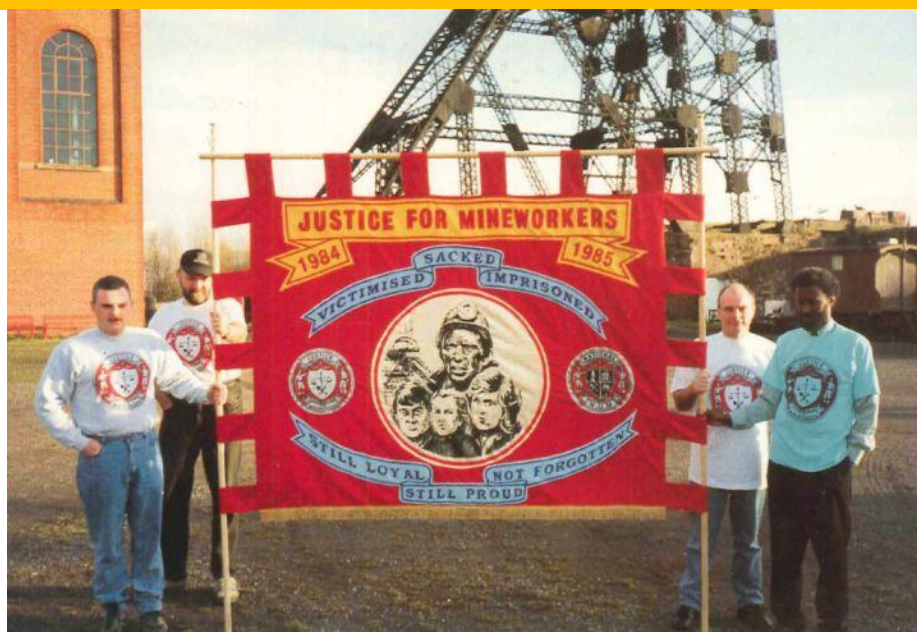


Symbols of Solidarity

Newsletter of the Trade Union Badge Collectors Society

Volume 2 Number 3



In this issue:

Bristol, West of England and South Wales Operatives Trade and Provident Society

Manchester Trade Union Week

Midland No 7 CWU (Burslem Delivery Office Dispute)

National Union of Public Employees

The Lilywhites

Union of state servants and non-union badges

The Peoples March for Jobs

National Seamen's Reform Movement

National Union of Unemployed and Workers



TRADE UNION BADGE COLLECTORS
SOCIETY

Contents

Welcome

“

Promoting the TUBCS and spreading the word.

I am pleased to report that the following are receiving the TUBCS newsletter.

WCML and Peoples History Museum in Manchester, the MRC Warwick Archives, and 2 more collectors from Trade Unions.

TUC Libraries Collection also helped again using Social media to circulate our newsletter

This edition will be the last of 2020 and it is the intention to publish further editions on a quarterly basis, obviously this is dependent on contributions.

I would also welcome your views on whether a badge swap meeting should be arranged when we have the opportunity to do so.

This time around I have included books that are available relating to Trade Union Badges.

”



stevewbaguley@gmail.com



<https://tubcs.wordpress.com>

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The Trade Union Badge Collectors Society is sponsored by the Communication Workers Union

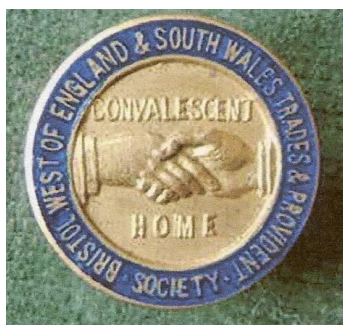


TRADE UNION BADGE COLLECTORS
SOCIETY



Bristol, West of England and South Wales Operatives Trade and Provident Society

The Bristol, West of England and South Wales Operatives Trade and Provident Society was founded in 1873 by T. M. Kelly, an Irishman and one-time building labourer. He received assistance from established local union leaders such as John Cawsey of Bristol Trades Council.



The union held its first conference in July 1873 and it claimed 2,000 members in Bristol, Bath, Weston, Clevedon, Newport and Cardiff. The conference elected Kelly as general secretary and set up a system of benefits for members including strike, accident, sickness and burial. The union claimed 800 members in Bristol which was where it based its executive council.



The union was open to all labourers and included building labourers, deal and timber porters, sugar labourers, potters, dock labourers, warehousemen and tanners.

By 1874 the union was claiming 10,000 members in 46 branches and Kelly was replaced by John Fox as general secretary.



Membership trebled in the five years up to 1900 making the union was twice as large as the Dock, Wharf, Riverside and General Labourers Union and just over half the size of the National Union of Gas and General Labourers.





The union's membership peaked at 49,301 in 1910, and it then slowly declined, with most of the dock workers in the union transferring to the National Union of Dock, Riverside and General Workers in Great Britain and Ireland. In 1935, it still had 35,104 members.

The Historical Directory of Trade Unions states that it remained a functioning organisation until 1937. The organisation continued to function after 1937 but dropped the 'Trades' from its title becoming the Bristol, West of England and South Wales Provident Society. The Society de-registered as a trade union and from 1938 acted purely as a Friendly Society.



MANCHESTER TRADE UNION WEEK

By Steve Baguley

The 3rd Manchester Trade Union Week was held 1988.

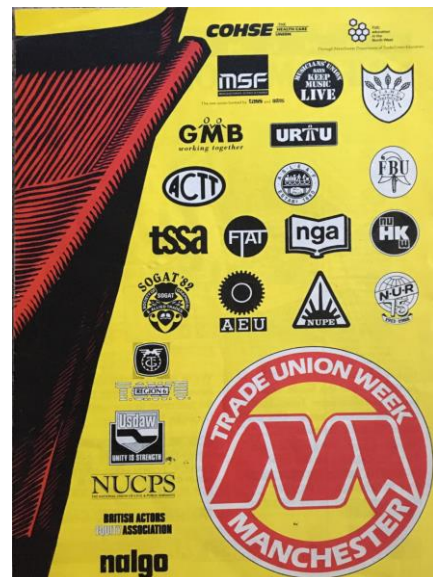
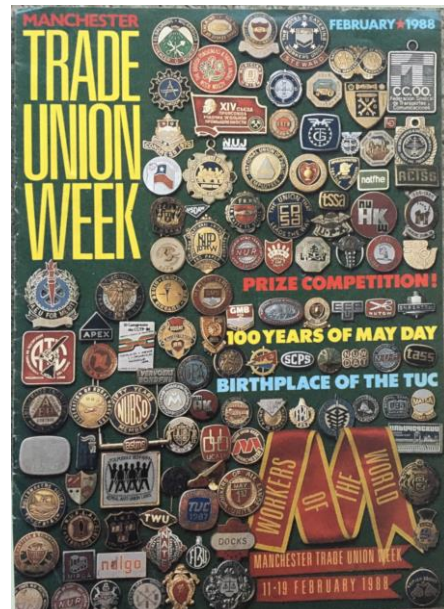
Throughout the week, Theatre, Films, Debates and Conferences took place and the Town hall was filled with stands, exhibitions, photographs and banners with 30 Trades Unions in attendance.

Manchester played an important historical role in the social and economic development of the City.

Trade Union Week was conceived to promote the value of Trades Unions to the Community and the City as well as their members.

Trade Union membership has been increasing recently so the interest might be rekindled for another event, I never attended one, but by all-accounts a very good Union event, did you go to one?

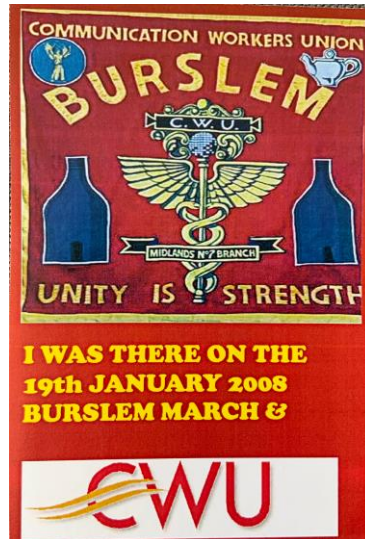
A few examples of the badges to commemorate the event are shown, and with 30 Unions present there must be more out there, please send in a photo if you have other examples.



Midland No 7 CWU (Burslem Delivery Office Dispute) 2007/8

This was not an ordinary dispute, not for the 12 CWU members suspended, and not for the CWU members in the Burslem DO.

Royal Mail suspended the 12 on 11th September 2007, 2 were Union officials, 3 were ex Union officials, of spurious charges of encouraging others not to cooperate with management, bullying and harassment. The workforce and the agreements in place at the office had been under attack for some time leading up to the suspensions.



What followed during the next few months was unprecedented Intimidation from Royal Mail against its staff.

But following successful Industrial action ballots CWU members decided to show solidarity with the 12 suspended colleagues and a long dispute followed which started on 17th December 2007, including 5 weeks strike action.

The solidarity within the office was strong, even when 3 members were re-instated, they stayed solid until a resolution was reached for all of them.

At the time Royal Mail refused to go to ACAS.

There was a considerable amount of evidence available that it was a vindictive calculated attack on the union and its members.

There was considerable support within the Union, politically, TUCs and other unions. There was a massive march & rally held on the 19th January 2008.

Of the 12 suspended 8 were reinstated, 1 after appeal, only 3 remain in employment with Royal Mail.

A video was produced of the march and also a badge, if you would like either I have some spare,



Steve Baguley
stevebaguley@gmail.com

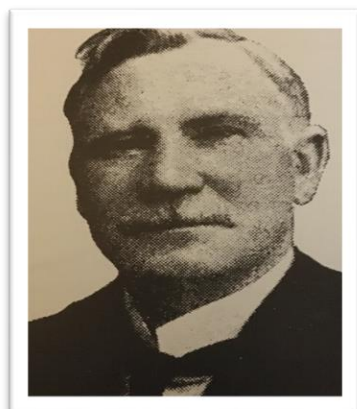


The National Union of Public Employees

by Andrew Redpath

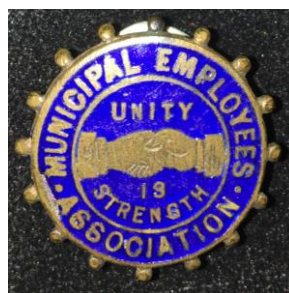
In 1889 the **Carmen's & Roadmen's Union of the Parish of Camberwell** was formed on the suggestion of William Coote, a progressive member of Camberwell Parish Council. Coote was appointed General Secretary of the union and began expanding it in to neighbouring councils.

In 1890 the union changed its name to the **South London Carmen's and Roadmen's Union** As well as expanding geographically the union expanded its range of members to include all council employees becoming the **South London Vestry Employees Labour Union** in 1891 and later that year becoming the **National Municipal and Incorporated Vestry Employees Labour Union**.



Albin Taylor an active member of the union since 1891, with the support of the union's membership ceded from the union in response to allegations of embezzlement and disorganisation within the union in 1894 setting up **the London County Council Employees Protection Association**.

Over the next five years the union expanded both within and outside London changing its name to the **National Association of County Authority Employees** in 1899 and a year later to the **Municipal Employees Association**.

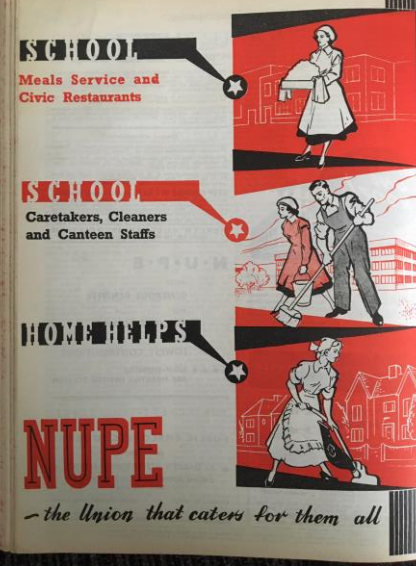


The Municipal Employees Association continued to expand by absorbing a number of local municipal unions. **The Battersea Vestry Employees Union** merged in 1900, the **Liverpool Corporation Workers Union** in 1901, the **Glasgow**

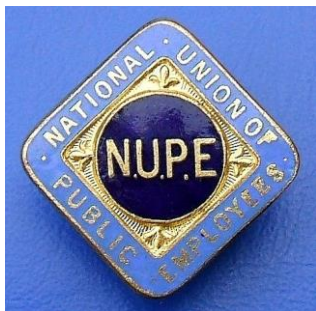
Corporation Workers Union in 1902, the **Stockport Corporation Gas Workers Union** in 1903, the **City of Westminster Municipal Labour Union** in 1903, the **Glasgow Main Pipe Layers & Jointers Association** in 1904, the **Hull Corporation Employees Protection Society** in 1905, the **Belfast Municipal Employees & Other Workers Society** in 1905, the **Camberwell Municipal Labour Union** in 1906 and the **Hackney Municipal Labour Union** in 1909.



