



# ASLEF

PUBLISHED BY THE ASSOCIATED SOCIETY OF LOCOMOTIVE ENGINEERS AND FIREMEN

JOURNAL  
NOVEMBER 2011

## Debates at Labour

and Convention Centre Live

Labour

Labour Party  
Annual  
Conference  
2011

Labour

Labour Party  
Annual  
Conference  
2011

**4** **Decision:** our new  
General Secretary!

**10** **Discussions:** Union survey  
about women in ASLEF

**More** than  
just a **union**

**saver plan**

---

for the cost of 2 drinks  
at the pub you can  
look after your future...  
tax free policies from £5 per week

for further information call us  
on **freephone 0800 328 9140**

visit our website at  
**[www.enginepens.co.uk](http://www.enginepens.co.uk)**

or write to us at Railway Enginemen's Assurance Society Limited,  
727 Washwood Heath Road, Birmingham, B8 2LE



**railway** enginemen's  
assurance society

Authorised and regulated by the Financial Services Authority  
Incorporated under the Friendly Societies Act 1992





## Farewell, brothers and sisters

**T**HIS will be the last column I write as your General Secretary. It was no easy decision to step down, but I did so for my family and for the union. I made a promise to my wife Christine that I must keep, and I believed it was time to hand over the leadership to maintain the impetus of our union.

It has been a great privilege to have been your general secretary, and I am satisfied that I leave the union in a healthy condition and in good hands. The union is financially stable, well organised and democratically accountable. Mick Whelan is capable, energetic and principled. He will serve you well.

ASLEF has been more to me than a union, or an employer. It has been a way of life. I have bonds with it that time will never break. Our internal arguments have paled into insignificance compared with the fraternity and loyalty that have always been its hallmarks.

The history of ASLEF is the stories of its members. I first learned what comradeship and solidarity meant at the end of a fireman's shovel. Since then I have lived with your concerns, ambitions and challenges throughout my adult life. I have learned much over the years. I owe the union a great deal.

There are too many of you to thank individually, but the people I hold in the greatest regard are our rank and file members who have always backed their union and their colleagues without hesitation. Without them, this union would not have survived the crisis of seven years ago. They are the backbone of ASLEF. Thanks, too, to the head office staff who are seldom seen, but always there for you.

Farewell, my friends and colleagues. You will remain in my thoughts and in my heart when I leave the general secretary's office for the last time later this month.

Good luck to you all.

**Keith Norman**  
General Secretary



## News

4

- Mick Whelan elected ASLEF's new General Secretary 4
- Cable Street battle is still relevant 5
- A day of hope for children with cancer 6
- Blackfriars goes green 7



## Features

8

- Rebuilding Rail: exposing the waste and defining the cost 9
- Women in union – ASLEF survey 10
- Labour offers a new approach to rail 12
- Key Worker: Jon Beale: Safe journeys on the railways and sea 14
- Pleural plaques ruling recognises rights of victims above interests of insurers 18
- Ellie campaigns to bring back BR 22



## Regulars

15

- Keeping Track 15
- Obituaries 17
- Branch News 19
- Letters 20-21
- Prize Crossword/Legal services for members 23



## ABOUT ASLEF

**Aslef Journal** published monthly by ASLEF

✉ 75-77 St John Street London EC1M 4NN ☎ 020 7324 2400

📠 020 7490 8697 📧 journal@aslef.org.uk 🌐 www.aslef.org.uk

**ASLEF JOURNAL** | EDITOR Keith Norman | PRINTED BY TU ink, London EC2A 4QS | GRAPHIC DESIGN Michael Cronin  
**ADVERTISING** Ten Alps Media, 1 New Oxford Street, High Holborn, London, W.C1A. 1N.U. | **ADVERTISING CONTACTS** Contact claire.barber@tenalps.com Tel : 020 7878 2319 **MEMBER SMALL ADS** Contact sfrancis@aslef.org.uk or call Sarah at headquarters. The acceptance of an advert does not necessarily imply endorsement of that product or service by ASLEF. **CHANGE OF ADDRESS** Please post your details to ASLEF, 75-77 St John Street, Clerkenwell, London, EC1M 4NN.

**More than just a union**

## Mick Whelan elected ASLEF's new General Secretary

MICK WHELAN, the organiser for ASLEF's District 6, mainly covering the Midlands, has been elected the new General Secretary of the union in a very close election.

Mick, 50, received 3,683 votes, with National Organiser Simon Weller getting 3,458.

Mick said, 'It is a privilege and an honour to become the leader of this proud union. I would like to record my thanks to all those members who voted for me and to the other candidates who acted throughout with dignity and decorum.'

'I would also like to thank Keith Norman for the work he has done on behalf of our members during his period in office.'

Mick joined the railway in his early 20s after quitting his first job as a trainee bank clerk.

'I can certainly say I made the right choice there,' he joked.

Once he has settled into the hot seat, we will carry an interview with Mick in a future edition of the Journal.



**Mick Whelan will be the union's 18th general secretary**



**Mick and Simon in Keith Norman's room waiting for the ballot result**

Mick is the 18th ASLEF General Secretary. His predecessors have been

- 1880–1885 – **Joseph Brooke**
- 1885–1901 – **Thomas G. Sunter**
- 1901–1914 – **Albert E. Fox**
- 1914–1936 – **John (Jack)**

**Bromley**

- 1936–1939 – **W.J.R. (Richard) Squance**

• 1940–1947 – **William P. Allen**

• 1948–1956 – **James Baty**

• 1956–1960 – **Albert Hallworth**

• 1960–1964 – **William J. Evans**

• 1964–1970 – **Albert Griffiths**

• 1970–1987 – **Ray Buckton**

• 1987–1990 – **Neil Milligan**

• 1990–1993 – **Derrick Fullick**

• 1993–1998 – **Lew Adams**

• 1998–2003 – **Mick Rix**

• 2003–2004 – **Shaun Brady**

• 2004–2011 – **Keith Norman**

• 2011 – today – **Mick Whelan**

## Union recommends four-year London pay deal

ASLEF members in London Underground are being balloted on a pay offer that, if accepted, will resolve their income for the period 1 April 2011 to 31 March 2015, reports EC member Terry Wilkinson. The negotiators are recommending that the offer be accepted. Its main features include

- First Year - 1.5%
- Years Two to Four - inflation (Retail Price Index) plus 0.5% - or 2% if that is greater.

Other aspects include

### NEW YEARS EVE NIGHTS

All train staff will now receive the same payments. Previously volunteers received this payment, while rostered staff did not.

### CAREER BREAKS

Train operators who took a career break of over six months used to have to resign. This clause, if accepted, will give the opportunity to 19 individuals who previously

would not have been re-employed, to return to the grade of train operator. It would also protect future train operators who take such career breaks.

### BANK HOLIDAY WORKING

Train operators who are booked on annual leave on Bank / Public Holidays will now have the right to come in to work their original time and hours.

### BOXING DAY

The current dispute on Boxing Day has been referred to the Trains Functional Council to make arrangements that will cover this year. They are also charged with making a permanent agreement by next March 2012 which will be put to a further membership referendum.

The result of the vote on pay, which will be counted by the Electoral Reform Society, will be announced on 9 November.



### TICKET ROULETTE

Train tickets are so complicated that only a small minority of passengers know what they are buying according to a recent survey by consumer magazine Which? It revealed that only

- one percent of people asked could fully identify the main ticket types
- 61% did not know advance tickets were non-refundable and 48% had no idea they had to travel on a specific train
- 51% did not realise off-peak tickets did not allow travel in busy times

The Association of Train Operating Companies (ATOC) complained that the poll of 775 people was misleading because they asked people to identify tickets they may never have bought.

### BAGS FOR BOGS IN HOLLAND!

The Dutch National Railways is introducing emergency plastic bags for passengers to urinate in as part of its first-aid provision on some commuter trains. They are intending to introduce 'wee bags' on commuter trains without toilets for use in emergencies like power failures.

The company's website says they are for the use of 'anyone without access to traditional or sanitary facilities'. Apparently the bag is attached to a spout and filled with a powdered substance that turns into a gel.

Women passengers are said to be particularly unimpressed.

# Cable Street battle is still relevant

says **Nigel Gibson**, executive committee member for District 5 ...

ON Sunday 2 October I took my two youngest children to the events commemorating the 75th anniversary of the Battle of Cable Street in London's East End. The proud slogan for the march and rally was 'They Did Not Pass'.

This reflected the fact that three-quarters of a century ago the working people of the East End defeated the efforts of Oswald Mosley and his Blackshirts to drive out the Jewish community by spreading fear and hatred.

This year saw speakers and banners from a whole range of backgrounds including local community groups, the International Memorial Brigade, trade union and political organisations. We also heard from a man named Max Levitas, now aged 95, who was involved in the 1936 Battle and went on to become the Communist MP for Stepney for 15 years after the war.

A common theme expressed at the rally was that although the battle had been won in 1936, the

fight against racism and fascism continues. In fact fascists thrive at times like these, when the economic crisis begins to impact upon the lives of working people. The extreme right uses the deprivation and job losses to spread their vile hatred.

I was reminded of this, and of the importance of remembering events like Cable Street, on the day following the rally. I found among my emails a chain letter from a fellow ASLEF member which attempted to portray Islam and the Muslim religion in a light that would only serve the far right. In the past I have always ignored such emails, dismissing them as puerile nonsense. But on this occasion I felt compelled to write back to the sender, telling them to remove my name from their distribution list. Whilst it may only be a small gesture, perhaps those individuals will think twice before pressing 'send'. I would encourage others to let the senders of this material know they



**Nigel's sons Keir and Rohan pass on the proud message that Mosley's fascists were turned back from the East End**

do not share these reactionary views rather than ignore them.

In the words of one prominent speaker on Sunday, I have more in common with a Chinese cleaner than I do with a British banker.

**Nigel Gibson**



**The splendid mural that is a memorial to the brave anti-fascist demonstrators of 1936**

■ The Battle of Cable Street took place on Sunday 4 October 1936. Oswald Mosley, leader of the British Union of Fascists, planned to march thousands of his supporters, clad in their Blackshirt uniforms, through the East End of London as a provocation to the large Jewish population of the area.

■ Despite the obvious threat of violence, Stanley Baldwin's Conservative government refused to ban the march and provided over 10,000 police, including 4,000 on horseback, to prevent it being disrupted.

