

Actor Reggie's star quality nets award

REGGIE YATES, the 11-year-old star of London Underground's video *Use A Bit A This*, has received the International Visual Communication Association's (IVCA) Best Performance (Nomination) award for his role.

He was presented with the award last week by Christine Berry, LUL's public affairs executive, at Wendell Park Primary School in Shepherd's Bush.

Altogether, *Use A Bit A This*, which was made by World Productions, has won seven awards from IVCA, including two golds for public relations and education.

A hard-hitting video with funky music, it is aimed at primary school children and encourages them to use the Tube sensibly as a safe way to travel around the capital.

Denis Tunncliffe, LUL's Managing Director, said: "We are delighted that Reggie and World Productions have won the IVCA awards. We are confident that the video will serve as a useful educational tool for the seven-to-12 age group."

"Some of the messages are conveyed in a hard-hitting way, but we don't apologise for that. If we can avoid just one accident on the Underground involving a child then the video will have been well worth it."

▶ Reggie and his award at Wendell Park Primary School, with White City-based train operator Theresa Nolan

THINK TANK'S TUBE SHAKE-UP

RADICAL proposals for the future of London Underground have been suggested in a report for the Centre for Policy Studies, the right-wing think tank which advises the Government on policy matters, including transport.

Among its most controversial suggestions are the possible closure of outlying stations to save running costs, the scrapping of the Travelcard and the break-up of the system into 10 wholly separate businesses which could be privately run.

The report's authors, Stephen Glaister (a former LT board member) and Tony Travers, both of the Greater London group at the London School of Economics, claim passengers can expect "more breakdowns and delays and an ever less competitive Tube unless there are fundamental changes in the way it is funded and run".

Decline

In the absence of radical change, the further decline of the system is inevitable, they say. In their view, the deterioration is due to inadequate and unpredictable investment, conflicting objectives and a lack of managerial and commercial freedoms.

In response, LUL public affairs manager David Bertram said the document was only one contribution to the ongoing political debate on the future of London Underground.

"It assumes that Government funding will always be inadequate to meet the full needs of the system and its conclusions are therefore based around alternative financial and institutional solutions very far removed from where we are now.

By Richard Baker

"We do note with pleasure that the document in many respects is very supportive of the present efforts of Underground staff and management."

On the question of replacing the Travelcard, Mr Bertram said LT believes that its price now better reflects the premium nature of the product and acknowledges the important role it plays in encouraging the use of public transport.

As for closing some of the network's extremities, David stressed that

London Underground did not simply look at the bottom line when deciding opening hours of stations and that London's economy relies on being able to draw a large workforce from these outlying areas, in which the Tube plays a vital role.

"The report does not advocate wholesale closures and we are increasing our off-peak services again this year."

Turning to the suggestion that Underground lines should be sold off, he pointed out that transport ministers have recently stated that it is on neither their short of medium-term agendas.

Thugs slash bus driver

A BUS driver was rushed to hospital after being slashed with a knife by two thugs in a vicious and unprovoked attack at a stop near Acton Town Hall in west London.

The E3 midibus driver, whose family have asked not to be named, underwent microsurgery on the fingers of his left hand at Mount Vernon Hospital,

Northwood and is now recuperating at home.

However, he's unlikely to regain full use of his left hand and it's too soon to say whether he'll be able to drive professionally again.

Ealing Buses general manager David Brown said the driver is a very popular member of staff and his colleagues at Greenford bus garage are distressed

by the incident.

"We're absolutely aghast that something like this could happen," he told *LT News*.

"It was a senseless and motiveless attack in which the driver was an innocent victim."

Police are hunting for two white men in their 20s in connection with the attack.

227 is the best in London - again

THE 227 service from Crystal Palace to Bromley North has been voted the capital's best bus route for the third year running, in an LT-supported competition organised by the London Regional Passengers Committee.

