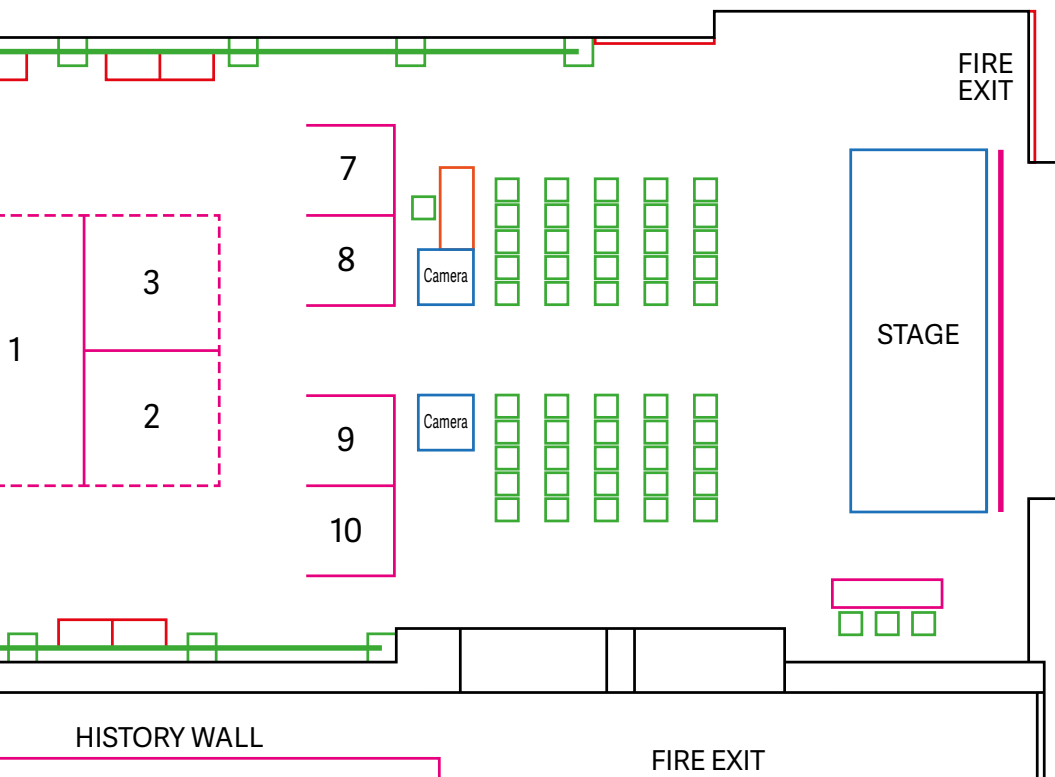
In the stage area there are film screenings, performances and speeches including performances from Banner Theatre and comedian Mark Thomas. Proceedings will start with a welcome opening address from Mick Carney, TSSA President. Manuel Cortes, TSSA General Secretary, will speak at around 15:45, bringing the day to a close at 16:00.

Bus tours of Sheffield using a former London Transport Routemaster bus will also take place between 11:00 and 16:00.



Stands & Stalls

- | | | |
|---|---|---|
| <ol style="list-style-type: none"> 1. TSSA Going Beyond 2. RSSB / TSSA Health & Wellbeing 3. Boilermakers 4. Campaign Against Climate Change 5. TSSA E-Mix Reloaded 6. FutureTSSA 7. Abortion Rights | <ol style="list-style-type: none"> 8. TSSA Women in Focus 9. Morrish Solicitors LLP 10. Campaign for Better Transport 11. TSSA Anglia & London North East Divisional Council 12. Morning Star 13. International Brigades Memorial Trust 14. Cuba Solidarity Campaign | <ol style="list-style-type: none"> 15. Palestine Solidarity Campaign 16. Stand Up To Racism 17. TSSA Disability Working Group 18. Sheffield TUC / Sheffield Needs A Pay Rise 19. TSSA Retired Members Group 20. Transport Benevolent Fund CIO |
|---|---|---|



Programme of events and

On stage

In the stage area, there will be the opportunity to listen to the speakers, watch films, and take in performances.

The proceedings will be hosted by Gemma Southgate and Melissa Heywood, members of TSSA's Executive Committee.

