

## **The Railway Development Society Limited**

### **Election of Directors for 2014/15**

#### **Candidate Details and Election Addresses**

All candidates were asked to answer questions 1 to 7 (maximum 100 words) and submit an election address of not more than 300 words.

- 1) Length of Membership of the Railway Development Society (Railfuture)
- 2) Current and Previous RDS (Railfuture) Branch Membership and Committee Service
- 3) Current and Previous RDS (Railfuture) National Committee Service
- 4) Relevant Qualifications and Work Experience (including your age)
- 5) Current and Previous Membership of other relevant Organisations with details of positions held
- 6) Participation in other Organisations as RDS (Railfuture) Representative
- 7) Nature and Duration of any association with a Rail User Group (whether or not affiliated to RDS (Railfuture))
- 8) Election Address

**Jerry ALDERSON** – Proposed by David Berman; seconded by David Harby

#### **Personal Details**

1. 14 years.
2. Committee member East Anglia branch since 2002.
3. Elected to Board in 2005. National Vice Chairman 2006-13. Now Director of Finance & Corporate Governance. Former chairman of Networks Group. Former Acting Chairman of West Midlands branch.
4. Age 49. Owner director of small business consultancy company specialising in revenue growth and management in telecommunications, banking and retail sectors throughout Europe.
5. Founding CAST.IRON executive, attempting to reopen Cambridge to St.Ives Railway. Grew membership of 1,150 in 12 months.
6. CBT until 2007.
7. Volunteer on Mid-Norfolk Railway. Member of Fen Line Users and other railway user/campaign groups. Shareholder in Wensleydale Railway amongst others.

#### **Election Address**

Active rail campaigning (reopening the Cambridge-St Ives line, sadly now a guided busway) brought me to Railfuture. However, at national level I've tried to modernise and improve everything we do. Through my business experience I help colleagues reduce costs and spend members' funds wisely (productive campaigning not administration) aiming to get value for their money. Members overwhelmingly backed the introduction of electronic communications at the 2013 EGM. Our reserves now exceed £200,000 compared to just £50,000 in 2005, when we operated at a loss, but branches now have more money to spend on campaigns than ever before.

I became Financial Director in 2008 and the role expanded in 2013 to become Director of Finance & Corporate Governance taking workload off directors so they can concentrate on strategy. Attracting members of working age with modern skills from many backgrounds (more women are needed) must become our top priority in order to survive beyond this decade. Our prominent campaigns must include passenger issues (value-for-money fares, less overcrowding, fast and frequent services, good station and train facilities) as well as reopening and electrification campaigns. Too much railway investment seems to be solely for operational benefit, making the industry's life easier, rather than improving the passenger experience.

The Board has backed my ideas such as a discounted subscription fee and adding passenger help to the web-site to attract visitors. I have undertaken a lot of the web-site work to enable members to join, renew, book conferences and buy discounted books. The last two years has seen the highest new memberships for a decade, but at the lowest cost of attracting them.

I recently stood down as Vice Chairman after seven years representing the Society and deputising for the chairman. New blood is vital in all organisations and I want to grow other people's talents.

**Ian BROWN CBE FCILT** – Proposed by David Berman; seconded by Jerry Alderson

**Personal Details**

1. From 2014
2. London & South East Branch 2014
3. Honorary Vice President of Railfuture since 2012  
Member, Infrastructure & Networks group since 2013  
Regular contributor to Railwatch on rail policy issues since 2012
4. BSc (Maths)  
Senior Manager/Director, British Rail  
Policy & Strategy Advisor, French National Railways (UK)  
Chief Executive, Docklands Light Railway  
Managing Director, London Rail, Transport for London  
Non-Executive Director, Crossrail Ltd  
Non-Executive Director, Greater Anglia Railways
5. Fellow of the Chartered Institute of Logistics and Transport
6. None
7. None

**Election Address**

I became Managing Director Rail at Transport for London in 2001 retaining an interest in the Docklands Light Railway (DLR) as Chairman, but also responsible for devising and implementing the London Overground, further developing Croydon Tramlink and sponsorship of the Crossrail project.

I retired from TfL at the end of 2010 and was awarded a CBE for 'Services to the Rail Industry' in the January 2011 New Year Honours List.

My lifelong career in the management and development of railways started in 1970 with appointment as Assistant Area Operations Manager Coventry, following two years as a Management Trainee.