During the competition, passengers using London's 600 or so routes were asked to vote for their favourite service, on the basis of bus cleanliness, crew helpfulness and clear information displays.

Once again the 227 - which is operated by Kentish Bus & Coach - came out tops not only in the OPO (one-person operated) big bus category but overall as well.

Winners

Other winners were London Central's route 12, which runs between Dulwich and Notting Hill Gate in the crewed bus section, and the H2, operated by R&I Buses on a circular route to and from Golders Green via Hampstead Garden Suburb, in the midi/minibuses category.

Steven Norris, the Minister for Transport in London, was at Victoria Coach Station yesterday for the presentation of the awards, when route 227 drivers received a cheque for £333 and the LRPC trophy.

There were similar amounts, as well as certificates, for the other two winners, which gave Mr Norris the opportunity to personally congratulate crews from route 12, a service he uses himself at weekends.

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Duncan Paterson of EminoX tests emissions from Stagecoach East London's 13-year-old bus, as Roger Bowker, centre, and Robert Searles of Johnson Matthey Catalytic Systems look on

**Exhausting
 CRT launch**

ROGER BOWKER, Managing Director of Stagecoach East London, has given his seal of approval to a new exhaust system which has been developed by Johnson Matthey. Called the CRT (continuously regenerating trap), the device can prevent more than 90 per cent of pollution from diesel fuel emissions. The device, mounted inside an EminoX exhaust, has been evaluated in an 18-month trial on one of East London's Titan buses. Roger said: "It was impressive. The emissions didn't even leave a dirty mark on a white handkerchief."

**Poster prize for
 Sheffield girl**

A PICTURE by Sheffield schoolgirl Caroline Parkin will feature on hundreds of poster sites throughout the Underground network, after she won first prize in a competition at the London Toy & Model Museum.

Caroline, 15, beat thousands of other youngsters to the prize in the national competition, and also won a trip to visit the Toy Museum Foundation in Tokyo.

Train

The poster shows a train surrounded by toys and will be displayed in stations and on platforms.

Caroline will visit London next month to see the 1,000th poster being put up, and will also have lunch at The Hilton Hotel.

What's Up Doc, a Saturday morning children's television programme, ran the competition over four weeks. There were 10 runners-up.

**Tube signs
 leaflet deal**

A NEW service to distribute advertisers' promotional material directly to passengers has been launched by London Underground.

It is estimated that the service, called Right Track, will bring LUL £1 million in revenue over the next two years. Booking office staff across the network will hand out leaflets with every ticket sold.

The joint venture with Aspen Specialist Media will offer discounts tailored to passengers, such as meals and theatre tickets.

**News in
 brief**

Wartime memories

THE Imperial War Museum is seeking people who worked as bus conductors and drivers during the Second World War for a new exhibition which opens next month, called *London at War*. Anyone who would like to get involved should contact Cressida Pennington on 0171-416 5315.

People movers

AROUND 75 per cent of people travelled to work on public transport in central London in 1991-93, according to Social Trends 25, issued by the Central Statistical Office.

Pirelli on the rails

PIRELLI Construction has won a £19 million contract to lay new rails and cables, install equipment and revamp existing parts of the Jubilee Line. The work is due to be completed by summer 1997.

Hospital route

FOLLOWING the removal of speed humps in the area, the 309 bus route is being introduced between Bethnal Green Station and the London Chest Hospital. Buses are now running along Cambridge Heath Road, Old Ford Road and Bonner Road, returning via Approach Road.

Glenda's protest

LABOUR MP Glenda Jackson has warned that higher bus and Tube fares may cause greater demands on National Health Service (NHS) resources because of pollution from increased car use. Ms Jackson, Labour's transport campaigns co-ordinator, said: "How much is the petrol-driven engine costing in NHS bills and lost man hours?"

Crash correction

THE Routemaster involved in the New Year collision in Whitehall was owned by London Central, not London General as we stated incorrectly in our picture caption on page 12 of the last issue of *LT News*.