As a result of a dispute between the General Secretary, Full Time Officers and the Executive Council in 1907 Taylor and 3500 members left the MEA to form the **Municipal Workers Society** renaming it the **National Union of Corporation Workers** in 1908.



By 1920 the union had grown to 16500 members however a year later in common with most unions' membership had fallen to 13500. Taylor retired in 1921 and the union appointed Jack Wills formerly General Secretary of the Building Workers Industrial Union to lead the union.



A committed industrial trade unionist Wills aimed to make the NUCW the industrial union for those providing council services and at the unions conference on the 19th August 1928 delegates voted to change the unions name to the **National Union of Public Employees** to better

Wills retired in 1934 and Bryn Roberts, a 36 - year old former miner was appointed General Secretary. Roberts headed a union of less than 13000 members and a deficit of £450 15s. Prior to appointing Roberts the Executive Council had approved the borrowing of £1000 to keep the union afloat.

Roberts posed three questions to the Executive Council: Can the union survive indefinitely upon its limited personnel: Will it be ultimately submerged by competing trade union forces? Will elements within NUPE successfully advocate amalgamation with the National Union of General and Municipal Workers or the Transport and General Workers Union?.

Roberts own answer to these questions were:

"It is I believe fair to say that in answer to these questions, the danger of extinction, voluntary or otherwise, is greater if the union stands still, than would be the risk of failure if an ambitious programme of expansion was embarked upon".

Roberts expansion plan consisted of appointing four organisers for the London area, Roberts research showed there were thousands of unorganised council workers in London and the organisers role was to get them into the union. Roberts reported to the Executive Council at the end of 1934 that membership in London had grown by 50% to 12000.

The union appointed a team of organisers to organise outside of the London area.

Roberts saw the potential in organising county road workers who were unorganised, poorly paid, numerous but spread in small groups throughout the country and told organisers to dedicate part of their week to organisation roadworkers.

Roberts could be seen as being ahead of his time in turning NUPE in to an organising union, his instructions to organisers were to recruit members, represent members and gain recognition for them. He was committed to establishing NUPE as the industrial union for all public employees and used well researched claims, extensive publicity and a dedication to achieving national pay bargaining.



1. Silver award badge. 2. For recruiting 50 members. 3. For recruiting 50 members.
4. National Merit award. 5. Southern & Eastern Division Merit award.
6. North West Division Merit award.



1968 also saw the appointment of Alan Fisher as General Secretary. The start of bonus schemes in health and local government saw the expansion of shop stewards in the union.

By 1938 the membership had grown to 40,200 but within 10 years the membership had risen to 140,250 and to 200,000 in 1958. NUPE lost membership in the gas, electricity and forestry industries when employers and other trade unions combined to exclude NUPE from these industries even though the union had thousands of members in them.

Sydney Hill was appointed General Secretary in 1962 and although a less combative figure than Roberts continued the expansion of the union and became the first NUPE representative on the TUC General Council.

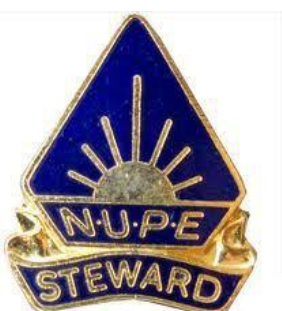
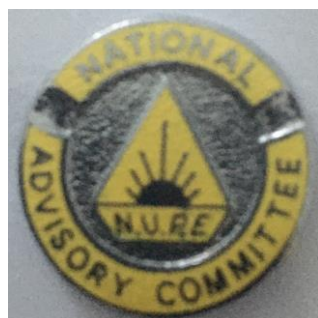
NUPE continued to expand in local government, the NHS and began organising university support staff reaching 256,000 members in 1968.

The increase in stewards led to the union commissioning a report into union lay structures and how to increase participation in the union. The report adopted in 1974 led to the formation of a range of lay structures throughout the union including Divisional (regional) councils and conferences.

National Committees for Local Government, NHS, Universities and Water.



National Advisory Committees were set up for major occupational groups.



Branch officer badges. 1. Chairman 2. Chairperson 3. Secretary: white scroll 4. Secretary: blue scroll

At local level area committees were formed to bring branches from the same service together.

The appointment of Alan Fisher saw the union launch a campaign against low pay in the public services and led to a number of national disputes, bin workers in 1969, local government 1970, NHS 1973 and Nurses dispute in 1974.

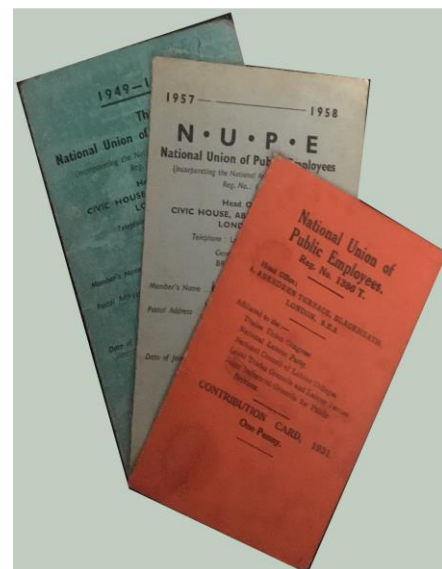
The introduction of shop stewards, new lay structures and national disputes led to NUPE membership reaching 693,097 by 1978.

NUPE was a major player in the so called 'Winter of Discontent'. While some within the Labour Party blamed the unions and especially NUPE for it losing the general election in 1979 however the Labour government had the highest unemployment figure for 40 years, prices rising by 100% and had refused to lift public service workers from the low pay

Ghetto.



Rodney Bickerstaffe replaced Alan Fisher as general secretary in 1982, NUPE membership stood at 710,453. Bickerstaffe was popular with activists and members.

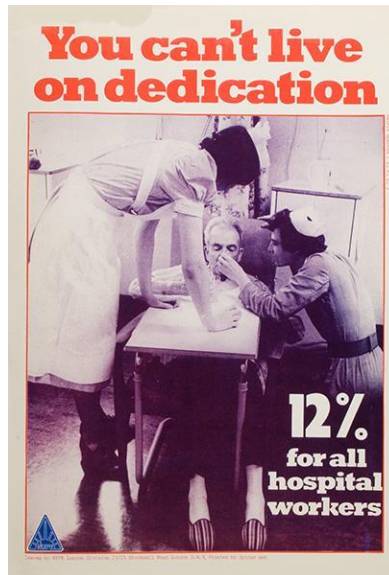
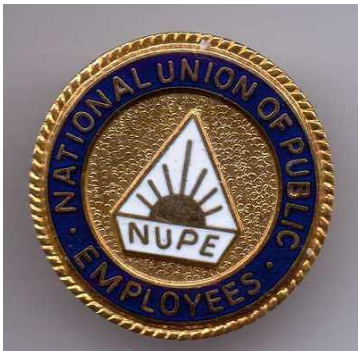


The 1980's saw a number of conference motions on badges. The Doncaster Hospitals branch moved a successful motion at the 1982 Annual Conference that the union provide a free badge to every member.

At the 1984 Annual conference Stockport Hospitals branch moved a successful motion bring to the attention of the union the fact that members were worried that the triangular badge may injure patients and should be replaced with a round badge. This resulted in the issue of what became known as the 'deluxe' badge within the union.

In response to the new badge the 1988 Annual Conference supported Stockton Hospitals motion instructing the union to re-instate the 'de-luxe' badge.

In 1982 NHS nurses and other staff complained about low pay and campaigned for a 12% pay rise. The government offered 6.4% for nurses and health professionals and 4% for all other staff. It was massively rejected by NUPE members.



Following a series of strikes an offer of 7.5% to nurses and health professionals and 6% for all other health workers. Once again, the offer was rejected and strikes continued. Eventually an increased government offer of 12.3% for nurses and health professionals and over 10% split over two years for all other staff was accepted. The government also set up a Pay Review Body as part of the deal and

In response to the increased cost of providing free badges to all members the union relaced the 'deluxe' badge with a white round badge.

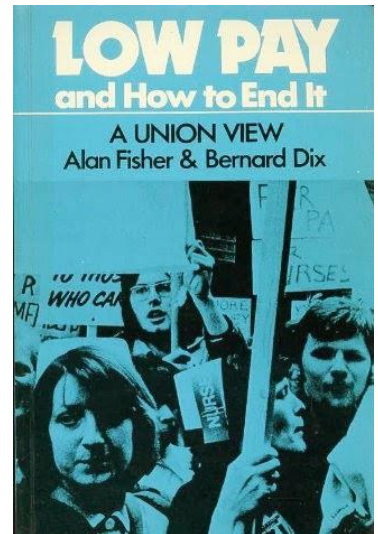


NUPE successfully fought the Royal College of Nursing's attempt to exclude Auxiliary Nursing grades from the Pay Review Body.

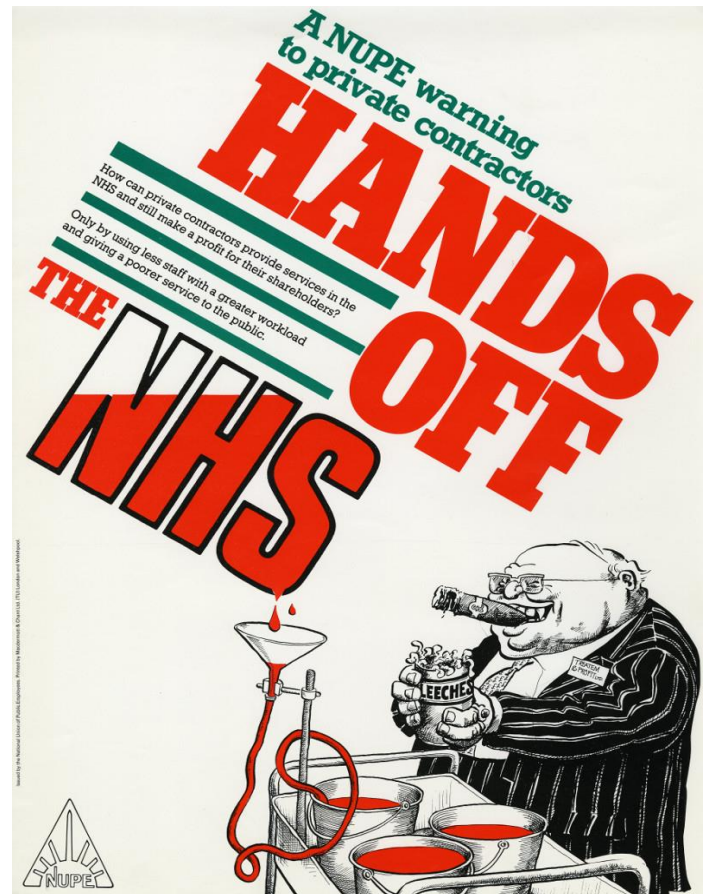
In 1983 NUPE water workers took part in strikes to obtain a 15% pay rise. The water employers offered a 6% rise but the government reduced it to 4%. The unions eventually forced the government in to paying a 12.25% rise and a reduction of one hour in the working week.

The Thatcher government's privatisation programme in the NHS and Local Government meant membership loses for the union in its two main

areas of recruitment. But the strike action at local level in these services slowed the spread of privatisation.



Under Rodney Bickerstaffe's leadership NUPE lead the campaign for a minimum wage. NUPE had first advocated a minimum wage in a booklet, Low Pay and how to End It, in 1974.



NUPE moved a motion on the National Minimum Wage at the 1982 Labour Party conference but it was defeated on the block votes of some unions.

Rodney Bickerstaffe continued to argue for a minimum wage amongst other union leaders. In 1985 NUPE gained the support of the Labour Party conference for a minimum wage and in 1986 NUPE gained the support of the TUC for the minimum wage with only COHSE, ISTC, TGWU, AEU and EETPU voting against.

In 1989 NUPE celebrated its centenary and produced a number of badges to mark the event.

During Bickerstaffe's term as General Secretary the union introduced national and regional advisory committees for women and race and a National Equalities Officer.

