

Seen in Mtg folder.



10 DOWNING STREET

Prime Minister.

A big pay increase for less work for Peter Parker will surely risk Sid Weighell insisting that his members get their noses in the same trough. And so on through the miners etc.

If Peter Parker is that good, why hasn't he provided for his own succession by now? The acid test of management.

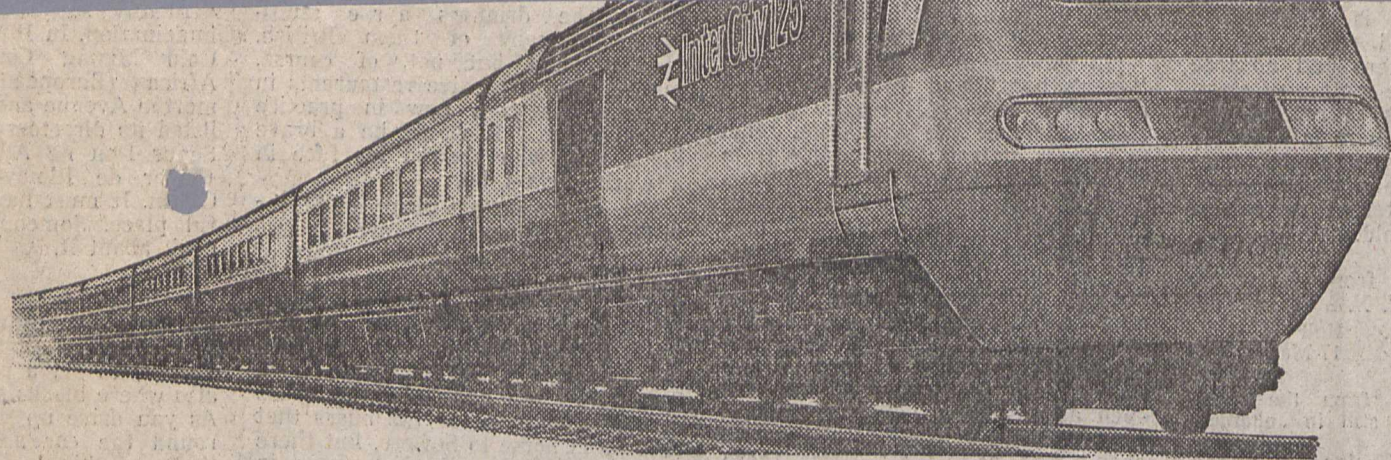
Has Norman Fowler considered letting Parker go part-time as Deputy Chairman, get his main salary elsewhere, but still be there to assist whoever takes over from him.?

The Steel workers accepted McGregor's salary but they were in no position to capitalise on it. The Railway workers are.

Are we absolutely convinced that we have no alternative but to re-appoint people who are fundamentally opposed to our plans? Both Rooke and Parker have used Public Funds to advertise their own political preferences. SEE ATTACHED. NO MENTION OF PRODUCTIVITY.

COULD HAVE BEEN WRITTEN BY N.U.R
OR A.S.L.E.F.

DW



In theory, a monopoly has no competition...

It's true that British Rail operates the only national railway system in the country. By definition, that should make us a monopoly.

By implication, we should therefore enjoy a cosy existence, sheltered from competition, insensitive to customers' needs, complacent and unadventurous.

Nothing could be further from the truth.

COMPETITION IN EVERY SECTOR

On the passenger side intense competition comes from over 15 million private and company cars owned in this country. Owners who use their cars on business benefit from tax relief. And company car owners (of which Britain has more than anywhere else in Europe) usually have only to find marginal costs, like petrol, out of their own pockets. Not surprisingly, the incentive to use the car is considerable.

Air services provide vigorous competition for British Rail's Inter-City trains.

With the passing of the 1980 Transport Act, long-distance coaches now compete for our business much more actively than before.

In the freight sector, competition is similarly intense. We don't benefit, as road hauliers do, from the UK licensing laws—for example, there is no "quantity" licensing, as in Germany and France, to limit the amount of freight to travel by road. What's more, only now is taxation of

heavy goods vehicles being increased to make the competitive framework fairer.