Safety day

A BAKERLOO Line "safety day" is being held at the London Road Depot, London Road, Elephant & Castle, London SE1 on March 28 from 9am until 5.30pm. Various departments from both within and outside the Bakerloo Line will demonstrate what they are doing to make the Tube safe.

On target for charity

THE LT Rifle and Pistol Club raised £600 for breast cancer research at its annual shoot.

HI-TECH FARECARD IS JUST THE TICKET

FARECARD - the world's most advanced bus ticket - has been launched on selected routes in Harrow.

It follows the successful trials of a "smart" photocard in the Harrow area, which has been used for electronically validating bus passes and travelcards.

Farecard is similar in principle to a phonecard, enabling a cash value to be stored on it electronically and

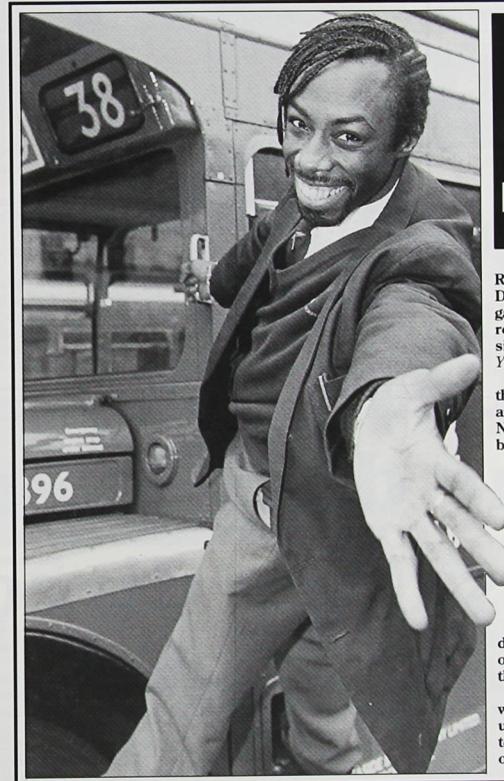
Electronic card launched in Harrow

deducted each time the holder boards a bus. Its value can then be topped up again at any of the 70 Smartcard Pass Agents in the Harrow area.

All passengers have to do is board one of the 200 Smartcard buses operating on 21 routes in and around Harrow, tell the driver their destination and place their Farecard on a special reader.

The value of the fare is then automatically deducted from the card and a ticket is issued.

In addition to the advantage of not having to handle cash, passengers will also receive £6-worth of travel for every £5 they spend on recharging the card as an introductory offer. Users can also change buses on Harrow's Smartcard routes as often as they like in an hour for just £1.



**Singing
 Conductor
 rides again**

RAPPING Leaside bus conductor Duke Baysee, who works at Clapton garage, is hoping for a hit with the re-release of his latest single, a version of the old Beatles number *Do You Love Me?*

The record originally came out on the Double Decker label last month and went straight into the charts at No 46, but then sank without trace because of distribution problems.

"We filmed the video of the single on my No 38 bus as it made its way from Clapton and Victoria," Duke told *LT News*.

"I've worked the route for nearly six years, but since the video was made people keep asking me for my autograph as I'm collecting fares!"

Leaside is holding a competition to mark the release of Duke's disc, with passengers asked a series of market research questions about the service.

The draw will be made by Duke, who will take the lucky winner and up to 20 friends on an exclusive tour of some of London's attractions on his No 38 bus.

The card costs £10 from Smartcard Pass Agents and comes with a wallet and instructions in a special pack. LT Buses is also offering users free membership of its FareProtect scheme in case cards are lost or stolen.

The Farecard scheme is being operated by BTS, London United, Luton & District, Metroline and Sovereign.

Richard Smith, LT Buses' market development director, said: "The advantage of Farecard is that it is a much more flexible way for people to travel.

