



CLEAN UP

By Richard Baker

A PACKAGE of measures announced by the Government last week to clean up air quality in London has been welcomed by LT.

"It's yet another piece of evidence that the politicians are becoming more and more serious about transport and the environment," said Dr Steve Atkins, LT's transport studies and policy manager.

"We are already talking to the Government about what we can do to help the fight against air pollution and the new standards which are going to be introduced are definitely a step in the right direction."

The measures include:

- The introduction of instrumented smoke tests for taxis;
- Higher priority to be given to commercial vehicle emissions by traffic commissioners in their assessment of operators' performance;
- A commitment to consult local authorities on how to take air quality into account in transport plans;
- Local authorities to produce air quality management plans.

Consultation

"I don't think these management plans will change the way we do things a great deal as they are subject to consultation with a number of bodies, including ourselves," said Steve.

"Apart from that, I'm convinced that it will take at least two or three years for any of these local air quality management plans to come through."

He said that, in some ways, LT is already active in the fight against air pollution - London Transport Buses is funding pilot projects with both Stagecoach East London and Leaside to the tune of £500,000.

During the trial, which is likely to last at least three years, Leaside is fit-

LT welcomes plans to give London a breath of fresh air

ting ceramic traps to 100 of its buses which will also use a special fuel additive. Stagecoach East London has installed continuous recycling catalytic traps to a similar number of its vehicles and is using low-sulphur diesel.

"During our consultations with the Government, we want to make sure that buses are not perceived as the sole and only

cause of pollution in London.

"In fact they only represent about 2 per cent of the total traffic flow through the capital.

"Our main contribution should be to provide a clean, fast and efficient service which will persuade more and more people to leave their cars at home and take public transport, which in itself will be a great benefit to the environment."

A taste for the greasepaint



IT'S SHOWTIME . . . with, from left, Phil Dougherty (Vizier), Dawn Ross (Princess Jasmin), Donna Martin (Aladdin), Mark Llewelyn (Widow Twankey) and Alan Ormond (Emperor)

THE TI (Travel Information) Players slapped on the greasepaint for a good cause when their pantomime, *Aladdin*, attracted around 800 people to the Bloomsbury Theatre in aid of Children in Need.

Among those in the audience for the earlier of two performances was LT Chairman Peter Ford

and his young son, Gregory. Mark Llewelyn, who, when he's not playing *Widow Twankey* is a TI supervisor at 55 Broadway, said the cast were now hoping to perform a large segment of the panto at The Great Ormond Street Hospital for Sick Children.

Student jailed for ticket attack

A STUDENT was jailed for 21 days by Thames magistrates for an unprovoked attack on an Underground worker who asked to see his ticket.

Paul Davey, 21, of Timber Wharf, Isle of Dogs in east London, denied common assault and using threatening words and behaviour at Mile End Tube station on September 18.

He was found guilty of the assault and jailed for 21 days, with another 21 days to run concurrently for using threatening words and behaviour.

At a previous hearing, the victim, Mrs Pauline Moran, told the court: "I just asked 'Can I see your ticket please'.

Shocked

"He thrust the ticket into my face and knocked my glasses off, he called me a slut and used the 'f' word.

"As he was walking up the stairs he pulled down his zip and made a remark which shocked me," she added.

Jobs boom 'will cause crowding'

A JOBS boom in central London during the early years of the next century is likely to lead to crowding on some Tube services, according to a study carried out by London Transport and London Underground.

The Victoria Line, and to a lesser extent the Piccadilly, will be particularly affected, says the study, stressing that the findings are "highly sensitive" to assumptions about future employment levels in London.

Growth

Steven Norris, Minister for Transport in London, has asked LT to carry out a detailed study of possible future traffic growth on the Victoria Line and the options for relieving any congestion problems this might cause.

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LT NEWS
Published by London Transport, 55
Broadway, London SW1H 0BD.
Tel. 0171-222 5600

Designed, written and produced by
Chigate Publishing Ltd, 52 St John
Street, London EC1M 4DT.
Tel. 0171-490 8079
Fax. 0171-490 8088

Printed by Nuffield Web Offset,
Hovefields Avenue, Burnt Mills
Industrial Estate, Basildon, Essex,
SS13 1EB.

Editorial contributions should be
sent to LT News, Chigate
Publishing Ltd, 52 St John Street,
London EC1M 4DT.
Tel. 0171-490 8079

Editorial Team: Richard Baker
(Editor), Barry Duke, Terry Hasler
(production).
Circulation: Beverley Derbish.
Tel: 0171-918 3280 (auto 43280).

Advertising: John Irish, D. A.
Goodall Ltd, 65-66 Shoreditch
High Street, London E1 6JH.
Tel. 0171-739 7679.

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Next Issue: Thursday, February 23.

CARS SET TO 'GO UNDERGROUND'

PLANS are taking shape to advertise cars by putting a real one on a Tube platform, with negotiations "at an advanced stage" between vehicle manufacturers and LTA.

The company, formerly London Transport's advertising division, has approached several car makers with the idea.

Angel station on the Northern Line has been earmarked as the most likely site for the first campaign.

Platform

It has a new, 30-foot wide platform, which London Underground considers big enough to accommodate a car without causing congestion or danger to passengers.

Angel station could pioneer car adverts

London Regional Passengers' Committee has voiced opposition to the plans, however, claiming that the Underground should encourage people to use public transport rather than cars for environmental reasons.

Robert Turner, LTA's sales and marketing co-ordinator, felt this argument was misplaced. He said: "It's not a question of encouraging people to drive to work."

"Rather, it's all about target marketing. A high percentage of the kind of people who use the Tube network for

work are very attractive to car advertisers. Many of them are from two-car families, for instance.

"Apart from anything else, what we're planning is not dissimilar to the kind of car promotions which BR already runs at mainline rail stations."

Cover

There are also plans to cover buses and Tube trains with "wrapped-in advertisements", painting them to look like beer cans and other products.

LTA has secured the exclusive advertising rights on the Go-Ahead Group's vehicles, a 1,400-strong fleet throughout the country which includes 500 London Central buses.