VIP Guest Speakers

- **Mick Carney** – TSSA President
- **Katy Clark MSP**
- **Eoin Coates** – Head of Aviation, European Transport Workers Federation (ETF)
- **Manuel Cortes** – TSSA General Secretary
- **Stephen Cotton** – General Secretary, International Transport Workers Federation (ITF)
- **Gerald Doherty** – TSSA General Secretary 2004 – 2011
- **Rozanne Foyer** – General Secretary, Scottish TUC
- **Loraine Martins** – former Director of Diversity & Inclusion, Network Rail
- **Paul Nowak** – TUC Deputy General Secretary
- **Dermot O'Leary** – General Secretary, National Bus & Rail Union (Ireland)
- **Ian Prosser** – Chief Inspector of Railways, Director Railway Safety, Office of Rail & Road (ORR)
- **Owen Reidy** – Deputy General Secretary, Irish Congress of Trade Unions
- **Lord Richard Rosser** – TSSA General Secretary 1989-2004
- **Michael Whelan** – ASLEF General Secretary



Banner Theatre

Banner Theatre have created three unique performance pieces to celebrate TSSA's 125 anniversary. Make sure you're in the hall for Banner's performances which will cover rail privatisation and the union's rich history – all in their unique style!

Founded in 1973, Banner Theatre creates powerful, innovative, issue-based multimedia theatre productions, which tour to community and trade union audiences. Banner is one of very few theatre companies prioritising working-class audiences and working with trade unions, so TSSA is delighted to welcome them to our 125 anniversary celebrations and partner on unique content for our members.



If you haven't had the opportunity to watch a Banner production before, you'll find that their use of 'actuality' – ordinary people's words and stories used as source material – sets them apart from other theatre companies.

Banner have a successful track record of developing collaborative documentary theatre, combining video interviews and original live music and song with theatre, film and animation, in a form they call the 'video-ballad', which stages the real-life experiences of disadvantaged groups and communities in struggle. A must-watch for all guests.

www.bannertheatre.co.uk

Mark Thomas

Mark Thomas is a comedian and activist who has campaigned for trade union and human rights throughout his career. He's made multiple comedy series for Channel 4 and Radio 4, and three Dispatches programmes for Channel 4.

Mark's work is a mix of stand-up, theatre, journalism and the odd bout of performance art. He's toured extensively, including regular gigs in TSSA's founding city of Sheffield.

Mark has written five books and four play scripts. He has been credited with changing the law on tax avoidance bringing in £millions for HMRC, and he has reportedly cost one councillor and one government minister their job.

In a career spanning more than three decades, Mark has successfully campaigned for trade union recognition for cinema workers, and he's exposed appalling health, safety and climate damaging actions of big corporates – from the soft drinks industry to the arms trade. He's walked the length of the Israel Wall in the West Bank and continues to be an outspoken friend of the trade union movement.

Mark Thomas
Photo: Tore Sætre



SHEFFIELD'S TRANSPORT

SHEFFIELD'S EARLY cutlery trade had to rely on horses navigating poor tracks and roads to transport goods. The coming of the turnpike roads with their tolls improved things sufficiently to allow the first stagecoach service to London in 1760, taking over three days. By 1787, this had come down to 26 hours.

But the big breakthrough for freight was making the river Don navigable to within four miles of the town in 1732, and a canal was finally opened for the last stretch to Sheffield in 1819.

Primitive "railways" were used in a Sheffield coal mine as far back as the 1720s, but the first modern rail connection was established from Sheffield's Wicker station to Rotherham in 1838, where it joined George Stephenson's line from Derby to Leeds which had avoided the expense and engineering challenge of serving a city surrounded by massive hills. London Euston could now be reached via Rugby in 9 hours 30 minutes.

The new railway through the lower Don valley attracted the steel industry – soon the route was lined with miles of steel works. One was the Atlas works of John Brown, who pioneered the making of steel rails for the expanding rail network. By

1873, a third of all rails were made there.

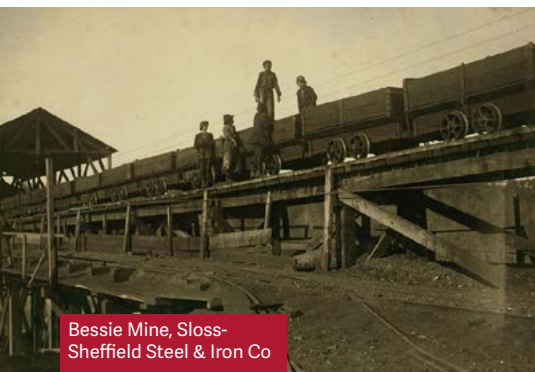
Taking advantage of ready supplies of steel, Craven Brothers started a railway engineering firm in Sheffield in 1853, which was taken over by John Brown in 1919. It became part of Metropolitan – Cammell in 1966 and closed in the 1980s. Vehicles were built there for customers across the globe, included many British Rail diesel multiple units and freight wagons, passenger coaches for CIE, and the A60 trains for London underground's Metropolitan line. A good many London Transport and other bus bodies were also manufactured there.