"Not only that, it gets cash off the buses. From an operational point of view, that speeds things up for both operators and customers as it helps people get on and off much more quickly."

Proud

Speaking at the launch of the scheme, the Mayor of Harrow, Cllr John Cowan, said: "We are proud that Harrow is playing host to this trial for what could be one of the biggest advances in bus ticketing for years.

"We work closely with London Transport to improve the use of public transport in the borough and I believe that Farecard will quickly become a popular feature with Harrow residents and attract more local people on to their bus services."

**Central Line
 disruption**

CENTRAL Line services between Bethnal Green and Leytonstone won't run on Sundays March 12, 19 and 26, and April 2 and 9 because of track renewal work.

Special bus services will replace the trains, with one stopping at Mile End station and the other at all intermediate stations.

The work is part of the £750 million modernisation of the Central Line, which is introducing new trains and an advanced signalling system.

CROSSRAIL'S HOLD-UP 'WON'T DELAY PROJECT'

THE decision by Transport Secretary Dr Brian Mawhinney to ask for further consultations on the proposed CrossRail scheme won't delay its start date, according to project director Don Heath.

Dr Mawhinney requested up-to-date figures from Department of Transport officials for the cost of the high-speed, cross-London rail link, along with economic forecasts and passenger demands.

As a result, he has asked LUL, BR and Railtrack, CrossRail's joint proposers,

to delay their submission of Order application - the first legislative phase in the project - by about six months.

Mr Heath said the Order had been due to be present-

By Richard Baker

ed to Parliament in May, but would now go forward before the end of the year, probably in or before November.

"Obviously we are disappointed that we haven't been able to proceed towards our objective as scheduled, but we understand the Secretary of State's position in wanting as much up-to-date information about the project as possible," he told *LT News*.

Mr Heath said that, although the deposit of Order has been put back, it shouldn't delay the start

date for construction, which is still scheduled to begin in 1998, with completion five years later.

"In the meantime, the delay gives us an excellent opportunity to further improve the project, as its economic and financial proposals will be that much stronger when we do present the Order application."

Threat

He denied suggestions that the delay was a threat to CrossRail ever getting off the ground. "The Secretary

of State personally supported the project in a recent letter he sent to LT Chairman Peter Ford. Not only that, he has repeatedly made positive statements reinforcing his total commitment to the scheme.

"What's more, the Gov-

ernment made a financial commitment to the project of £14 million in the next fiscal year, which is exactly what we've got. That's in addition to the £140 million they've already spent on detailed design and development work."



Lord Parkinson's lecture attracted a sell-out audience

Thatcher's Tube film

A FILM was made to show former Prime Minister Margaret Thatcher the state of the Tube system because her security advisors wouldn't let her travel on it to find out at first hand, according to one-time Transport Secretary Lord Parkinson.

He was speaking in the first of a season of lunch-time lectures at the LT Museum in Covent Garden. Lord Parkinson's subject, *LT and the Thatcher Years*, attracted a sell-out audience to the Museum and they were treated to an insight into the political manoeuvrings concerning London's public transport system during the Eighties and early Nineties.

In particular, Lord Parkinson concentrated on his own tenure of office as Transport Secretary between 1989 and 1990, when, among other things, he introduced Red Routes and proposals for "traffic calming" and its reduction in the capital.

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**New operator for pathfinding
 Route 81**

ROUTE 81, one of the first bus services to be run by a private operator, has been awarded to Westlink.

The company's five-year contract to operate the route from Hounslow to Slough starts in July.

Using seven single-deck buses, Westlink will continue to run the service at 20-minute intervals.

The No 81 was previously operated by London Buses, which had held the contract since the route was tendered back in 1985. Meanwhile, London General's contract to operate Red Arrow routes 501, 505, 507 and 521 has been renewed for a further five years.

Stephen in line for honour



Stephen Parsk: nominated for Project Manager of the Year

Stephen was given responsibility for managing the project with the aim of reaching full compliance

with updated fire precautions regulations, which was achieved by December 31 last year.