It is the latest in a string of successes for LTA, which has so far won every advertising contract that has come up for competitive tender from the newly privatised London bus companies.

Safety courses for staff

A SERIES of personal safety courses is being held for staff over the next few months by London Underground in conjunction with the Suzy Lamplugh Trust and the British Transport Police.

The courses are designed to help staff avoid becoming crime victims in a variety of situations.

All courses are free to staff and are being held at the Baker Street Police Training Centre and the Passenger Services Operations Support Training Room at 55 Broadway.

For full details and application forms, contact personal security manager Paul Kirwan at Room 348, 3rd Floor, North Wing, 55 Broadway. Tel: 0171-918 4539.

News in brief

War workers wanted

BBC TV is planning a programme on Britain's female wartime workers, and would like to hear from any ladies who 'did their bit' in an LT factory producing aircraft components and other supplies.

If you can help, contact Lisa Jones on 0181-895 6039.

Mail order posters

MANY of the Underground's famous posters are now available by mail order. A special catalogue produced by the London Transport Museum features images selected from its historic and contemporary poster archives. Designed in-house, the poster catalogue doubles up as a handy A-Z notebook, and sells for just £1.

Sitting pretty

A POCKET guide has been published which tells passengers where to sit for the speediest exit when leaving the Tube.

For instance, anyone wanting to beat the rush on Notting Hill Gate's east-bound Central Line platform should travel in the first carriage, while passengers taking the Piccadilly Line at Knightsbridge for Kings Cross should board the fourth carriage from the front.

The guide, *Tube Hopper*, costs £2.50.

Westminster award

WESTMINSTER City Council has won first prize in the Autoglass White Sport Awards for the Piccadilly contra-flow bus lane. The awards are aimed at local authorities which change accident black spots into "white spots".

Chairman is host

LT Chairman Peter Ford will host the corporate members' reception at the LT Museum on March 29.

Name change

In our review of the year in the last issue of *LT News* we inadvertently re-christened the general manager of the Circle and Hammersmith lines Andrew Horton. He is, of course, Charles Horton. Our apologies.



Hugh Sumner... Challenge

Bakerloo chief heads passenger services

HUGH SUMNER, 37, has been named as London Underground's new Director of Passenger Services, responsible for the capital's 500 Tube trains and 250 stations.

He succeeds Ian Arthurton, who retired in the autumn. A former general manager of the Bakerloo Line, Hugh was the architect of the Underground's Company Plan, one of the country's biggest programmes of corporate change in recent years.

A civil engineer by training, he

has also worked in private industry and with the Underground, in Engineering, Development, Strategic Planning and Human Resources.

"My priority is to significantly raise the levels of customer satisfaction with the service," he told *LT News*.

Reliable

"I also want to help make our staff feel an integral part of a progressive team working for the improvement of London Underground. This is

important, as it's a key element in making our service even more reliable than it is at the moment."

He said that the greatest challenge facing him in his new role was the "balancing of priorities" between achieving immediate improvements in performance and the amount of funding which is available.

"I think that the biggest thing we have in our favour is the innate talents of our people. Given the right tools to do the job, I am convinced they can achieve anything."

'The omissions of Labour's linear city'

DAVID BAYLISS, London Transport's director of planning, was unimpressed by the Labour Party's plan to create a "linear city" authority for London if it wins the next general election.

Under Labour's plan, the new authority would be based on an east-west corridor stretching from Heathrow to Docklands and would have responsibility for transport in the area.

However, what David considers key parts of London - such as Enfield in the north and Croydon in the south - would be excluded from the authority's control.

"I would have thought that another option which I believe has also been mooted by the Labour Party is more logical - to base a reorganised London strategic authority roughly in the area bounded by the M25," he said.

"The east-west corridor omits several areas which are important in the London public transport network."

Mr Bayliss said Labour did not consult *LT* before unveiling its plan. "However, I would hope that they - or any other political party, for that matter - would ask for our views before changing the way London's public transport system is run."

Traffic control system gets on the road



A revolutionary traffic control system which combines bus detectors, bus gates and pedestrian crossings has been opened on the Uxbridge Road, near the junction with Park View Road in Southall. Part of the Uxbridge Road Demonstration Project, the system holds and relocates traffic to give priority to buses.

It was switched on by Cllr Stephen Sears, chairman of Ealing Borough Council's environment committee (centre). Also pictured are London Transport Buses market development director Richard Smith (right) and Peter Henty, managing director of CentreWest Buses.

Famous faces at lunchtime

TWO former Secretaries of State for Transport, Lord Parkinson and Baroness Castle, are due to speak in the new season of lunchtime lectures at the LT Museum in Covent Garden.

Lord Parkinson will speak about "LT and the Thatcher years" on February 2, while Baroness Castle will be describing her recollections of "LT and the Wilson Government" on March 2.

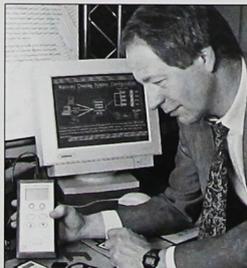
The season of lectures also includes Will Hutton, economics editor of *The Guardian*, who will be looking at how London Transport is faring in the current political climate during his talk on February 16.

Exhibition pulls the crowds

HUNDREDS of people flocked to the *Engineering on the Underground* exhibition during its four-week run at Canary Wharf.

Aimed at staff and customers, the exhibition showed how different parts of the company's Engineering Directorate fit together.

The 33 stands represented all parts of the directorate along with various contractors and covered everything from the Tube network's infrastructure, such as track and bridges, to project management and line engineering. CrossRail and the Jubilee Line Extension were also represented.



Equipment development engineer Ray Ball with rail current meter at the exhibition

Special showings were organised for the Department of Transport, the Health & Safety Executive and suppliers, while a "family day" was held for engineering employees and their relatives. The exhibition subsequently moved to LUL's Acton offices for two weeks and may also be staged at 55 Broadway.

Europe's biggest bus info system launched

Countdown is on the right route

EUROPE's largest real-time bus passenger information project was launched on Tuesday when London Transport Buses' £2.5 million Nag's Head Project got underway.