An estimated 300,000 anti-fascist demonstrators, including Irish labourers and dockers, turned out - and after a day of running battles succeeded in turning back the Fascists.

■ Two days after these events, Mosley married Diana Guinness, one of the Mitford sisters, in the Berlin home of Nazi propaganda chief Joseph Goebbels, with Hitler one of the guests. Moseley had planned to emerge victorious from the East End march to impress his fascist chums. The demonstrators ensured the wedding champagne was rather flat!

## RAIL SHORTS

### ○ ORR WANTS EVEN MORE OPERATORS

The Office of Rail Regulation (ORR) has begun a consultation on whether having direct competition on the same routes would improve rail efficiency. Currently there are only a handful of routes where the main franchisee has competition for a particular route.

ORR director Cathryn Ross claims, 'Greater on-rail competition is one means by which the challenge of making significant efficiency savings could be addressed.' But Keith Norman said it was astonishing that anyone would want to further complicate franchising, already 'an impenetrable mass of bureaucracy and contradiction'.

The consultation will run until the end of the year.

### ○ DUTCH MOVE FOR EAST ANGLIA

Abellio, an offshoot of Holland's national rail company, is understood to be the favourite for the London-to-Norwich line franchise. The decision will be made this month. A successful Dutch bid will re-ignite the 'overseas buyers' argument that flared after the decision to make Siemens of Germany the preferred bidder for the Thameslink train manufacturing contract.

### ○ PAID OVER DOWN UNDER?

The Sydney Morning Herald complained last month about the British influx into the management of the Australian rail operator Metro. 'Senior management at Metro is now almost exclusively made up of British railway men despite the company being majority owned by Hong Kong's MTR,' the paper says, claiming that many of them are earning up to triple what they would get for a similar job in the UK.

# A day of hope for children with cancer

**The Train of Hope steam special on Saturday 1 October was organised to raise funds for CLIC Sargent, the UK's leading cancer charity for children and young people. The trip from Crewe to Carlisle and back was put together by a team of Virgin Trains drivers based at Manchester, including John Young, who reports on a very successful day ...**

**I**'d been looking forward to the Train of Hope run for a long time - but the day didn't start well. Long after the scheduled departure time, there was still no sign of the locomotive, 46115 Scots Guardsman, or the coaches, which were due at Crewe from Carnforth. The diesel locomotive hauling them had broken down a few miles short of Crewe!

Fortunately the waiting passengers were entertained by a brass band and the friendly presence of celebrity and railway fan Pete Waterman.

It was very emotional for me to see Scots Guardsman, bearing the Train of Hope headboard, steaming down the platform, marking the culmination of 13 months planning. I had to look away for fear of shedding a tear. All credit to West Coast Railways for providing the immaculate loco (which they provided free) and stock.

At Preston we were joined by our banner plane from Air Ads Ltd which followed us along the track for 20 minutes.

Thanks to Driver Kevin Treeby and his fireman we arrived in Carlisle only 24 minutes late, where we were met by civic dignitaries and solo piper Andrew Wheeler. Then we were off over the hills to Settle in unexpected Indian summer sunshine with our immaculate catering and onboard staff. We left the Scots Guardsman at Hellifield for an effortless run back to Crewe on another diesel.

It was a fantastic tour as you can see on our website [www.trainofhope.co.uk](http://www.trainofhope.co.uk).



The ASLEF team behind the event: Gary Nutall, John Young, Jamie Chadwick and Alan Moss



The Train of Hope gets ready to steam out, with its modern equivalent on the facing platform

Our fundraising target is to break £40,000. We are well on the way and there are still some very special items available for sale or auction on our website, including photographs of the day, an original oil painting, limited edition prints, programmes and more.



Hope in the country

Many thanks to all the staff who gave their services free and to companies like Duncan Hill and the Stratford 47 Group – and especially to Virgin Trains and our partners.

Let's make it a special Christmas by raising even more money for CLIC Sargent to help children and their families.

**John Young, Driver, Manchester Piccadilly**

## RAIL BIKE RIDE NETS £1,000 FOR CANCER CHARITY

On Sunday 2 October a group of railwaymen from London Midland and Arriva Trains Wales along with friends based in Shrewsbury took part in a charity cycle ride from Shrewsbury to Machynlleth – and in the process have raised in excess of £1,000 to support the Cancer Ward of Bronllais Hospital in Aberystwyth, where one of their colleagues from Arriva Trains Wales at Machynlleth is currently being treated.

The 7-strong team set off from Shrewsbury train station at 08:00 and completed the gruelling 65-mile ride over the mountains of Mid Wales via Montgomery, Caersws and Talerdigg in a little less than 4 hours.

Team support, London Midland Train Driver Wayne Massey, said, 'I'm amazed at the generosity and support shown by the staff and families of the different rail companies both in Shropshire and on the Cambrian lines. They not only donated – they also came out to cheer the cyclists along the route. It goes to show that rail staff are still one big family in this area.'

Wayne said he was grateful to Halfords of Meole Brace, Shrewsbury, and the Post Office division of the Co-operative for their sponsorship of this event.



The magnificent seven arrive in Machynlleth. Left to right they are Ian Mair, Mick Paul, Kev Billington, Glen Mercer, Jim Hall, Adrian Peck and Aiden Kidson

## Blackfriars goes green

WORK has begun on what may well be the world's largest solar bridge, part of the new Blackfriars railway station in London. It is planned to install more than 6,000 square metres of solar panels over the Victorian (1886) bridge that crosses the Thames by next autumn.

It is estimated that the solar

panels will provide half the station's energy and reduce CO2 emissions by 511 tonnes per year. In addition to solar panels, it is intended to introduce rain harvesting systems and sun pipes for natural lighting into the development.

The Blackfriars upgrade is part of the Thameslink programme.



How Blackfriars Bridge with its solar panels should look in the middle of next year

## East Midlands crossing initiatives praised

EAST MIDLANDS TRAINS, in collaboration with Network Rail (NR) and the British Transport Police (BTP), won the Safety award at this year's National Rail Awards in relation to the work it has been doing to reduce level crossing risk. This has included

- Consultation with train drivers on level crossing problems to build up a real-life pool of knowledge and ideas on how to tackle the issue.
- Collaboration with NR, BTP and the Office of Rail Regulation to develop an industry-wide understanding of level crossings and their risks. As part of this, East Midlands Trains has provided drivers to take part in 'Action Days' to help educate car users and other members of the public on the safe use of level crossings.
- Taking part in a joint trial on the Lincoln to Peterborough 'joint line' – a route that has 74 crossings in just over 50 miles – to gain a feel for the issues surrounding crossing misuse.

This collaborative approach is now helping to influence national policy, and the industry's national All Level Crossing Risk Model is being reviewed – with East Midlands Trains active support.

'We have worked closely with the company on this initiative and I'm pleased it has got the recognition it deserves,' says ASLEF's Andy Botham who is secretary of the company council.



## Copper theft increases on rail

NETWORK RAIL says that on average there are currently six copper cable thefts a day across the country. This increase is the result of a rise in the price of metals such as copper and lead, driven by global demand prompted by China and other booming economies.

The price of copper has more than doubled since 2009 to more than £5,000 a tonne. Some estimates put the cost of copper thefts to the UK economy in the area of £770 million a year.

Last month cable thieves working overnight stole between 200 and 300 metres of overhead cables in the Broxbourne area causing severe delays into Liverpool Street - and causing a track side fire. The thieves climbed gantries to cut the cabling but left the lines dangling. With the power still turned on the cable ends - and carrying 25,000 volts - caused arcing with the tracks and created the fire.



## Regulator says NR 'has work to do'

THE Office of Rail Regulation (ORR) says Network Rail has 'made progress' against its efficiency targets in 2010-11, but has more work to do to justify all of its claimed savings.

Network Rail says it has achieved efficiencies of 13.2% (£629m) since 2008/09, and is on course to meet its 23.5% target by 2013/14. The regulator, however, has raised questions over the evidence for some of the efficiency claims, saying it feels they are really in the order of 11.3% (£539m).

## Longer HGV trailer evaluation - in spite of consultation

KEITH NORMAN, ASLEF's general secretary, has accused the government of 'making a mockery of consultation' as it announced that it is evaluating longer HGV trailers, with up to a 2.05 metre (7 feet) increases being considered.

Keith points out that in the consultation

- 41 responses were in favour of allowing high volume semi-trailers (the majority of which were hauliers, manufacturers, retailers or parcel/mail delivery companies)
  - 253 responses (of which 43 were trade bodies, representative groups, businesses or local authorities) were clearly opposed to allowing high volume semi-trailers; and
  - 24 responses did not state a clear preference or provided an impartial response.
- 'Given these results, what is the point of our responding to consultations at all?' Keith demanded.



## EUROPE COMPLAINS AT LACK OF CHANNEL COMPETITION

The European Commission said last month that it was taking legal action against France and Britain over their failure to take steps to open rail services in the Channel tunnel to increased competition.

## TUC TO 'REVIEW' ISRAELI LINKS

The TUC is calling on its affiliates to review any bilateral relations they have with Israeli organisations, including the Histadrut (Israeli TUC).



## Whatever life throws at you ASLEF will help to protect you.

### As a ASLEF member you're covered for:†

#### Free legal advice and representation on:

- Personal injury at work (including assaults)
- Personal injury away from work
- Road traffic accident injury
- Industrial disease or illness
- Criminal law representation (for work-related matters)

- Free will writing service
- 30 minutes free telephone advice for any non-work issues such as landlord disputes, neighbourhood disputes, matrimonial and consumer issues
- Employment law accessed through your ASLEF district organiser

### ASLEF members and their families are covered for:†

#### Free legal advice and representation on:

- Personal injury away from work
- Road traffic accident injury

- Special terms for clinical negligence cases
- Reduced rates for conveyancing and family member wills

For more information call ASLEF on 0808 100 8009



**T** THOMPSONS  
SOLICITORS

THE MOST EXPERIENCED  
PERSONAL INJURY FIRM IN THE UK  
[www.thompsons.law.co.uk](http://www.thompsons.law.co.uk)

† Exclusions apply. Thompsons Solicitors is a trading name of Thompsons Solicitors LLP and is regulated by the Solicitors Regulation Authority.



