

Professional Drivers

Foundation

Supporting Drivers

The Flysheet

Winter 2012

BUPA Great North Run September 2012

Steve looking tired but happy!



Taken after the BUPA Great North Run on Sunday 16th Sept, where Steve achieved 2hrs 2mins. What a great time! He was slightly dissappointed as this was 1 minute slower than last year. **One minute?** What is a minute, when you have just completed 13.1 miles, in the rain?

His second challenge is in Ireland on Sunday November 18th 2012 worryingly named **Run The Gauntlet**, a course that goes through The Gap of Dunloe between the beautiful Lakes of Killarney.

His aim now is not just to complete the second challenge, but to hit his target of £2,000. (£1,000 for each challenge and he has already raised £1360.00 towards that amount)

Quote from
www.justgiving.com/stevejackson2012

Steve has chosen to run for a very small charity but one that is very close to his heart, as it supports an industry that has been a big part of his life for over three decades. The haulage industry is a major part of the countries infrastructure and supplies everything from medicines to the food in our homes. All of these goods would not reach their destinations without the hard work of the warehouse staff and the drivers of thousands of haulage companies across the UK and Ireland.

These people work relentlessly 52 weeks of the year both night and day ensuring all our needs are met whatever the weather. The charity is The Professional Drivers Foundation, a small team dedicated to helping people within the haulage industry in their time of need.

People may have suffered heart attacks, strokes or been seriously injured in accidents. People who through no fault of their own, need support not just financially, but also advice and help to retrain for another career.

So please, please help Steve, to help them by sponsoring his marathons with a donation, it doesnt matter how small as every pound will help.

Thanks for taking the time to visit my JustGiving page here:

www.justgiving.com/stevejackson2012

Donating through JustGiving is simple, fast and totally secure. Your details are safe with JustGiving – they'll never sell them on or send unwanted emails. Once you donate, they'll send your money directly to the charity and make sure Gift Aid is reclaimed on every eligible donation by a UK taxpayer. So it's the most efficient way to donate - I raise more, whilst saving time and cutting costs for the charity.

So please dig deep and donate now.

Written by: Vanessa Jackson (Steve's better half and trainer!)

Steve's effort at the Great North Run was amazing, more so for someone who is deskbound and has to train so hard in all weathers.

He will be tested to the limit in Ireland as the Run the Gauntlet course is a much harder terrain than anything he has attempted before.

Let's all get behind him and sponsor him again to reach his target of £2000 for the PDF



The PDF 'Run the Gauntlet' Vest

PDF TRAINING DAY

July 21st 2012

Held at Brett's Transport Ltd Guyhirn once again, and despite being very limited for room due to the erection of new warehouses, this was attended by a record number of people this year.

One person, Carolyn Lopez even travelled from Glasgow along with others from Reading and Manchester. The weather was kind to us and everyone enjoyed a day of driving different lorries, unlimited reversing and roping and sheeting lessons among other activities.

As always, our thanks go to the Management of Brett's Transport for allowing us to do this, to Tim Dighton of The Concrete Company for the loan of a flat trailer and last but not least the drivers who gave up their day to make this possible.

Around £140 was raised for PDF funds from donations and we hope to see you all again next year.

Dolly knot? No Problem!





Then And Now.

By: Squarepeg aka Ted Boucher

Then.

When I first started lorry driving in the early (very) 70's I was taken on by a far sighted boss who could see that if someone didn't do anything about training new drivers there would soon be a shortage. So as a raw 21 year old with some van driving experience under my belt I turned up one misty September Monday morning. The original plan was that I should accompany a regular driver on a trip to the North East but when I arrived all that had changed (lesson 1; expect the unexpected). Instead I was to go out with the boss in a four wheeler cattle truck, The trip involved many narrow country lanes as we went from farm to farm collecting various animals which then were taken to the local market. Once there and unloaded the boss parked the truck up and bought me a bacon sandwich. Over the sandwich he explained that as he was going to be busy I should take the truck across the market to the wash, wash it out and have it back on a loading bay by 1:00pm, then he disappeared. Left to my own devices and having never driven anything larger than a Ford Transit I somehow managed. On the bay various cattle and sheep were loaded for the short trip to the local slaughter house. One of the regular drivers jumped into the passenger seat and it was down to me to drive it there. "Have you driven anything this size before?" he asked me to which I could only reply in the

negative. "Well you are now" was his response.

