



## VE-Day veterans on parade

THE advancing years slipped away for LT's contingent of Second World War veterans, when they went on parade before the Queen during the VE-Day opening ceremony in Hyde Park.

Led by Bill Love, 69, a former London bus driving instructor, the 55-strong contingent – which included several current LT staff – marched off behind a British Legion standard bearer to the sound of a military band.

Many LT veterans were also given access to the forecourt of Buckingham Palace for the climax of the three-day commemorations in front of the Royal Family on bank holiday Monday.

LT was the only civilian organisation represented at the VE-Day opening ceremony, continuing a tradition repeated every year during the Remembrance Day commemoration.

### Troops

This was originated by King George V in 1922, in recognition of the men who drove troops to the front line in France in London buses during World War I.

London Underground estimates that it carried around half a million more passengers over the three-day VE-Day festivities than during a normal bank holiday weekend. The company

was congratulated for its efforts by the VE-Day organisation committee. To cope with the crowds, LU increased the frequency of its weekend service, with a train leaving a central London station every three to five minutes.

LT issued 30,000 limited edition VE-Day Travelcards free to Second World War veterans, and sold special tickets to customers entitling them to three days' travel for the price of two.

The two-minute silence on May 8 was obeyed by the buses and Tube network. Many bus drivers pulled their vehicles to the side of the road for two minutes when it was safe to do so.



In step: The LT contingent march off to a military band at the opening ceremony

# ALL-OVER ADS ON THE TUBE

**THE first London Underground train to be covered in an all-over advertisement will start running on the Piccadilly Line next month.**

In a deal said to be worth around £250,000 to LUL after costs, an as yet unnamed advertiser will have its ad carried up and down the line for just over a year.

The deal also covers card advertising throughout the train's six carriages and possibly – another innovation this – special seats carrying the advertiser's name.

### Advertising

Mike Horne, development manager commercial with LUL's Commercial Opportunities office, admitted that there had been "quite a lot of nervousness" about wrap-around advertising on Tube trains.

"Some of it was well-founded, but some of it was just fear of something which is new," he said.

"We regard it as an opportu-

nity to generate some useful income, and according to our market research the response of our customers to the idea is very positive.

"It seems to appeal to the public as something which is new, innovative and, dare I say it, fun."

The advertising – which will run the full length of the train – will be carried on old, unrefurbished rolling stock.

"All Piccadilly Line trains will be refurbished soon, so as soon as the campaign finishes we can drop this particular stock into that cycle rather than spend money to have the paintwork removed,"

**Piccadilly Line train first to get 'wrap around'**

said Mike.

He stressed that for safety reasons, the advertising is being applied through LUL's standard "two-pack paint process".

### Safety

"We have taken safety considerations very seriously and the Railway Inspectorate has been closely involved with our planning for this project."

If this first campaign proves a success, Mike said LUL would consider carrying all-over advertising on other trains "if the money's right", but never on more than one per line and then only on old or unrefurbished stock.



A 'spring clean' for Winston Churchill's statue from JLE site engineer Murray Crawford

**Covers come off Winston's statue**

THE statue of Britain's wartime leader Winston Churchill in Parliament Square was uncovered for the VE-Day weekend, when hoardings protecting it during work on the Jubilee Line Extension were removed. 'Winnie' was first boarded up in June last year, when a temporary shaft was excavated to carry out essential ground stabilising work for the JLE in the area. The protective hoardings have since gone back up around the statue and will remain in place until the JLE is completed in March 1998.

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# LT in bid to host international congress

EXPERTS from all over the world will converge on London in 2001 - if LT's application to host the 54th Congress of the International Union of Public Transport (UITP) succeeds.

LT is a long-standing member of the UITP, which is a Brussels-based, world-wide association representing the interests of urban public transport.

A formal bid to host the UITP Congress in 2001 was tabled in April on behalf of London Transport by Bill Clarke, London Underground's former Railway Extensions Director, who retired in the spring. The bid is supported by the Department of Transport, British Tourist Authority and the London Tourist Board. Westminster City Council has agreed to act as co-host for the event which could attract around 2,000 delegates.

**Network**

In a document published in support of its bid, LT points out that "the public transport network has been the backbone of London for the past 150 years. However, it's more than just a support; it's a reflection of the capital's, and even the country's, standards". It continues: "For most, the network is simply a means of getting from A to B. Yet for many tourists it's an attraction in itself - 91 per cent of overseas visitors use the Underground. Continuing developments will give London's transport systems a truly ambrosial status for the new millennium."

LT also points out that the Jubilee Line Extension will be fully operational by 2001, so delegates will have the opportunity of riding on and examining what is today "the largest civil engineering project in Europe".

## News in brief

**Tramlink tenders**

COMPANIES from all over Europe are expected to enter when competitive tendering opens for the Croydon Tramlink light rail scheme opens on May 30. Up for grabs is a 99-year concession to design, finance, build, operate and maintain Tramlink, which is expected to be up and running in south London by 1999.

**David's new job**

DAVID HORNBY is London Underground's new Director of Engineering.

In his new role, he is charged with maintaining engineering standards throughout the network. He takes up the directorship from his previous position as general manager - engineering.

• Bill Cotham has been appointed non-executive Chairman of CentreWest Ltd, holding company for CentreWest London Buses.

**Light relief**

BUS timetable displays which automatically light up at dusk have been introduced at bus stops in Kingston, Surrey.

The illuminated displays, part of a pilot study, are currently in use at 20 stops in the area. Controlled by light-sensitive equipment, the special timetables detect a decrease in daylight levels and light up when the surrounding area reaches a certain degree of dimness.

**Girls on line**

SEVEN teenage girls got their first taste of the working world when they gained a behind-the-scenes insight into Euston station.

The girls, aged 12-13, from Kingsland School in east London, spent their time with Northern Line staff as part of "Take your daughters to work" day - a national education programme aimed at encouraging schoolgirls to consider careers in traditionally male occupations.

**Traffic study**

A STUDY of passenger traffic potential in the north east Underground corridor has been commissioned by the Victoria Line. The study is just one of a number of preliminary investigations being carried out on the Victoria Line to assess the most viable options to upgrade the line within the next 10-15 years.