## Quantifiable costs of privatisation and fragmentation

TOTAL COSTS	£1.2 billion	£11.3–11.7 billion
	Annual	Cumulative
Excess interest payment on Network Rail debt	£156m	£950m
<b>Fragmentation costs</b>		
Cost of interfaces between TOCs & Network Rail	£290m	not known
Network Rail: cost of outsourcing renewals / enhancements (& maintenance before 2003/04)	£200m	£2311m
TOC sub-contractors' operating margins	£76m	£771m
ROSCO sub-contractors' operating margins	£15m	£176m
<b>Leakage</b>		
Dividend payments: Railtrack	-	£709m
Dividend payments: TOCs	£227m	£507-1000m
Dividend payments: ROSCOs	£207m	£2520m
<b>Sunk costs</b>		
Underselling ROSCOs at time of privatisation	-	£1100m
Debt write-off, liability transfer to sell Railtrack	-	£2208m

## EU rules do not block reform

	EU rules now in force	EU rules if 'Recast' Directive adopted	EU rules if laws follow from 2011 Transport White Paper	What the UK has decided
Rail infrastructure must be privately owned?	NO	NO	NO	YES
Train services must be by private companies?	NO	NO	NO	YES
Railway infrastructure and train services must be run by different organisations?	NO	NO	NO	YES
Trains must be leased from private companies?	NO	NO	NO	YES
Domestic passenger services must be open to competition?	NO	NO	YES	YES
Railways must be regulated by a body that is not the Ministry of Transport?	NO	YES	YES	YES
Domestic freight services must be open to competition?	YES	YES	YES	YES
Railways must hold assets, budgets and accounts separate to those of the State?	YES	YES	YES	YES
Rail infrastructure manager must draw up separate accounts to train operator(s)?	YES	YES	YES	YES

# REBUILDING RAIL: EXPOSING THE WASTE AND DEFINING THE COST

THE four rail unions – ASLEF, RMT, TSSA and UNITE - have joined together to commission a major research project on the effects of privatisation on the UK rail industry. An interim report was unveiled last month at Labour's annual conference and its major findings are that

- over £11 billion has left the industry which could have been re-invested to improve the service
- the excuse that European Union rules forced the change to privatisation is simply wrong – there are no such demands
- that there are potential savings of over £300 million a year if franchises were taken back into public hands as they expire
- removing Rolling Stock Companies (ROSCOs which lease rolling stock) from the system could save the taxpayer some £220 million a year

The research is being carried out for the unions by 'Transport for Quality of Life' and will offer the academic evidence to back up the union's policy positions which call for an end to franchising. More detailed findings will be presented over the coming months, and it is intended to make presentations of the findings to members across the country as well as to politicians and other transport opinion formers. Shadow transport minister Maria Eagle has already welcomed it as 'a valuable contribution to the debate about Labour's future policy on rail'.

The website of the organisation carrying out the research on our behalf is [www.transportforqualityoflife.com](http://www.transportforqualityoflife.com)



### Rebuilding Rail: TOCs

- Doesn't need 'big bang' approach.
- Take franchises into direct operation as expire.
- Reclaim franchises from operators in breach.
- Use directly operated lines to show improvement under direct operation: lower costs; higher performance; greater passenger satisfaction.
- Train operations part of 'guiding mind' organisation
- Only consider buy out as last resort where critical routes offer re-integration benefits worth capturing in the short term.

**Potential saving: £300+ million per year**

### Rebuilding Rail: ROSCOs

- Medium term aim to remove ROSCOs from the system.
- Purchase new stock directly from other sources, as part of an industrial strategy supporting UK rail manufacture.
- Negotiate lease price reductions in exchange for usage guarantees.
- Regulate the ROSCO oligopoly for fair lease prices.
- Create mechanism to claw back excessive profit.

**Potential saving: £220+ million per year**

# Women in union – ASLEF

**A survey and report prepared for ASLEF's Women's Representative Committee (WRC) by the Labour Research Department has revealed that there are four major areas within the union and the industry that need to be addressed. The WRC agreed that the survey raised so many issues that it would not be practical to tackle them all at once, but feel urgent action is needed on ...**

## **BULLYING AND HARASSMENT IN THE WORKPLACE:**

A high level of our women members believe they have been victims of bullying or harassment in the last year. However the majority had not lodged formal complaints, fearing reprisals.

**HEALTH AND SAFETY COMPLAINTS:** The main health and safety complaints are about the weight of equipment drivers are required to carry, the state of toilet facilities and the uniforms.

**ATTITUDES TO EQUALITY:** A large proportion of the women surveyed do not feel the union is doing all it can to push the equalities agenda within the rail industry.

**FAMILY FRIENDLY POLICIES:** It is clear from the data that women with caring responsibilities have a very different opinion of the rail industry than those who do not. The WRC wants to see the union working harder on family friendly policies such as flexible working.

## **ACTION POINT ONE - BULLYING AND HARASSMENT IN THE WORKPLACE**

The high levels of bullying and harassment women perceive, but fail to report because of fear of reprisals can only be alleviated by changes to the culture in mess rooms. Companies already have policies in place for

dealing with complaints but people need to have a belief in the system and the confidence to speak out.

The committee, with the full backing of the executive committee, are proposing three initiatives

- developing and extending the role of Branch Equal Opportunities representatives which will hopefully encourage activism from members who would not traditionally be involved and help to have more diversity among ASLEF reps.
- encouraging all drivers to sign up to equality statements on safety days. This has been introduced successfully in South West Trains after work from the black and ethnic members representatives and the Company Council. This is likely to be debated at the union's 2012 annual conference (AAD).
- Using the Journal to open up debate between the WRC and the membership. The idea is that the women's committee could write a column on a contentious issue and invite members to respond.

## **ACTION POINT TWO - HEALTH AND SAFETY COMPLAINTS**

Complaints over the standard of toilet facilities

have gone on for years – but despite union campaigns, little seems to have improved. Therefore the WRC is proposing that

- Company Councils seek to gain release for a female member to carry out a visit to each of the facilities within the area. They would report back to the company council to raise the issues with management. It would also encourage a female lay member to take up an active post in the union.
- members are asked to 'Report a Loo' by sending photographs anonymously to the Journal of the worst facilities they encountered.
- we specifically contact female freight drivers to speak to them about their facilities - which are notoriously worse than those of the TOCs.

But it is not only toilet facilities that pose problems for our women members. There is no need in this age of palmtop computers or

“ I'D LIKE TO SEE THE UNION PUSHING MORE FOR FLEXIBLE ROSTERS FOR PARENTS OF SMALL CHILDREN ”

personal data assistants (PDAs) to make women struggle with heavy books. Some companies already provide PDAs – so it can be done. The use of different bags, such as those used by air-line pilots, could also be examined.

## **ACTION POINT THREE - FAMILY FRIENDLY POLICIES**

The union has tried to look at the issues around securing flexible working agreements and formed a working group earlier this year. This is not, of course, confined to the rail industry and the government has been consulting on the issue generally. It is said to be considering changing the law so that all employees at least have the right to apply.

The union obviously does not determine who the employer will recruit, but the WRC believes that it will remain difficult to bring women into the industry unless working practices become more family friendly. The majority of women will have had - or will have - children and they need flexibility as they are usually primary carers.

There is scope to invite employing FOCs and TOCs to comment on the survey, especially in areas such as facilities,



**ASLEF women go international at ITF London conference**



**Former driver Celine Roberts spends hours carefully creating layouts for enthusiasts**

# survey



**The trainblazers: the first seven women on the footplate in 1981. Karen Harrison, Celine Rocchia, Ann Winter, Sarah Wainwright, Tina Whybrow, Sandra Baldwin and Tricia Roche**

equipment, uniform and recruitment, and to raise it in other trade union forums like the TUC.

## A SUMMARY OF THE REPORT

The union asked the Labour Research Department to analyse a questionnaire survey carried out by ASLEF among its women members. A total of 701 questionnaires were sent out, of which 185 were completed and returned. From the responses the LRD concluded

- The main reason women apply to be drivers is as a natural progression from a previous role in the rail industry. Pay is an important, but not decisive, factor. The terms and conditions are not a great draw.
- More than one in five of the ASLEF women members who responded felt they have been bullied or harassed in the last year, most likely because of their sex. The



**Philippa combines being a full-time train driver with being an Olympic athlete – but she is still smiling!**



proportion is higher for those with childcare or other caring responsibilities. Few lodge formal complaints.

- More than three-quarters of women are 'quite' or 'strongly' satisfied with their pay and conditions. Satisfaction with pay is particularly widespread among those who have been employed in the railway industry for fewer than five years.
- Job security also receives positive satisfaction ratings, especially among those who have been in the industry for 20-30 years.
- There are high levels of dissatisfaction for the suitability of facilities such as mess rooms and toilets.
- Many women are dissatisfied with the amount of equipment they are required to transport, the more so the older the age group, and the uniform they are required to wear.
- While a slim majority are satisfied that the railway industry is inclusive and diverse, this view is considerably weaker for those

**“ IN FREIGHT THE TOILET FACILITIES AREN'T BAD. THEY ARE SIMPLY NON-EXISTENT! ”**

with childcare/caring responsibilities.