STATION'S BIG FACE-LIFT SHAPES UP

THE first phase of a £23 million station modernisation scheme at Bank/ Monument is due to be completed within the next couple of weeks, when a low-level interchange opens between the Central and Northern Lines.

New tiling, lighting and electrical equipment has also been installed on the Monument platform, while the second phase – the construction of a pedestrian subway system at Bank – is likely to be finished by June.

Funding

The bulk of the funding for this part of the project – around £2.5 million – was provided by the Corporation of London. The whole project, which includes modernisation on

Completion of first phase is only weeks away

the Northern and Central Line platforms, is scheduled for completion by the end of 1997. Among those most pleased to see things taking shape are the staff at Bank/ Monument, as group station manager Jim Oliver explained. "It has bucked them all up a bit," he told *LT News*. "There's still quite a bit to do until the work on the Northern and Central Line platforms is finished."

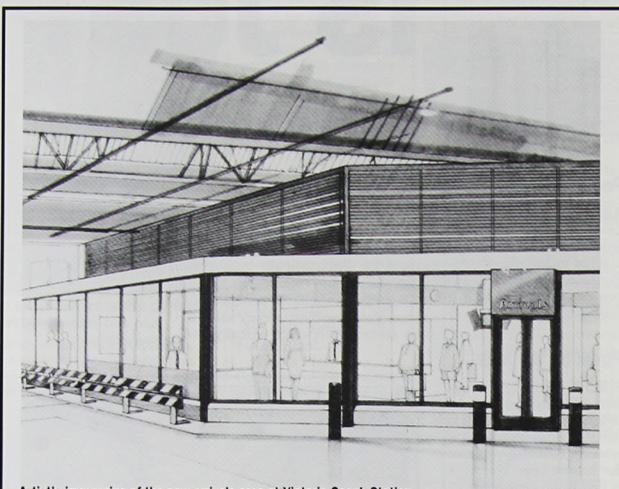
Alongside the modernisation project, although not strictly part of it, a £9 million scheme has been progressing to replace the 1930s-vintage escalators at Bank/ Monument.

A new escalator is in service from Bank's Central Line platforms, with another due to be installed in the next few weeks.

Staggered

"We have staggered their introduction as we had to keep two out of three escalators working all the time," explained Roger Hedley who, as business client (stations), is part of the Central Line's development team.

"They must be running by the end of the year for us to proceed to the next stage of the programme."



Artist's impression of the new arrivals area at Victoria Coach Station

Arrivals area set to open on schedule

THE new, £333,000 arrivals area at Victoria Coach Station (VCS) is due to open on schedule on Friday, March 31.

As well as 12 arrivals screens and more seating for passengers, the area will also offer a bureau de change, refreshment bar, travel and hotel information and covered walkways to taxi ranks and VCS's departures area.

● A new carrier, Bohemian Euro Express International, is starting a service to Prague and Ostrava from VCS on March 1. Coaches will leave VCS at 2.30 pm on Tuesdays and Thursdays bound for Prague, while the Saturday service, also departing at 2.30 pm, will go on to Ostrava.

Boost for buses

SUNDAY services on bus route 10 from Hammersmith to King's Cross have been increased and extended. Mid-morning to early evening services have been increased from 15 to 12-minute intervals until about 6 pm. Some buses will run from King's Cross to Tufnell Park via York Way at approximately 24-minute intervals.

A new Monday to Friday timetable has been introduced to improve reliability on route 159 from Streatham to Baker Street via Brixton, Kennington, Whitehall, Trafalgar Square, Piccadilly Circus and Oxford Street.