The project will see around 170 bus stops on 24 routes in Haringey, Islington, Camden and the City fitted with the Countdown system by the end of March.

All the routes linked to the system lead off the Nag's Head junction in Holloway, and stops have illuminated signs showing arrival times and destinations of the next three buses expected.

The Countdown system draws its information from automatic vehicle location equipment sited along routes, which allow accurate predictions to be made of bus arrival times.

The signs also show which other routes serve the stop and can display special messages sent by a service controller at the garage about traffic delays or any other problems on the route.

Predictions

Arrival predictions are based on the usual journey times modified by the actual speeds of the three previous buses, thereby taking into account prevailing traffic conditions.

"The project is part trial, part first stage implementation," said Stephen Balogh,



LT Chairman, Peter Ford, launched the new Countdown scheme at Alexander Palace on Tuesday

By Barry Duke

London Transport Buses' Countdown Project Manager. "We want to gauge passenger reaction to the system before we roll it out for full network implementation.

"Given that everything goes as it should, we'll be approaching the Department of Transport (DOT) with a business case for expansion towards the end of the year.

"Given that we receive approval, around 4,000 bus stops would be equipped with Countdown throughout

the network within the next seven to 10 years." He said that the Nag's Head area had been chosen for the project because it offered a coherent network of routes.

Devices

Some of the buses on the runs were already equipped with vehicle location devices and there had been good co-operation from the local authorities.

Countdown has already been introduced on routes 18, 83, 207 and 607 in west London

National strike ruled out

PRESS reports of a threatened national bus strike have been dismissed by a spokesman for the Transport & General Workers' Union (TGWU).

The union is currently in dispute with the Chelmsford-based Eastern National bus company following the sacking of more than 100 drivers who took industrial action in pursuit of a pay claim.

However, suggestions that the union is actively considering escalating the dispute into a national bus strike were denied by the union.

"Obviously we will keep the situation under review," a spokesman told *LT News*, "but at the moment we have no plans to call a national strike. We intend to keep it restricted to Eastern National."

TWO ARE AWARDED MBEs IN NEW YEAR HONOURS



Clyde Alder... 33 years' service and never a day off sick

TWO London busmen - Clyde Alder and Graham Yates - were awarded MBEs in the Prime Minister's New Year Honours list for their services to public transport in the capital.

Clyde, 53, operating manager at Stagecoach East London's Upton Park garage, has never had a single day off sick in 33 years' service since he joined LT as a conductor in 1961. He became a revenue inspector 10 years later, and in 1974 was promoted to relief garage inspector.

In 1977 he was appointed garage inspector at Upton Park, and since 1983 has been in charge of operations at the garage. Clyde, who was born in Bridgetown, Barbados, is also a local magistrate, a position he has held for the last 18 years.

Graham Yates, 50, began his public transport career in 1968, when he start-

ed as a bus driver on the 120 and 195 routes. Promotion to inspector followed quickly, and he now works as a service controller for the 207 bus route based at Acton Tram depot.

In addition, Graham is a union representative for ACTS (supervisory staff), and secretary of the Hanwell Garage Charities Committee.

Packed

He is also an active fund-raiser for Castlebar School in Ealing where he is chairman of the Parents Teachers Association.

Much further from home, Graham has led a series of expeditions to the No 1 Orphanage in Bacau, Romania, taking London buses packed with equipment and supplies.



Graham Yates... expeditions

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London Transport's Museum is proving a hit with the public but maintaining its pulling power is a full-time job

Bucking the trend with past glories

BRITISH museums are no longer the attraction they once were. Numbers of visitors are either static or falling.

But there is one notable exception - the London Transport Museum, which is currently enjoying its biggest surge of popularity since it first opened at Covent Garden in March 1980.

Sam Mullins, the man recruited at the end of 1994 to succeed Andrew Scott as director of the London Transport Museum, is clearly delighted by this state of affairs, but also recognises that maintaining the museum's pulling power presents a considerable challenge.

"No museum can afford to stand still - they have to move forward very quickly indeed. In the last decade museum visitors have learned to demand a great deal, and public expectations are bound to carry on rising. We must keep ahead of the game," Mr Mullins told *LT News*.

An angular, youthful 40-year-old, Sam Mullins comes to LT from St Albans, where, as Director of Museums, he ran two museums - the Verulamium which tells the story of the Roman presence in Hertfordshire, and the Museum of St Albans.

From Romans to Routemasters most surely have come as something of a shock. Mr Mullins says not. He is, he points out, primarily an historian, and stresses



Sam does some strap hanging on one of the exhibits at the LT Museum

Barry Duke meets the new man in charge at the LT Museum

that certain basic principles apply to all museums, whatever their subject matter may be.

But it does help if you have a passion for the collection in question. And he certainly has that - in spades.

Touch

The mere fact that he can state, with quite unabashed candour, that he was once out there as a lad, train-spotting with the best of them, and that his first published article was about

country carriers, is surely symptomatic of more than just a touch of transport fever. Just as the artefacts in the St Albans Museum help people understand how the Romans shaped their city and their lives, the exhibits at the LT Museum, says Mr Mullins, "are marvellous totems of London life. If you had to draw up a list of what is quintessentially London, Tubes, red buses and roundels would have to head such a list, because transport, particularly in the

20th century, was the biggest single influence in the development of the capital as we know it today".

Slices

There can be no doubt that the LT Museum's success today is due to the complete refurbishment programme undertaken in 1993 at a cost of £4 million. When the museum reopened in December of that year, the crowds that flocked to it were amazed to see that it had gained

a second level; a much improved gift shop; a cafeteria; interactive screens providing information in several languages; excellent conference facilities; an information centre - and a great deal more. Little wonder that the museum quickly boosted its gate by 70 per cent over previous levels. But how to keep up the momentum? Sam Mullins says that both the displays and the retail and commercial activities must be constantly reviewed and developed.

Retiring?

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Coach trip to a final farewell

AROUND 40 people from LT and LUL boarded a Routemaster coach sporting the 1963 Green Line livery for the funeral of David Hughes at Chelmsford Crematorium in Essex.