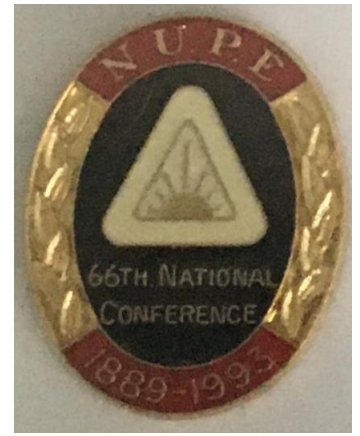
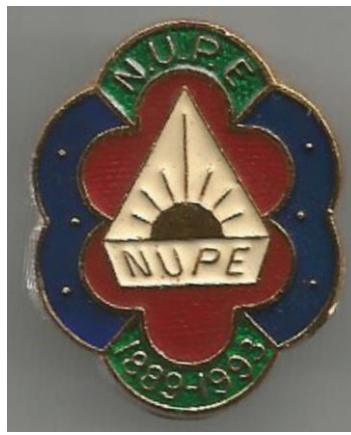
NUPE's 1998 National Conference carried a branch motion on investigating a merger with the National and Local Government Officers Association. NALGO's national conference approved a similar motion.

The Thatcherite attacks on public services had meant a closer working relationship between NUPE and NALGO at national level and more importantly between activists at local level.

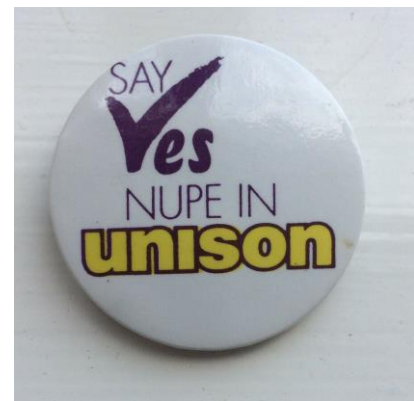
The Confederation of Health Service Employees joined the amalgamation talks.

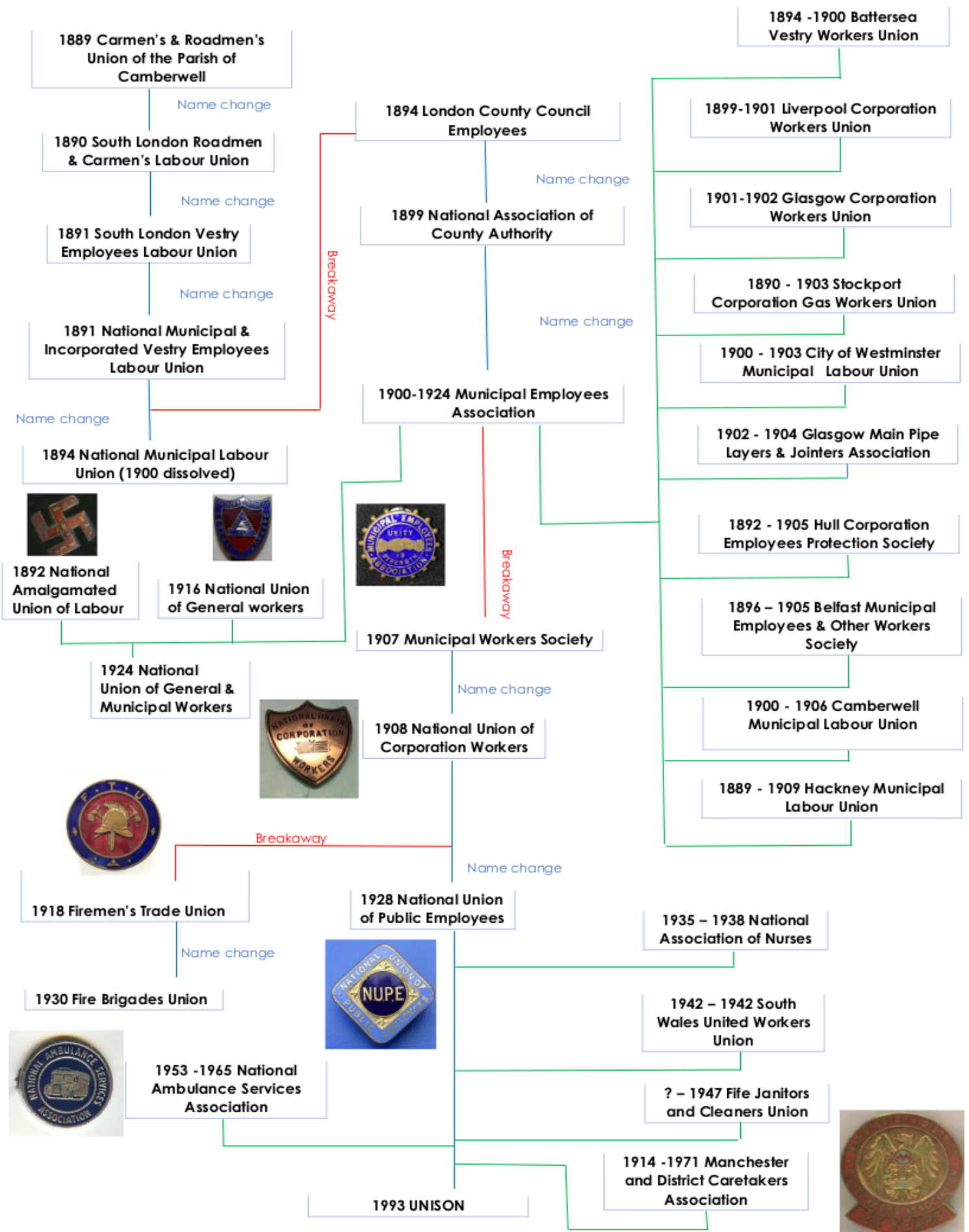
Members of all three unions voted to support the merger and in 1993 UNISON was formed.

NUPE produced badges for the last NUPE conference, its 66th, in 1993 and also a badge to mark the end of NUPE.



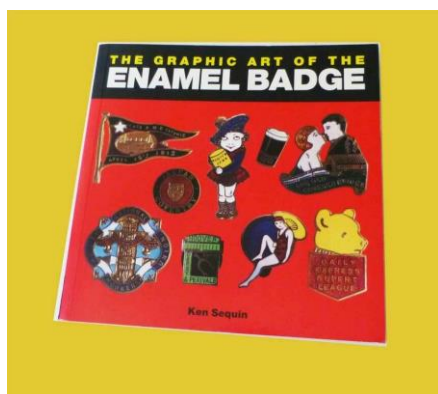
Rodney Bickerstaffe last NUPE General Secretary





Corner

Book



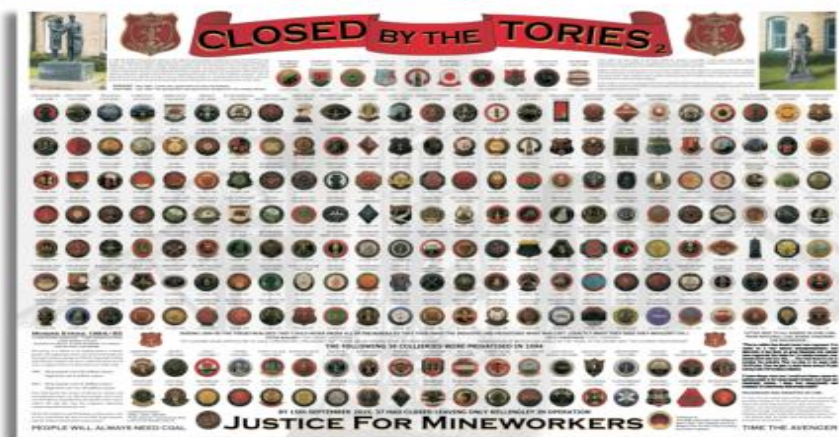
The Graphic Art of the Enamel Badge, Ken Sequin. Some images of Trade Union Badges, available on eBay. Prices vary, I paid £3.50.

The London Trade Union Badge Collective have produced **“Behind the Badge”**

Volume 1. 172 pages and Volume 2. 178 pages

A brief history of British Trade Unions with formative dates, histories, mergers and great photos of dozens of badges.

Not to be missed addition for collectors. Vol 1 £15. Vol 2 £10. £3 Postage and £6 for both. Contact Norman normanbiddlecombe@yahoo.co.uk



“CLOSED BY THE TORIES 2” is a full colour print (measuring 100x70cm) produced on quality card suitable for framing. It is the work of an ex-miner and improves on the first version issued in 1995. All Collieries and Workshops are represented by their own badge with closures shown from 1984 to 2015. Statements from the strike 1984/85 have been used to prove what we all knew then, that the Tories were mis-leading everyone about their real intentions for the mining industry.

With the end of Britains deep coal mining imminent this poster is a tribute to all those who fought to keep the industry alive against overwhelming odds. It shows clearly who is to blame for the premature loss of our collieries and the devastation this has caused in coal mining communities.

It is available at £25 a copy with £5 going to “Justice for Mineworkers” which still supports miners victimised because of the strike. Postage at present is £6 (UK only), this may increase in the future and prices are available on request for multi-orders .Please allow 14-28 days for delivery.

Payment via Paypal to: nine-one-seven@hotmail.com or alternatively
Send cheques payable to 'nine-one-seven' to 16 Druids Way, Penkridge, Staffs ST19 5HS
Payment BY BACS Nine-one-seven Sort Code: 52-21-00 Account No: 18643450
For any enquiries please call: 07976 272247 / 01785 261213 or email nine-one-seven@hotmail.com

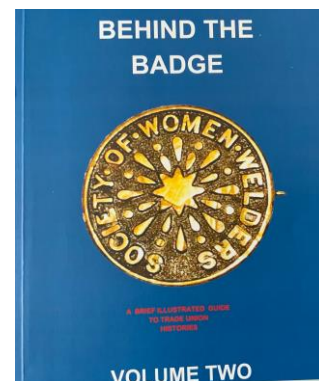
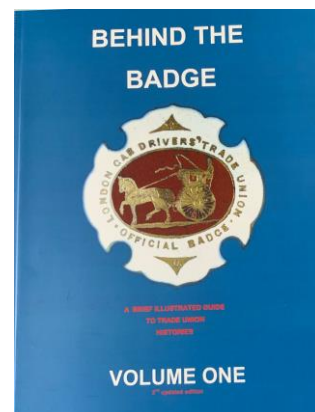
Name:..... email:.....

Address:.....

Postcode:..... Telephone:.....

Please send me copy / copies of Closed By the Tories at £25 per copy, £6 p+p. Cheques payable to nine-one-seven.

I understand that a donation from each copy will be made to Justice for Mineworkers. Allow 14 / 28 days for delivery





ALSO AVAILABLE

Copies of the original Poster from 1995 are still available at £10 each (+ £6 P&P) when ordering the new version.

Only limited supplies remain and it will not be re-printed.

Enamel Badges of the National Union of Mineworkers

This A4 softback book contains 156 pages of which 90 are in full colour.

It illustrates over 1700 badges together with a detailed description and history of the majority of badges shown.



The book is the work of an ex-striking miner and is produced with the permission of the National Union of Mineworkers. £33 per copy (inc P&P)

All proceeds from the book will go to the Justice for Mineworkers campaign. Discounts for multi - orders

Payment via Paypal to: nine-one-seven@hotmail.com or alternatively

Send cheques payable to 'nine-one-seven' to 16 Druids Way, Penkridge, Staffs ST19 5HS

Payment BY BACS Nine-one-seven Sort Code: 52-21-00 Account No: 18643450

For any enquiries please call: 07976 272247 / 01785 261213 or email nine-one-seven@hotmail.com

Name:..... email:.....

Address:.....

Postcode:..... Telephone:.....

Please send me copy / copies of Closed By The Tories at £10 per copy (+ P&P).

Please send me copy / copies of Enamel Badges of the NUM at £33 per copy.

**Cheques payable to
nine-one-seven.**

I understand that a donation from each copy will be made to Justice for Mineworkers. Allow 14 / 28 days for delivery

The Lilywhites

By Neil Towart

Ben Chifley, NSW Locomotive Enginemen, Firemen and Cleaners member and delegate (later the Australian Federated Union of Locomotive Enginemen, Firemen and Cleaners Assn) and Lilywhite, who became a Labor Prime Minister later reflected:

"I should not be a Member of this Parliament today if some tolerance had been extended to the men who took part in the strike of 1917. All that harsh and oppressive treatment did, as far as I was concerned, was to transform me, with the assistance of my colleagues, from an ordinary engine driver into the Prime Minister of this country."