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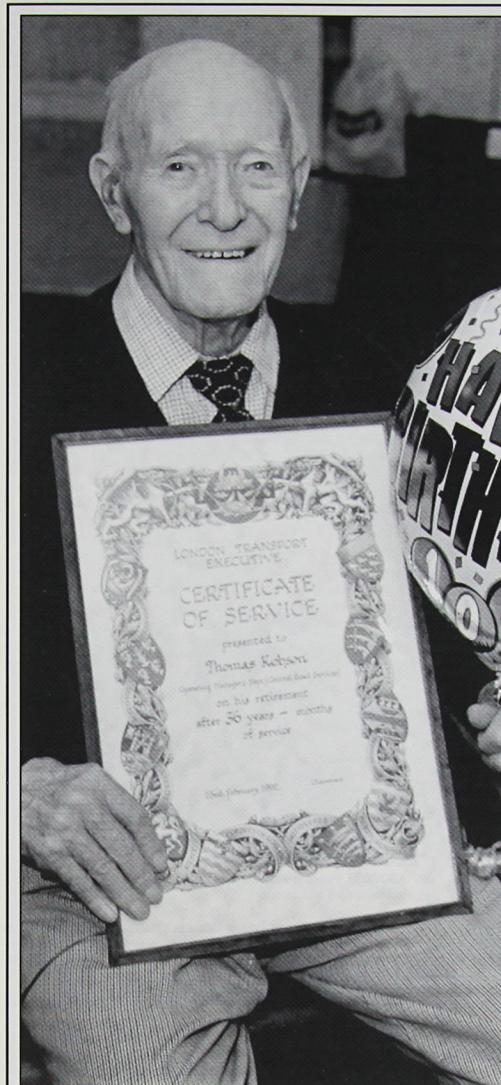
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Tom Robson celebrates his 100th birthday

Tom's centennial celebrations



Tom, right, in 1926, pictured with his bus and conductor outside The Fox public house in Keston

FOMER bus driver Tom Robson had the party of the century at Elmstead House residential home in Chislehurst, Kent, to celebrate his 100th birthday. Relatives and friends came from all over the country to give their best wishes

to Tom, who retired from London Transport in 1960 after 36 years' service at Bromley garage.

A Londoner, he joined the company in 1924, and drove buses right through the war years, when he also served in the LT Home

Guard. He volunteered for the Army during the First World War, and was a transport driver on the Western Front from 1915 to 1918.

As for his secret of a long life, Tom told *LT News*: "I take cod liver oil every day."

GREENWICH LOOKS AT TRAM LINK

GREENWICH council in south east London is carrying out a study into setting up a tram service in the borough.

Preliminary cost of the scheme, which Greenwich council spokesman Julian Scola describes as "an idea rather than a proposal", is said to be around £60 million. If it gets the go-ahead, the service would run between Greenwich and Thamesmead, a distance of about seven miles.

It is one of 13 light rail projects in the capital on which LT is acting as adviser.

An initial report is due to be presented to the council next month, when the borough will decide whether to commission more detailed planning into the scheme.

"There are several reasons why a tram link would be beneficial," said Mr Scola. "Firstly, this is a redevelopment area. We have a lot of derelict buildings scheduled for refurbishment which will bring many jobs to the borough. More jobs means a need for more public transport, which isn't that good in Greenwich at the moment. Also, we have a number of

By staff reporter

tourist attractions, such as the Greenwich Maritime Museum and the Thames Barrier which attract thousands of visitors each year, so again, a fast, efficient tram service would be a boon.

"In addition, it would help improve access to the proposed Millennium celebration site on Greenwich Peninsula plus, of course, trams would provide another link in the public transport chain for people living in the area."

Interest

Greenwich's interest in a tram service comes at a time when Government funding has been granted for Tramlink, the scheme being promoted jointly by LT and Croydon Council.

The scheme will cost an estimated £150 million, of which public money will pay substantially less than half.

Cheat-beaters

TICKET machines on the Underground have been modified to beat crooks who had been using them to switch fake £1 coins for the real thing.