**Central Line roadshow**

THE Central Line will be throwing its doors open to staff on May 31, with a "roadshow" at LUL's Crump Towers offices in Leytonstone. It's the first event of its kind to be held by any Tube line, and Central personnel are invited to go along between 10 am and 6 pm with any queries, suggestions or ideas they might have. For further details, contact the Central Line project team on Auto 46187.



## Steaming back in time

AROUND 400 schoolchildren had the chance to travel back in time on a steam train during a special excursion on the Metropolitan Line.

The trip marked the start of this year's "Steam on the Met" event which began last weekend (May 20-21), when two special hauled steam trains ran a half-hourly service from Watford to Amersham.

There was also a carnival atmosphere at Rickmansworth Depot with British Rail and Underground train displays, preserved buses and other historic vehicles.

The event was in support of the Royal National Institute for the Blind's (RNIB's) Sunshine House School at Northwood, Middlesex, a charity which the Metropolitan Line has been raising money for over the last year. On board the steam train were blind and partially sighted children from the RNIB School as well as pupils from 10 local primary schools.

• Two steam hauled trains will run an hourly service between Harrow-on-the-Hill and Amersham over this bank holiday weekend (May 27-30). Day tickets, £6 for adults and £3 for children, are available from Steam on the Met, Harrow-on-the-Hill station, Station Approach, Middlesex HA1 1BB. For information, call 0171-918 9430.

# Fonthill Hotel SHUTDOWN

## 'Loss-making' convalescent hotel closes at end of month

By Richard Baker

THE Transport Benevolent Fund is closing its 56-bed Fonthill Hotel in Torquay on May 30 to save money.

Fonthill was bought by the fund in 1987 to provide convalescence care and holidays for its 11,500 members, most of whom are current staff with LT and the bus service contractors.

But Chris Godbold, the fund's chief executive, said the hotel is under-used by the people it was set up to serve and is operating at a loss.

"Last year, less than half of one per cent of our members used it for convalescence and only one per cent spent their holiday there," he told LT News.

"It costs the fund a quarter of its income to keep Fonthill open. The trustees have a responsibility to use that money in the best way possible, and we feel we can provide convalescence for our members more economically elsewhere."

**Regular**

However, the decision to close the hotel - with the loss of 16 jobs - was criticised by Ian Waller, a retired trust member and a regular at the Fonthill.

"There was no consultation with the members about this," he said.

"In four days, I must have had upwards of 40 phone calls from other members to see if something could be done to stop this happening."

Former LT bus driver Ian, who himself convalesced at the hotel after open heart surgery in 1989, said he would be taking legal advice about the closure, but was afraid it was "a lost cause".

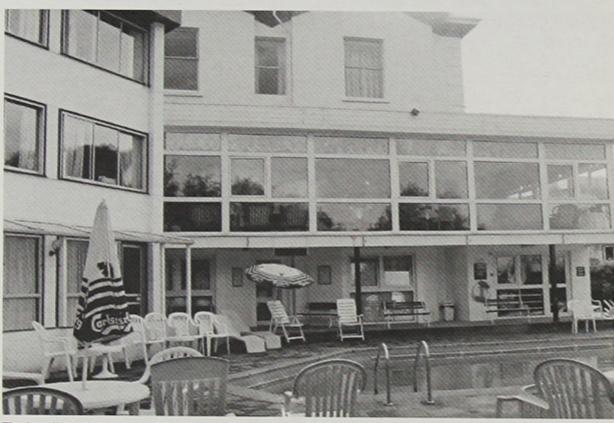
"It's a terrible shame," he went on. "The Fonthill is such a unique place."

"The staff are so friendly and nothing's too much trouble for them."

"My wife and I fell in love with the place when I was convalescing there and we've been back every year since."

"My wife also spent some time there after a serious car accident."

"If we lose it we'll never see the like of it again."



The hotel's facilities have failed to draw visitors in enough numbers

## Bus routes awarded

FIVE new contracts have been awarded by LT Buses for routes all over the capital.

London Central won the B1 route between Shore-ditch and Tower Hill.

Thamesway gained the Barking, Havering and Redbridge mobility bus network from Stagecoach East London, and will start using brand-new single-deck vehicles from October this year.

Three other contracts were awarded for school journey buses. Route 107, formerly handled by Metroline, is now being run by Borehamwood Travel Services, while London General kept route 200 from Streatham Hill to Raynes Park. London and Country won the contract for the new school bus 607 route, between Cheam Village Broadway and Woodcote Green.

# South London's licence renewed



## Daring Jill takes plunge

DAREDEVIL Jill Lawrence came tumbling 9,000 feet from the sky - in a special parachute jump for charity.

Jill, a bus driver at South London Transport's Norwood garage, performed a freefall leap of almost 5,000 feet at a heart-stopping speed of around 120 mph before the parachute opened. Her feat raised £400 for the homeless.

## New quality targets set for London buses

TOUGH new quality targets for LT bus services have been announced by Steven Norris, Minister for Transport in London.

The new standards, part of the Government's Charter initiative to raise the quality of public services, have been set to improve the punctuality and reliability of bus services.

There are also new standards for the cleanliness of buses, staff helpfulness and the condition of bus stops.

**Views**

For the first time, aims have been set to improve the reliability of night bus services and to measure passengers' views on the quality of bus stations.

The addition of these new targets means that quality standards are now set for every significant aspect of the service provided by London Transport Buses to its customers.

Commenting on the standards, Mr Norris said they will "play an important role in ensuring that Londoners receive the high quality and reliable bus services that they want and which the Government's Citizen's Charter initiative was designed to deliver."

"I believe that the new standards are testing and will require real improvements if they are to be met," he went on.

"Now that the successful privatisation of the LT bus companies is complete and the operation of the LT bus services is in the private sector, I expect LT and the bus companies to concentrate their efforts to ensure these new aims are met."

## SOUTH London Transport, which was given six months to improve its maintenance standards or lose its right to run a bus service, has had its Operators' licence renewed for five years.

The ultimatum was issued by the Metropolitan Traffic Commissioner after a public enquiry into the company's poor inspection record for its 400-strong fleet.

However, after South London Transport was privatised in January, new owners Cowie Group brought in managers from Leaside Buses - another of its companies - to improve standards.

More engineers were recruited and inspection processes tightened up, while a more effective system was introduced for drivers to report faults. Chris Edmonds, chief engineer with South London Transport, said the company was "delighted" with the decision.