- A majority of respondents think women are encouraged to be active within ASLEF, but there is a quite widespread feeling that the union feels like a 'boy's club'.
- Only two in five women are satisfied that the union is doing everything possible to push the equalities agenda in the rail industry.
- The most common topic suggested for the union to improve on was to push for more family-friendly working conditions. There were also calls for improved toilet facilities and efforts to encourage more women into the industry.
- **To see the final report, please go to [www.aslef.org.uk/womensequality](http://www.aslef.org.uk/womensequality)**

**“ I SAW IT AS A CHALLENGE, ESPECIALLY AS THERE WERE FEW WOMEN IN THE ROLE. BESIDES, A MALE DRIVER TOLD ME I WOULDN'T PASS THE TEST. I APPLIED TO SHOW HIM I COULD, IF I'M HONEST! ”**

**“ WE COULD DO WITH A SHAKE-UP WITH MORE WOMEN IN REP JOBS AND MORE DISCUSSION ABOUT WOMEN'S ISSUES. THERE NEEDS TO BE MORE WOMEN WORKING ON THE RAILWAY. ”**

**“ I DON'T WANT TO BE TREATED DIFFERENTLY. POSITIVE DISCRIMINATION IS DETRIMENTAL TO WOMEN IN THE END. ”**

**“ WE HAVE A LOT OF RHETORIC FROM COMPANIES ABOUT EQUALITY BUT NO REAL EFFORT TO BRING A MORE DIVERSE WORKFORCE. BEHAVIOUR NEEDS TO CHANGE! ”**

**“ PERHAPS WE COULD ENCOURAGE NEW MEMBERS TO MEETINGS BY HAVING A BUDDY/MENTORING SYSTEM. ”**



**ASLEF member Jacqueline Campbell supported the 'Reclaim the Night' march that highlights women's safety**

# Labour offers a new

**The Labour Party Conference this year was surprisingly vibrant, with a sense of a new beginning after the rather subdued atmosphere of final years of the Blair and Brown governments. Ed Miliband has called for a major review of Labour's policies after the election defeat and a fresh look at the direction for rail is high up the agenda. ASLEF played its part in helping to formulate innovative new policies which we believe will benefit not only our own members, but also passengers and Labour if they are adopted. We organised a fringe meeting to discuss the implications of the McNulty report and joined other rail unions in launching a new research document exposing the follies of the botched and discredited franchise system ...**



**Shadow transport minister Maria Eagle with District Organiser Colin Smith who arranged and chaired the meeting**

## **MCNULTY: RIGHT DIAGNOSIS, WRONG PRESCRIPTION**

Shadow transport minister Maria Eagle signalled five major differences she has with the previous Labour government's approach to transport at an ASLEF fringe meeting discussing the McNulty Report on the future of rail.

Maria

- said it was 'absurd' that passengers should shoulder increases to rail costs as it would 'price people off the railways'.
- insisted there must be no inflation-busting fares while transport companies have licences to print money – rejecting Andrew Adonis' 'RPI-plus' policy
- opposed track maintenance and signalling entering the profit arena
- will oppose cuts to front line staff in ticket offices: and she
- confirmed that she is 'not convinced that franchising is the right system'.

The fact that over 100 people attended the fringe was, said ASLEF official Colin Smith, 'proof that investment in transport not only improves the lives of working people – it can win elections for Labour'.

## **THE DIRTY DOZEN!**

Mark Dowd OBE, Chair of the Merseyside Passenger Transport Authority, insisted that, 'It will be up to working people to do something about the damage this government is doing to rail. The Rail Delivery Group set up to implement the McNulty recommendations is made up of 'Twelve Unwise Men' – senior figures in the franchises that have milked the system, taken the money and helped to worsen the service.'

He said the Tories had no respect or concern for transport, citing the fact that his authority's grant had been slashed from £34m to £11m this year.



**Mark insists that, 'Without forcing a change of policy, station closures are 'inevitable'.**



**Enticing people to come to the ASLEF fringe – and yes, those blue skies are Liverpool a few days before October!**



**Manuel Cortes insisted 'We need to turn anger into action!'**

## **PASSENGERS ARE ALLIES IN THIS FIGHT**

TSSA Assistant General Secretary Manuel Cortes had five clear messages for the meeting

- The next Labour government needs to have the courage that the last one lacked – to implement the 2004 conference decision to take franchises back into public hands as they end
- It is 'ridiculous' for McNulty to say fragmentation is wrong – and then propose more of it through vertical integration
- The McNulty proposal to have 675 stations without staff would 'create magnets for petty crime and vandalism' and station staff cuts would make train travel impossible for the elderly and disabled.
- Staff cuts will mean higher fares – because machines will not offer you the cheapest option
- The passengers are with us – we need to turn their anger into action!



**The fringe drew a large crowd to Liverpool's Contemporary Urban Centre, thanks to the good offices of ASLEF organiser Colin Smith**

# Our approach to rail



The ASLEF delegation to the 2011 Labour Party Conference in Liverpool, with ASLEF members Collette Gibson and Rebekah Peterson who were representing other organisations. Left to right are Finn Brennan, Simon Weller, Tosh McDonald and Kevin Beresford



'Reduce dividends and profits – not staff costs!' is Tosh's formula

## STAFF HAVE BEEN PRODUCTIVE – INVESTORS HAVE NOT

ASLEF's vice-President Tosh McDonald insisted that our members have been hugely productive – but the system of franchising has held back the service.

'We are not the inefficient ones,' Tosh declared. 'Our members spend 48% more time in the cab now than they did ten years ago. We have reduced slack time by 39%. We have made huge contributions to efficiency.'

'However, we will never concede change that affects passenger safety.'

Tosh insisted that vertical integration – train operators taking over track – was a real safety concern. 'Private maintenance ended when 35 people died,' he told the meeting. But he was also deeply concerned for freight. 'You don't have to be a genius to realise that if they own the track, train operators will favour their rolling stock over freight, do you?'

And his message on franchising echoed other speakers: 'Get rid of the 'musical chairs' approach to rail. Stop the waste – and stop the rot.'

## AROUND THE CONFERENCE: ED WANTS COOPERATION IN THE WORKPLACE

In his Leader's speech, Ed Miliband called for 'an economy built on co-operation not conflict in the workplace.' He said 'the most important future for the UK's trade unions' was to raise productivity and 'work together, helping firms to compete.' He conceded that it had been right for the Thatcher government to have changed the rules on the closed shop and to have insisted on ballots before strikes took place.

In a well-received speech, he said the essence of his leadership was 'Ambition'. The ambition to change our country, he said was why Labour was founded. 'It's in our souls. It's the only point in doing the jobs we do,' he told delegates.

## MUTUAL MODEL BEST FOR RAIL

Simon Weller was one of the panel at a meeting organised by the Cooperative Party to discuss how to develop an accountable railway. It was rather unfortunately entitled 'Keeping the passenger tied to rail' which Simon said, as a driver, drew up a most unwelcome image for him!

'When the railway was privatised the Tories said it was to introduce competition. So the whole exercise was unnecessary folly from day one, because rail already had competition: from air, road and sea.'

The meeting's central purpose was to examine how the public could become involved in their railways. Andrew Gwynne, who spoke at the ASLEF conference earlier this year, said that the idea of a mutual option would be seriously considered in Labour's policy review. 'Ed Miliband has said there are no ideological barriers,' he told the meeting, as he conceded that the last Labour government had been too timid in its attitude towards franchising.

## COLOMBIAN SOLIDARITY

Union vice-president Tosh McDonald spoke at a meeting on Colombia – the most dangerous country in the world to be a trade unionist.

The main speaker was Colombian Congressman Ivan Cepeda, a high profile Colombian politician and human rights campaigner. His father, a Senator and editor of Colombia's only national opposition newspaper 'Voz' was murdered in 1994. 'Regrettably, this is by no means an unusual story in my country,' he said. The Colombian state accepted its role in the killing earlier this year.

The civil conflict in Colombia has killed an estimated 250,000 people in the last 25 years. It is this horrendous toll that led to the establishment of Colombians for Peace and the National Victims' Movement (MOVICE). Figures for those forcibly disappeared in the same period vary between 30-50,000 and over 5 million people have been internally displaced. State forces and paramilitaries have been responsible for the majority of these abuses.

'We are proud to have Justice For Colombia working out of our union's head office building,' said Tosh. 'ASLEF may be small in number, but our trade union values stretch across the globe.'

## WHEN FRANCHISES COME UP

In her Conference speech, shadow Labour minister Maria Eagle said that when franchises are let by this government they must

- not reward companies that walk away from franchises to avoid payments to government – and then expect to bid again or carry on making money somewhere else of the network.
- not reward companies who widen peak time to charge the highest prices for more of the day
- not reward companies that average out the fare cap, so commuters pay way over the odds for a ticket.



Simon Weller told the Labour Party conference that we should be reluctant to use the 'n-word' – nationalisation – but urged us all to work for a railway that has service and not profit at its core. 'We want a railway we can be proud of, one which serves the public well and rewards its staff fairly. A railway that passengers feel they own and can influence. Workers and passengers alike are tired of seeing money that should be reinvested into our industry used to line the pockets of rich investors,' he said as he pledged, 'ASLEF will play its part in producing a rational detailed template for the railway of the future.' Photo: Andrew Wiard

# Jon Beale: Safe journeys on the railways and sea

When **Jon Beale** isn't wearing the uniform of the Great Western trains he runs out of Parr in Cornwall, he dons the livery of a Coastguard. Since moving to the area in 1997, he has played a part as a volunteer for the coastal emergency service. **Chris Proctor** went to meet him ...

**J**ON hails from a small village, but even as a ten-year old he developed a fascination with trains. From tiny Berkeley in the Cotswolds he journeyed to Cheltenham railway station at weekends with a school friend to see the trains.

'I was hooked,' he says. 'My tolerant parents took me on trips - often using Kellogg's Corn Flakes tokens - to Paignton and places. They enjoyed it - but I was awestruck!'

After school, Jon worked in a hardboard factory near his Cotswold home. 'It was a choice in our valley of that or the pork pie factory! All our family worked for one or the other.

'It wasn't the job for me, but this was the mid-80s when there were three million unemployed, so you had to make sure you had another job to go to.'

Jon sent rail applications all over the country, usually hearing nothing. But then Bescot invited him for an interview and he soon started as a traction trainee. 'I couldn't have been happier!'

The move to a bigger town was eased by having an uncle who put him up for a few weeks while he found his way. It was, he says, exactly what he'd wanted.

## FORTUNE SMILES

He started as a second man in the summer of 1987, later transferring to Gloucester to get his driver's job. It was there he met wife Irene, who is now secretary of the union's St Blazey branch. She was a guard then, but she too joined the footplate, moving to Newport when freight work dropped off.

'A few of my Bescot mates had moved to Parr. When I visited I thought it looked an attractive option. Then I bumped into Keith Norman who told me there was a vacancy coming up, so I went for it.

'Irene also applied and by a stroke of good fortune four weeks later both our requests

were agreed. She was the first woman freight driver in Cornwall.

'There is a myth that to be accepted here you had to come over with the Norman invaders, but actually there are very few locally raised drivers at our depot. Anyway, Irene is from Glasgow - so she soon puts people in their place!

'We took to living here right away. I'm not a city boy and it's away from the rat race. And then there's the work content. It has its moments, like running down branch lines in the summer.'