1917 was a time of upheaval all around the world. The Great War dragged on in the mud, in 1916 there had been the Irish uprising, the Russian Revolution and worker revolts in many other countries. Australian society was not immune to this turbulence.

The War's demand for more goods and services from fewer people raised the pressure at Eveleigh. In 1917 Acting Chief Railway Commissioner, James Fraser blamed "pernicious mischief makers" rather than poor management for low productivity, described the growing strength of unions as "barbarous", and "diseased".

There had been more than 40 strikes at Eveleigh Carriage works since the beginning of the war and Eveleigh management renewed its previous efforts to introduce the Taylor Card System.

Fraser's card-based costing system was intended to 'streamline' production and measure workers' performance.

The Amalgamated Rail and Tramway Services Assn (ARTSA) reacted to this by claiming the system would de-humanise workers and make a monotonous job worse.



In July 1916 *The Co-operator* (railway union newspaper) editorial stated that:

"Scientific management seeks to make the task of the worker more monotonous than it ever was, to take from his work the last vestige of individuality, and to make him a mere cog in the machinery of production."

The system required a foreman to record detailed accounts of how each worker spent his day.



If work took too long to complete, or workers were absent from their station without authorisation, it was noted on the card. If a satisfactory explanation was not produced, an employee's pay was docked. Additional foremen were required to complete this extra supervision. The process was called 'Taylorism', after its American advocate F.W. Taylor.

A central tool room was also established, and workers had to request the tools they needed.

However, workers saw this as an insult to their skills. They felt the centralised system removed their ability to collaborate on tasks and removed the teaching role of more experienced workers.

Eveleigh workers and Randwick tramway workers walked off the job on 2 August 1917 triggering the largest industrial dispute in Australian history. Other workers followed suit. What became the General Strike engulfed the nation as 97,000 rank and file union members downed tools and walked off work site after work site.

Workers who stayed out on strike became known as the 'Lily Whites'. Three thousand men had their employment records marked "not to be re-employed" or "dismissed by Proclamation". This was despite the Railway Commissioners having agreed that "work shall be resumed without resentment and employment offered without vindictiveness".

"I remember somebody retiring off a drilling machine in 12 Bay around the early '60s and somebody brought him along a lily."

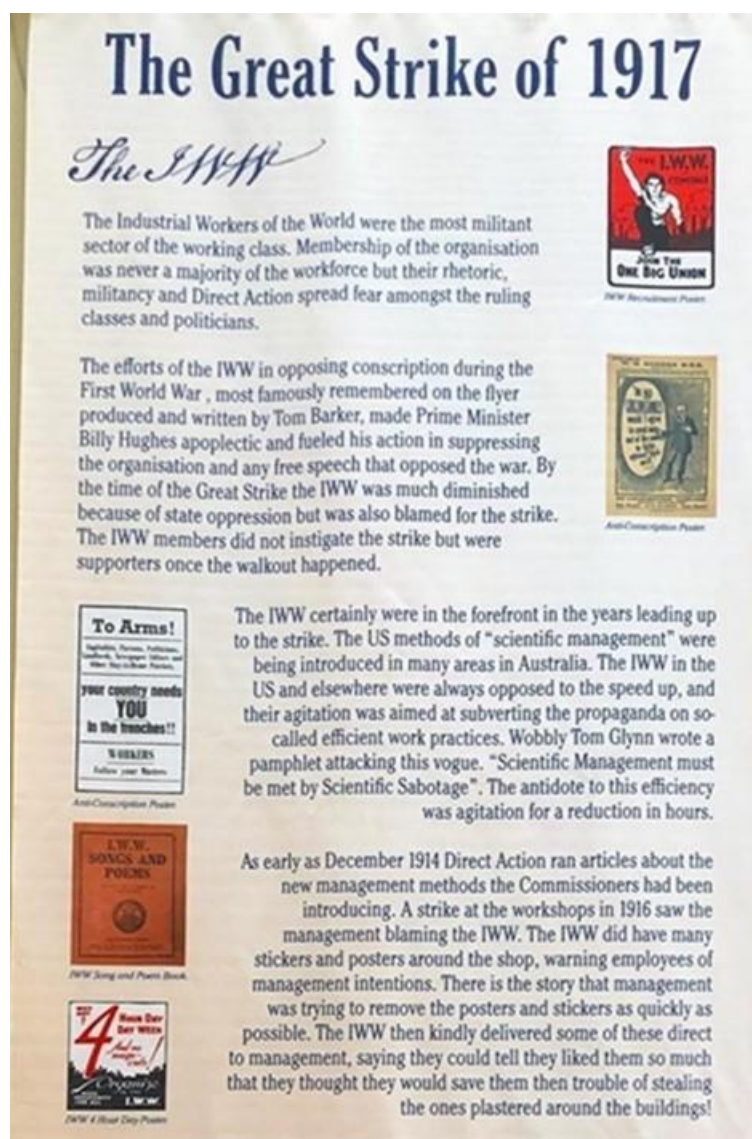


Management had undertaken to not alter the working system for the duration of the war. A commitment soon abandoned.

The IWW was active, at the Randwick Railway workshops in particular, with members pasting slow down stickers around the workshops, which management took down as fast as they could. After a while the IWW members deposited a pile of them in the offices, saying that since the bosses seemed so keen on having the stickers, they would save them the bother of collecting them.

Previously, workers had been allowed to make and maintain their own set of specialist tools, which were stored in their own lockers.

Workers had many grievances, including widespread retrenchments and onerous work schedules requiring locomotive crews to be on the job for unpaid periods. Added to this was the general economic background of the war years with prices rising rapidly and wages stagnating at best. With many having volunteered for the European War staff



A 'lily white' was a worker who went out on strike and didn't come back until the strike was officially over, when the railway re-employed them usually at a lower paid position.

The two pins we have from the Lilywhite Assn are illustrated here.



The Trolley, Draymen and Carters Union, one of whom, Merv Flanagan, was murdered by a scab during the strike, produced their own pin.



The most well-known lilywhites are those who later became ALP parliamentarians. Ben Chifley was Prime Minister, Eddie Ward a Federal MP and Joe Cahill was long serving premier of NSW. All were sacked with DISMISSED by Proclamation stamped on their cards.



The Government called rural workers, school and university students and anyone else who would come, to replace the workers who were striking. Many did so and the government produced a pin for these workers.

Chifley, Joseph Benedict

NAME IN FULL *Chifley, Joseph Benedict* Date of birth *20 Feb 1885* Proof of age No. *32,53*

Temporary Staff Certificate No. *101* Date commenced on probation for 6 months *15 September 1903*

Permanent do. *10284* Date commenced to contribute to Railway Service Superannuation Fund *1 October 1903*

Board of Examiners' Certificate No. *101*

For particulars of Insurance Policies transferred to the Railway Service Superannuation Board, see Insurance Card

DATE	POSITION	STATION	BRANCH	RATE OF PAY	REMARKS
DAY	MONTH	YEAR		AMOUNT PER	
15	Apr	1908	Shop boy	2/6	day
22	Apr	1908		3/6	
25	Apr	1908		4/6	
21	Jul	1905		5/6	
1	Nov	1907	Driver	6/6	
23	Aug	1907	Driver	7/6	
15	Nov	1907	Driver	8/6	
18	Nov	1907	Driver	9/6	
28	Apr	1909	Fireman	10/6	
5	Mar	1909		11/6	
6	Aug	1909		12/6	
5	Apr	1910		13/6	
8	Jul	1909	Driver	14/6	
18	Nov	1909		15/6	
18	Nov	1909		16/6	
18	Nov	1909		17/6	
18	Nov	1909		18/6	
18	Nov	1909		19/6	
18	Nov	1909		20/6	
18	Nov	1909		21/6	
18	Nov	1909		22/6	
18	Nov	1909		23/6	
18	Nov	1909		24/6	
18	Nov	1909		25/6	
18	Nov	1909		26/6	
18	Nov	1909		27/6	
18	Nov	1909		28/6	
18	Nov	1909		29/6	
18	Nov	1909		30/6	
18	Nov	1909		31/6	
18	Nov	1909		32/6	
18	Nov	1909		33/6	
18	Nov	1909		34/6	
18	Nov	1909		35/6	
18	Nov	1909		36/6	
18	Nov	1909		37/6	
18	Nov	1909		38/6	
18	Nov	1909		39/6	
18	Nov	1909		40/6	
18	Nov	1909		41/6	
18	Nov	1909		42/6	
18	Nov	1909		43/6	
18	Nov	1909		44/6	
18	Nov	1909		45/6	
18	Nov	1909		46/6	
18	Nov	1909		47/6	
18	Nov	1909		48/6	
18	Nov	1909		49/6	
18	Nov	1909		50/6	
18	Nov	1909		51/6	
18	Nov	1909		52/6	
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18	Nov	1909		65/6	
18	Nov	1909		66/6	
18	Nov	1909		67/6	
18	Nov	1909		68/6	
18	Nov	1909		69/6	
18	Nov	1909		70/6	
18	Nov	1909		71/6	
18	Nov	1909		72/6	
18	Nov	1909		73/6	
18	Nov	1909		74/6	
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18	Nov	1909		85/6	
18	Nov	1909		86/6	
18	Nov	1909		87/6	
18	Nov	1909		88/6	
18	Nov	1909		89/6	
18	Nov	1909		90/6	
18	Nov	1909		91/6	
18	Nov	1909		92/6	
18	Nov	1909		93/6	
18	Nov	1909		94/6	
18	Nov	1909		95/6	
18	Nov	1909		96/6	
18	Nov	1909		97/6	
18	Nov	1909		98/6	
18	Nov	1909		99/6	
18	Nov	1909		100/6	

Cahill, John Joseph

NAME IN FULL *Cahill, John Joseph* Date of birth *21 Jan 1891* Proof of age No. *12,778*

Temporary Staff Certificate No. *Nil* Date commenced on probation for 6 months *1 Mar 1907*

Permanent do. *12574* Date commenced to contribute to Railway Service Superannuation Fund *1 Oct 1910*

Board of Examiners' Certificate No. *Nil*

For particulars of Insurance Policies transferred to the Railway Service Superannuation Board, see Insurance Card

DATE	POSITION	STATION	BRANCH	RATE OF PAY	REMARKS
DAY	MONTH	YEAR		AMOUNT PER	
2	July	1907	Apprentice	10/6	day
2	Jul	08	Helper	12/6	day
6	"	09	"	14/6	"
13	"	10	"	16/6	"
23	Oct	10	"	18/6	"
27	7	18	Helper	11/6	per day dit money.
30	Nov	18	Helper	12/6	per day dit money.
1	Jul	1907		13/6	per day dit money.
13	Oct	10		14/6	per day dit money.
15	Nov	1906		15/6	per day dit money.
1	Nov	1907	Apprentice	16/6	per day dit money.
11	Jul	1907	Helper	17/6	per day dit money.
14	8	17	Dismissed by Proclamation - Left work on Strike.		
8	9	22	Helper	18/6	per day dit money.
8	9	22	Helper	19/6	per day dit money.
12	1	23		20/6	
18	5	23		21/6	
30	Sep	23		22/6	
1	July	24		23/6	
26	Aug	25	Helper	24/6	per day dit money.



Taronga Park Zoo had been opened in Sydney in 1916 and the government, looking for places to house the scabs who had come to Sydney to take over the jobs of the strikers, used the zoo area as a camp ground.

The Sydney Cricket Ground was also used and the initials SCG soon became well known as the Scabs Camp Ground.

"Well the Unions might have remembered it more than the average railways fellow. I was amazed and wondered what the heck it was all about, why they gave him a lily...the railways employees, have got long memories."

Keith Johnson, Eveleigh employee

Unions from all industries supported the strike, with all goods declared black if shifted by non-union employees in rail, road transport and shipping, Coalmines, trains and wharves stopped.

produced by Frontyard Films
<https://www.frontyardfilms.com.au/thegreatstrike1917/> and is available as a DVD or Vimeo on demand here
<https://www.roninfilms.com.au/feature/16810/great-strike-1917.html>

Ultimately there were too many scabs and the power of the state prevailed, with the workers gradually returning. The coalmines and waterside workers remained out for longer than the railway workers but they too had to relent.

The strike saw many lose their jobs and or seniority when they did return to work, regaining them when the Australian Labor Party won office in 1925, then losing them again in 1927, and gaining them in 1930.