**Right**

"The traffic commissioner said he was encouraged by the measures we have taken and impressed by the documents we presented to him showing the efforts we have made to put things right," he told LT News.

"Certainly these are already becoming apparent. Our vehicles are less liable to breakdown than they used to and are also much cleaner and more in keeping with the image we want to project."

He said the traffic commissioner wanted to use South London as an example for other operators who get into difficulties that they will "be rewarded" if they raise their standards to the required level.

## Sacked Tube worker wins drug case

AN industrial tribunal has found in favour of Tube worker Faustus Orteni who was sacked after failing a drug test.

Mr Orteni, a station supervisor on the Metropolitan Line at Ruislip station, was found to have traces of cannabis in his system.

He was suspended pending a medical review and later dismissed.

That was despite evidence that the hosts of a 21st birthday party he had attended admitted distributing a birthday cake containing the drug.

He pursued the case to an industrial tribunal which ruled in his favour. A "remedies" hearing will now be held in July to decide the outcome.

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## LT's off-shore lift-off

LT's own "off-shore" insurance company to guard against major losses has been officially launched at the offices of insurance brokers Willis Corroon in London.

As reported in last month's LT News, London Transport Insurance (Guernsey) Ltd, actually started trading on April 1.

**Save**

It's estimated that the new company will save LT £1.7 million in its first year of operation, and London Transport has promised to reinvest this money in the Underground for the benefit of passengers.

"Notwithstanding the fact that LT runs one of the safest Tube systems in the world, it found itself simply paying too much for its insurance premiums on the open market," said Clive Pracy, LT's Head of Risk Management.

"Its safety record was not properly reflected in what was being charged."

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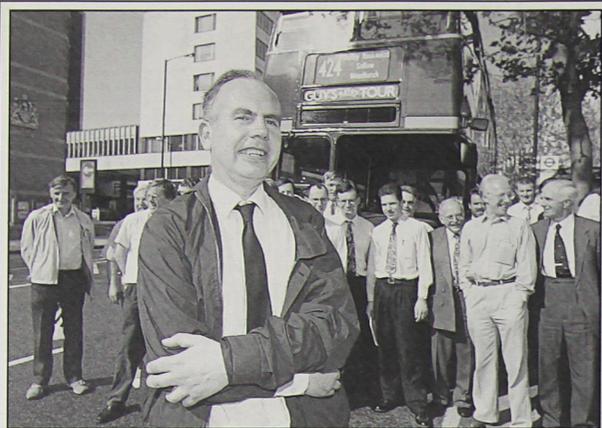
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Guy Salt and friends get ready for his retirement bus tour of London

## The ride way to go!

WHEN Guy Salt left London Buses after more than 31 years' service, friends and colleagues rallied together for an unusual farewell present - a tour on a bus particularly associated with his early work. Former schedule compiler Guy, accompanied by colleagues and friends, spent 90 minutes on a Green Line RMC bus, specially presented as route 424, Guy's favourite route. The tour ended up at "Crockers", NW1, where a presentation was made.

Report gives in-depth assessment of hazards

# Underground safety study is welcomed

THE Health and Safety Executive (HSE) has welcomed the results of an independent study into hazards on the London Underground and broadly accepts its conclusions.

The study (see LT News No 441) provided LUL and HSE's Railway Inspectorate with an in-depth assessment of risks faced by passengers on station platforms and when getting on or off trains.

It also came up with four risk-reduction initiatives which will be trialled on the Underground system over the next few months:

- barriers between adjacent carriages to stop people falling in the gap between them;
- closed circuit TV monitors in cabs to give operators a picture of platforms as trains approach or leave;
- alarms in Tube carriages for passengers, which will automatically stop a train if all or part of it is at a platform;
- emergency buttons for platform staff to activate red signals to halt approaching or departing trains.

## New risk reduction measures proposed

"Although the report confirms the already high safety levels achieved, this is a good time to remind passengers that they need to take reasonable care for themselves by keeping clear of the platform edge and never trying to beat the train doors."

Hugh Sumner, LUL's Director of Passenger Services, said that the incidence of accidental injuries or deaths on the Underground is very rare.

### Perspective

David Harland, the HSE's deputy chief inspector of railways, said: "We welcome the thorough and independent analysis which this report provides."

"London Underground, whose duty is to manage safety on its system, has promised to develop the four recommended additional safety measures, and we in the Railway Inspectorate will closely monitor their progress."

"To put it in perspective, there are about 750 million passenger journeys made each year with around two billion boardings or alightings," he said.

"Since 1991, there have been 12 accidental fatalities of which only four were directly related to boarding or alighting."

"In fact it is 25 times safer to travel by Tube than it is by car, and 350 times safer than for pedestrians."

## Focus on launch of new camera

THE first official London Underground-branded cameras have been launched at the London Transport Museum.

Made by Concord Camera UK, they're aimed at overseas visitors. The 35-mm cameras, which will be available in 11 colours, incorporate a flash and come with a specially-commissioned tourist map.

Guests at the launch included the Pearly King and Queen of Tottenham, Harry and Shirley Tongue.

"We are very excited about Concord's range of Underground cameras. This is a creative and imaginative use of the Underground map," said the Museum's commercial development manager David Ellis.

• The cameras are priced £17.99 and are available from most tourist shops.

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# SUCCESS FOR OPERATION JOSEPHINE

'OPERATION JOSEPHINE', a large-scale clamp-down on fare dodgers centred around Liverpool Street station, led to more than 80 people being issued penalty fares.

An additional 51 people were reported and face possible prosecution.

The extensive exercise involved more than 50 revenue control inspectors (RCIs) who covered all ticket gates at the station for almost 18 hours. Over £400 was taken in penalty fares.

All-day ticket coverage also took place at Stepney Green, Bow Road, Aldgate East and Tower Hill, and there was morning and evening peak coverage of Mile End, Bethnal Green, and Whitechapel stations.

British Rail employees from Waterloo station also joined Underground personnel in the operation. The crack-down, organised by Metropolitan Line RCIs David Tingle and Iain Houston, was a follow-up to last November's Operation 'Big Del', a 20-hour exercise which involved almost 100

## Tube station clampdown nets more than £400 in penalty fares

By Busola Odulate

fares, it has a deterrent effect."

He was confident that more stations will see similar events and stressed the importance of keeping customers updated with the progress of such events.