## GETTING INVOLVED IN CORNWALL

Although both Jon and Irene wanted to live in a relaxed place, they are not the sort to hang around doing nothing. So while he

“ WE GO OUT IN ALL WINDS AND WEATHER - THE WINDIER THE BETTER ”

volunteered for the coastguards, she works with the sea cadets. 'It gets you active in the community,' he says.

Jon is always on call for the coastguards as it is an emergency service, but he got used to this from an early age as his father was a station officer for the local fire station. 'I thought about following his footsteps, but the coastguard was an obvious choice because if you live near the sea, you want to be part of it.'

Jon has always loved sailing, although the scope was limited when he was young - just the Severn River and the water parks. But after they arrived in Cornwall, Irene and he investigated the local yacht club.



John Beale doing his bit to keep the sea safe

'I began working on the safety boats they need to hold races. These are the first boats out - marking the course - and the last ones back, because you follow to make sure no one is in trouble. I do that whenever I can fit it around shifts.

'We go out in all winds and weather. The windier the better. You get out at sea and you're bobbing around on a boat and you haven't got a worry in the world.'

I am rather unconvinced by this. I hint that being in a small boat on a big sea might actually be very dangerous. In fact, isn't that exactly why coastguards are so important? Jon smiles as if I am a little demented and tells me about the service.

## A CHANGED ROLE FOR HMC

The coastguard was set up 200 years ago to combat smuggling, but now Her Majesty's Coastguard is a government agency, which, like rail, comes under the Department for Transport.



The well-stocked Coastguard vehicle is packed with stretchers, pegs, rope and other rescue equipment



**Coastguard Jon with the Charlestown's idyllic harbour in the background**

It is the emergency service that coordinates search and rescue operations along our coastline. This can mean anything from a sailboarder who can't make it to shore, a walker fallen down a cliff or someone injured on a ship. When a radio signal calling for assistance is picked up, or someone on the land sees a vessel or a person in distress, their 999 call is relayed to the coastguards and an alert goes out to a team of people trained to know how to deal with a coastal emergency. This usually involves coordinating the activities of other professionals - which could include the military, the lifeboat service (RNLI), commercial tugs, a helicopter or any other shipping in the area. 'We are the eyes and ears of the service on the scene,' Jon says. 'We enable the right decision to be taken about what help is required.'

Coastguards have now branched out into other activities like producing safety guidelines for recreational boat users and advice about personal survival at sea.

#### ANSWERING THE SHOUT

There used to be visual coastguard huts (the old coastguard stations) scattered all around the coast, but now these are run on a voluntary basis. 'They often refer things to us they have seen that could be a person or boat in distress,' Jon says.



**Just to prove he is a train driver, Jon poses for the camera outside St Austell station!**

In between the tragedies, calls often turn out to be nothing - but like all safety issues, it is the other time that counts. 'When Boscastle was flooded in 2004 we went to relieve the local team. We combed the coast looking for seven missing people - who, it emerged, had spent the night in a community centre!'

As a full-time train driver, Jon can't always 'answer the shout' as he calls it. 'But we always have someone who will turn out. We need a minimum of three to operate the equipment. We're a mixed bunch - a tax inspector, a bloke with his own company, one who works in a patisserie, a clay pit worker and someone who delivers meat. We meet twice a month for training, learning new equipment or just making sure we're not rusty about some of the operations.'

Jon and Irene are part of the place now - even if they didn't come over with the Normans. Their home overlooks the sea, and they are both based at Parr. 'But what the future holds is uncertain in the present railway. You can only plan as far as the next franchise.'

Our final words demonstrate 46-year old Jon's positive outlook. As he drops me at the station he tells me, 'I'm getting a staircase delivered from Italy today. You assemble it yourself.'

'I've never done anything like that before. But I think there are instructions with it.'



**Jon shows where the visual lookout station still stands, although these days it is staffed by volunteers**



**Jon at the wheel of the Coastguard Landrover in Charlestown, Cornwall**

**Would you be prepared to be featured in future editions of this column, or know someone who would be a good subject? If you do, please let us know at the ASLEF Journal, 75-77 St John Street, London EC1M 4NN or [journal@aslef.org.uk](mailto:journal@aslef.org.uk)**

## A HUNDRED YEARS OF UNION

### The November 1911 ASLEF Locomotive Journal included a report from Pontypool about one of the union's first members, and another article discussed MPs salaries ...

#### PONTYPOOL: A MAN OF HONOUR

Brother Sidney Evans was one of the six who, with Mr E Evans, put down their first shillings to form our Society. At Griffiths Town, Pontypool Road on August 15th he was asked to retire from the

footplate, he having reached his age limit with 45 years' service to his credit.

On Friday August 17th, he was going to work, not knowing the strike had taken place. Being met by one of our old comrades and told the Situation he said, "You

know my circumstances, I am leaving on Wednesday next." He was then told, "We will not persuade you either way". Be it ever remembered of his nobility of character that rather than violate the principles of the Union he had so helped to form and faithfully adhered to for 31 years he replied, "Then I will go back home".

#### MPs EXPENSES AN ISSUE!

In the General Gossip of "Nota Bene" we uncovered this gem ...

"The public refusal on the part of certain Members of Parliament to accept their salaries is not so

creditable as it seems. It savours too much of self-advertisement and the "dog in the manger" Principle. These particular Members can well afford to dispense with the money, but there are many others who are not so fortunately placed. At any rate, any member who wished to forego his stipend can easily do so, without drawing public attention to his act of so-called abnegation".

○ Extracts selected and edited by **Dave Bennett**

**NOW OPEN  
JOIN TODAY!**

# The 500 Club

Join the RMS's new and exciting fundraising scheme

Pay a £4 stake each month and be entered into a monthly draw to be in with a chance of winning a cash prize!

Of the total monies collected 50% will help fund RMS activities and half will go back to club members as prizes.



**The more members in the club,  
the bigger the prize!**

The 500 Club is open to individuals, branches and district councils.

If you would like to join the club please contact Lee James at Head Office at [ljames@aslef.org.uk](mailto:ljames@aslef.org.uk) or on 020 7324 2400.

## The ASLEF website...

... all you need at the click of a button



[www.aslef.org.uk](http://www.aslef.org.uk)

take part in the monthly poll  
view the up to date ASLEF rule book  
get up to date with the latest ASLEF news  
find out the current elections taking place  
add your views in the members only discussion board  
read EC, district council and committee reports  
learn about legal, financial and other news

**New feature**  
YOU CAN NOW LEAVE  
YOUR COMMENTS ON  
ASLEF NEWS  
ARTICLES!

## Driving Change across the First Great Western Network

### Qualified Train Drivers

**£40,823 per annum plus competitive benefits | Based London, Paddington and Reading**

If you are a Qualified Train Driver there has never been a more exciting time to join First Great Western. With the announcement of the electrification of the Great Western Main Line and the Intercity Express Programme (IEP), our Qualified Train Drivers will be at the forefront of exciting changes across the network.

This is a great opportunity to make a key contribution in a business committed to constant progress. If you're a Qualified Train Driver with personal drive and commitment to excellent customer service, safety and your own development, we'd like to hear from you.

As well as receiving a competitive salary, you'll also benefit from a final salary pension scheme, generous holiday allowance and free travel for you and your family on First Great Western Services.

**For more information and to apply please visit [www.firstgroupcareers.com](http://www.firstgroupcareers.com)**

**Closing date Sunday 27th November 2011.**

**First**  **Great Western**



## RICHARD 'DOT' COTTON – POPULAR MAN OF MANY INTERESTS

IT IS with great sadness that I report the death of retired member Richard 'Dot' Cotton.

Richard joined London Underground in 1974 as a guard on the Northern Line, later becoming a driver based at East Finchley, where he remained until his retirement in 2009. Richard loved his job.

Dot had been a member of ASLEF since 1992 and attended branch meetings when work permitted, but he was a 'lates' driver, so wasn't able to attend as often as he would have liked.

He was a quiet man with many interests such as astronomy, visiting Jersey, trains

and boats and was an avid collector of 'stuff', (stamps, coins, cardboard boxes, pens, string, you name it, he collected it!). He was a big fan of Johnny Cash and one of his favourite songs 'Orange Blossom Express' was played at his funeral.

He didn't enjoy the best of health and was medically retired in 2009, but that didn't stop him showing up in the mess room for a chat with his old mates and if there was drink-up on - he was there!

When his sister rang and said Dot had been admitted to hospital and wasn't expected to last the week, his ward at the Whittington hospital was inundated with

Northern Line drivers, past and present. Even though in obvious pain, he managed to retain his sense of humour and I'm glad I got the chance to see him and say goodbye. Dot held on for a further month or so, finally losing his battle on 22 August.

I knew Dot for about 10 years and in all that time I can honestly say I never heard him say a bad word against anyone, he was a truly lovely, genuine man and will be sorely missed by all his friends and colleagues on the Northern Line.

**Deborah Reay, Branch Secretary, Northern Line/North**

## THOMAS ('HARRY') GRIEVE NO BETTER PERSON

IT IS with great sadness that I am informing you of the death of my father, Thomas Henry Grieve (Harry), who passed away on the 29 August aged 87.

Dad started work as a 15-year-old telegraph lad at the Halewood office before moving to Brunswick Sheds in 1941, during the time of the German blitz on Liverpool's dock area.

He was soon firing the various G.C. classes on the main line and spent many years as a fireman. Dad had commented that Robinson 04s (nicknamed 'Tinys') were the finest goods engine he had ever encountered. He went on to drive a variety of steam

engines over many years before moving across to drive diesel and electric trains out of Liverpool. Dad retired as a train driver in the late 1980s and kept in touch with the great friends he had made in his time on the railway.

His funeral service took place at Springwood Crematorium in Liverpool on the 7 September and many of his former railway colleagues joined family and friends at the LMS club in Garston to remember a very special man. It was a pleasure to meet them.

Dad was the most genuine and caring person you would ever wish to meet and we have often heard the term 'Gentle Giant' used to describe him. I am sure everyone who ever met him would agree with that sentiment. He leaves behind Jean, his beloved wife of 60 years,



daughters Helen and Jeanette, myself, 7 grandchildren and one great-grand-daughter.

Dad lived for his wife and family and we could not have wished to have a better person in our lives - he will never be forgotten.