Early jobs in the 1980s included Divisional Passenger Manager, Stoke on Trent (during the Barmouth Bridge closure and the internal campaign to keep the Cambrian Coast operational), Divisional Passenger Manager Birmingham followed by Chief Passenger Manager London Midland Region.

Joined the BRB Policy Unit in 1984 with responsibility for freight.

Appointed as Managing Director Freightliner and Railfreight Distribution in 1988 responsible for introducing railfreight services through the Channel Tunnel jointly with SNCF, until privatisation in 1996.

In 1996 I worked for French National Railways (SNCF) as policy advisor on SNCF UK interests.

Late in 1996 I joined TfL and was appointed as Chief Executive, Docklands Light Railway (DLR), to develop and expand the railway and implement a series of four extensions.

Following retirement at the end of 2010, I joined Crossrail and Greater Anglia Railways as a Non Executive Board Director, plus Greenwich University Business, and Greenwich Council Transport Advisory Boards.

I will energetically apply this senior level experience and intimate knowledge of the current rail industry to assist Branches in their vital campaigning work and in support of all four-policy streams in Railfuture - Passenger, Freight, Infrastructure & Networks and International.

**Trevor John GARROD** – Proposed by Norman Bradbury; Seconded by Ian McDonald

**Election Details**

1. 35 Years
2. East Anglian Branch Secretary till 1986. General Secretary 1986-2001
3. Board Member 2005-2013
4. Age 67. In almost continuous paid employment between leaving full-time education and retirement in 2011
5. –
6. European Passengers' Federation Chairman
7. East Suffolk Travellers' Association. Chairman since 1997. Helped form many other local rail users' associations and reopening campaigns

## **Trevor John GARROD**

### **Election Address**

Chairing a large and successful local public transport users' association and an influential European federation of 34 national and regional organisations has shown me what makes the voluntary sector tick. A campaigning body like ours cannot be run just like a commercial company or government department. It can contain elements of both, but must also be democratic and welcome members who sensibly use their initiative. Control freakery is not healthy in a voluntary organisation.

As a Board member I shall propose practical and realistic measures such as the Annual Work Programme which I drafted when on the Board before.

Railfuture has over £200,000. We can afford to pay for work to be done. If elected I shall press for more money to be spent on paid help. That need not mean employing someone ourselves.

The internet has transformed lives in similar ways to the railway 150 years ago. But it should not be a total replacement for human contact or other means of communication. WE still need to have meetings, linked to action.

For Railfuture is not just about hardware and software; it is also about people. That means accepting many types of people in our organisation, involving them in action at various levels, not writing them off as old or shunning them as untrained or inexperienced.

**Andrew MACFARLANE** – Proposed by Janet Cuff; Seconded by Peter Garvey

### **Personal Details**

1. 32 years
2. Secretary of North West branch 1985-90, Chairman of North West branch 1990-2000.
3. Two previous spells on the National Executive and currently a Board member. Chairman of International Group since 2002.
4. MA (Hons) in French with Business Studies.  
Six months working for Greater Manchester PTE in 2003 and since October 2007 employee of Greater Manchester Public Transport Information Limited (Traveline). Age 54.
5. Currently Vice-Chairman of the Greater Manchester Transport Campaign. A member of the Greater Manchester Transportation Consultative Committee 1985-2003.
6. None.
7. Chairman of the Mid-Cheshire Rail Users Association 1987-2006. Since 2006 Newsletter Editor of the Mid-Cheshire Rail Users Association.

### **Election Address**

The climate towards rail investment has become a much more positive one in recent years, something which those of us who experienced the long years of decline find heartening. Railfuture has an important role to play in seeking to influence where such investment is directed. We have made our views known on HS2 and continue to do so. It is important that we as a country get this project right at the first attempt. It is vital that HS2 has adequate links with the existing network and that service levels to important places not on HS2 itself are protected. The growing programme of electrification is most welcome and it is particularly pleasing to see many routes in the North West of England being included as early priorities. The thorny issue of line reopenings in England however largely remains to be tackled. Perhaps the Uckfield-Lewes scheme, the rapid progress of which Railfuture can take much credit for, can break the log jam. Our passenger rail network remains far too fragmented (there are six train operators serving Manchester Piccadilly for example) and there is still much scope for the merger of TOCs to reduce costs and to improve flexibility. Network Rail still needs to reduce its costs and improve its efficiency and it remains to be seen how its inclusion in the public sector will affect its ability to borrow money for investment. I hope that Network Rail can become more responsive to customer needs, e.g. by not scheduling major engineering work which clashes with major sporting fixtures. Fares and ticketing are a major area of concern for passengers. Railfuture must continue to campaign for lower fares alongside like-minded organisations and we need a more user-friendly system than one, which forces passengers to book 12 weeks ahead to secure reasonably-priced fares.