"The following Monday we put posters up thanking members of the public for their co-operation and giving them the results of the exercise. It is necessary to keep them informed so they know that it is all not just a random inconvenience."

## Stagecoach gets Luxembourg route

A STAGECOACH East London bus made a journey with a difference when it travelled to Luxembourg to join a celebration of the city's heritage.

As part of a special six-month event to commemorate Luxembourg's selection as this year's European City of Culture, Luxembourg Transport invited Stagecoach East London

Buses to supply a vehicle to run one of the Grand Duchy's services for a week.

Instead of its usual route from Upton Park garage, the Scania bus ran a daily shuttle from Luxembourg's city centre to the train station and also made additional evening trips for group bookings.

The red double-decker - sponsored by bus manufacturers Scania - had to run a service between two points since it was unable to pick up passengers in the normal way because Luxembourg drives on the right-hand side of the road!

### Stir

Stagecoach East London Operations Director Barry Arnold said: "Having a double-decker bus caused quite a stir because they are not very common over there. It was very good fun and well worth getting involved in."

## Automated information

CALLERS to LT's Telephone Enquiry service can now access a variety of information without having to talk to an operator.

However, the fully automated system hasn't completely eliminated the personal touch, as callers can speak to someone in the enquiry office if they wish simply by pushing a button on their touch-tone phone.

What makes this all possible is IVAS (Interactive Voice Application Sub-system), which LT began testing in January. When it came on stream earlier this month, IVAS offered people calling 0171-222 1234 an initial menu of services, including access to pre-recorded information.

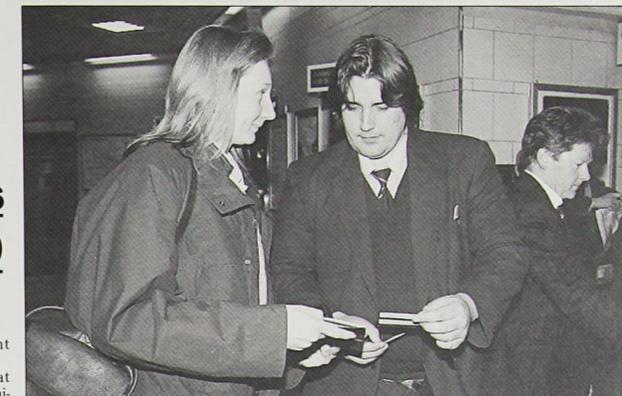
## Bullseye!

A BOUNDS GREEN "bullseye" sign was sold for £240, the highest price raised during another auction of redundant Tube station memorabilia at Olympia.

It followed a sell-off last year, when buyers and collectors from all over the world paid £150,000 for the 1,000 lots on offer. The second sale wasn't on quite such a grand scale, although an enthusiastic crowd, which included TV comic Steve Punt, paid out a total of £19,000.



The second sale of Tube memorabilia made £19,000



RCI Ian Brown (right) checks a passenger's ticket during the high-profile Operation Josephine

## More changes to night buses

NIGHT services in south east and south west London are the latest targeted for improvement by London Transport Buses (LTB). Routes from central London to Hammersmith & Fulham, Kensington & Chelsea, Wandsworth, Kingston, Merton, Sutton, Croydon, Southwark, Lambeth, Lewisham, Greenwich, Bexley and Bromley have been earmarked for change to bring them into line with daytime services wherever possible.

It's the latest stage in a London-wide programme by LTB to standardise bus services throughout the day and night

(see LT News No. 441). The company feels the current night bus network is confusing to less frequent users and might dissuade potential passengers from using the services.

Under LTB's proposals, most night buses would be based on day routes serving the same area and using the same number, prefixed by an 'N'.

The new routes will have regular departures throughout the night, with no gaps of more than an hour. Also, the overlap between day and night routes would be eliminated to provide co-ordinated, 24-hour bus services.

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# KEEPING AN EYE ON THE STREETS

Who's often the first to call the emergency services to deal with a road accident? Who makes sure news of the traffic-snarl-up gets through to the control desk? The answer is the bus driver, thanks to a hi-tech communications system



Geoff Johnson, left, and David Conway pinpoint a possible problem on a large-scale map of London

**L**ONDON'S bus drivers are the 'eyes and the ears' of the metropolis; men and women in a unique position to report anything that may require the attention of the police, emergency services or their colleagues on the road.

Their ability to help save lives, spot crime and relay information about accidents or hold-ups gives them a value far beyond the carrying of passengers. But just how do they communicate what

By Barry Duke

they see and hear to the relevant services? The answer is through Centrecomm, the emergency communications centre based at Baker Street, and run on a round-the-clock basis by London Transport Buses' Operating Services. Centrecomm's activities revolve primarily around the bus network, and it provides a response to emergency calls made via on-vehicle and hand-portable radios. Around 5,000 radios are currently linked to Centrecomm. Radio was first used experimentally to assist in controlling London's bus services in the mid-

1960s. During this experimental period, it became clear that radios were also ideal for emergency use, and this led to them being fitted on all London buses and linked to a central communications complex - Centrecomm's predecessor.

Since then, Centrecomm has developed considerably, with its services now available to all companies operating LTB bus services, London Underground and British Rail.

Centrecomm, explains George Charnick, who heads the operation, has two main functions. First, it is a 24-hour emergency centre handling calls from buses and officials requesting one or more of the emergency services.

"Over the years our relationship with the emergency services has developed to the extent where we are now in the position of being recognised as the focal point for the two-way flow of information on all matters affecting bus operations in London and the surrounding counties," he said.

"There are direct phone links between us and the Metropolitan Police Command Centre at New Scotland Yard as well as with the London Ambulance Centre at Waterloo, which means that we can alert the services to any emergency reported by any bus driver or official."

Centrecomm also gives out information to bus drivers and officials about various issues ranging from bomb alerts - considerably decreased since peace talks between the Government and the IRA began - to emergencies on the Underground, when drivers may be asked to accept LUL tickets if there has been a break in the Tube service. In extreme cases, the bus operators may be asked to provide emergency substitute services on behalf of LUL or BR.

What makes Centrecomm work as



Stagecoach East London is one of 20 companies which use LTB Band III radios linked to Centrecomm

**What makes Centrecomm work as well as it does is the high calibre of its staff and equipment**

well as it does is the high calibre of its staff and equipment.