**Phil Grieve, Son**

## THREE TILBURY DRIVERS MOURNED

SADLY I have to report the very recent passing of three retired train drivers from the closed Tilbury Riverside Electric and Mixed Traction Depot.

Bro Jack Pickard, who died aged 91, started his career at Grantham where he became a Royal Fireman before migrating south to Tilbury Riverside for his driver's check after the 1955 strike. He remained at Tilbury until his retirement. Jack was a well-liked and respected driver amongst his colleagues, and was always a good loyal ASLEF member.

Bro Jack Ellis was aged 84 when he died. He was on the steam at Tilbury before electrification in the 1960's whence he became a Motorman on the sparks, plying his craft between Fenchurch Street and Shoeburyness until he retired. He was a lovely bloke who enjoyed a good laugh and joke, something which is sadly missing in the industry today.

Bro Bob Risk was about 74 when he died. After his National Service Bob went back on the steam at Tilbury and when the depot closed he migrated to Ripple Lane. Some years later he returned to Tilbury Riverside on the sparks where he stayed until he retired. Yet another good lad who enjoyed a good laugh.

They will all be sadly missed and our condolences go out to all their families and friends.  
**Cliff Blackwell, Branch Reporter, Tilbury**

## TONY NUNN NEVER FORGOTTEN

SADLY it has just come to light that I have to report the passing of Retired Brother Tony ('Toe - Joe') Nunn, who affectionately resembled a Japanese Emperor: and hence his nick-name. He was one of those depot characters you would never forget as he often tried to flog you a policy of some description. He was always loyal to ASLEF during those heady days of disputes with BR in the 1970/80s.

Tony started at Plaistow on the steam, then he migrated to Ripple Lane and then on to Tilbury Riverside. Here, while he drove trains on the London, Tilbury and Southend Railway (LTS) he also became a local councillor in Thurrock for many years.

When Riverside closed Tony went back to Ripple Lane and with another closure he headed to Stratford 30A to see out his working days. He retired to the tranquillity of Wainfleet St Mary in Lincolnshire. His son Kevin still carries the family mantle as a Driver at Tilbury Freightliner.

**Cliff Blackwell, Reporter, Tilbury branch**

## LOSS OF TWO AT NEWTON HEATH

IT IS with sadness that I report the loss of 'Big John' Tomlinson at the age of 79. John was big in stature, but also as a man. His friendly mild attitude to life and to people made him a popular man of the footplate. Oldham born John grew up with railways in his blood and in 1949 his footplate career started at his local shed in Lees, until closure brought his move to Newton Heath.

When he retired due to ill-health, John moved to Carnforth, close to Morecambe Bay. Being near the West Coast Main Line and 'Steamtown' at Carnforth, was ideal for John and Muriel until illness brought his life to a close. Our thoughts are with his family and friends at this sad time.

We have also heard of the passing of Ernie Stokes at the age of 75. Ernie started his footplate career in 1951 and we offer sincere condolences to his family and friends.

**J. M. Black, Retired Members Section, Newton Heath**

# Pleural plaques ruling recognises rights of victims above interests of insurers



**Victoria Phillips, Head of the Employment Rights at our legal advisors Thompsons, reports on last month's Supreme Court decision on pleural plaques compensation in Scotland. Now the Westminster government is alone is refusing to concede that people whose lungs have been damaged by asbestos are entitled to compensation ...**

**T**HE Supreme Court has dismissed an appeal brought by four UK insurers who challenged the lawfulness of an Act of the Scottish Parliament (The Damages (Asbestos-related Conditions) (Scotland) Act 2009).

In unanimously rejecting the insurers' appeal the Supreme Court delivered a ringing endorsement of the Holyrood legislation which preserves the right of people with pleural plaques in Scotland to sue for compensation. The Court accepted that Scottish pleural plaques sufferers were directly affected by the insurers' legal challenge and

had a right to object. The legislation was said to serve a legitimate social policy aim and was a proportionate means of doing so. The insurers were wrong to complain that the Act was an unreasonable, irrational and arbitrary exercise of legislative authority.

## WESTMINSTER GOVERNMENT 'ISOLATED'

The ruling will also enable a similar Act in Northern Ireland to come into force. The purpose of both Acts was to reverse the decision of the House of Lords in Rothwell v

Chemical & Insulating Co Ltd [2007] UKHL 29. In that case it was decided that pleural plaques did not constitute injury which could give rise to a claim for damages.

It means that ASLEF members in Scotland and Northern Ireland who have been diagnosed with pleural plaques will be able to pursue claims for compensation against the employers who negligently exposed them. But members in England and Wales remain unable to do so.

This decision recognises the democratic right of the Scottish Parliament to legislate for the benefit of its citizens.

In Scotland the rights of people with pleural plaques are more important than the commercial interests of insurers, which is how it ought to be. The Northern Ireland Assembly has approved a Bill in similar terms to Scotland.

Meanwhile nothing has changed for pleural plaques sufferers in England and Wales. The failure of the Westminster government to act leaves it isolated. Only the discredited arguments of insurers and politicians could attempt to justify why people in Scotland and Northern Ireland whose lungs have been damaged by asbestos are entitled to compensation while those suffering from the same condition in England & Wales are left without a remedy.

## Obituaries

### GREG PINNING FUNERAL IN MANILA

It with regret that I have to report the passing of retired driver Greg Pinning at the young age of 61. Greg passed away peacefully after a long struggle with illness at the Quirino Memorial Medical Centre in Manila in the Philippines. His funeral was held in Manila.

Greg was one of the last 'Fen Tigers' commencing his footplate career at March in 1966. Subsequently he obtained a drivers position at St Pancras, then, when Thameslink withdrew their work, moved to Bedford, where he became a popular colleague. It was while he was at Bedford that he



contracted his illness which resulted in him having to be accommodated on shed duties until he achieved his goal, which was to retire with his wife Denia, to their new home in the Philippines.

He was a very dependable driver who could always be relied upon to carry his duties to

a very high standard, assisting everyone to get away early by 'putting' their trains away for them at the end of a shift. His stamp collection was one of his hobbies and he was a lover of playing the 'bandit' in the mess room. A big man in all senses of the word, he will be sorely missed.

His son Chris followed Greg onto the footplate and is currently a driver at Bedford.

Our thoughts go out to his wife Denia, daughter Christine, son Chris, grandchildren and all his family at this difficult and sad time.

**Bill Davies, Retired  
Members Section, Bedford**

### TONY FIFIELD A MAN WITHOUT ENEMIES

It is with great sadness that I have to write to inform you that

Brother Tony Fifield of the Croydon Tram/Light Rail No 1 branch passed away in the early hours of Thursday 6 October.

Tony was a bus driver before he joined First Tram Operations as a Tram Driver in March 2000. In October that year he became a Revenue Protection Inspector, before returning to driving in March 2007.

A great football fan he could - and would! - talk at great length on the subject. Highly respected, I don't believe there was one person who disliked Tony.

He was diagnosed with throat cancer during the summer but then passed away suddenly from pneumonia. He remained cheerful to the end. He was just 60 years old.

We would like to extend our condolences to his partner Shirley and to his family and friends.

**Robert Sambridge,  
Secretary, CTRLR Branch No 1**



The Saltley stalwarts on show!

## Long service recognised at Saltley

The October meeting of the Saltley branch was pleased to welcome a good number of colleagues who were receiving ASLEF service badges, and one member – Malcolm Kirk - who was retiring. We were fortunate to have as our guest Dave Calfe, the EC member for our District, to make the presentations.

The people in the group shot all received recognition badges from Dave. They are, from left to right on the top row M. Akram (30 year badge), Tim Mudd (25 years), Craig Thompson (25 years), Jim Ball (45 years), Simon Black (20 years), Jason Allen (20 years) and Phil Read (25 years). In the front row we have Malcolm Kirk (with his retirement certificate), Dave Calf (EC member), Helen Landry (10 years), Bryan Andrews (10 years) and Steve Beesley (10 years).



Malcolm Kirk is presented with a crystal glass by EC member Dave Calfe. We'll miss him!

Congratulations to them all! We wish Malcolm all the best in his retirement. Sadly he had to retire before he reached the age of 65 on the grounds of health. He was a driver for over 40 years.

**Adrian Harnett, Secretary, Saltley branch**

## Garston may become Liverpool

Garston had their latest reunion on Saturday 24th September at the LMS Institute Burnsall Street, Garston, Liverpool.

The venue is well known to former members of the depot as it was used as a meeting point after duty for many of the staff.

Sadly a lot of ex-Garston staff did not turn up, although it was widely advertised.

The night however, was a good entertaining evening and the people who turned up had an enjoyable night.

A few suggestions were made regarding future reunions. One suggestion is that rather than have a Garston reunion, we could make it a Liverpool reunion. This seems to be a generally acceptable idea as sadly Garston staff are diminishing in numbers. A lot of the staff went onto other depots throughout Liverpool, Warrington, Crewe and Merseyrail, so I'll put the idea forward to see what can be done for next year.

Thanks to those who attended and made the night enjoyable.

**Chris Todd**

## Upcoming events

### ○ SWANSEA HIGH STREET

The annual retired section Xmas social will take place on Wednesday 14 December at the Cwmfelin Social Club, Approach Road, Manselton, SA5 9NR from 13:00 - 18:00. All welcome.

### ○ GATESHEAD 52A/NERSWA

GATESHEAD 52A/NERSWA's annual reunion will be held in the Gateshead Railway Club Wellington Street Gateshead on 17 November from 13:00. Buffet supplied. Old and new members welcome.

### ○ HITHER GREEN REUNION

The 2011 Hither Green Reunion will take place on 4 November from 18:00 in the Beacon Road, SE13 Railway and Social Club. Everyone connected with the depot, past and present, is welcome.

## Congratulations to Bernie Shergolds on his retirement

Salisbury Train Driver Bernie Shergolds retired on the 8 October 2011 after nearly 50 years on the Railway. Bernie started his career with British Rail as a steam engine cleaner back in 1961, passing out as fireman in 1962. In 1979 Bernie became a mainline driver, driving diesel locos such as the 33, 47, and his favourite the 50. He also drove the Hampshire units.

Next, Bernie worked for South West Trains, driving 159, 158 and 170s, on the main line. He did this



Bernie: 50 not out!

for many years.

Bernie's last position was as a depot driver with Salisbury Train care.

Congratulations - and a happy Retirement from everyone at Salisbury.