Although a huge defeat for the labour movement at the time, the outcomes in the 1920s included the gaining of a 44-hour week, sick leave and workers compensation laws, no small things.

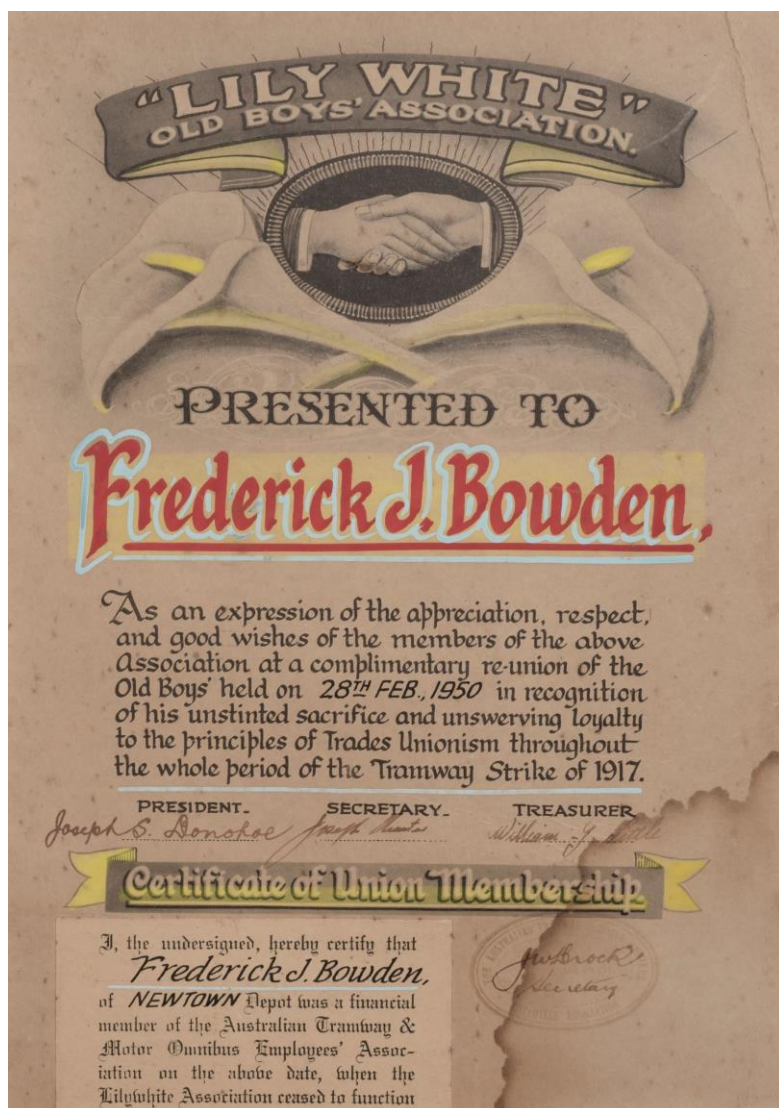


A feature film was made of the dispute and was heavily censored and pretty much banned. Fragments of the film have survived and were found by the National Film and Sound Archive with the help of City of Sydney Historian Laila Ellmoos. You can see some of that footage here:

<https://www.nfsa.gov.au/great-strike-1917-film-brought-back-life-nfsa>

The Lilywhite Assn remained a semi-secret society so a list of their members has not been seen. We have certificates presented to some members. The reverse of the one here illustrated there are faded signatures that were inscribed at the dinner honouring the recipient which is the closest thing we have to membership list.

A film commemorating the 100th anniversary of the dispute, which was remains the largest ever in Australia by population size (demonstrations of over 100,000 people marched through Sydney's streets at least once a week for six weeks – this was equivalent to one fifth of the population) has been



The secrecy is perhaps illustrated by this comment from the 1960s, over 40 years after the dispute

Presented to

GEORGEN EMMETT, ESQ.

BY THE



We the members of the above association, wish to place on record, our very sincere thanks for the generous help you have given us in the past. If it had not been for your generosity, we feel certain, our functions would not have been so numerous - therefore, it is with feelings of pride and thankfulness we bestow upon you the highest honor within our power, by making you

THE FIRST LIFE MEMBER OF THE ASSOCIATION.
A REWARD YOU SO RICHLY DESERVE...

And may it please you to know, you are held in the highest esteem by every member of our Society - a tribute, any man would be proud of.

*WE KNOW THAT YOU ARE WORTHY, WE KNOW THAT YOU ARE TRUE,
WE KNOW WHEN YOU ARE AT THE HELM, YOU SEE US SAFELY THROUGH.*

We now take this opportunity to extend to you heartiest congratulations on the magnificent manner you have steered your course to a successful career.

*ALTHOUGH YOU WERE JUST ONE OF US, WE ARE GLAD TO KNOW YOU'VE RISEN,
FROM HUMBLE TRAMMIE OF THE ROAD, TO A MAN OF STRENGTH AND VISION.*

And now sir, it is the unanimous wish of the Association, that you and your dear wife, may long be spared, to spend very many years of happiness together, and enjoy to the fullest, the fruits of your labours.

Again thanking you for your goodness and support, which will always be remembered.

On behalf of the members, we are yours sincerely,

• JOSEPH DONOHUE, *President,*
• JOSEPH HUNTER, *Secretary,*
• WILLIAM LITTLE, *Treasurer.*

14th MARCH, 1948.

Badges from Bernie Beagan's Collection



London Carmen's Trade Union



London Carmen's Trade Union



London Carmen's Trade Union No. 34 branch

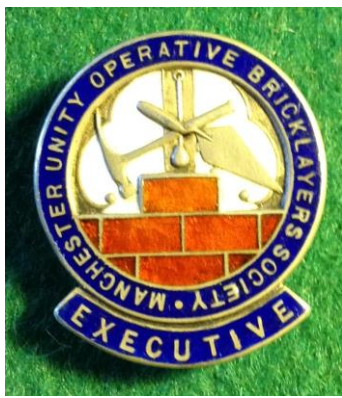
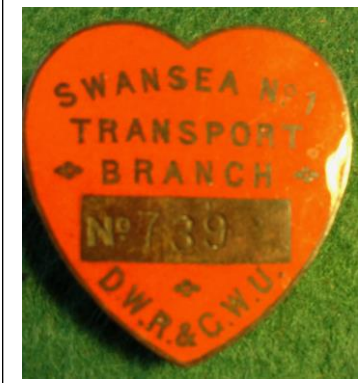


ASLEF and Brotherhood of Locomotive Engineers 1909 convention Leeds



Locomotive Steam Engineers and Firemen's Friendly Society front and back of fob.



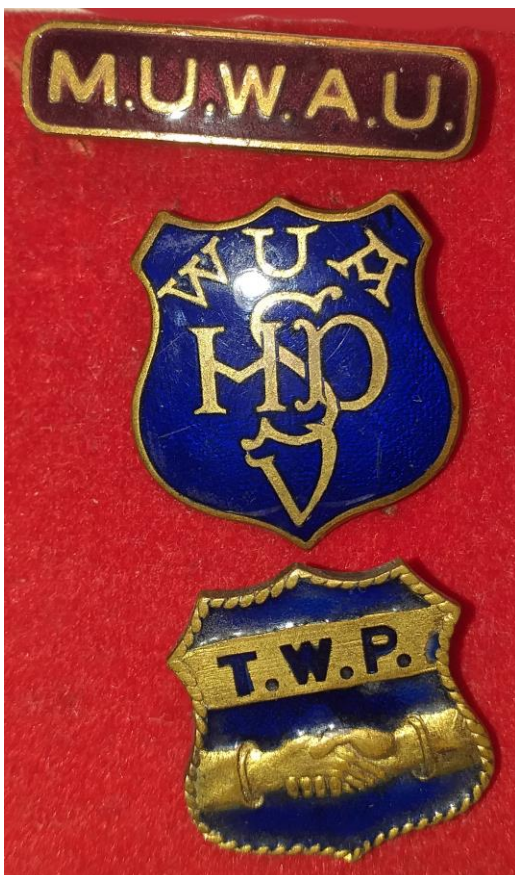








Can you identify these badges?



According to HDTU, Vol. 1, the **Union of State Servants** was formed in 1943 with 481 members. The membership had dwindled to 10 members in 1951, before the union ceased to exist in 1952. Thus quite a rare badge which may explain why it has not been seen or perhaps recognised before.

The Union of State Servants: Non-Union Badges by John Manley



The only other reference to the union that I have found is from the records of Parliament (Hansard) which is produced in full below:-

Oral Answers to Questions — Union of State Servants (Official Stationery)

— in the House of Commons on 29th February 1944.

(Citation: HC Deb, 29 February 1944, c1232)

Mr Denis Pritt, Hammersmith North: asked the Secretary of State for War whether he is aware that the Union of State Servants is issuing its circulars on official stationery and distributing them in War Office envelopes through the War Office post; whether similar facilities are given to any other trade unions; and if not, why this organisation is given preferential treatment.

Sir J. Grigg: I am at present investigating a report of the alleged misuse by an official of the Union of State Servants of an official envelope and the War Office postal facilities for the transmission of correspondence and literature. I am not aware of any other case of the alleged misuse of official stationery by this organisation. The use of official stationery for other than official purposes is strictly forbidden.

Mr. Pritt: Has the right hon. Gentleman received a report and will he look into it, that

circulars are actually printed on paper with the Stationery Office watermark?

Sir J. Grigg: I am investigating the report mentioned in the Question, but I have not heard of any other cases. If the hon. and learned Gentleman has, perhaps he will let me have particulars.

The badge is 22mm in diameter, and is not in the TU Collectors guide, and as far as I am aware has not been seen elsewhere.

Identification of Badges from the last TUBCS.

The two badges "81 3" and "SH EN" are not trade union badges but company employee identification badges from the Birmingham Small Arms (BSA) company. The first part is the factory site, and the second a workshop within the factory, the identity of which is unknown to me (at the moment). "81 3" is the BSA factory at Newcastle under Lyme, and "SH EN" is the BSA factory at Small Heath, Birmingham. If any collectors want further information then

contact John Manley, who is also willing to purchase any spare badges with similar "coded" letters/numbers.

Non-Union badges in the TU Collectors guide

There are a lot of badges in the Trade Union guide which really shouldn't be there as they have nothing to do with trade unions. I guess once they have been added it is difficult to remove them, but it is disappointing when you see them being stated as such and such a union on the internet, especially e-bay. Perhaps it would be a good idea to remove them in the next addition of the guide as it is unprofessional to continue having them in the guide when we know they are not union badges. Over the next few issues I'll try and list those that I know are not, although some have not been identified for certain yet.

Women's Guild of Empire

Described as the Winding & General Engineers Union. It is actually The Women's Guild of Empire formed by Flora Drummond, a former WSPU member.



W.G.E. PEACE UNITY CONCORD
[RODEN 55 HATTON GARDEN
LONDON E.C.]

The guild was a right-wing league, which aimed to encourage patriotism among working class women. The Guild eventually had 40,000 members in 30 branches.



Ladies Home Mission Union

Often described as the Australian union; Liquor, Hospitality and Miscellaneous Workers Union. The Ladies Home Mission Union (LMHU) was created in 1889, and is now the Church Pastoral Aid Society



W.G.E. PEACE UNITY CONCORD
(Tin Badge)

CTU and CZTU

I think I have seen this badge described as the Cornish Tin Union, or Cornish Zinc and Tin Union. An imaginative guess as they are more likely to be the Christian Temperance Union and Zionist Christian Temperance Union.



The Guild believed that strikes caused misery and unemployment and that trade unions should keep out of politics. It was formed just before the start of WW1 (1914 presumably) and still active in 1934.

The Modern Churchmen's Union

Described in the guide as the Manchester Carters Association. The registration number dates the badge to 1920.



The Modern Churchmen's Union was founded in 1898 as the Churchmen's Union for the Advancement of Liberal Religious.

After a few changes of name, the society was known as The Modern Churchmen's Union from 1928 to 1986. The name was then changed to The Modern Church people's Union and changed again in 2010 to Modern Church.

Co-operative Holiday Association

Listed as the Halifax Carters Association, I'm fairly certain that it is the Co-operative Holiday Association which was founded in 1891, and rebranded as the Countrywide Holidays Association in 1964. I have also come across a similarly designed badge with the CIP monogram.



International Workers Day-Labour Day-Mayday- 1st MAY

Following on from the last edition a few more examples showing the importance of Mayday.