The centre is staffed on a rotating shift basis by five Centrecomm controllers, called CCs, and 13 assistants (ACCs) chosen for their skills in handling emergencies and detailed knowledge of London's transport network - in particular its bus operations.

As shift manager, the CC is responsible for providing an initial response to emergency situations until bus company staff or LTB officials arrive at the scene of the incident. He or she also provides an information and central contact service to all levels of staff within LT and the bus operating companies.

The main duty of the ACC involves dealing with radio calls from buses and officials and then taking the nec-

essary action, such as calling the emergency services and/or informing the companies concerned so that they can take the necessary action to maintain their bus services. In addition, CCs and ACCs provide information via the radio network on subjects ranging from travel enquiries and bus times to ticket availability. They may in certain circumstances also handle vehicle breakdown calls.

## The hi-tech heart

THE heart of Centrecomm comprises a computer-controlled Band III radio system, supplied and installed by Motorola/Storno in 1992 at a cost of around £10 million. The contract included the complete replacement of all LBL vehicle and hand-portable radios. The system ensures that priority is always given to emergency calls which are automatically routed to, and handled by, Centrecomm staff only.

Twenty bus companies including the privatised ones who among them operate 90 per cent of LTB's scheduled peak bus requirements, currently use LTB's Band III radio system.

However, LTB's policy for future contracts is that all buses used in operating the service must be equipped with an on-bus radio approved by LTB which can communicate with Centrecomm. Operators of existing contracts where equipment does not meet this requirement are being urged to convert to a compliant system.



Ian French, left, and Tony Coolican field radio calls to the communications centre

## Spreading the message

CENTRECOMM'S second key function is to collect and collate information on the running of bus services within the London area, and disseminate this information within LT - for example to LT's Travel Information Service - to operating companies and their customers.

Since privatisation of the bus operating companies, this information is of even greater importance to those in LTB who are responsible for contract monitoring.

During 1994, Centrecomm dealt with more than 50,000 emergency radio calls. Many did not directly involve buses, but were concerned with incidents ranging from accidents to assaults, fires, civil disturbances, marches and illness on and off buses. Crimes reported ranged from fare evasion to attempted murder.

Routine calls, numbering about 85,000 in this period, dealt with traffic congestion, parking, roadworks, demonstrations and traffic light failures - all of which can hinder London's traffic and the quality of its bus service.

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There are 11 different levels of contribution to choose from, ranging from just £1 per week up to a maximum of £6 per week for our "Corporate Eleven Plan" (details of which are shown here).

To find out how you and your family can benefit from Health Shield, simply ring us on **01270 588555** (BR 05 32941/2) or fill in the coupon below.

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Max 15 weeks	£7,875
HOSPITAL DAY CASE	Per admission £75
Max 5 admissions	£375
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MATERNITY	£600
HEALTH SCREENING	£100
PERSONAL ACCIDENT PROTECTION	Up to £18,000
CONVALESCENCE	FREE

\* includes Chiropractic, Osteopathy & Acupuncture. Convalescence at the Fund's own centre in Devon, or at other recognised centres. Please refer to separate table for full Personal Accident Protection details.

THE AMOUNTS SHOWN ARE THE MAXIMUM EACH CAN CLAIM IN ANY CALENDAR YEAR.



Enjoy a home-grown crop of mushrooms - nothing could be simpler

## Grow your own mushrooms

YOU won't need green fingers to grow your own mushrooms, in our special offer for LT News readers. There are three different types to choose from: (A) traditional field mushrooms, (B) shii-take mushroom and (C) oyster mushroom.

Each pack costs just £4.95, including postage and packing. There is no need for expensive cultivation and care. The shii-take and oyster mushrooms are simply grown in a slit black polythene bag filled with straw (not supplied), soaked in hot water. The field mushrooms require a slightly different, although equally uncomplicated method.

### Grow Your Own Mushrooms Offer (LT News)

- Pack A (£4.95 inc p&p) ..... (quantity)
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I enclose a cheque/postal order for.....

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Experience the delights of the Scottish Highlands and islands with our special offer for LT News readers

# An adventure in Argyll

SOME of the most breathtakingly beautiful scenery in Britain awaits LT News readers who take advantage of our special offer of a seven-day grand tour of Argyllshire.

Based at Oban and Tarbert, the tour takes in the Isle of Arran and includes visits to the Hebridean islands of Mull, Iona and Staffa. The holiday, which is provided by Chiltern Trains, follows the following itinerary.

**Tuesday** - Travel from King's Cross station to Glasgow Central, where accommodation will be provided at The Central Hotel, adjacent to the station.

**Wednesday** - Leave Glasgow Central for the one-hour journey to Port of Ardrrossan, followed by the 55-minute sea crossing to Brodick on the Isle of Arran. A coach will take you to Brodick Castle and gardens, before a delightful journey to Lochranza for the 30-minute crossing to the Kintyre Peninsula, with a two-night stop at Tarbert.

**Thursday** - By coach again down the west coast for a short stop on the Mull of Kintyre.

Then it's on to Campbeltown for a visit to the lifeboat station and the Springbank distillery.

**Friday** - A scenic drive through the mountains, hills and forest past Loch Fyne and Kilmartin, stopping at Auchindrain open-air museum.

Onwards to Loch Gilphead and Inveraray, Loch Awe and a visit to Cruachan for a visit inside a mountain to see one of Britain's most unusual hydro-power stations, before continuing to Oban.

**Saturday** - By coach to Seil Island, crossing the famous Bridge over the Atlantic. Weather permitting, the tour

will go on to the former slate quarries at Easdale. Also included is a visit to the Highland Salmon Centre.

**Sunday** - To the mountainous Isle of Mull by ferry, followed by a 35-minute coach journey to Fionnphort, before another brief crossing to explore tiny Iona, coupled with a visit to Staffa (weather permitting).

**Monday** - After breakfast, by train on the ruggedly spectacular West Highland Line to return to Glasgow and then London.

The fully inclusive price includes standard class return rail travel with reserved seats on InterCity services, coaches and ferry passages, as well as six nights in suite hotel accommodation, dinner and breakfast, holiday insurance and courier service between Glasgow and Oban.

The cost per adult is £335, based on two people sharing a twin/double room - a special promotional price which is not available elsewhere (the brochure price is £390 per adult). There is a supplement of £40 for first class rail travel and a £65 single room supplement.