Sheffield's second main line railway was opened in 1845, traversing the Pennines from Manchester by virtue of the three-mile-long Woodhead Tunnel. It opened its first Sheffield station at Bridgehouses, but the line was soon extended and a new through station, Sheffield Victoria, was opened in 1851. Trains to London Kings Cross took just five hours.

The Midland Railway, now running the first line into Sheffield, started its own slower services to Kings Cross in 1857, using a new line through Leicester, Bedford and onto the Great Northern's line at Hitchin. It then opened its own line direct to St. Pancras in 1868.

Finally, in 1870 the Midland tackled the hills to the south and west of Sheffield, opening the Bradway Tunnel to allow trains from London and Birmingham directly into its new station at Sheffield Midland (now the main station in the city) and then the nearly four-mile long Totley Tunnel giving access from Manchester.

Not to be outdone, the route from Victoria was extended by its owners the Great Central Railway all the way to a



Bessie Mine, Sloss-Sheffield Steel & Iron Co



Sheffield's "Supertram"
Photo: ReptOn1x

new terminus in London at Marylebone in 1899.

Wicker and Bridgehouses stations, which had been connected by a short steep tunnel, found a new purpose as freight depots after passenger services were diverted to the newer stations at Victoria and Midland, serving Sheffield's extensive manufacturing industries drawn by easy access to steel and coal as well as the needs of a burgeoning population.

When the railways were grouped in 1923, the London North Eastern Railway took over the lines through Victoria while the London Midland and Scottish Railway took over the Midland. The LNER prepared plans for Britain's first electrified main line in the 1930s, from Sheffield Victoria to Manchester using the 1500 volts DC overhead system. Interrupted by World War Two, the first electric passenger train ran in 1954. Astonishingly, those services lasted a mere 16 years, Victoria closed in 1970, and the electrified Woodhead route in 1981. Electric trains in Sheffield are now just a memory – but maybe not for much longer.

Electric wires appeared over a main line railway again when the line from Tinsley to Rotherham was electrified in

2018. Specially designed trams now use the route, capable of using the existing Sheffield street network and then switch to the main line railway for the journey to Rotherham.

Sheffield's "Supertram" had begun operations in 1994, with a conventional 750v DC modern street running system with three lines radiating out from the city centre, parts on reserved track. Of course, Sheffield had trams before – and was one of the last cities to dispense with them, in 1960. One of the principal problems that was had in constructing the new tram system was having to dig up and remove the old tram tracks!

Supertram was born out of the bus boom and the famous South Yorkshire cheap fares policy of the 1980s. Buses has taken over from trams as the mainstay of Sheffield's public transport in the 1930s, and the advent of the "Socialist Republic of South Yorkshire" in the 1970s saw a massive increase in bus usage. The huge numbers using public transport meant finding a more efficient mass transit system, but long before the new trams began running Thatcher's government deregulated buses in 1986, cheap fares ended, and bus usage plummeted.

TSSA timeline



4 April 1897: An exploratory meeting for a railway clerks union was held at Sheffield Vestry Hall. Only 5 clerks were present, and a management spy reported back that “nothing would come of it”!

9 May 1897: First formal meeting of National Association of General Railway Clerks (renamed RCA in 1899) took place at the Wilberforce Café, Sheffield. Charles Basset-Vincent became our first General Secretary

1900: RCA formally registered as a trade union on the first day of the 20th century.

1906: RCA rejected a merger with other rail unions

1910: RCA welcomed its first woman member, C. Greenlees, and affiliated to the Labour Party



Walkden (right) as part of a Trades Union Congress delegation to Downing Street in 1925

1914: General Secretary Alexander Walkden presented the case for rail nationalisation to Prime Minister Asquith.

1915: RCA annual conference welcomed its first woman delegate, Mamie Thompson

1916: RCA held its First National Women's Conference

1918: Walkden meets Prime Minister David Lloyd George to call for rail nationalisation highlighting the success of government control during WW1

4 February 1919: The RCA achieved recognition by railway companies narrowly averting a strike – some members struck anyway having not received the message in time!

1926: RCA members went on strike from 4th May until 12 May as part of the General Strike

1927: The RCA established a National Women's Organising Committee

1929: RCA General Secretary Alexander Walkden calls for a Channel Tunnel, a national pension scheme and the nationalisation of transport in a submission to a Royal Commission

1930: TSSA elected its first women EC member, Elsie Orman

1931: Bill introduced to put London Transport into public ownership

1939 – 1945: World War Two: 22,306 RCA members served in armed forces during war. 4,900 rail staff were recorded killed or missing during war. A further 392 were killed on railway duty, along with 181 London Transport staff.