Thanks to David Yorke in Canada for the badges.



Canada



U.S.A.



Hungary



Printed by the Memorial Press, Hurst, Ashton-u-Lyne.

Peoples March for Jobs

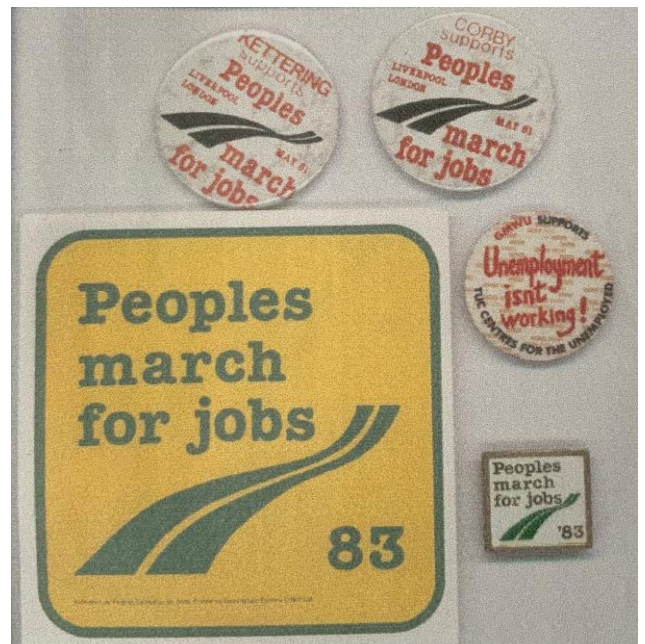
by Steve Baguley

The Jarrow Crusaders in 1936 inspired the 1981 March for Jobs which was initiated by Merseyside County Associations of Trade Unions. The route from Liverpool to London was supported nationally by a wide range of bodies, feeder marches were organised from Yorkshire & South Wales.

In 1983 The Welsh and Scottish TUCs organised the march from Glasgow to London and again feeder marches were organised from Lands' End, Gt Yarmouth, Hull and Halifax and many more.

Some of the badges were shown in the TUBCS newsletter in 2004

I have added a few more, no doubt there will be many more, so please share if you have different examples.

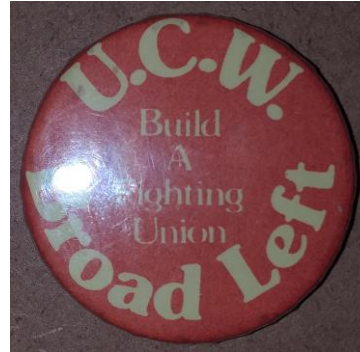


National Seamen's Reform Movement

by Paul Cosgrove

If the question was posed, 'what, is a trade union badge?', collectors would be able to rattle off a significant list which none of us would disagree with. 'When, is it a trade union badge? That is a more puzzling proposition, with answers lacking the same clarity of the former question.

In the Badge Guide, there are numerous examples of trade union Broad Left badges. Some have the full name or initials of the union. Others are less obvious. In the 1960's a common phrase for disputes was Official or Unofficial. I am delighted to have a NSRM, badge within my collection. To me it truly represents militant and effective trade union action which produced results. We should not be concerned with Official/Unofficial but rather think of actions as Effective/Ineffective. To mark the 60th Anniversary of the 1960 Strike, perhaps it's time to include the badge within the collectors' guide and make it an official trade union badge!



Groupings within Trade Unions, such as above share a commonality better: representation, accountability, campaigning, effectiveness and a truly fighting agenda.

Perhaps the most effective but least known about Rank & File organisation was the, National Seamen's Reform Movement. Whilst all of the above aspirations are accurate,

in seafarer's terms this included:

- Reduced hours of work
- Union Delegates on ships
- Election of all union officials
- Same menu for officers & crew
- Washing machines & fridges on all ships

The text below was written by the late Bill Hunter (www.billhunterweb.org.uk)

In the summer of 1960, there were increasing demands from rank and file trade unionists for increases in wages and a cut in hours. Merseyside Dockers came out on strike for two weeks at the beginning of July with these demands.



KEEP FIT AT... Ferry McHale's RING SPORTS AND SOCIAL CLUB GYMNASIUM
Bar Open Daily from 3 p.m. to 6 p.m.
Sunday from 1 p.m. to 3 p.m.
Gymnasium open 11 a.m. Daily
Admission
22 ISLINGTON, LIVERPOOL 3
(Near City Centre)
Phone: North 1158

THE FO'C'STLE
The official organ of The National Seamen's Reform Movement.

The Beacon Club
Licensed Bar
Your Host: JOE BYGRAVES
Former Heavyweight Champion
QUICK SERVICE AND CIVILITY
DANCE COMPANIES, GORGEOUS MUSIC
144 Upper Parliament Street,
Liverpool 8.
Phone: Royal 3165
Your host will be pleased to see old and new friends, and have the pleasure of supplying them with our
Fine Sparkling Beer, Best Wines and Spirits.

Volume 1, No. 8 August, 1961 Price 3d

FIRST ANNIVERSARY

OF THE

N.S.R.M.

Our Future Policy

- 40-Hr. Week
- Ships' Delegates
- Election of all Union Officials
- Washing Machines and Fridges on all Ships.
- Union Hiring Halls
- Crew Messmen
- Same Menu for Officers and Crew
- A Better Leave Plan
- National Health Insurance to cover Seamen in any part of the world.
- The Repeal of the Penal Clause from the Merchant Shipping Acts.
- PENSIONS FOR ALL.

This strike lasted two weeks. The union was forced to negotiate and came out with an agreement for 44 hours in port and a 52-hour week when at sea. Sir Thomas Yates, the general secretary of the union described the agreement as a 'New charter for seafarers'.

The Reform Movement rejected the agreement, its leaders declaring: 'Yates apparently does not know that ships spend most of their time at sea.' A month after they had gone back to work the seafarers came out again.

Liverpool seafarers who walked off their ships demanding four pounds a month increase and a 44-hour week. At that time, they worked a 56-hour week. Their union, the National Union of Seamen, was one of the most bureaucratic of unions.

The Seamen's Reform Movement was set up to fight for better conditions for seafarers and for reform of the union including shop stewards and committees on ships, regular branch meetings at fixed times, and control of officials.

The struggle grew more bitter. Paddy Neary, NSRM Chairman, was sentenced to imprisonment by order of a High Court judge under the 1894 Merchant Shipping Act. This was an act which made absolute the dictatorship of the captain aboard ship, made protest or strikes a mutiny.

One of the first actions that the Liverpool strikers took was to pass unanimously, a vote of no confidence in their union Leadership. Time and again a resolution for a reduction of hours had been passed at the union's annual general meeting. Yet nothing had ever come of it. Seamen from other ports joined the Liverpool strikers.



The imprisonment of Neary roused a storm among the rank and file of the trade unions. Trade unionists marched to Brixton jail where Neary was imprisoned shouting: 'Stop jailing strikers – free Neary now!' The majority of British trade union leaders, to their eternal shame, kept quiet.

On Merseyside, an action committee was formed by the Liverpool Trades Council and Labour Party (LTCP), the Merseyside Confederation of Shipbuilding and Engineering Unions and the Merseyside Federation of Building Trade Operatives.

It called meetings and a demonstration of 5,000 workers demanding freedom for Neary. Bill Hart, who was a Labour

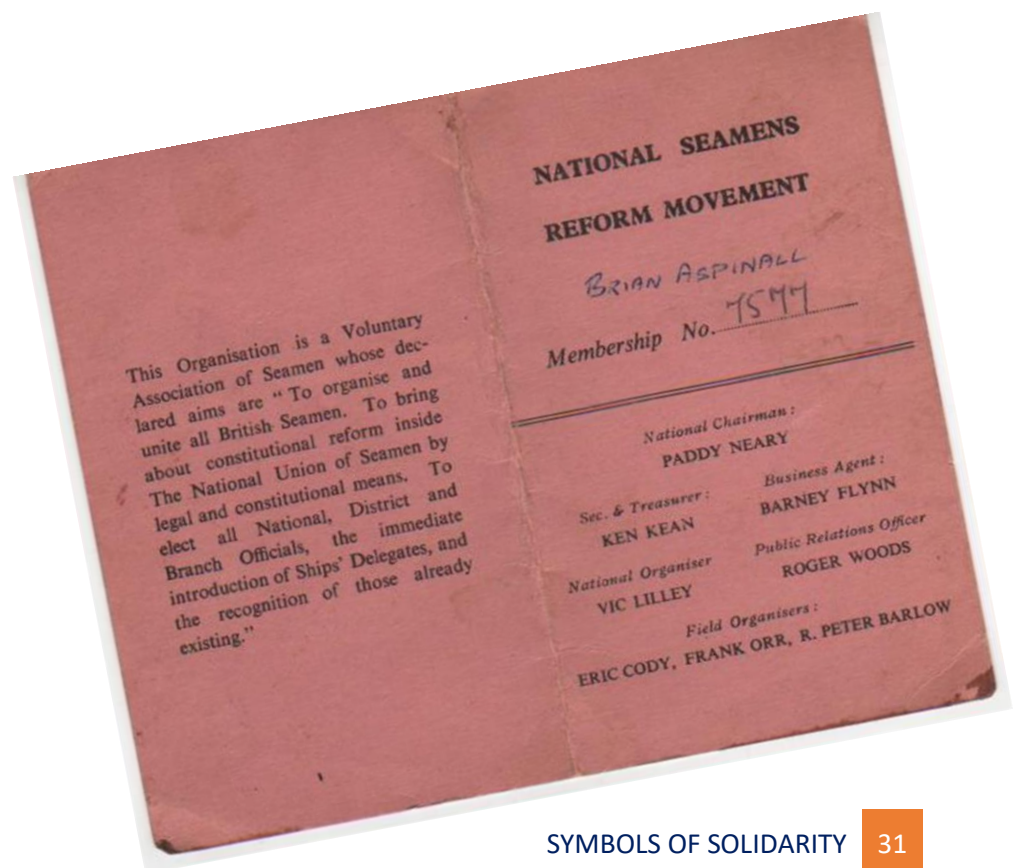
councillor but had been an unofficial leader of seafarers in 1948, told the demonstration: 'We have lit a flame today which will start a fire throughout Britain until Neary, is released'.

The employers and the union were once again were compelled to begin negotiations. Neary was released and the seafarers returned to work. Paddy Neary, gave his opinions in an interview to Bill Hunter, a short time after he came out of jail:

'Let us be clear that while the material gains of the strike were only small, we achieved several things. First, we have laid the foundation for the National Seaman's Reform Movement.'

Secondly, we forced Yates to negotiate against his wishes with this movement. Only two days after saying he would never have anything to do with unofficial organisations, he was meeting the acting chairman and the secretary of the National Seaman's Reform Movement, and he also had to humiliate himself by meeting Billy Hart who he expelled from the union in 1948.

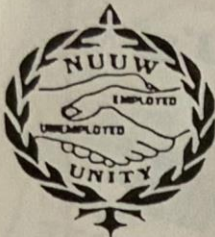
This stands as a warning to all union leaders. The National Union of Seamen will never be the same. During this strike many young seamen have become politically and trade union conscious and these will be a great strength in our fight.'




National Union of Unemployed and Workers

Does anyone know if this organisation produced a badge?

N. U. U. W.

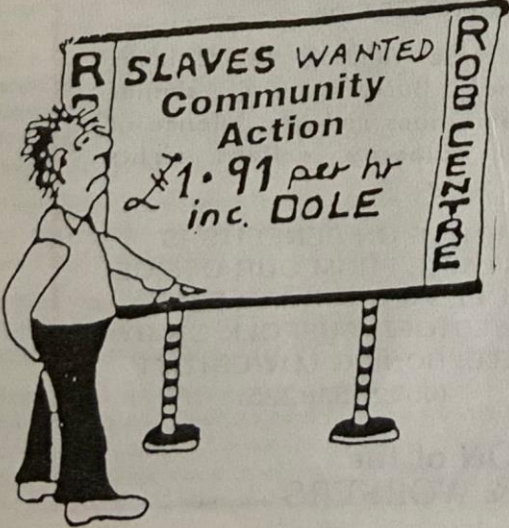


The basic right to work at Trade Union rates of pay.



Are you a Temporary, Casual or Contract Agency Worker?
Are you Self-Employed?
Cover yourself by joining the
N.U.U.&W.
Employed 50 pence per week.
Self-Employed £1.00 per week.

JOIN US!