David, a doyen of LT's publicity and advertising operations for more than 30 years, died last month at the age of 52.

He joined London Transport back in 1962 as superintendent (staff) railways, but trans-

ferred to public relations the next year. He subsequently moved to the press office in 1969 and then to the publicity office in 1970 before trying his hand at marketing the Underground network in 1988.

Advertising and publicity subsequently merged with the marketing department, which is where David stayed until his death from a malignant tumour.

He leaves a teenage daughter, Demelza.

The end of the line for queues

IT'S no longer illegal for people not to queue at London bus stops, after the lapse of a 1938 LT byelaw which decreed that "passengers must wait in lines... in an orderly manner".

The byelaw was abolished on New Year's Day, but as yet, bus crews have not reported any

noticeable difference in passengers' behaviour.

Robin Pulford of LT Public Affairs explained: "We were asked by the government if there were any laws that weren't being used and this one wasn't."

"I don't think it will make any difference to the orderly queues

formed by passengers, because we can rely on the innate good sense and manners of the British public."

Bus passengers are set to pay penalty

THE £10 penalty fare scheme introduced last year on London Underground could be extended to the buses.

London Transport Buses has asked the Department of Transport for permission to introduce a penalty fare scheme in April, and Dr Brian Mawhinney, the Secretary of State for Transport, is expected to announce his decision shortly.

LT Buses revenue manager Paul London explained that the scheme is mainly needed to combat overriding - the practice of travelling further than the ticket allows. Overriding is estimated to account for more than half of the £23 million or so the bus companies lose each year as a result of fare evasion.

"If we are given permission to introduce a penalty fare scheme we will be going down the same path as a number of other bus operators in the UK and abroad.

"Penalty fares are particularly common in continental cities," he said.

Message

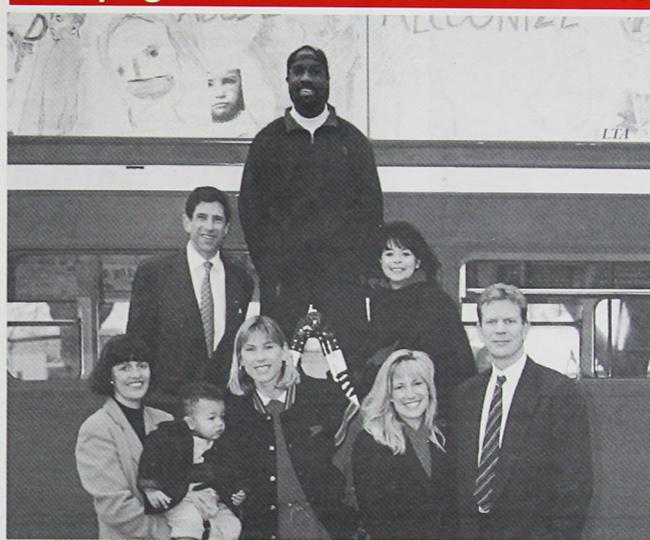
Meanwhile LT Buses will continue to hammer home the fare evasion message - and the practice of overriding in particular - through carefully targeted advertising campaigns.

The most recent series of advertisements which focused on overriding were found to have substantially raised public consciousness about the practice and its likely consequence - a possible fine of up to £1,000.

Research carried out for LT Buses suggested the use of humour to get the message across. This resulted in the launch last October of a new series of posters, with a surreal style of humour aimed at younger bus users.

When the penalty fare scheme on the Underground was launched, LUL estimated that about £6 million extra would be raised each year - not as a result of forcing the £10 penalty out of Tube travellers but through a significant reduction in fraud. Nine months into the scheme, LUL says it is well on target to raising this addi-

Campaign launched to tackle child abuse



Pictured: Back row, Derek Redmond. Middle row: Bill Apfelbaum, chairman of LTA, Bonnie Apfelbaum, director of public affairs, TDI, LTA's American parent company. Bottom row, Daphne O'Keefe, vice-president (sales), LTA, holding Elliot, Sharron Davies, Christy Lenth, director sales and marketing, LTA, Jeremy Male, managing director, LTA

MORE than 500 London buses are being used in a six-week advertising campaign against child abuse. Powerful, artistic interpretations of child abuse giving the NSPCC's helpline number have replaced the usual advertising slogans on the buses.

The Recognise Child Abuse campaign was launched by swimmer Sharron Davies and her

husband, athlete Derek Redmond with their baby son, Elliot. LTA, formerly London Transport's advertising division before it was privatised last year, is donating £100,000 of space to the campaign and offering reduced rates to related charities. The campaign is the first in a series which will form LTA's community relations programme.

Restart of Sunday services

SUNDAY services on the Circle Line and the District Line between Embankment and South Kensington stations will resume on February 12 after engineering work on the Jubilee Line Extension at Westminster.

Both lines have been affected by the work at weekends since January 8.

Although services are to restart soon, there will be some disruption over the weekends of February 11-12 and March 4-5 for the reconstruction of pipe crossings at Sloane Square.



Sharon Squire of Help the Aged hands over Kenbrook's cheque

LT's move leads to chequemate

A PARTNERSHIP paid off for LT's Kenbrook retirement home in Wembley, when Help the Aged public relations manager Sharon Squire handed over a cheque for £2,580.

It was Kenbrook's 15 per cent share of the £17,000 raised for Help the Aged from a week-long collection

campaign throughout the LT network.

The partnership with Help the Aged began during LT's Diamond Jubilee celebrations in 1993, when the charity was given the unique opportunity to raise money on the entire transport system.

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NIGHTS OF THE ROAD



Driver/operator Warren Wallace and his N36 at the turn-round point in Grove Park
Pictures: Bob Vickers

Eighties expansion

LONDON'S night bus network has changed out of all recognition in the last 10 years.

Before London Transport launched a major expansion in 1984 it was just a pale shadow of what it is today, as Robin Young, London Central's operations director, explained: "There really wasn't a night bus service to talk of."

"All we had was a handful of routes which hadn't changed since before the war and were there mainly for postmen and night workers."