**Ian McDONALD** – Proposed by Howard Francis Thomas; Seconded by Norman Bradbury

### **Personal Details**

1. About 30 years
2. Formerly Secretary London & SE Branch Committee
3. Former Board Member, currently Chair of Networks Group, member of International & EU Group, and Policy Group
4. 68; MILT/MCIT. Formerly bus service planner, and public relations assistant, for London Buses, and public relations advisor for several railway companies.
5. Formerly Secretary of Transport 2000 London local groups. Regional transport spokesman for Green Party; member of FoE.
6. Railfuture delegate to European Passengers' Federation.
7. None.

## **Ian McDONALD**

### **Election Address**

I have been a transport campaigner for some 35 years, mainly with Railfuture, but also with Transport 2000, Green Party, and other organisations. I was principal editor of Railfuture's re-issued book, "Britain's Growing Railway" produced in two volumes in 2010 and probably 2014 (formerly A-Z of Line Re-openings), and produced policy papers on topics including Electrification, Eurostar, other international rail services, and HS2. I am a member of the relevant teams working to convince Government Ministers to continue to invest significantly in railways, with some success in recent years, as well as with TOCs on proposed franchising bid contents, timetable changes, and with NR on infrastructure updates and programming.

I am concerned that we should listen to any expressed branch concerns about our rail campaigning work, and ensure that our funds are well used to help campaigns where requested and justified. But we do badly need to recruit more active members to work on our leading committees.

We seem to have helped to make some impact on public awareness about carbon emissions and increased traffic congestion and can be proud that we have successfully raised our profile with more press coverage recently on fare increases, the electrification programme, reopening closed lines, and investing in high speed rail as the alternative to more airport runways, motorway construction, and increased traffic congestion. I have played a leading role in preparing some of our position papers, consultation submissions, and press releases. I will continue to help press Railfuture campaigns and agreed collective policies if Government and transport bodies lose momentum.

**Wendy THORNE** – Proposed by Bruce Williamson; Seconded by David Berman

### **Personal details**

1. 1 year
2. Severnside Branch since 2013
3. Acted in an advisory capacity during 2013 to the Railfuture National Board.
4. Fellow member of the Association of Accounting Technicians (AAT) and a Licensed Member in Practice providing accountancy, bookkeeping and payroll services to small businesses and sole traders.
5. Director and Trustee on the Governing Council of AAT for nine years until May 2012. Chaired a number of Boards, panels and working parties with particular focus on regulation and compliance and continuing professional development (CPD) for members.
6. None
7. Treasurer of Portishead Railway Group for the past three years.

### **Election Address**

The skills I can offer the Railfuture Board are those I gained from volunteering on the Governing Council of an international organisation; thinking strategically, listening and observing, effective chairing of meetings and questioning decisions where appropriate. I have experience in the disciplinary and regulatory areas, gaining a qualification in Investigative Practice and I sit on Disciplinary Tribunals for a Chartered professional body. I will actively and enthusiastically assist with reviewing the corporate governance of Railfuture strengthening its support to Branches and members in their vital campaigning activities.

I will place my knowledge in members' services and magazine publications at the service of Railfuture to further strengthen our media presence both electronic and in print, and will support the excellent work done by *Railwatch*.

I chaired a local branch of my professional body for many years, actively managing events and supporting members. I know only too well the challenges of getting members to engage with an organisation they subscribe to and believe that effective communication and clear presentation are vital. As an accountant I pay particular attention to detail, therefore I am able to cast a critical eye over documentation before it goes to print. In the future I would like to initiate a review of the format and content of the Annual General Meeting to help expand and connect with a new and wider audience.

I will support the Board to move the organisation forward by playing an active role in its strategic planning, looking at its operations with fresh eyes and vigorously supporting the other Directors in their quest to make Railfuture the number one campaigner for railways