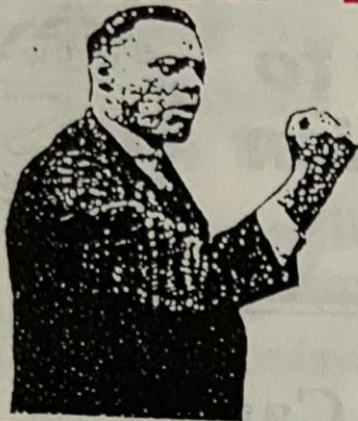
NO To VAT Fuel Taxes
NO To Slave Wage Labour
NO To Poverty Benefits & Pensions

TIME TO FIGHT BACK

BACK TO THE FUTURE

FOR THE 1990's
and

YOUR
FUTURE
NOW



Wal Hannington

Why you should join

THE NATIONAL UNION OF THE UNEMPLOYED & WORKERS

- Increase the level of all benefits to restore them to at least their 1979 levels in real terms.

- Replace the social fund with a system of mandatory grants payable as a right to all who need them - not just Income Support recipients.

- End the lower rates of means-tested benefits to those under 25.

- Automatic entitlement of Income Support for 16 and 17 year olds from the day they leave school.

- Payment of State Retirement Pension to both men and women at the age of 60 with a substantially higher pension entitlement.

- No further restrictions of the Homeless Persons Act. Families with children to continue to have priority for public sector housing, irrespective of the age and number of parents and the release of funds to build new public sector housing.

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- End of the use of bailiffs for the collection of rent arrears, Poll Tax, Council Tax and Child Support and the end of the use of imprisonment for non-payment.

- Restore the power of Councils, available under the old rates scheme, to write off Poll Tax and Council Tax arrears at their discretion.

- No disconnections of water and fuel supplies for non-payment of bills.

- No VAT on fuel and oppose the extension of VAT to other items such as food.

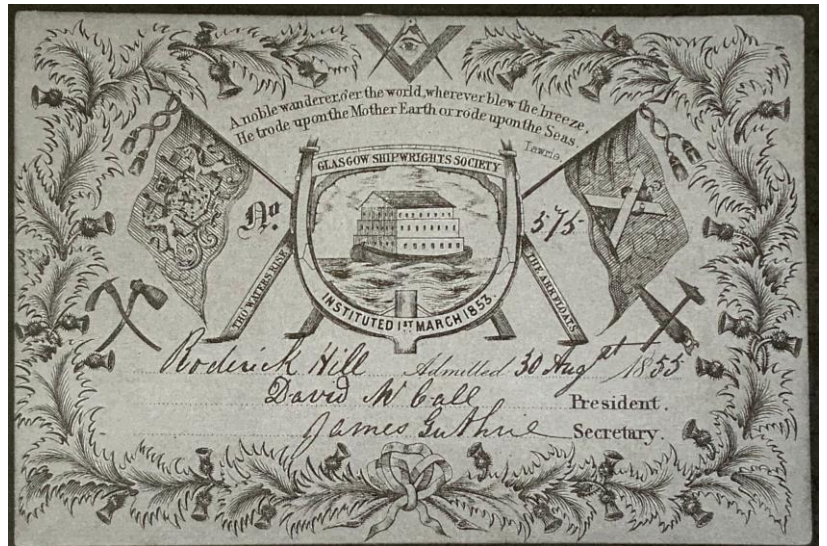
- Increase funding to Citizens Advice Bureaux and similar organisations and the defence of local authority welfare rights provisions.

ADVICE ON BENEFITS IS
AVAILABLE FROM OUR OFFICE
AT 27 MILTON ROAD EAST,
LOWESTOFT, SUFFOLK OR BY
TELEPHONING LOWESTOFT
(0502) 538225.

THE NATIONAL UNION of the
UNEMPLOYED & WORKERS



In 1865, the "Alliance Cabinet Makers' Association" was formed. In 1901 it merged with the United Operative Cabinet and Chairmakers Society of Scotland to form the National Amalgamated Furnishing Trades Association.



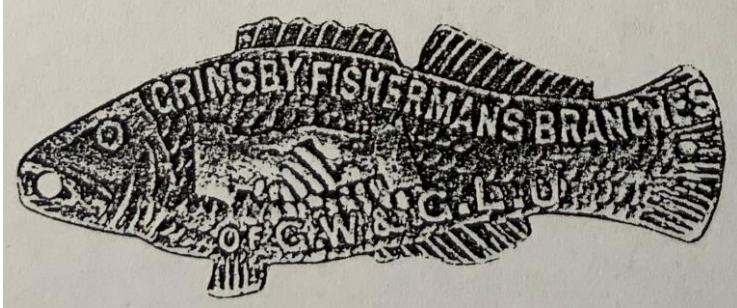
The Glasgow Shipwrights' Society was formed in 1845. It ceased to exist in 1882 when the union became part of the Associated Shipwright's Society.

Early membership emblems



The union was formed in 1834 as the United Kingdom Society of Coachmakers, adopting the name National Union of Vehicle Builders in 1919.

Blast from the past



Another Gas Workers badge has come to light courtesy of Steve Lynch of Hull. This is a wonderful item and certainly puts my own GMB related finds into the shade!

The Grimsby Fisherman's Branch of the Gas Workers and General Labourers tally belongs to a collector of trawler items. Our thanks for the photocopy.

A little research shows the Grimsby Certified Fisherman's branch disappeared by 1905. Sadly, there are poor records around this era so I do not know when the branch was set up.

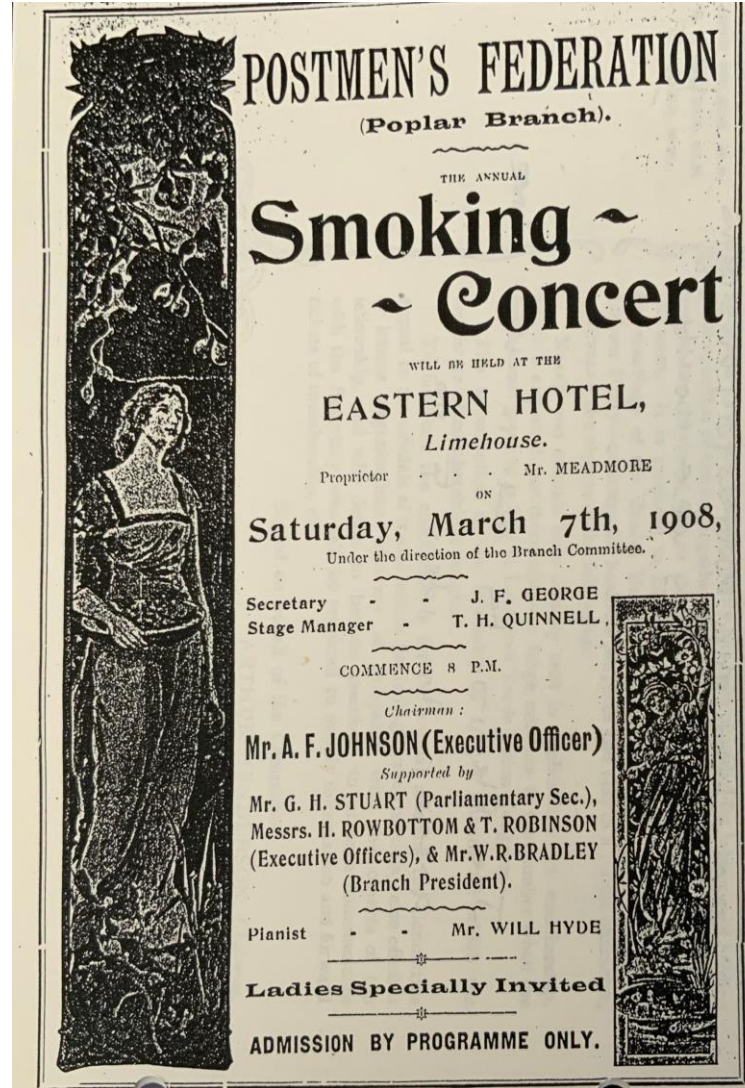
As Steve says, fishermen's wages were largely dependent on the number of boxes, "kits", of fish landed.

workers were in the union fishermen themselves failed to achieve lasting union organisation.

Arthur Marsh, in his book *The Historical Directory of Trade Unions Volume 3* has not noted that the Gas workers had attempted to recruit fishermen, so Steve has helped us very much.

Examination of surviving records show that in the first quarter of 1904 branch income was £9/4/0. With weekly subs being three pence, this suggests that the branch was down to about 60.

The secretary J.B. Jones of 43 Lovett Road, Cleethorpes resigned after April – the branch income fell to £4/0/0 in the June quarter (about 26 members) and had vanished by the September quarter.



Free badges including postage & packing

email stevebaguley@gmail.com

Badges from Steve Baguley, Bernie Beagan, Andrew Redpath and Chris Weavers





Badges for sale



GFTU badges for sale.

The listed badges from GFTU are priced at £10 each including P&P

And are available from their website, <https://gftu.org.uk/gftu-shop/>

They don't issue many badges so a good opportunity to add to your collection.

I have a lot of spare badges for sale. I regularly produce a list of badges and send them to collectors, if you want to be on my mail list send your email address to me at intheshade@gmail.com

Peter Carter

"LOOK"

A large number of Trade Union Badges for sale.

Ideal if you are new to the collecting fraternity or have a few gaps to fill.

All badges are priced at £2-£5 so if you are interested contact Bernie Beagan

At thebookbinder49@tiscali.co.uk

Membership cards

The Amalgamated Union of Shipbuilding, Engineering and Constructional Workers.

COMPRISING—

- The Boilermakers and Iron & Steel Shipbuilders' Society.
- The Shipconstructors and Shipwrights' Society.
- The Associated Blacksmiths and Iron Workers' Society.

Reg. No. Branch of Trade

First Class.

Pro.

Branch Lodge #

..... President

..... Secretary

1920

The Amalgamated Union of Shipbuilding, Engineering & Constructional Workers.

COMPRISING

- The Boilermakers and Iron and Steel Shipbuilders Society.
- The Shipconstructors and Shipwrights Association, and
- The Associated Blacksmiths' and Ironworkers, Society of Great Britain and Ireland.

No. 176 Branch—LOW MOOR

SECRETARY:

HENRY M'LEAN,
1 Rawson Street,
Wyke, Bradford.

Vacant Book Address
Royal Hotel, Low Moor, Bradford.



TELEPHONE
No.
3112 EAST.
General Office—
222 HIGH STREET,
POPLAR.



AMALGAMATED STEVEDORES' LABOUR PROTECTION LEAGUE

REGISTERED.
Federated to the General Federation.



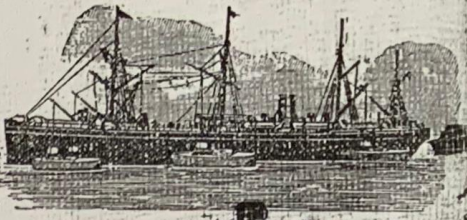
CONTRIBUTION CARD

BRANCH 5

TELEPHONE No. 3112 EAST.

AMALGAMATED STEVEDORES' LABOUR PROTECTION LEAGUE

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CONTRIBUTION CARD.

BRANCH 5

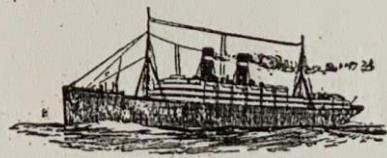
NATIONAL AMALGAMATED STEVEDORES & DOCKERS.

Registered No. 1119 T.

Head Office:

653 COMMERCIAL RD., STEPNEY

Telephone No. EAST 9119.



CONTRIBUTION CARD. Branch 5



Telephone No.—3112 EAST.
Head Office; 222, HIGH STREET, POPLAR

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BRANCH 5



Justice for Mineworkers Campaign

The NUM National Justice for Mineworkers issue an appeal for donations every Christmas raising money for their victimised members and their families.

They also campaign all year round, attending many Galas, and union events, with stalls and publicity material.

However, this year is very different, which is why, if possible, we need to help out as much as we can over and above other contributions and help we can give.

WHY, because their normal activities at these events have all been cancelled with fund raising being limited.

I have spoken with the NUM in Leigh and they agreed I could use their website material which I have reproduced in this edition of our newsletter to try and help their just cause, check it out.

The 1984/5 strike is over, their hardship and the injustices suffered are not.

Help out if you can, visit the shop, we can be assured all donations will be most appreciated.