The funny money was the exact size and weight of genuine pound coins. Swindlers were feeding them into the machines and then pressing the cancel or refund button to get a real pound coin in return.

But now the machinery has been modified so that if anyone puts in a fake coin that is the one they will get back.

Service is axed

THE Sunday-only 304 bus service is to end on March 26, after discussions between London Transport Buses and the London Borough of Brent.

Route 304 currently provides a limited service on Sundays between the Asda supermarket at Park Royal and Wembley Arena, with an extension during the summer via Fryent Country Park to Queensbury Station.

LTB wants to withdraw the service because it is virtually duplicated by the recently extended PR2 route, while the use of the special summer extension has been negligible.

Manager helps provide water for remote community

Jon's aid mission on a passage to India

JON WILLIS, LT's planning and development manager, is back at his desk in 55 Broadway after seeing what Western aid is doing to make life a little easier for people in a remote Indian village.

As a member of the Wells in India charity, Jon spent two weeks in the country where the organisation's workers were digging a water source for residents in Dudu, a hamlet in the north west of the country near the Pakistan border.

"It was an amazing experience," said Jon. "I was fascinated to see what effect the various projects had on their lives. Some of the women in Dudu told me that the new well saved them having to walk for up to four hours a day to fetch water.

"What impressed me most was the amazing contrast between the bustle of the large cities and the almost Biblical scenes in places like Dudu, where life hasn't changed for centuries."



Jon gets a garlanded welcome in India

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GETTING THE BEST OUT OF PEOPLE

STAFF are getting the chance to broaden their skills and potential, as London Underground, the LT Museum and several of the newly-privatised bus companies strive to become 'Investors in People' (IIP).

The scheme is based on a network of Training and Enterprise Councils (TECs) throughout the country, which co-ordinate assessment and recognition of employers who achieve the IIP's national standard.

This standard is based around four practical principles - commitment, planning, action and evaluation - which every organisation, regardless of size or type, must follow.

Specifically, the four principles are as follows:

- Make a public commitment from the top to develop all employees to achieve its business objectives;
- Regularly review the training and development needs of all employees;
- Take action to train and develop individuals on recruitment and throughout their employment;
- Evaluate the investment in training and development to assess achievement and improve future effectiveness.

In other words, it's all about making the most of people, through training and individual development.

Now of course, companies aren't going to do this just out of the goodness of their corporate hearts. There's a commercial motive behind it too. After all, better trained staff means better customer care which equals more business, especially in today's highly competitive marketplace.

By staff reporter

This is one of the reasons why every business unit within LUL is now working towards achieving the IIP national standard.

One of the furthest along is the Human Resources Directorate, which is going for mock IIP assessment during April this year to find out how close it really is to reaching the standard.

As well as working towards IIP in their own departments, facilitators from Human Resources (HR) are working with business units across the Underground to identify gaps against the standard, develop action plans to fill the gaps and support the implementation

of the actions.

Astrid Perris, a member of the strategy team in HR, has been leading the project management of IIP across LUL.

"Since we came through our own refocus last year, we have a renewed commitment to the way we do things around here, with an emphasis on clear leadership, people development, excellent communications and increasing performance through consistent and chal-

lenging appraisals," she said.

"With the LT and LUL change programmes meaning that the two areas are coming closer together, we hope to be able to share the lessons we have learnt in working with IIP over the last 18 months, convincing other areas of LT of the benefits to our customers, our people and our business in adopting this framework."

The LT Museum first got involved with IIP back in March 1993, and since then has covered a lot of ground towards achieving the national standard.

In particular, it has carried out a training needs analysis for each of its 69 staff and then allocated 322 days for the training itself between April and January.

The fact that this has paid off was illustrated by a recent survey which found that 85 per cent of visitors to the Museum rated the staff's helpfulness between good and excellent.

As far as the staff themselves are concerned, they've particularly welcomed the opportunity to speak their minds during team-building sessions.