FINANCIAL BURDENS—WHAT ABOUT FINANCIAL FLEXIBILITY?

We have a statutory obligation to run services which are socially necessary but financially unviable. This is known as the Public Service Obligation—the basis of the annual "contract" between the Government and British Rail. **In real terms this has not increased since 1975—leaving Britain with the least supported major railway in Europe.**

If British Rail does not use up the whole of the contract payment in any year the residue cannot be "credited" to the next year.

Monopolies generally enjoy more financial flexibility—and muscle—than other business. But not British Rail. Instead British Rail is restricted by the rules and conventions which apply throughout the UK public sector where, for example, each industry has its External Financing Limit. This represents the maximum sum in terms of "outside finance" that any public sector industry can call on each year. If the economic recession makes it impossible for British Rail to keep within its External Financing Limit, the excess will be deducted from the next year's Limit.

THE SERIOUS IMPLICATIONS

The direct consequence of financial inflexi-

bility is on investment. British Rail's investment per train/Km is lower than that of any other major railway in Western Europe. The railway network needs 30 per cent extra investment just to maintain the present standard of service.

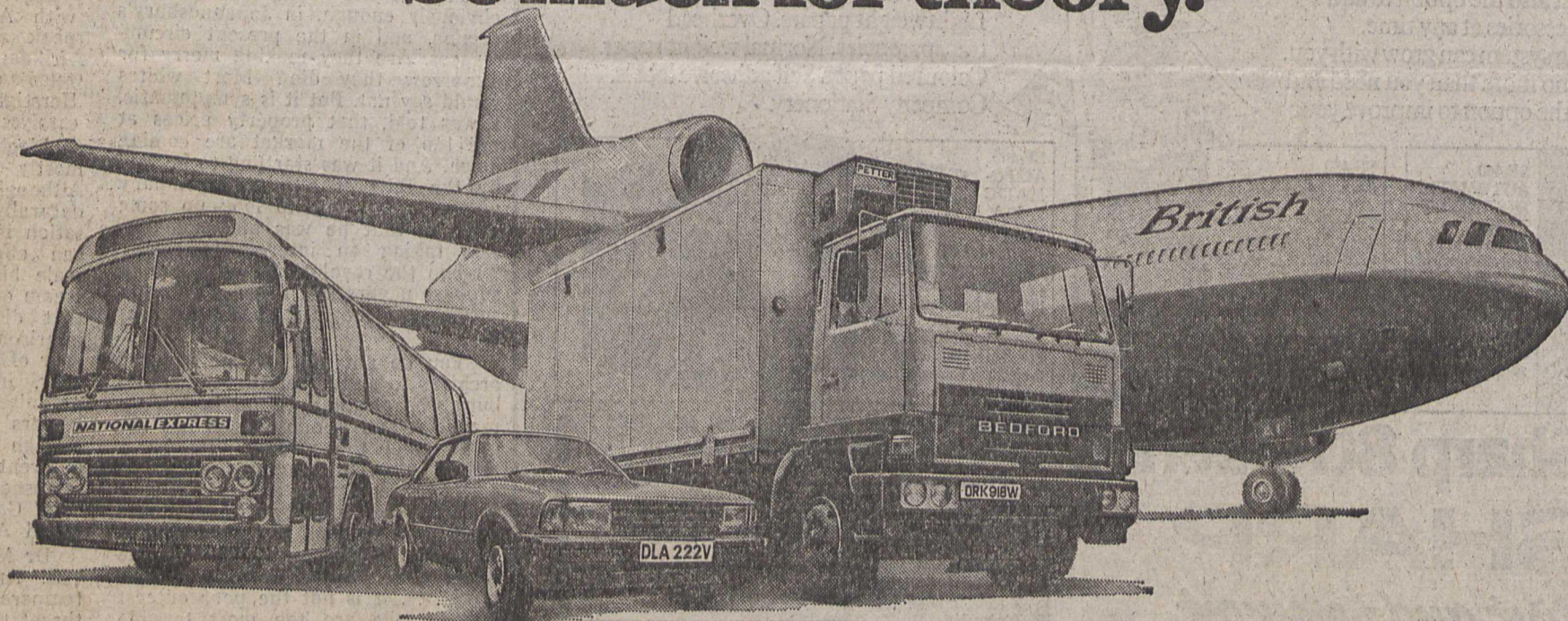
If Britain wants a worthwhile railway system in future, people will have to appreciate the importance of railways, as they have done in other countries.