SOLIDARITY

Our campaign was formed at the 1985 Labour Conference in the aftermath of the 1984/85 Miners' strike and was launched at the Albert Hall, London, in October 1986.

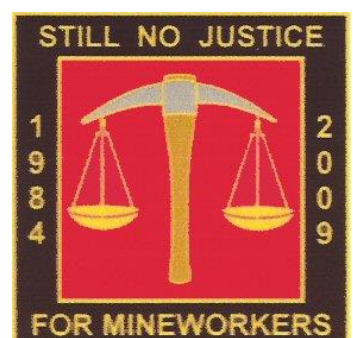
During the strike 20,000 people were injured or hospitalised (including NUM President Arthur Scargill). 200 served time in prison or custody. Two were killed on picket lines, three died digging for coal during the winter and 966 were sacked

The objectives of the campaign from its beginning were to keep the issue of those victimised miners to the forefront of the labour and trade union movement and to raise money to alleviate hardship among the families of the victimised. The Justice Campaign is supported by Labour Party and TUC conferences and many national & regional unions.

Remember, 966 men were originally sacked for no more than honouring picket lines, defending their jobs and pit communities, their class and the future of their children.

Only a small number of miners had been dismissed for offenses against the person or damage to property. Indeed, many miners since cleared by the courts were not re-instated and neither were many more who successfully won their cases for unfair dismissal at industrial tribunals. Of those who were classified as sacked, few had their jobs back with British Coal.

Many were even blacklisted from getting any work outside the coal industry. Many of those sacked were active and, we contend, were clear victims of British Coal's attempts to stifle them, to remove them from the industry and thereby reduce the branch officials' effectiveness of the NUM as a trade union.



Some branch activists were even sacked after the return to work on March 5th 1985. Those they couldn't get during the strike they made certain they got afterwards.

After the return to work on March 5th 1985 the Tories wreaked havoc, not just on the on the mining industry, but also on the civil rights of the 966 miners who had been sacked during the strike by refusing to let them return to their rightful place of work.

Many of the men were sacked simply for being union activists. Yet this was one of the most principled strike ever, a strike not for money, but for jobs, in which 55-year old men went without their livelihood for a year so that a 25-year-old and his family might have a job with a future to look forward to.

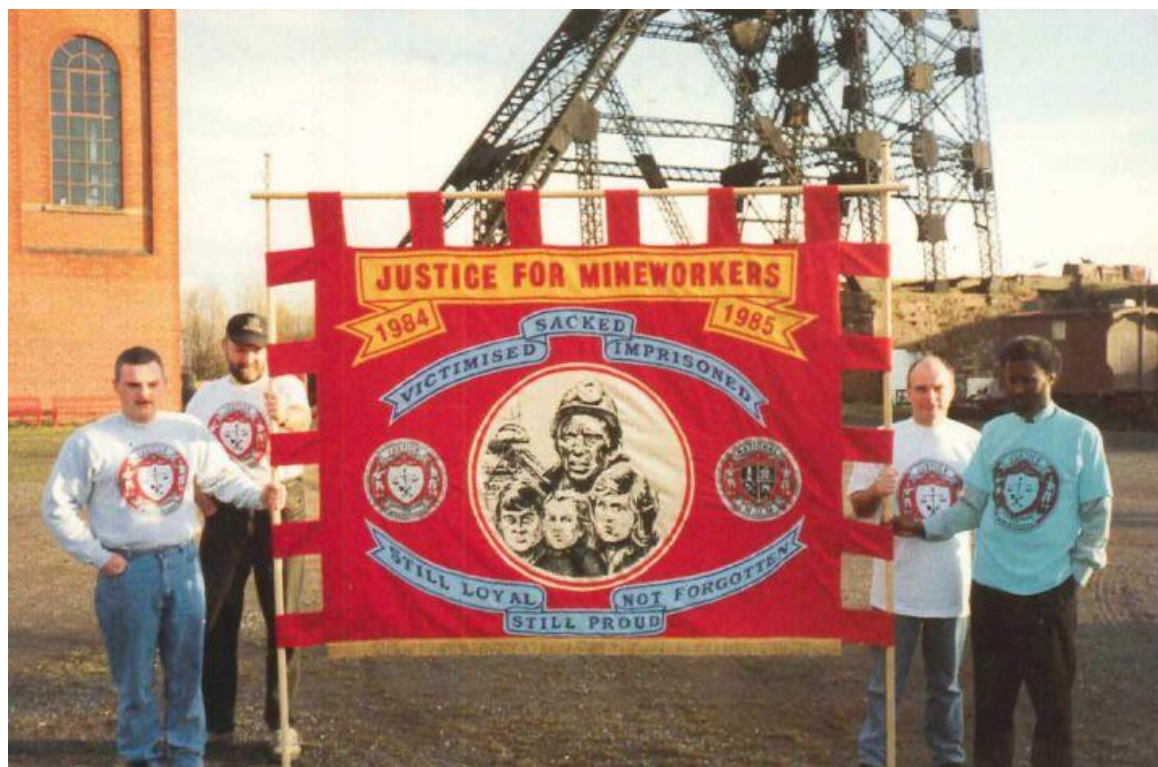
Remember, the 966 men who were sacked during that strike set off a chain reaction of similar victimization of trades unionists after a deliberately provoked strike. Wapping with 6,000, P&O with 1,000 were just the most notable and matters culminated with the sacking of trade union members at GCHQ, Cheltenham, for merely belonging to a trade union. If anyone has forgotten what the 1984/85 miners' strike Civil was all about, let just one sobering fact sink in for a moment or two – at the

Although there for the sacked men to return to work we are still raising money every year for the ones who still haven't found full employment. And we are no mines left are also fighting for the reinstatement of their interrupted pensions.



Statistics on victimisation by NUM Area (numbers dismissed in the dispute)

Coke men	11
COSA (NCB staff employees)	1
Durham	150
Kent	47
Leicestershire	0
Midlands	22
North Derbyshire	76
Northumberland	29
North Wales	0
North Western	2
Nottingham	31
Power Group	2
Scotland	206
South Derbyshire	0
South Wales	74
Yorkshire	306
Total	957



Using registration numbers to date badges

by Peter Carter

For all of my adult life I have been interested (perhaps to excess) in trade union badges and other items of union history.

Like other collectors the date of a badge especially an old badge would become more and more important to me as sometimes it might tell something about the history of the union as well as the history of the badge.

A good example of this came up recently. I have a metal badge from a well recorded union BUT the information on the badge back tells us something that perhaps we never knew about the life of the union itself. The badge back tells the observer that the badge itself was made by George Tutills of City Rd London. From the Tutills records they only moved to City Rd in 1879. So, could this tell us that the union existed in 1879?

However, the union itself was considered to have collapsed in the 1840s or possibly the 1850s!!

Many years ago, I discovered to my own personal delight that some union badges had

numbers on them. Could this help me to date the badge itself?

For a long time, I believed this and in fact was grateful to Trevor Pritchard when the 5th Edition of the Badge Collectors Guide included as Appendix B. information that at the time, I thought would be helpful to collectors.

When I saw that Steve Baguley had reissued those same notes in the latest newsletter, I realised that I needed to do more to cancel the view that Registration numbers could help identify the union badge and its date of manufacture. Except in very, very, limited circumstance this will not happen.

Registration numbers are purely about the manufacturing process used and if a new process is used the maker would register the process to possibly claim a copyright on the process itself.

I know of at least three badges (different unions) all with the same registration number i.e., 638232.

There is an ASC&J badges and a Friendly Society of Iron founders, both have a badge back that perhaps only required one weld whereas earlier badge back studs appear to have needed two welds e.g. the Amalgamated Carters and Lurrymen's Union (itself dating from the 1890s)

Contrariwise, on rare occasions the registration number can be helpful. 63832 is also on the back of a badge from the National Motor Mechanics & Drivers Union. This union is referred to in the Guide BUT there is no further information in any of the six volumes of the Historical Directory of Trade Unions! Equally the reference to Tutill on the back of my Miners union badge suggests that this organisation had a longer life than is generally believed.

A final note. To confuse ourselves even more!

Could the Motor Mechanics badge be from a commonwealth country and not the UK; could there have been another miner's organisation in 1879 that was nothing to do with the Miners Association of the 1840s despite using the same name!

We will probably never know!

A set of NUR badges featured on eBay

The ongoing process of identifying Trade Union badges continues, not just about dates and makers, but also about just initials.

At some stage of our collecting endeavours we would have seen and picked up badges with just initials, hoping it's a great find and addition to our collections, occasionally we might be lucky.

Over the years in previous TUBCS news you would have seen photos of unidentified badges, collectors looking for assistance in identifying their finds, and we continue to do so now, in fact such badges in the last edition that were shown have been identified by one of our members.

So, delving in to the TUBCS archives I found an article from Trevor which was first issued in 2000, and a photo of some great badges from the collection belonging to Norman Biddlecombe which emphasises exactly the point, Initials matter, it really shows what we could possibly pick up.

It is becoming more and more difficult to find Trade Union badges apart from eBay, so eyes peeled! Worth picking up the initials!





SEV SWISS RAILWAY UNION



FINLAND



FNCL LUXEMBOURG RAILWAY WORKERS



UGT SPAIN TRANSPORT AND COMMUNICATIONS UNION



SEV SWITZERLAND STATION STAFF SECTION



FNV NEDERLAND TRANSPORT UNION



NORWAY RAILWAY WORKERS NIF



NORWAY NLF LOCOMOTIVEMEN



NIF NORWAY TRANSPORT WORKERS

GED - RAILWAY UNION GERMANY



OGG AUSTRIA RAILWAYMEN



OGG 100 YRS



DJ DENMARK RAILWAYMEN



DJ DENMARK

BTB BELGIUM TRANSPORT WORKERS



BELGIUM CGSP RAILWAY UNION

BELGIUM FLEMISH RAILWAY WORKERS UNION



CGT FRANCE RAIC UNION



IRELAND IRL NATE FWU



IRL IRELAND RAILWAY UNION



FO - FRANCE RAILWAYS UNION



CGT RAIC UNION

IRELAND BUS & RAIL UNION





NUOPVD&O. SECURITY.
EFFICIENCY. HARMONY
RELIABILITY



NATIONAL UNION OF PUBLIC
VEHICLE DRIVERS AND
OPERATORS. A BREAKAWY FROM
THE TGWU IN 1949. THE SAME
YEAR THE NATIONAL ASSOC. OF
PASSENGER TRANSPORT
INSPECTORS ALSO BROKE AWAY.



ELECTRICITY STATION ENGINEERS
& FIREMENS NATIONAL ASSOC.



Description of badges not in the guide

SHAPE:

SIZE: Horizontal Millimetres

Vertical Millimetres

ENAMEL COLOURS: 1.

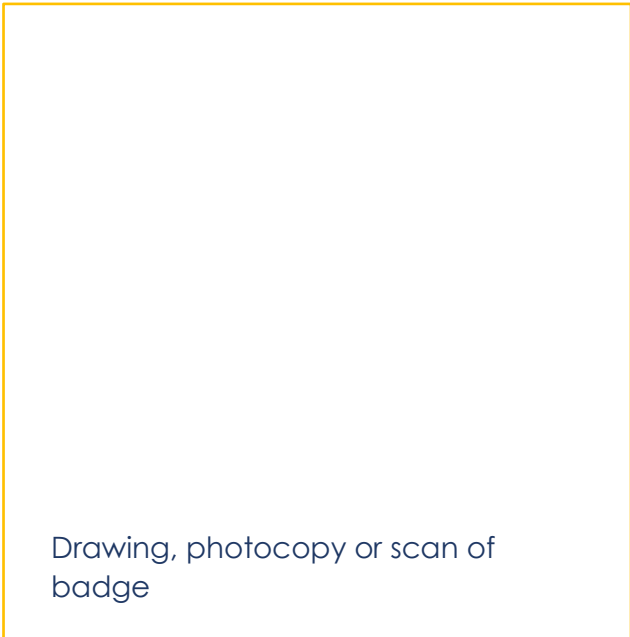
(work from outside in 2.

Or use picture to 3.

indicate) 4.

5.

6.



BADGE COMPOSITION: White Metal Chrome Gilt Brass Sterling Silver
Hall Mark Silver Gold Tin

WORDING

(state where on badge)

Position of wording:

Clockwise

Otherwise

Use abbreviations ONLY if used on badge.

.....
.....
.....

OTHER FEATURES (i.e. Quarterly Badge)

.....
.....
.....