Tours are available for the following dates: June 13-19, July 11-17, August 22-28, September 26-October 2.

For further details, complete and send the accompanying coupon to Chiltern Trains Ltd, Brunel House, 36 Station Road, Chinnor, Oxon OX9 4GW.

**Argyll Adventure (LT News offer)**

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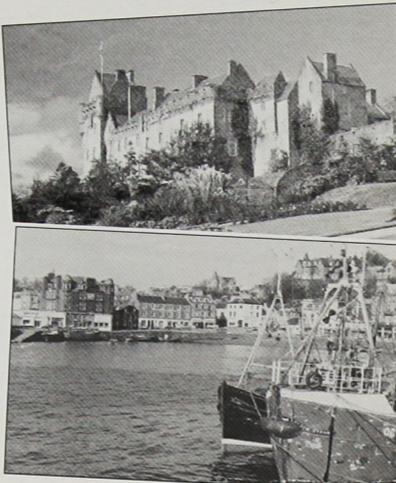
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Take in the delights of Brodick Castle (above) on the Isle of Arran and enjoy the sights of picturesque Oban

ment of £40 for first class rail travel and a £65 single room supplement.

Tours are available for the following dates: June 13-19, July 11-17, August 22-28, September 26-October 2.

For further details, complete and send the accompanying coupon to Chiltern Trains Ltd, Brunel House, 36 Station Road, Chinnor, Oxon OX9 4GW.

**Argyll Adventure (LT News offer)**

Please send me details

Name.....

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# White City scheme wins green light

PLANS put forward by the White City Consortium for the development of a shopping centre on an under-used 35-acre site have been given the go-ahead by Environment Secretary John Gummer.

London Transport Property has welcomed the decision to allow the regeneration of the land - half of which is owned by London Underground and includes the Central Line depot.

Development  
Development of the site, adjacent to the M41 in Shepherd's Bush, west London, is set to begin early next year and will take almost three years to complete.

Michael Withers, London Transport Property's property development manager, said: "This is very good news for the development which will create hundreds of new jobs, provide a number of new facilities and improve public transport links to an area which has been in need of regeneration for years."

The consortium, which comprises Scottish Amicable Life Assurance Society and the European Land and

Property Corporation, in partnership with London Transport/London Underground Ltd and the Vanderbilt Racquet Club, forwarded the initial proposals in December 1993.

Planning consent was granted last September after an unanimous vote by the London Borough of Hammersmith and Fulham's Environment Committee.

Importance  
However, because of the scheme's size and strategic importance, the Secretary of State had been considering whether to "call in" the plan for further examination.

Mike Withers added: "The proposed arrangements with the consortium provide for new transport infrastructure at the consortium's cost, a considerable capital payment for the land and an arrangement whereby LT shares in the success of the completed development."



Hats off to the new control centre (from left): Denis Tunncliffe, Laing Managing Director Brian Richardson and JLE Project Director Hugh Doherty

## It's a simply 'topping' day for the new centre

BUILDERS working on the new nerve centre for the Jubilee Line Extension recently celebrated a landmark stage of its development.

Laing London Construction Ltd, which is carrying out the £4.5 million Neasden Control Centre contract, topped out the

building - an industry term for completing the structure work - on April 28. The ceremony is an ancient tradition in the construction industry.

To mark the event, London Underground's Managing Director Denis Tunncliffe unveiled a plaque at the highest point of the building and made a toast to the workforce.

Training  
The training and control centre, next to LUL's Neasden's Depot, will control all train movements when the extension is completed in March 1998.

Work started on the building 13 months ago and is on schedule for completion at the end of this year. Six months will then be set aside for the installation of equipment.



Lord Astor, right, Lloyd Grossman and clipper 'Vi' at the Museum

## Minister takes a ride into history

NATIONAL Heritage Minister Viscount Astor took a trip back in time when he visited the LT Museum at Covent Garden.

Lord Astor, who, along with TV presenter Lloyd Grossman, was there for International Museums Day, was shown around by an actress playing the part of 'Vi', a Second World War clipper, who gave visitors a flavour of London's character from 50 years ago.

Viscount Astor said: "International Museums Day aims to encourage more people to discover the wonders of some of this country's 2,500 museums. Together they receive at least 80 million visits a year with attractions ranging from Greek vases to Green Line buses."

"The LT Museum is a splendid example of how history can be presented using state-of-the-art technology and presentation techniques."

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Barry Le Jeune Head of Passenger Liaison

## Met enters next stage

THE Metropolitan Line has begun the next stage of its plan to enlarge centralised signalling control from Euston Square to Aldgate. A project to extend the area has now started and is due for completion in January 1997.

Gordon Durban, Passenger Services Directorate project liaison representative, said extended centralised control will provide a more reliable service. Big savings will be made through closing the Farringdon/Aldgate signal cabin which controls services between Euston Square and Aldate.

● Responsibility for services from Stanmore to Charing Cross, presently handled by the Metropolitan Line's signalling control centre at Baker Street, will be handed over to the Jubilee Line's new signalling control centre at Neasden when it is commissioned.

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# Sign up for a retiring organisation

I WOULD like to bring the attention of staff who might be considering early/deferred or normal age retirement to a very good body called the London Transport Superannuitants' Association.

The association, which is dedicated to representing all ex-salaried staff, was started by a few members in 1964 and has continued to gain strength, and thousands of people are now enrolled in this bond of friendship.

## Newsletter

It can help in many ways, and the elected committee is always ready to advise and answer queries and doubts about problems that appear in retirement.

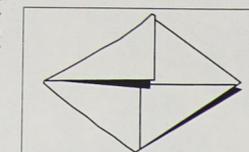
They have a friendly welfare section and access to most departments of London Transport.

There is also a newsletter issued three times a year plus lots of other goodies! The association meets on the first Wednesday of every month (except at Easter) in 55 Broadway, where issues relating to pensions and other important items are discussed.

It only costs £5 for life membership and I would encourage all those people who are thinking of retirement to consider enrolment.

Application forms can be obtained from the LT Pension Fund Office, 3rd Floor, Wing-over-Station, 55 Broadway, or by writing to Miss L. Spencer, Contributions Secretary, 51 Hessel Road, Ealing, London W13 9ER.