Investment in the railways is a sound and sensible use of money. This so-called monopoly *can* behave adventurously, *can* stand up to competition and *can* justify its role in the economy.

Do not forget that in 1979 British Rail's recorded passenger miles were actually higher than in 1961, when the rail network was thirty per cent larger and there were only half as many cars on the road.

This is one of a series of advertisements designed to increase public awareness of the position of the railways in the national transport system and also in the life of the community as a whole. Whilst the facts and figures contained in these advertisements are known and appreciated by those directly concerned in shaping the future, an industry as much in the limelight as ours has a duty to address itself to a wider audience, which needs to be well informed if it is to play its part in helping to form public opinion.

So much for theory.



This is the age of the train ➡

ney, would I escort a Zairean lady who has to change at Johannesburg? She speaks no English. Yes, of course, I should be delighted, I lied.

For once charity was rewarded. At Jan Smuts airport I translated between the lady's African French and the immigration official's Afrikaner English. He is so relieved to have her sorted out quickly that he thanked me and let me straight through. This is in contrast to the stories people tell about the officials here. One friend of mine, who had waited in a corner for half an hour after the last of the queue had gone, meekly approached the desk. "I thought it said 'journalist' on your passport Mr —, not 'comedian'. Get back till we ask for you." This man even offered not to stamp my passport, but in my confusion I said to do what he liked. Now I need another passport for black Africa.

We drove into Johannesburg with noonday sun glittering on the glass of the skyscrapers in the dis-

o white water—it is enticing and hideous. A hundred years ago not a building stood here and no tree grew. Alongside the motorway stand the huge slagheaps to remind you what brought them here in 1886. No one is quite sure who the Johannes was after whom the city was named. The Zulus do better. They call it Igoli, the City of Gold.

THERE IS a letter from the writer Olive Schreiner to J. X. Merriman:
Hell
17 March, 1899

Dear Mr Merriman,
You will see from the super-
scription that I am still in Johannes-
burg. . . .
and it does not take long to under-
stand what she meant. Hillbrow is
Johannesburg's transit camp, not
Soho or Hampstead as people here
sometimes say but Earls Court. To
stay here in a cheap residential hotel
is to know an inner circle of hell.
The suburb was first built in the
1890s but has been built over and

Most of the buildings are sky-
scrapers, blocks of flats and hotels.
In between are tatty shops, cafes,
"men's bars," and discos of a kind
to which celibacy is clearly prefer-
able. Most of the population seem
to be new arrivals: immigrants from
England, Portuguese from Mozam-
bique, Rhodesians who have "taken
the gap," and Europeans who give
Hillbrow the slightest air of cosmo-
politan charm. Here are Germans
running delicatessens, Italians run-
ning cafes, and Greeks running
corner shops: in South African par-
lance a "Greek shop" is any general
shop selling the basics of life and
open at all hours, what in England
we will no doubt come to call a Paki
shop. And, as in West Africa, there
are Lebanese. Here they have the
reputation, maybe unfair, of being
the city's gangsters, like the Maltese
in London or the Corsicans in Paris.
The "men's bars"—as opposed
to genteel "ladies' bars"—are the
worst things. There is no pretence
of conviviality or enjoyment. Custod-

can. The drinkers are a multi-
national, many of them British.
Multi-national but not, of course,
multi-racial. Expensive restaurants in
Johannesburg are now in practice
desegregated. It would be a brave
black man who showed his face in
a working-class bar.