"Also, they ran every night except Saturday — the busiest night of the week!"

"Consequently, when LT decided to expand the service it was like starting with a blank sheet of paper."

Robin, who at the time was traffic manager for central London, played a key role in developing this enlarged network, which took shape over the next two or three years.

"It was a response to public

demand," he said, "particularly from young people who used late-night clubs and discos in central London and needed a cheap and reliable way to get home afterwards."

As for the future, Robin feels that London's night bus routes couldn't develop much more than they have already.

Frequent

He said: "One of the lessons we've learned over the years is that people who live more than about 12 miles out don't tend to use buses to get into town."

"However, I think a more frequent service would generate passenger traffic since people won't need to consult timetables if they know the next bus will be leaving in 10 or 15 minutes."

"In addition, I think there is a need for more cross-town services, particularly serving the south of the capital."

THOUSANDS of people used London's night bus service to get home from welcoming in the new year. The service, which was free on New Year's Eve along with travel on the Tube network, operates seven days a week. Richard Baker took a ride on one of the nocturnal routes to meet the people who run and use them long after the rest of us call it a night.

TRAFALGAR Square, 1.05 am: Dozens of people, mostly tourists and night workers — it's still too early for the club crowd — are milling around in the early hours of a cold, damp Saturday morning waiting for buses to take them all over London.

Their relief when driver/operator Warren Wallace pulls up in his N36 out of Peckham Garage is almost palpable.

We're bound for Grove Park, south of Catford. It's a journey of around 10 miles and will take about an hour to complete.

Warren keeps the Leyland Titan's engine ticking over as he collects the fares from the column of passengers who shuffle in through the front doors.

Then he circumnavigates the square and heads south towards Victoria.

It's a route that Warren regularly drives during the six or so night shifts he does every month.

"I suppose I'm something of a rarity, in that I work days as well," he said. "Most of the blokes on nights do it all the time."

Warren has been with London Central for just over two years, and he sees both the pros and cons of night life on the buses.

Return trip

"The night buses tend to be busier, and you get to know people because the same people use the service all the time, such as early morning cleaners, for example."

"From a personal point of view, night shifts are good because I get to spend more time with my family during the day."

"The worst thing about it is that the hours are so irregular — you're up and working while everybody else is asleep."

Warren lives in Camberwell with his wife, Pauline, who is expecting their second child next month, and he tries to make the best of both worlds by doing only two or three night shifts in a row.

He'll be back in the garage just before 6 am, having covered the return trip between Trafalgar Square and Grove Park two and a half times.

Just a handful of people get on and off as we rattle past Victoria and Camberwell New Road.

On the top deck are half a dozen teenagers heading for a 'rave' in Peckham.

"I think the service could be a lot better," said the most articulate lad of the bunch in what proved to be the only moan of the night.

"You stand around for ages in the freezing cold and pouring rain and when one does finally turn up they charge you more than they do during the day."

Nevertheless, he claimed that the night bus service did keep him on the straight and narrow.

"If it wasn't running, we'd probably have to nick a car," he said to snorts of approval from his friends.

Camberwell Green, 1.24 am: Nine people get on, including Gabrielle Amoros, a 20-something French girl who said she felt completely safe travelling on the night bus alone.

Route

"It's fine," she said confidently. "I think the service is OK. However, I wish the route would run closer to where I live in Deptford. I have to get off and walk from New Cross and it's quite far."

Also on their way to New Cross are Julia and Michael Munroe, heading home after a

'If it wasn't for the bus service we'd find it very difficult to get around'

karaoke evening in Camberwell. "I think it's a good service," said Michael. "We use it quite a bit for socialising."

New Cross Gate, 1.36am: Enter the one and only drunk of the night. Ranting and raving, it's a miracle he manages to make it up the steps!

Sways

Warren is diplomacy itself, calmly taking his money before the man sways his way unsteadily towards the back.

He stays with us until

The customers who rely on LT's night-time buses . . .



ABOVE LEFT: Hope Adesanya and daughter Vicky on their way home to Catford

ABOVE: Gabrielle Amoros . . . feels completely safe using the night service but would like a route to run closer to her home in Deptford

LEFT: Michael and Julie Munroe were grateful for Warren's N36 to get them home after a karaoke evening in Camberwell

Lewisham and then lurches off into the night, still shouting.

Hope Adesanya and her daughter, Vicky, are travelling back to Catford after an evening out. "We use the N36 a lot as it's very convenient for us," said Hope. "If it wasn't for the bus service we'd find it very difficult to get around."

The bus slowly empties as we get towards our destination, with people getting off in ones and twos and nobody else getting on.

Grove Park, 2 am: Warren pulls into the turn-round point with an empty bus apart from me and my photographer. "It's been fairly quiet so far," he muses, as he changes the destination board ready for the return run to Trafalgar Square.

Killing off the late bus myths

THE image of night buses is that they are not very well used and then only by drunks, troublesome or otherwise.

Not so, maintains Mick Hawkins, night bus manager for London Central, the capital's biggest operator of nocturnal routes.

Important

He said that London's night buses carried 25 million passengers last year, and troublesome drunks were few and far between.

"We carry a mixed bunch of people," said Mick. "There are a lot of night workers, for instance, while

the club and disco crowd are also very important. In the early mornings, we are also regularly used by cleaners on their way to London offices."

"Our N36 route, from Trafalgar Square to Grove Park is so popular that we've had to increase it from a 60-minute to a 30-minute service."

London Central runs 15 night bus routes between about 10.30 pm and 7 am seven days a week, with more than 50 vehicles on the road every weekend.

Night bus routes are longer than their daytime counterparts. For instance, the N81 covers the 30 miles or so between Victoria and Gillingham in Kent.



Simon Kelly (top) and Peter Mould top up a header tank with water during their night shift at Peckham Bus Garage

The men who keep the fleet on the road

IT'S not just the driver/operators who work while the rest of us are snuggled up under our duvets, as night buses need a support infrastructure to keep them on the road.

That's why most nights of the week between 10 pm and 6 am you'll find the likes of Peter Mould and Simon Kelly doing their stuff at Peckham Bus Garage.