## Saltley thanks to Steve James

The August meeting of the Saltley branch was saddened to hear that Steve James was standing down as the Cross Country Health and Safety representative as he is retiring from the company at the end of the year after a period of ill health.

We would like to publicly thank Steve for all the outstanding work he has done since he took up the job in 1999. This included a stint as Chair of the Safety Advisory Committee. Steve worked tirelessly and with great enthusiasm to

ensure the health and safety of his work mates, all of whom wish him a speedy recovery and hope to see him soon at a branch meeting. Steve will be a hard act to follow but we are fortunate in having Jason Allen ready to step into his shoes. Welcome – and good luck, Jason!

And once again, many thanks to Steve for many years of selfless activity on behalf of his fellow drivers.

**Adrian Harnett, Secretary, Saltley branch**



These are the pages where you talk to us. We welcome your letters, either by mail to the **ASLEF Journal at 75-77 St John Street London, EC1M 4NN** or by email to **journal@aslef.org.uk**. Because of our space constraints, please try to keep your contributions as short as you can. This month we continue our **STAR LETTER feature**. The immensely lucky winner will pocket a rich range of ASLEF regalia!



### Thanks from Mick ...

I am a proud man as I write to express my very sincere thanks to everyone who offered me their support, their backing and their vote in the recent GS election.

I am fully aware that to become the leader of this union is a great responsibility. I can only promise you that I will do my best to repay the trust you have shown in me.

In the years to come I will guarantee you one thing: I will always remember that the general secretary is not the union. You are the union. That is what makes us strong.

I would finally like to pay tribute to the way Nick Whitehead and Simon Weller conducted themselves during the election, and to thank Keith Norman for the extraordinary efforts he made on behalf of the membership.

**Mick Whelan, General Secretary elect**

### ... and from Simon

**I WOULD like to thank everyone who helped and supported me in the recent General Secretary election. Whilst I'm naturally disappointed I'd like to give Mick my sincere congratulations and I look forward to working with him to take ASLEF forward on to the next chapter of our history.**

**My disappointment is tempered by knowing the honour I have of serving as ASLEF's National Organiser. I will continue to give the commitment and energy to that role that you deserve.**

**Individuals come and go. ASLEF remains.**

**Simon Weller, National Organiser**

### ASLEF subs are good value!

Through the medium of the Journal, I would like to express my gratitude and appreciation of the excellent representational skills recently afforded to me by District 6 Organiser Mick Whelan.

After I had been involved in an unfortunate work-place situation, Mick Whelan represented me at two hearings and an appeal against a sanction we considered to be draconian. Despite being goaded by management and not furnished with the correct paperwork,

## POTS, KETTLES AND OLYMPIC GAMES

**I SAW an article in the Evening Standard last month about the agreement the union has reached on the London Olympics. The headline was 'Tube drivers get £1,200 to save the Games'. It was the usual dig at London Underground staff for allegedly 'holding the capital to ransom'. A Tory MP said, 'Tube drivers are not badly paid and they should not need extra money just to do their job'.**

**Then again, I thought, I've never re-designated a second home, rented out a home, over claimed for council tax on a second home, subsidised property development, evaded or avoided tax, claimed expenses while living in a**

**grace-and-favour home, furnished other homes, exploited the 'no receipt' rule or over claimed for food.**

**MPs should look long and hard before making comments like this. They are elected to serve the people who voted for them – not to serve themselves.**

**We all have bills and mortgages to pay and a bit of extra money always helps. But we don't have the luxury of claiming – or fiddling – expenses. Working people get on with what we have and rely on our union to negotiate on our behalf.**

**Darren Powers, Canvey Island, Essex**

Mick retained his composure and against all the odds he managed, at the appeal stage, to get my 'sentence' reduced by using reasoned structured argument.

I was most impressed. Our union subs are good value as far as I'm concerned!

**John Greene, LLC rep, Derby**

### Goodbye TSSA!

**After reading the general secretary's column in the September Journal, I am yet again amazed at the disrespect the RMT displays towards ASLEF. The TSSA general secretary Gerry Doherty must be amazingly short-sighted if he believes he is negotiating a merger with the RMT. He is actually discussing the absorption of his union into the RMT, with the identity of the TSSA disappearing into the abyss!**  
**Steve Hill, Driver, Newton Heath**

### Staff travel anger

As a new TOC entrant (I have 15 years' service) I am extremely disappointed that the staff travel campaign appears to have been put on the back burner. I am now finding it increasingly difficult to justify my continuing membership of the union.

The contributions saved could go towards my train travel costs particularly in retirement, as I will not retain any travel facilities, unlike our European rail colleagues who continue to enjoy travel concessions on our national rail network after only 11 years' service.

**J. Owen, Driver, Three Bridges**

### Bad day for Kevin

I've just suffered a 'disruption' to my journey – by hordes of screaming girls at my local bus stop! Even worse, I got home to find that there are suggestions of scrapping free travel for TFL families and flatmates.

I would remind those people that pensioners like myself signed up for 'free travel on and off duty'.

**Kevin Christie, Retired Driver/Operator**

### Thanks for drama support

**I would like to thank ASLEF in Scotland, and especially Kevin Lindsay, for the union's generous donation of £100 toward our staging of the 'Ragged Trousered Philanthropist' at Loganlea Miners' Welfare as part of our "Better Way Campaign".**

**The play was delivered superbly and**

clearly identifies that nothing has changed except the date since Robert Tressell wrote the original novel, and it serves to attract more activists to our campaign.

**Jim Swan, Secretary, West Lothian Trade Union Council**

## Capitalism is out of date

After the political party conferences, all of which quite rightly concentrated on the national and global economic crisis, I find it astounding that the blindingly obvious has been ignored by the lot of them.

Abroad, we have the IMF warning of a global depression, the Eurozone in meltdown and demonstrations against finance capitalists from Wall Street to the Acropolis. In Britain, while consumer spending is plummeting and growth is estimated at a pathetic level, our government thinks the answer is to have VAT at 20% and throw thousands of public sector workers onto the dole.

Yet none of the big three parties will admit that it is the core system of capitalism that is failing. Any economic model based on greed will eventually consume itself, and if the ConDem government thinks that creating unemployment, cutting public expenditure,

and attacking pensions is the solution, they are wrong. They are actually making things much worse. The latest move to create more money for the banks through more 'quantitative easing' is a sign of desperation.

The current economic system doesn't need tinkering with or propped up by ever increasing public financial support. It needs replacing.

**John Metcalfe, Driver, Carlisle**

## I don't want to save Labour!

Here we go again. Keith Norman's editorial in the October 2011 Journal once again panders to the view that the Conservatives are the 'baddies' whereas Labour can do no wrong. It says that 'in the Major years' the government sold the industry and caused the current huge fares. Is John Major still the Conservative Leader? No. And why can't we welcome the fact that the current Secretary of State for Transport is unhappy with the situation? That should be a good thing, provided he does something about it.

**It was a Labour Government that promised to re-nationalise the railways -**

then refused to do so when it had the chance. I also believe Gordon Brown sold the country's gold at a bargain price - and raided our pensions. Labour are no more 'on our side' than any other party.

We should remember that if the railways hadn't been privatised, and fares were not at their current levels, then train drivers would not be earning the salaries we do.

I am not a Conservative supporter but I was annoyed later in the Journal to see an article by Gregor Gall calling on Labour to 'save itself'. Why? They don't want to be seen associating with the unions, they only want our financial backing. Mr Gall, however, says that while the unions represent three million members, only one million pay the political levy. So two-thirds have opted out, and I'm sure there are others - like me! - who are thinking of doing the same.

Why pour money into an opposition party that has no influence on government decisions? The unions should use their cash to lobby whichever party is in government - and therefore influence the people who make decisions, rather than make empty promises.

**Andrew Milner, XC Driver, Leeds**

## CLASSIFIED ADVERTISEMENTS

To advertise in the ASLEF Journal please contact Sarah Francis on 020 7324 2400 or [sfrancis@aslef.org.uk](mailto:sfrancis@aslef.org.uk)

**WANTED:- AN ORIGINAL 'VINYL' COPY OF 'GREEN ALL THE WAY' BY DAVE GOULDER.** I am able to copy the tracks & return the record or am willing to purchase at a reasonable price. Please telephone Reg on 07702396921.

**ASLEF TRAIN DRIVER** collects ASLEF/railway badges, signs, shed plates, signalling items, etc. Phone Mark on 01562 746537 or (mobile) 07789301551



**ONE CARDIFF BRANCH BADGE**, which are individually numbered priced at £3 each. One ASLEF tie pin, priced at £2 each. One ASLEF tie clip/slide priced at £3 each. The price of P&P is £2 per order up to 5 items. My contact details are, Edwin Cox, 2 Skenfrith Mews, Celtic Horizons, Newport, NP10 8HF, 07811761656.

**DRIVER COLLECTS BR33056 SERIES TRAINCREW / DRIVER MANUALS.** Contact Lee on 07919127972 or e-mail [lippydavies@blueyonder.co.uk](mailto:lippydavies@blueyonder.co.uk)



**FAVERSHAM BRANCH (077)** has finally launched its 25th Anniversary ASLEF/NUM badge. They cost £10 each including P&P. A few Faversham Branch Centenary badges remain available at £5 each including P&P. To order please contact the Branch Secretary, Steve Gurdler, 18 Hunters Way West, Chatham, Kent ME5 7HL. [steve.gurdler@aslefonline.co.uk](mailto:steve.gurdler@aslefonline.co.uk) or 07941 110473



**FOOTBALL PROGRAMMES and FOOTBALL BADGES** bought by collector. Please call or email with any pre-1965 programmes or other early football memorabilia. Martin Scott 07718 131622 Email: [scottfootball@hotmail.com](mailto:scottfootball@hotmail.com)

**EX DRIVER OFFERS UK, EUROPEAN AND WORLDWIDE RAIL TICKETS AND TOURS** We offer a booking service for rail tickets, tours and can arrange FIP tickets and reservations for journeys in Europe. We offer a bespoke service to rail staff and can also arrange hotels and flights if required. Please call David at RailTourGuide on

0191 246 0708 or

[railtourguide.com](http://railtourguide.com)

email [mail@railtourguide.com](mailto:mail@railtourguide.com)



**A VERY LIMITED NUMBER (25) OF THE KING'S LYNN ASLEF BRANCH CENTENARY BADGE (2006)** have been reproduced and are available at £10 inc. P & P from M Steele, 1 Rosecroft, South Wootton King's Lynn Norfolk PE30 3WX or Telephone 07788 153954.