There are in fact plenty of blacks
in Hillbrow though there are not sup-
posed to be. One of the pillars of
apartheid is the Group Areas Act
which says who can live where.
Blacks live in "locations" or town-
ships outside the city. Every even-
ing towards the west end of Market
Street you see queues of hundreds
of blacks waiting for the buses that
take them home to Soweto. But there
are many blacks sleeping rough in
the city and living, presumably, off
petty crime.

Danger from muggers

APARTHEID is only one aspect of
the sociological complexity of this
riveting, disagreeable city. In the
centre is "town," Johannesburg
proper with its adjacent City or Wall
Street in Marshalltown. At night the
town switches off like a light. There
is the odd restaurant or cinema
but no West End. Public transport
for whites is minimal. After the rush
hour, if you have no car, you are
obliged to go into a bar and ring for
a taxi: they do not ply for hire. And
it is dangerous to walk at night. One
evening, after dark, I couldn't be
bothered to ring for a cab and
walked back to Hillbrow. I felt
increasingly nervous as I walked and
then felt embarrassed at my windi-
ness. When I got to the cafe I opened
my paper to read that three people
had been mugged the night before in
the street I had walked along.

To the one side of town lie the
southern suburbs: poor whites. To
the other, the northern suburbs: rich
whites. What my guide book calls
"The once bleak ridge to the North
of the city which has been trans-
formed into a delightful suburb" is
where the visitor spends most of his
time. Only one or two introductions
are necessary for a long round of
eating, drinking and merriment. It is
a diverting, jolly society; and a
rackety one. Life in the northern
suburbs puts one strongly in mind
of Belloc's lines:

*The husbands and the wives
Of this select society
Lead independent lives
Of infinite variety.*

Or as Olive Schreiner said in the
letter quoted above, "One realises in
Johannesburg what the tone of
society must have been like in the
reign of Charles the Second": a
glamorous description.

Part of the reason for this lies,
obviously enough, in Johannesburg's
origins, and in the present circum-
stances. Are they making merry for
tomorrow they die? Most whites
would say not. But it is symptomatic,
I was told, that property prices at
the top of the market are coming
down. And it was startling to be told
by the PRO of a mining company
where I had gone to look up some
archives that he was glad someone
was taking an interest in them:
"When the revolution comes I don't
suppose papers like this are going to
survive for long." Perhaps this was
a joke.

You do not need to look at the
archives to remember that Johannes-
burg was originally a mining camp;
maybe it still is one. It still has the
glitter and the vitality that great
riches bring. It still has the corner-
cutting raffishness of an *enriches-vous*
society, the quality which Miss
Schreiner disliked so much ("The
mass of ill-gotten wealth attracts the
worst class of women to Johannes-
burg . . . it is not the poor outcast
women who are the most terrible
thing here, by any means, it is the
apparently respectable women"—
but I must stop quoting her) and

reality surfaces
imagination. In 1890
Gold Mining Com
Africa (European
morton Avenue and
listed its directors
Senor Don de Albu
Gonçalves de Rimay-S
Cohen. It must have
ful place. Someone
book about it.

TO VISIT Soweto y
to the Johannesburg
West Rand Adm
(Wrab) to get a pas
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round the car aski
them. (I hired a ca
to Soweto without o
—all public transpor
is "Non-white.")
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a pick-up truck and
half a dozen workm
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pass commented on
was English and Jam
England was doin
"They've been treat
people terribly for

Soweto's name is
South West Townsh
population of Joh
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moved from other
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owns his home an
prietorship is the r
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ous here, and there
fine if a policeman as
you haven't got.

The township is r
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slum in a European
mongrels barking ar
burning by the roads
only small and int
The streets have n
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number and a distric
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Voice of mod

My host was Dr
who has a large gene
and is a member of t
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a moderate, which is
to violence and in f
taining social relatio
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approach. As Dr
young radicals will h
with Afrikaners—he
speak at Stellenbosch
Afrikaans university—
welcome the rise of
Herstigste Nasionale pa
catalyst for violence.