"You get used to working nights," said Simon, a leading hand who's been doing the job for five years.

"Mind you, you have to turn your life around and live it backwards!"

Peter, who handles bus allocation at the garage, agreed. "I couldn't do a day job now," he said.

"What I like about it is that it's nice and quite and you're left on your own to get on with your job."

Funny

Peter and Simon are among a six-strong support crew of mechanics and other workers who are usually on duty overnight at Peckham Garage.

Between them they keep a fleet of nine buses on the road every night from Sunday to Friday, and 13 on Saturdays.

The new garage in Blackpool Road opened a year ago to replace London Central's old depot in Peckham High Street, a move about which Peter, for one, has mixed feelings.

"We used to get all sorts of weirdoes, winos and druggies wandering in during the night at the old garage," he said.

"Nobody bothers us here. But you know the funny thing is I sort of miss it!"



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LTZ

**Shake-up
for South
London**

SIX bus services in south London may be changed to coincide with the start of new operating contracts on some of them.

In addition, Sunday services would be introduced on two of the routes for the first time in response to requests from local people.

London Transport Buses says it wants to introduce the changes to "provide a more effective overall coverage of the area".

The six routes concerned are the 115, 200, 322, G1, P5 and P13.

Two new routes - the 201 and 315 - would be introduced to replace the 115 from Battersea to Dulwich College, which would be discontinued.

Terminate

Route 200, which runs from Raynes Park to Streatham Hill, will be changed to take in Mitcham and terminate at Fair Green.

A 20-minute frequency Sunday service would be introduced for the 322 service between Elephant & Castle and Crystal Palace, while the G1 from Clapham Junction to Norwood Garage will instead shuttle between Battersea and Streatham Garage.

The current P5 from Elephant & Castle will change from a "one-way loop" in the Clapham area to a two-way route terminating at Clapham North Station.

**MOBILITY BUSES
BRIDGE THE GAP**

New service will link homes, shops and hospitals

A NETWORK of mobility bus routes for Wandsworth, Lambeth and the surrounding areas was launched last week.

The ten, wheelchair-accessible services, which start operating on Monday, were unveiled by London Transport and the Mayor of Wandsworth, Cllr Beryl Jeffrey, at Mary Holben House, a home for the elderly and disabled in Tooting.

The routes, numbered 861 to 870, will provide new links between residential areas, shopping centres and hospitals, and are available for use by able bodied, as well as disabled people.

Services will be operated under contract to London Transport by Crystals Coaches with drivers who are specially trained in meeting the needs of people with impaired mobility.

Significant

Special midibuses will be used, equipped to carry at least three people in wheelchairs and 18 other passengers.

Andrew Braddock, head of LT's Unit for Disabled Passengers, said: "The Wandsworth and Lambeth network will provide a valuable service for all people with impaired mobility - whether they are elderly, disabled or carrying children or shopping."

"It represents a significant addition to mobility bus services in south London."



Cllr Beryl Jeffrey, the Mayor of Wandsworth, gives Mary Holbeck House resident Lillian Delderfield a helping hand off the new bus

Water lot of winners

A DOZEN lucky people each won two tickets to The London International Boat Show at Earls Court, when they won our competition in last month's *LT News*.

They correctly answered that the first London Boat Show was held in 1954 at Olympia, and that Volvo is the main sponsor of this year's event.

Winners were: Mr F. Williams; Mr D. F. Gowers; Mr J. Humphrys; Mrs I. Nixon; Mr J. Adams; Mr D. A. Pater; Mr B. Sekhon; Mr M. J. Clews; Mr G. Jepps; Mrs V. K. Ager; Mrs. D. Darling; Mr M. Johnson.

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Book reviews



Waltham Green station (now Fulham Broadway) depicted in *Underground Architecture*

London's changing streets

London Buses: Then and Now, follows the familiar and popular format of photographs from yesterday compared with those taken from a similar vantage point today.

It is a sign of the rapidity of change in London's bus scene that the passage of just a few years can produce some vivid contrasts.

Two intriguing pairs show how buses in today's photographs.

The pedestrians in Kingston town centre accounts for one picture. In the second, Chancery Lane has become one of the few

Digging into rich vein of LT history

LONDON'S transport history spans centuries, and is probably richer and better documented than any other city in the world.

Yet, just when you thought that nothing more of historical note could possibly be extracted about transport in the capital, along come two superb books which prove that notion completely wrong.

Underground Architecture, by David Lawrence), and *Mr Beck's Underground Map*, by Ken Garland, have just been published by Capital Transport in association with the London Transport Museum - and they make ideal companions.

Excellence

Although the two subjects have, on the face of it, no obvious connection, the books demonstrate how commitment to innovation and design excellence in London Transport's evolutionary years threaded its way through every aspect of the system.

It would seem that the same principles were applied with equal determination to major projects as they were to such minutiae as the humble Tube map.

But while *Underground Architecture* encompasses a wide variety of design classics, Ken Garland focuses on just one: the diagram that Harry C Beck, a 29-year-old engineering draughtsman, first created in 1931 and which was destined to become the best known Underground map in the world.

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The old London General double-decker goes to its watery grave

A FORMER London General DMS bus has made a splash in an Essex lake as a training aid for a local diving club!

Bus makes a splash for divers

The bus — DMS 2345 — used to ply its trade from Merton and Putney garages. Now it's sitting 11 metres below the surface of Crystal Waters at Rainham, where divers use it to practice exploring underwater wrecks.

Mary Moore, an assistant instructor with Divers 2000, who works as a London

Give us the money to get back on top

THE Chairman said in *LT News*, December, that he wanted London to have the best transport system in the world.

Well, before this government we had the best transport system in the world.

When LT was allowed to design and develop its own buses and trains we also had the best vehicles in the world, as witnessed by the fact that RMs and RMLs are still running 30 years on.

It started to go sour when Barbara Castle, the Minister of Transport, decided that LT had to buy its buses 'off the peg' (i.e. from Leyland).

What a disaster that was for LT with the DM family of buses.