**THORNABY MOTIVE POWER DEPOT REUNION** After 50 years the depot now demolished. I would like to inform and invite all members to the first depot reunion to be held in Jack Hatfield Bowling Club Middlesbrough on 14th December 2011 from 13 00hr onwards. For more info call Jim Smith; Tel 01642 823819 Email [smith215@sky.com](mailto:smith215@sky.com)



**CITY OF LONDON BADGES**, one 10-year and one depot badge. Depot badges are numbered 1-150. There are only 150 of each. Price £5 plus £1 p&p. All profits to City of London branch funds to acquire a branch banner.

Further information or orders to Colin Dawson 01689 849 543 or 22 Hutchison Road, New Addington, Croydon, Surrey CR0 0BD.



**NXEA 2009 STRIKE BADGE** commemorating solidarity of ASLEF members. Purchase (£3 plus p&p) from NXEA Branch Secretary or District Council 5 Secretary. Contact M Steele on 07788 153954, 1 Rosecroft, South Wootton, Kings Lynn Norfolk PE30 3WX. Proceeds to District Council 5 Education Fund and ASLEF Fighting Fund.

# Ellie campaigns to bring back BR

Last month's TUC fringe meeting stressed the need to reach out to other transport groups to campaign for radical change on the railway. We have close links with the better known organisations like the Campaign for Better Transport, but this month we look at a small but active band called 'Bring Back British Rail', the brainchild of the author of this article, Ellie Harrison ...

**S**INCE I founded the 'Bring Back British Rail' campaign in 2009, it has captured the imaginations of rail passengers and train company employees alike. Its simple message aims to do 'exactly what is says on the tin' – to bring our country's railways back into public ownership and to start running them as one newly unified organisation that puts people before profits.

The message seems to strike a chord with all those who travel and work on railways, because nobody seems happy with the present system. It might be seen as 'a big ask', but it feels important that, nearly 18 years after the railways were sold-off, the Bring Back British Rail campaign exists as a bold statement that privatisation was not progress - and a radical rethink of our country's rail network is required.

## A PASSIONATE PASSENGER

I've never worked for the railways and I was actually only 15 years

old when British Rail was killed off by Major's government. I have some memories of the old Intercity trains travelling to Scotland and Wales on family holidays and of Network SouthEast where I grew up in Ealing. But, as a teenager, I was oblivious to what was happening policy-wise. I describe myself now as a 'passionate passenger' – someone who endured years of delayed, over-priced and over-crowded journeys around the UK and finally snapped. That's when I set up the campaign.

Because we are a small organisation run by volunteers (largely just me in my flat in Glasgow!) we have begun to collaborate with larger organisations with more funding and manpower. In August, we worked with the Campaign for



Lively Ellie brings great enthusiasm to the campaign for public rail



The first outing for Ellie's new banner - which she hopes will make many public appearances!

Better Transport (CfBT), the environmental group Climate Rush and trade unionists to put on a mass demonstration outside London's Waterloo Station against the government's train fare rises.

## IDEALISTS AND REALISTS

This grouping worked really well as it echoed the campaign's ethos of uniting both the passenger and the employee perspectives – bringing together the idealists (like us and Climate Rush) and the realists like the CfBT. This protest got a lot of media attention and was the first outing of our Bring Back British Rail banner - which I hope will make far more public appearances over the next few years!

The central focus of the campaign over the coming year is the e-petition on the newly re-launched government website. The petition is acting as a useful place to channel people's enthusiasm for the campaign's message and to amount support. We aim to get 100,000 signatures on the e-petition before it closes on 4 August 2012, in order to force the issue into Parliament next year. We are want to work with other organisations to co-ordinate further demonstrations and actions.

## LOOKING FOR LINKS

At the moment the campaign is largely happening online, where my own skills lie in social media and web-development. I am conscious, however, that this may

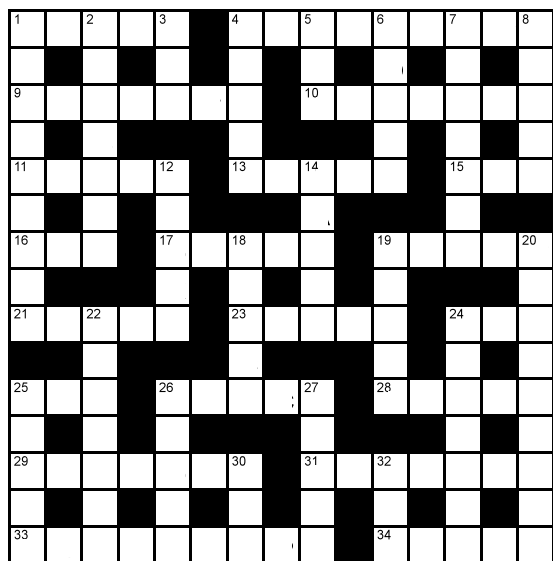
isolate a large number of potential supporters without easy access to computers.

Over the next few years we are hoping to bridge this divide, by setting up a network of supporters in different areas of the country to do groundwork at stations and with local union offices. This'll take time, of course, but we have the patience to keep at it... We are in this for the long haul!

The Bring Back British Rail campaign will continue to exist – kicking-up-a-fuss and putting pressure on the government – just as long as the railways remain in their current mess. We will keep going strong until there is a radical restructuring of the rail network so that the passengers and the employees benefit rather than the shareholders of private companies. Only then, perhaps, will we be able to feel real pride in working and travelling on our trains again.

- to join our mailing list or Facebook group go to [facebook.com/bringbackbritishrail](http://facebook.com/bringbackbritishrail)
- If you'd like to get involved with BBBR, please get in touch via [info@bringbackbritishrail.org](mailto:info@bringbackbritishrail.org)
- Why not sign our e-petition and circulate it to your friends?
- You can also support us by making a donation, buying merchandise or joining our membership scheme (see details online).

## Prize Crossword No. 67 set by Zebedee



**Across**

- 1 An inexperienced young person (5)
- 4 Reserved in manner (5)
- 9 Work function (7)
- 10 Shouting (7)
- 11 Oscar Wilde's nationality (5)
- 13 Having or bringing good fortune (5)
- 15 Industrious little hill-dweller (3)
- 16 Diamond reserve? (3)
- 17 Give instructions to society (5)
- 19 Point to a beastly place that isn't pleasant (5)
- 21 Gallium, selenium, sulphur, radon, xenon etc. (5)
- 23 Demonstrated (5)
- 24 Confirmation the eyes have it (3)
- 25 It's all about islanders (3)
- 26 Disparage rap (5)
- 28 Usher's fell in Poe story (5)
- 29 Feel pleased when a couple

of coppers walk around (7)

- 31 Having given an order, presented with a bill (7)
- 33 The act of taking a step in walking (9)
- 34 Transport by road and rail presumably (5).

**Down**

- 1 Showing possibility of achievement (9)
- 2 Sharply exact (7)
- 3 Indeed, the time's not right (3)
- 4 Turn around (5)
- 5 Archaically of thee (3)
- 6 She's easily caught (5)
- 7 Brief reply about mail distribution at the zoo (7)
- 8 It's nearly time for bed (5)
- 12 Eye-catching little devices? (5)
- 14 Vehicle to travel as freight (5)
- 18 Music hall has round shape

with ring (5)

- 19 One part in nine equal parts (5)
- 20 Beatles' hit which can't be brought back? (9)
- 22 Fake postal order circulated by top cleaner (7)
- 24 Having been delivered later (7)
- 25 Support for those in office (5)
- 26 Is aware of ... (5)
- 27 The thrills of football (5)
- 30 Essential feature of a needle or watch, maybe (3)
- 32 Part of linear curvature (3).



**MARKS & SPENCER**

The winner of this month's crossword will receive Marks & Spencer vouchers to the value of £25

Name.....

Address.....

.....

.....Postcode.....

Solution to Crossword No 66 which appeared in the October 2011 edition of the ASLEF Journal. Congratulations to **Peter Griffiths** of **Rayleigh**

**Across:** 7 Bogie, 8 Hotheaded, 10 Signal, 11 Needless, 12 Underclassman, 14 Peregrine falcon, 16 Procrastinate, 19 Visceral, 20 Fusils, 21 Numerical, 22 Canto. **Down:** 1 Coriander, 2 Viennese, 3 Mountain railway, 4 Chiefs of staff, 5 Dahlia, 6 Sense, 9 Electric train, 13 Footplate, 15 Linesman, 17 Rocket, 18 Minus.

Thanks for all your responses to the 66th ASLEF crossword in the October edition. If you complete this month's crossword please send the solution to the Editor, ASLEF Journal, 75-77 St John Street, London EC1M 4NN by the 14th of the issue month.

## ASLEF'S legal services – your rights for their wrongs!

**FREE LEGAL ADVICE** ASLEF also provides first class free legal advice – both for members and for their dependents. During 2009 ASLEF recovered £1,946,190.45 in damages for all types of cases. Call the helpline on 0808 100 8009

**EMERGENCIES** If you are an ASLEF member who is arrested or being interviewed by the police and need legal assistance – day or night – you can call the members' Emergency Hotline on 0800 587 7530.

**SACKINGS OR OTHER PROBLEMS AT WORK** Harassment, discrimination or bullying? If your local, branch or district representative is unavailable, call the Industrial Relations department at union headquarters (020 7324 2400) or email [info@aslef.org.uk](mailto:info@aslef.org.uk)

Changed your Address?

Name.....

Address.....

.....

Postcode.....

Telephone.....

Branch.....

Membership No.....

Please return coupon to: 75-77 St John Street, London, EC1M 4NN

# Spending more than you earn? Debt worries? We can help - **for free.**

With a Payplan debt solution we charge you no monthly fees, and you could be totally free from debt in just 5 years. As one of the UK's leading debt solutions providers, we're here to offer you free advice, free debt solutions and peace of mind.

your **debt** needs <sup>®</sup>  
**payplan**

Call Payplan **free** on  
0800 716239 or visit  
[www.payplan.com](http://www.payplan.com)  
(quoting ASLEF)

We can help to take away the stress of debt.