1947: The Transport Act received Royal Assent, nationalising the rail network, buses, shipping, canals and (briefly) road haulage.

1951: The RCA becomes the Transport Salaried Staffs' Association



The aftermath of the Harrow and Wealdstone train crash on 8 October 1952.

1952: 8 October Harrow rail crash – 21 TSSA members died, and over 40 were injured.

1956: Equal Pay achieved in British Rail

1958: Walkden House opens at Melton St., London on 10th October

1960: First black delegates elected to Annual Conference

1970: BR and LT introduce "Closed Shop" for most employees

17 April 1972: TSSA work to rule commences in BR over pay

1978: Amarjit Singh became the first Asian TSSA member to be elected as a Labour councillor

1980: First Black TSSA Executive Committee member, Claude James elected

1987: First woman National TSSA Treasurer, Brenda Hanks, elected

1991: Amarjit Singh became TSSA's first Asian member to be elected a Mayor. He was also Newham Council's first Asian Mayor.

1993: First woman TSSA President, Brenda Hanks, elected

1993: Railways Act passed, leading to privatisation under John Major's government

2000: Women in Focus founded

2002: Arriva Trains Northern strike – the first TSSA rail strike since the General Strike in 1926



2004: First Asian TSSA National Treasurer, Amarjit Singh, takes office

7 July 2004: TSSA members killed and injured in 7/7 London bombings

July 2015: TSSA endorsed Jeremy Corbyn's campaign in the Labour Party leadership election

2017: TSSA became the first union to become a Stonewall Diversity Champion.

2018: TSSA moved its head office from Melton Street, adjacent to London's Euston Station, to Devonshire Square, near Liverpool Street Station

2018: Inclusive Rail, our campaign to make the railways more welcoming for LGBTQ+ people, launched with a reception in Parliament

2021: Jhaenelle De Souza became TSSA's first Black Woman EC member

2022: TSSA celebrates its 125th anniversary in Sheffield.

VIP Guests



TSSA is pleased that the TSSA125 celebrations are attended by a number of VIP Guests. In addition to those speaking today, the following will also be in attendance:

Andy Bain, former TSSA President
Elly Baker, London Assembly Member
Olivia Blake, MP for Sheffield Hallam
Paul Blomfield, MP for Sheffield Central
Annie Breen, former TSSA Treasurer
Tyler Brown, Executive Director of Industrial Sector Operations, Boilermakers union
Mick Cash, Trustee, Railways Pension Scheme and former General Secretary, RMT
Ben Chacko, Editor, Morning Star
Bill Creeden, International Secretary-Treasurer, Boilermakers union
Tanmanjeet Dhesi MP, Shadow Rail Minister
Warren Fairley, International Vice President (Southeast Section), Boilermakers union
Andi Fox, former TSSA Executive Committee member, former Chair, Labour Party NEC
Terry Fox, Leader, Sheffield City Council
Louise Haigh, Shadow Secretary of State for Transport, MP for Sheffield Heeley
Brenda Hanks, former TSSA President
Bob Jeffery, President, Sheffield Trades Union Council
Cullen Jones, Coordinator of Boilermaker Film Projects, Boilermakers union
Kate Jones, Special Assistant to the International President for Executive and International Affairs, Boilermakers union
Newton B. Jones, International President, Boilermakers union
Daniel Kindell, Morrish Solicitors
Clive Lewis, MP for Norwich South
Tim Lezard, Editor, Union News
Martin Mayer, Secretary, Sheffield Trades Union Council

Jason R. McClitis, Blake & Uhlig, P.A.
Larry McManamon, International Vice President (Great Lakes Section), Boilermakers union
Andy Meadows, HR Director, Abellio
Doug Nicholls, General Secretary, General Federation of Trade Unions
Ellie Mae O'Hagen, Director, CLASS
Robert Owen, former advisor to TSSA staff pension fund
Helen Pearce, Director, Labour Unions
David Porter, former TSSA President
Angela Raynor MP, Deputy Leader of the Labour Party
Paul Round, Head of Employee Relations, DB Cargo
Councillor Liam Robinson, Chair of Merseytravel
Hailey Rose, Special Assistant to the International President, Boilermakers union
Andrea Rossi, Chief Executive, DB Cargo
Paul Scholey, Morrish Solicitors
Brian Stilwell, former financial advisor to TSSA
Alex Sobel, MP for Leeds North West
David Sorensen, Morrish Solicitors
Paul Stephen, News Editor, RAIL magazine
Sam Tarry MP, Shadow Minister for Buses and Local Transport
Martin Teal, Keystone Financial
Jason Turvey, former TSSA Treasurer
Amy Wiser, Director of Communications, Boilermakers union