We were changing major units after three weeks of use and it knocked the morale out of the staff.

I am sure that if some future government gave LT the money the company could do what it knows best — transport — and put us back on top again.



Bill Owen... as Compo in the TV series

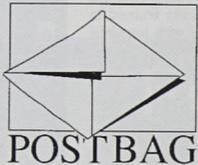
Star struck

YOUR stories in the December issue of *LT News* about Tramlink and the stage musical *Oliver* brought back memories of the 1930s when Bill Rowbottom, a tram driver at Hanwell depot, had a son playing the lead as Mack the Knife in *The Three Penny Opera*.

He went on to appear in many films under his own name, Bill Rowbottom.

He then decided to change it to Bill Owen and he still plays Compo in the BBC's *Last of the Summer Wine*.

G. Purton, ret'd inspector Hanwell garage, Staines, Middx



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 8088

elements of the two designs now in service are being independently evaluated for London Transport by the Transport Research Laboratory.

Off the rails

I FAIL to see Mr Ford's enthusiasm for trains on the Northern Line (Northern Line train deal is signed, *LT News*, December).

I used the line when I was employed by LT for the last 10 years before retiring.

It did not get the name of 'the misery line' through bad service. It was because of the crowded trains. If one got off to let passengers disembark, you would be unlikely to get back on. There was no Victoria Line then.

However, with today's technology I cannot see that people will be commuting to their workplace. Many people now work from home and send computer information over the phone line.

Journalists have been doing this for years without having to return to their offices for deadlines.

F. Coombes, Morden, Surrey



JLE's David Edwards (left) tussles with Steve Knight of Maersk

Derby duel at Mile End

THE long-awaited soccer showdown between LUL Building & Finance and JLE kicks off at Mile End Stadium tomorrow night (6pm), when the two sides meet in a Canary Wharf Premiership match.

LUL Building & Finance got a walkover last week which earned them two points and a notional 2-0 victory, when their scheduled opponents, Ogilvy & Mather, failed to field a side.

It will be tougher tomorrow night, however, as JLE are determined to bounce back from two successive defeats.

Their latest came against unbeaten Texaco, the league leaders, who beat them 3-1 last Friday.

That followed a close-fought but ultimately unsuccessful

encounter with Maersk. The match actually finished with honours even at 1-1, but under the competition rules there must be a winner, and the JLE team lost on a penalty shoot-out to give Maersk a 2-1 victory.

Any time, any place, anywhere

SINEAD HENRY'S netball team at Canary Wharf have thrown down a challenge to any London Transport or London Underground side — we'll play you any time, anywhere. As well as friendly games, Sinead's also interested in organising an internal LT/LUL league. Call her on Auto 62308.

Game for a game?

THE LRT Pension Fund men's soccer team are interested in taking on any other London Transport or London Underground sides, be they good, bad or indifferent.

If you fancy a match, call their manager, Jennie Evans, on Auto 23531.

ROY'S GOLF GLORY



Roy Bowyer: 'I got a screamer at the start and things went perfectly'

ROY BOWYER came home with more than just a sun-tan, when he played the game of his life to win the Costa Brava Open at Torriegerri in Spain.

The Airbus driver/operator, who's based at Stamford Brook Garage in west London, beat a field of more than

Airbus driver takes Costa Brava open

90 players in the two-day, stableford competition.

It was his first major honour in a 12-year golfing career. Playing off a handicap of 22, he col-

lected 32 points in the first round and 34 in the second to chalk up a triumphant total.

"It just went right on the day, particularly in the second round," said Roy, who plays most of his golf with the LT Golf Club at Home Park in Kingston.

"I always judge myself by the first drive and I got a screamer. Things went perfectly from there."

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Low-down on new buses

IN your December issue mention was made of the welcoming of the low-floor bus by the London Region Passengers' Committee (LRPC).

Having travelled on these vehicles every day since early November, I must say that apart from the occupants of wheelchairs, no one has a good word to say about them.

I suspect that members of the LRPC have not travelled on these buses during peak times. They would have seen pushchairs with children still in them and shopping trolleys with no baggage area to put them in, all mixed with passengers in the front half of the vehicle.

If a wheelchair comes aboard then three passengers have to give up their tip-up seats to make room for it.

The elderly and unsteady have to negotiate three steep steps to reach the seats at the back.

The seats themselves are the narrow bucket type, upholstered with no more than one inch of foam and uncomfortable for two big

people. The capacity is approximately 70 passengers against about 90 on the old double-deckers, and yet these have been replaced on a one-to-one basis which of course means more overcrowded buses.

If it is intended to run these buses in the market areas, I suggest that the designers return to the drawing board.

W. Sawyer, ex-Central Division, London E6

Museum to restore 'Scooter'

Rare Thirties bus found in a field



FLASHBACK to our story about the 'Scooter' in the November issue

Do you recall Scooter?

IF you ever drove or worked on a Scooter bus during the 1930s, 40s and 50s, then the LT Museum wants to hear from you. The Museum is restoring one of only two known surviving examples of the bus which was found in a field. The Museum is interested in recollections about operating and maintaining the vehicles. In particular, it would like to contact a station supervisor at Waterloo who phoned in with information about the buses but who failed to leave his name. Anybody who thinks they might be able to help should contact Bob Bird at the Museum on 0171-379 6344.

Memorial's new home

IN your November 24 edition, J.F. Black asked: 'Where is the missing Stonebridge Park garage war memorial?'

After many years without a permanent home following the closure of Stonebridge Park garage, the memorial has been resited and reconsecrated at Barham Park in Wembley.

The memorial was placed in Barham Park on Remembrance Day last year, attended by members of the armed forces, religious leaders, borough officials and CentreWest staff.

It is now the centrepiece of a war memorial for the entire Borough of Brent. A plaque will be fixed to the memorial shortly detailing its history.

R.M. Muir, Commercial Director, CentreWest London Buses Ltd

LUL hits back on safety fears

ALLEGATIONS that the removal of guards from Tube trains has endangered passenger safety, have been denied by London Underground.