Black politics ar
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naturally say that nati
sation is important, th
can effectively disrup
scale black movement
cream off the leadersh
that dissidents can
imprisoned, as he wa
year of the great Sow
year, in October, 19
organisations were b
leaders locked up. Be
a high degree of ri
different black group
sciousness; Inkatha, le
chief Gatsha Buthelez
lawed African Nation

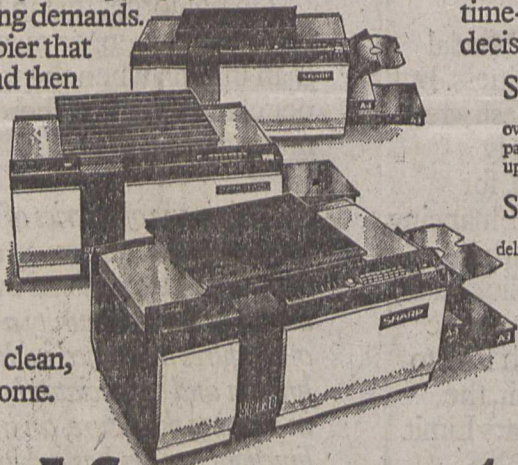
Dr Motlana puts a
this. And he talks
temperance: "They
threat to the whites
There hasn't been s
were defeated a cent
don't want to drive

The Copier range that's right for today..

The Sharp 800 copier range provides you with all the copying capacity you need now—plus the built in versatility that lets your copying system grow to meet your growing demands.

First you select the copier that fits your requirements and then you can add on the time and labour saving options that are the big features of the Sharp range.

You can rely on the quality and reliability of every Sharp copier. Reliability that gives you clean, clear copies for years to come.



Take a good look now at the Sharp range of copiers. The decision you make about the copier you have in your office is going to affect the way you work for a long time—we want you to make the right decision.

SF-811 THE VERSATILE COPIER

This is the copier that copies onto a variety of materials, overhead projection sheets, self adhesive labels and most kinds of paper, plus a choice of six sizes of copying paper cassette feeds at up to 24 copies per minute.

SF-820 THE REDUCTION COPIER

Microcomputer controlled reduced or same size copies are delivered at up to 24 copies per minute. With automatic toner control and a choice of eight paper cassette sizes.

SF-850 THE HI-SPEED COPIER

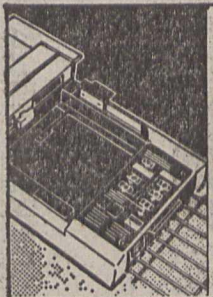
The Sharp Hi-Speed copier, copies almost any material at up to a remarkable 33 copies per minute, and you also get automatic toner control and a choice of five sizes of paper cassette and by-pass unit.

...and for years to come!

The Sharp 800 series not only offers you the choice of three versatile machines but also the option to add modular accessories at any time. Your copying system can grow with you. You pay for no more than you need and you still get the option to improve your

copying system at any time!

Just look at the range of materials that you can copy onto:
Lightweight papers. Overhead transparencies. Normal weight paper. Coloured paper. Self adhesive labels. Company Stationery.

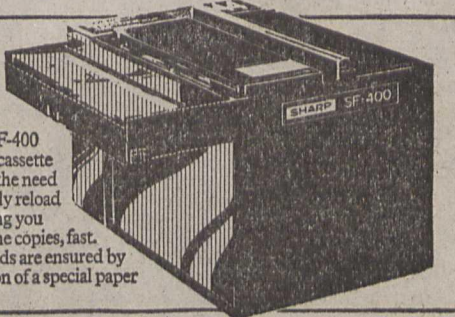


SF-460 AUTOMATIC DOCUMENT FEED
Loads up to 50 sheets of originals and automatically feeds each sheet for single or multiple copies. A really big time saving option.



SF-450 AUTOMATIC SORTER
The new Sharp SF-450 will collate and sort up to 20 different sets of copies completely automatically. You can even use it to sort copies from unrelated originals into 20 different groups of up to 100 sheets each.

SF-400 AUTOMATIC PAPER FEED.
The new SF-400 1000 sheet cassette eliminates the need to frequently reload paper, giving you high-volume copies, fast. Positive feeds are ensured by the inclusion of a special paper feed roller.



The Sharp 800 series SHARP First, and foremost

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