Alexandra Barnes,  
LT Pension Forum



POSTBAG

If you have any views you would like to air, send them to Postbag, LT News, Citigate Publishing, 52 St John Street, London EC1M 4DT or fax us on 0171-490 4747.

## My mistake was in the bag

IN a moment of madness a couple of weeks ago, I left my sports bag on a District Line train heading to Wimbledon.

I realised what I'd done as soon as I stepped off the train at Parsons Green and experienced that terrible, sinking feeling.

I assumed I'd never see it again, but nevertheless filled in a lost property form.

I was thrilled when I was notified that it had been found by the train's driver. There was no record of his or her name.

So through your pages, please could I thank that driver and all LT staff who look after our

belongings when we are stupid enough to leave them behind.

David Stanley,  
Fulham,  
London SW6

## Delays Down Under

I HAVE just received LT News dated March 23, along with the Christmas calendar and pensioner newsletter, at the end of April. Surely, the person who sends these items out must know I live in Western Australia 12,000 miles away and not in London.

Another thing, I joined the LT Superannuitants' Association in 1978 and so far I haven't received any news from them. Despite this, I would like to suggest that the association publishes a list of

names and addresses from time to time so that people who used to work together can get in touch.

I would certainly love to hear from anybody who knew me, as I really look forward to any news about London Transport.

Fred Lowe,  
ret'd revenue inspector,  
Upton Park garage,  
Balga,  
Western Australia

*I'm afraid that all retired employees received their copy of the March LT News late because of production delays on the pensioners' newsletter. However, we've forwarded Mr Lowe's letter to the LT Superannuitants' Association. In the meantime, if anyone would like to write to him, contact us and we'll let you have his address — Ed*

## Routemaster's date with a race track

SINCE I retired from London Central in 1988, I have often wondered if I am the only bus driver who has taken a Routemaster around the Silverstone race track.

During the Queen's Jubilee year of 1977, lots of London's red buses were painted in different colours.

One of these was kept at Willesden bus garage and advertised Kossett Carpets, which was also sponsoring a race meeting at Silverstone.

As a result, I was chosen to take senior staff on this particular bus to the race track for the meeting.

Arriving early, I was asked to drive the bus around the track four times. I would also like to know if any ex-bus drivers from Willesden or Cricklewood live in this part of Ireland.

M. V. Kelly, Cloonlee,  
Ballinlough, Castlereagh,  
Co. Roscommon, Eire

## Hostel appeal

I WOULD like to make contact with any current or former employees who remember the LT hostels of the 1950s and 60s, as I am carrying out research on housing and employment for a Master of Science dissertation.

Some of the addresses of the hostels were: 39 Bath Road, Chiswick; Peckham Road; The Grove, Watford; and Clarence Road, Windsor.

Clare Dodwell,  
research student,  
School of Planning,  
Oxford Brookes University

*If anyone can help, contact us and we'll put you in touch with Clare — Ed.*

# SPORTS news

## NEW NAME IN THE GAME

Hawksbrook Leisure set to replace CRS in sports shake-up

THERE'S likely to be a new name on the London Transport sporting scene next month, with the formation of Hawksbrook Leisure Ltd to replace the LT (Central Road Services) Sports Association (CRSSA).

A proposal to form the new company will be the main item of business on the agenda during the CRSSA's annual general meeting at Langley Park Sports Club on June 20. If approved, it will act as a holding company for the CRSSA's three remaining clubs at Langley Park, Elmbridge (currently known as Fairlop) and North Cheam, together with Hornchurch and a refurbished Wembley Park.

However, all five clubs will continue to have their own management committee, with the chairman of each serving as a director on the Hawksbrook board.

The board will also include a further five invited directors, who will include several prominent LT managers. As a

### By our sports reporter

limited company, Hawksbrook's profits will be reinvested in leisure activities, with membership of its five clubs open to the general public.

LT staff aged 60 and over will be able to enjoy their facilities for just £6.25 a year, while talks are progressing about significant discounts for current and retired employees.



## Unbeaten squash team at the double

THE District Line squash team chalked up a league and cup double, when they finished the 1994/95 season with a 100 per cent record. Having swept all before them on the way to the Middlesex League Division Seven title — with 18 wins and no losses — they then rattled out a 4-1 victory over David Lloyd in the divisional cup final.

District Line's victorious squash team receive the divisional cup to add to their league title

## Hat-trick hero Headlam

CBI 1  
London Underground XI 3

THERE was no doubt about the man of the match in this soccer friendly at Crystal Palace Astro turf, when Albert Headlam scored all three London Underground goals in their 3-1 victory over the CBI.

Headlam, station supervisor at Finchley Road, opened his account in the 18th minute, when he out jumped the CBI defence to nod in Dermot Hart's cross from the left wing.

CBI got back on level terms through Nick Pryce before half-time, before Headlam wrapped things up after the restart with two more goals



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## One-way traffic

### Piccadilly wilt under District Line barrage

District 3  
Piccadilly 0

UNSTOPPABLE District Line's blistering performance in the Provident Mutual Cup final at Harrow Borough FC left their Piccadilly opponents bothered, bewildered and thoroughly beaten 3-0.

Anyone hoping for a shock result must have gone home disappointed, as District were every bit as good as their form in this competition suggests — 14 goals for and none against in just three matches.

The fact that they were restricted to only three goals in the final says more about their own wastefulness in front of goal and the heroics of Piccadilly keeper Derek

Scott than any meaningful opposition.

Shots went over the Picc bar, wide of their post and off the woodwork, as wave after wave of District attacks came in with scarcely so much as a half-chance at the other end.

In fact, District goalie Jason Fellini had so little to do that he could have had the night off and no one would have noticed.

But despite their superiority, District had to wait until the 35th minute to open their account, when striker John Williams broke through.

District's joint leading scorer Paul Nelson added a second just before half



Piccadilly goalie Derek Scott and defender Mick Guinane (right) under pressure from District's Kevin Joy

time and, for many teams who had been under the kind of pressure Piccadilly had endured, that would have been it.

To their credit, they refused to quit and kept running and chasing after the turn-around. However, hard work and effort weren't nearly enough to bridge the gap in class between the two sides and Williams netted a third for District 15 minutes before the end.

● District Line's cup victory means they now go forward to represent LT in the UK and Ireland Corporate Games' six-a-side soccer tournament in June.