Carlton TV programme *The Big Story* aired the fears of several Tube train drivers that the lack of guards had contributed to a number of accidents on the network.

Among the incidents cited were the death of Jason Woodley who died in June 1993 when a train pulled out of Leicester Square station.

Trapped

He was trapped in the gap between two carriages.

But Bob Bayman, general manager of the Piccadilly Line, who also appeared on the programme, said there was no evidence to suggest that the removal of guards has adversely affected train safety in any way.

"As was obvious from the programme, we co-operated fully with the making of this film," he said.

"We stress there is nothing to hide on these tragic accidents which naturally provoke emotive reaction.

"At the time of these - and indeed any other accidents - a full and exhaustive investigation was conducted.

Tragic

"There are always different opinions expressed by those involved with any incident, including the tragic case of Jason Woodley."

He said that safety is LUL's first priority, and the company will continue to make changes whenever it is judged necessary.

"The incidents described in the film are obviously of concern," he went on, "but they are a minority when one takes into account the 2.6 million journeys made every working day.

"It must be stressed, however, that customers using the system need to take a degree of caution exactly the same as they need to in many aspects of everyday life, such as crossing a busy main road."

Body found

THE body of missing student Sean Harper was found by a London Underground contractor near the bottom of an 80-foot ventilator shaft at the disused West Brompton Tube station in west London.

British Transport Police said he may have fallen down the shaft and foul play is not suspected.

How he got to the top of the shaft remains a mystery. The only access is from the top of a neighbouring building owned by the Ministry of Defence.



The SLT one-man operated bus ...

Crash driver loses appeal over sacking

A BUS driver lost his appeal against dismissal, after a crash between two double-deckers in Whitehall during the New Year holiday. Nineteen passengers were trapped and 14 injured. The driver, who has not been named, appeared before a panel of his employers at South London Transport (SLT).

An air ambulance flew some of those hurt to hospital after the accident, in which an SLT one-man operated bus collided with the back of a London Central Bus Company Routemaster.



... and the London General Routemaster

ALL CLEAR

Work restarts on JLE tunnels

CONSTRUCTION work has restarted on two Jubilee Line Extension (JLE) sites at Waterloo and London Bridge using the New Austrian Tunnelling Method (NATM).

Both sites were shut down in October as a safety precaution after the collapse of the Heathrow

Express rail tunnel which was also being built by the NATM.

The Health & Safety Executive (HSE) advised London Underground that, subject to specific conditions, there was no objection to a limited restart using NATM for the excavation of 5.35-metre running tunnels at Waterloo and London Bridge.

Brian Mellitt, London Underground's Director of Engineering, welcomed the move: "Our engineers have carried out extensive tests and remain totally satisfied with the integrity of design and construction of the 1.1-kilometre work done to date on the project," he said.

Collapse

"Since the Heathrow collapse in October, when we suspended work at the two sites while the HSE carried out a full investigation, we have spent the time thoroughly examining our methods in detail.

"We have checked the designs and have had independent checks made as well and received confirmation for the use of them."

Travel treasures found

A DISCOVERY of enormous historical significance has been made at LT's headquarters at 55 Broadway - two boxes containing some 50 solid gold and silver travel passes tucked away at the back of a safe.

Staff in the passes and permits office were preparing to relocate offices from the third to ground floor when the head of the department, Judy Smith, found the treasure trove. Closer examination revealed that they had been issued

from around the turn of the century onwards to key personnel in the Underground and bus companies.

In the form of small medallions of varying shapes and sizes, they were designed to fit on a chain, and each had the owner's name engraved on it.

Among the collection was pass No 1 issued to Lord Ashfield, chairman of the London Passenger Transport Board when it was

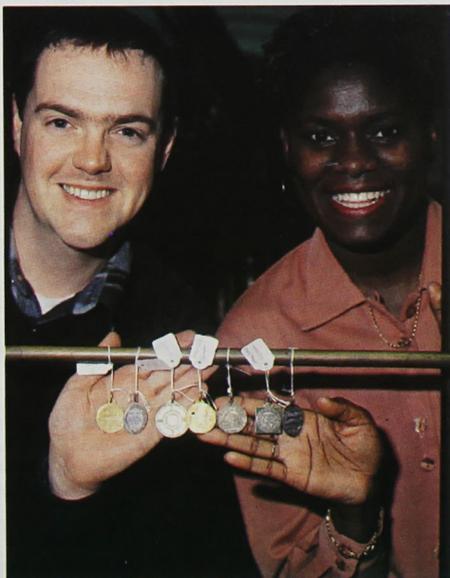
formed in 1933. There is also a much earlier pass issued to him when, as Albert Stanley, he arrived from the United States to take up the post of general manager of the Underground Company.

There were also a number of mint condition gold and silver passes which had never been issued.

"There was tremendous excitement in the office when Judy found the passes. We saw at once that they were tremendously important and Judy contacted the London Transport Museum at once," said Sharon Williams, one of the team of 12 who work in the department.

Holders

Museum curator Mike Ashworth described the find as fascinating. "They provide a complete history of the development of the Underground system, and so far we have been able to find out who 75 per cent of the pass holders were. Right now, we're researching the rest."



LT Museum curator Mike Ashworth and Sharon Williams with the passes

... and Sharon breaks through

SHARON, the massive, five-metre diameter, 200-tonne boring machine, completed the first section of tunnel on the Jubilee Line Extension (JLE) just before Christmas.

She broke through to the surface at Canning Town four days ahead of schedule, after starting work on the 1,039-metre tunnel at North Greenwich in August.

Among those there to witness the breakthrough was Steven Norris MP, Minister for Transport in London.

'Dips' face a new Tube crackdown

PICKPOCKETS operating on the Underground are likely to face a new crackdown over the next few months, as British Transport Police (BTP) review their strategy in combating the "dips".

Crime on the Tube network was 24 per cent up on last year during the three weeks before Christmas, almost entirely due to pickpockets.

"It's always a bad time for this kind of crime, but this year it was particularly rife," said BTP Inspector Peter Horden.

"In fact the incidence of pickpocketing distorted the overall statistics, with assaults reduced by around 60 per cent."