Once empty I had to return the lorry to the yard where the boss met us. After a short word with the other driver he came and asked me if I knew how to tie a dolly, again a negative response. So with a bit of old rope thrown over a trailer bed he let me into the secret, then told me to practice it for half an hour. 15 minutes later he was back out; "Got it?" he asked; when I said I did he pointed at a 6 wheel flatbed and said "Good that's yours, take it tomorrow and load machinery for Devon. Call me when you're empty".

Now.

Forty years later and a few million miles under my foot I am working as an agency driver and had to go for an 'induction, at a local company before I could drive for them. I turned up at the appointed time and met my inducer. After copying my licences and driver's card we went out to a DAF 85 unit, are you familiar with these he asked. As I'd been driving similar for the past two years I could say yes. He sat and watched as I did the walk around check using their check sheet (A4 page of close set typing) once I was happy and settled having also checked to alignment of the mirrors (something I'd heard he was hot on) we went and picked up an empty trailer. Again I had to remember all the H&S issues such as checking trailer height and handbrakes before coupling and then check tug, dog-clips, lights and number plate afterwards we were finally ready to hit the road. As it happened it was rush hour and very busy so the planned full route didn't happen and as I hadn't hit anything we were soon heading back to the depot where I had to back onto a loading bay then park the trailer up and drop it off.

That's that done I thought, we'll soon be out of here. WRONG. Back in driver's reception he dumped a bible thick folder onto the table along with an equally thick questionnaire. Right, read through that and fill out that he said. Ninety minutes later I'd finished. Right you're good to go, we'll give your agency a call when we have something. Now the first time I go back each week licences have to be

copied and a five (or is it six now) page questionnaire must be filled out.

Different times, different rules.

Before, everything was very much 'pick it up as you go along' and there was usually someone to show you the error of your ways. With roping and sheeting you had a pair of eyes with which you watched and learnt how others did it. Something as simple as rolling a sheet up, done right, it would unroll just right, even on top of a load in a strong wind. As rolling a sheet was a two man job by helping others, you picked up their tricks; the same with roping, someone would give you a hand and do it in a way you'd never thought of. Drivers mucked in and helped each other thereby passing on knowledge.

Now everything must be done 'by the book' with rules for everything. If you're not sure there will be a manual somewhere. Safety is paramount, although you often get the impression it's only a bottom covering exercise to protect the employer. There's logic in what's required and it leads to a safer environment. Many big companies are more insistent on running legally regarding drivers hours and roadworthy vehicles.

Which is better? Today obviously with better conditions, comfort and safety but sadly along the line, the pioneering camaraderie of old seems to have slipped by the wayside.

The PDF Christmas Raffle

2012 has once again been a record year for the PDF. We have found as we become better known, more drivers call on us for help and we have been able to do just that.

This year we were able to make our biggest grant ever to a lorry driver who had an accident at work, and was sleeping in a chair as he was unable to negotiate the stairs. We have retrained a couple of drivers into different careers and as usual there is the never ending call for financial help after illness reduces income drastically.

This means we need you to help replenish the fund by doing your bit, yet again, by selling the enclosed Raffle tickets to friends and family!

Many thanks to our sponsors who never fail to come up with loads of prizes.

Many thanks to you all who buy tickets each and every year and enable us to continue to help our fellow drivers.
PDF Trustees.

The draw will be held on 22nd December 12

1st Prize: 35hrs DCPC Training from www.hgvlgvtraining.co.uk

2nd Prize: 12" Digital TV with Freeview from Night Owl Truckstops

3rd Prize: Exclusive picture 'Sunset over Grazing Marshes' from Dave Cormack and Andy Latto

4th Prize: Drivers HGV Medical courtesy of Cotswold Medicals

Plus many more.

Ticket stubs need to be returned to us no later than Saturday 15th December to be included in the draw.

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