### A season of success

THE Provident Mutual Cup wasn't District Line's only success this season. Runners-up in the London Commercial League championship, District's first team also reached the league's senior cup final, only to lose 2-1 to Meadhurst. The second team's 4-1 victory over Greenwood in the Commercial League's intermediate cup final went some way to making up for these disappointments, while the third team beat Old Minorians 3-1 to lift the Middlesex Junior Cup.

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So next time you meet one of our local

representatives, be sure to speak to him about your

financial needs. Alternatively, call our Freephone

number 0800 585 730 to arrange for one of our

representatives to contact you.

It's one move that should directly benefit you.

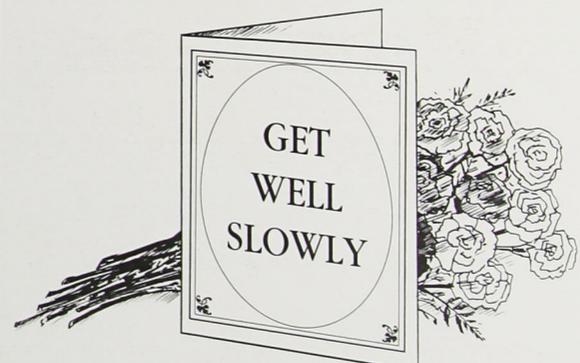
The Freephone lines are open 9.00 a.m. to

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# Drop in Tube violence

**... but thefts push up overall figures**

**VIOLENT attacks and indecent assaults on the Underground dropped significantly over the last year, according to the latest crime figures.**

A report released by London Underground and British Transport Police shows that fewer than 500 serious attacks were reported during the last 12 months - a decrease of more than 23 per cent compared with the previous year, while indecent attacks were down by almost three per cent to just 246 during the same period.

Pick-pocketing, which rose by 14 per cent to just over 8,000, accounted for most of the crimes on the Underground while robberies rose by 18 per cent.

Commenting on the figures, British Transport Police Chief Superintendent Paul Nicholas said: "Total crime had fallen every year since the high of over 19,000 crimes in 1987.

**Progress**

"While 1994/5 shows a blip in this progress, it does not signify a sustained upward trend.

"Crime is still some 18 per cent lower than it was in 1987, which is progress in the right direction.

"The figure is still lower than it was 10 years ago, a complete reversal of the national and the London trends over the same period."

**Remote**

Denis Tunnicliffe, London Underground's Managing Director, said that despite disappointment at seeing the crime figure rise, it should be remembered that with millions of customers using the Tube each year, the chances of being a victim are remote.

"We have worked very hard, in tandem with the British Transport Police, to combat crime and our overall record means we are still one of the safest metros in the world," he said.

**How the '94/'95 figures break down**

	% change on 93/'94
<b>Crimes of violence</b>	
496	(-23.2%)
<b>Robbery</b>	
614	(+18.8%)
<b>Assaults on passengers</b>	
359	(-26.7%)
<b>Assaults on staff</b>	
94	(-21.7%)
<b>Assaults on police</b>	
62	(-11.4%)
<b>Pick-pocketing</b>	
8,352	(+14.6%)
<b>Indecent assaults</b>	
246	(-2.8%)
<b>Motor vehicle crime</b>	
1,210	(-1.9%)
<b>Graffiti</b>	
366	(-8.9%)



Andy Crane, centre left, and Tony Hart, with some of the youngsters who took part in the competition

MORE than 30 Southwark school children will see their artwork reproduced on panels at local Jubilee Line Extension (JLE) construction site hoardings, after they won an art competition to brighten up their neighbourhood.

'Paint the Town Green', organised jointly by London Underground and the London Borough of Southwark, invited pupils from schools in the area to produce drawings and paintings with an environmental theme. The competition attracted hundreds of entries, with the winning

**PERFECT POSTERS**

creations selected by children's TV personalities Tony Hart and Andy Crane.

As well as being able to see their designs on display on Waterloo, Southwark, Bermondsey and London Bridge hoardings until the JLE extension is completed in 1998, the successful artists also pocketed a £100 prize each.

## Bus penalties launch is success



Inspector Dave McWilliam carries out a spot check

At least 600 bus passengers were liable to pay the new £5 penalty fare in the first week after its introduction, when they were found travelling without valid tickets for their journey.

The introduction of bus penalty fares, which began on April 30, followed the resounding success of similar schemes on the rail and Underground services. Revenue Protection

Inspectors (RPIs) are now making checks on buses all over the capital. Passengers who are unable to show a valid ticket or pass for their entire journey are liable for the £5 penalty charge.

**Early**

Paul London, LT Buses' revenue manager, said the launch of the new scheme went as well

**'People have already started to get the message we are trying to put over'**



Karon Davy with her RPI Identification and penalty fare paperwork

as expected, and although he didn't foresee any major problems, felt it was too early to measure its overall success.

He said: "People have already started to get the message we are trying to put out. Virtually all our passengers pay something on the buses. Our main problem is overriders - passengers who stay on the bus beyond the point they should

do." He added that the main aim of the charges is to encourage customers to pay the correct fare before their journey.

"Passengers are now being more careful and are asking more questions to ensure they do not go over what they have paid for. That is where the overall success lies rather than through how many penalty fares we give out," he said.

**HSE prosecutes JLE contractors**

THE Health & Safety Executive (HSE) is prosecuting two Jubilee Line Extension contractors after an incident at Westminster Underground station last October when a steel bar fell through a glass roof.

The four-metre long bar landed on the station's main concourse, although no one was hurt in the incident. Balfour Beatty

Civil Engineering and Amec Civil Engineering are the first to be prosecuted for alleged safety violations on the £1.9 billion JLE project.

They could face fines of up to £20,000 each under section three of the Health and Safety at Work Act, as the HSE alleges that they failed to ensure the safety of the public.

**Shaking**

Meanwhile, contractors working on two JLE stations in the Borough of Southwark are being closely monitored by people living on local council estates.

Southwark council is encouraging tenants to keep a diary about the construction of the JLE, and make notes of any disruption they may suffer, such as shaking walls or poor television reception.

**Tunnel work on hold**

REPAIR work by LUL on the first tunnel built under the Thames is still suspended after a Government decision to give it a Grade II protective listing in March.

Classification of the tunnel, built by Sir Marc Brunel, father of Isambard Kingdom Brunel in 1843, followed pressure from conservationists. The repair work is a key part of improvements on the East London Line.