Sheila Taylor, senior assistant curator, said the training had been "time well spent".

Metroline, one of the newly-privatised bus companies has put most of its IIP investment behind communicating with its staff, with one-on-one "Talkback" ses-



ABOVE: LT Museum staff were allocated 322 training days between April and January



LEFT: Metroline bus driver Yvonne Baker in a 'Talkback' session with personnel manager Steve Smith

sions for drivers and engineers with their managers.

"The idea is to listen to what people are saying about how they see the company and where it's going," explained Gabbi Vella, employee development manager.

"The sessions started last month and so far around 10 per cent of our workforce - that's about 100 people - have gone through them."

She said Metroline began its campaign for IIP qualification in February 1993, and is hoping to carry out a pre-assessment in April with a view to achieving the standard by the end of the year.

"We're introducing a new appraisal scheme soon to identify training and development needs for administrators and managers, and we also intend to set up a resource library at our garage in North Wembley."

Pat Daley, personnel manager with CentreWest, another of the privatised bus companies, said that IIP had identified a need to "improve communications".

"We're quite good at corporate communications but not so clever at talking to our own people, and that's what we're aiming to put right," she admitted.

In addition, CentreWest intends to introduce performance assessments for all members of staff, initially once a year but eventually more often, and is planning to go for assessment this autumn.

Julie's going bananas in Cuba

PICKING bananas in Cuba might not be everyone's idea of a holiday, but that's how station assistant Julie Crawford spent part of her annual leave last month.

Julie, who is based at Paddington station, worked on a banana plantation in a rural province of Cuba, one of the world's last Communist states.

"It was a voluntary labour camp run by the UJC, the Union of Young Communists," said Julie, a New Zealander who has been with London Underground for two years.

"I was part of an international brigade of about 70 people from all over the world

who were working alongside young Cubans to help increase the country's food production."

As well as picking bananas, Julie also spent a couple of weeks in the capital, Havana, where she met Communist Party officials, students and workers.

Problem

She said: "I spoke to several bus and train workers who told me the biggest problem they have is the lack of spare parts. They can't get them because of the United States' blockade of the island."



Julie with some of the Cubans she worked with picking bananas

Stations hit by roadworks

TWO Central Line stations, Leyton and Leytonstone, will be affected by nearby roadworks from next month until the end of 1997.

At Leyton, the smaller ticket office is being closed on March 3 for demolition, while passengers walking to the station from the north will need to cross a temporary bridge from this summer.

Access to the station by car will be possible near the station, but not

directly outside. The station car park will close permanently after April.

The car park at Leytonstone will close after May and re-open in 1997 with a third of its current capacity.

Rebuilding

The subway to the ticket hall will close for a short time later this year and again in 1997 for rebuilding.

Alternative access to the station will be made available at these times.



Health care worker Gerald McMullen, second from left, receives St John's Hospice's share of the £2,100 raised on the sponsored walk. Also pictured are, from left, community fund-raiser Virginia Wybrow, Jubilee and East London Line business manager Ron Delaney, Warren Pynegar, duty station manager at Willesden Green, and Russell Smith, contract engineer

Long walk for a good cause

AROUND 20 members of staff from the Jubilee and East London Lines ignored the blisters to slog their way through a sponsored walk - and raised £2,100 for charity in the process.

The money was divided equally between three worthy causes - St John's Hospice in St John's Wood, Grove Park School at Kingsbury, and London Hospital, Whitechapel.

The walkers started off in two groups, one setting out on the 15 miles from Charing Cross to Stanmore, and the other tracing the 12-mile route of the Jubilee Line Extension between

Stratford and London Bridge. The footweary groups then met up at Wembley Park for the last few miles to Stanmore.

History man with a love for transport

JOHN DAY, who has died after a long illness, was a man with a love for public transport.

Author of several books on the subject and a former journalist with *Railway Gazette*, he joined LT in 1958 as a technical press officer and later took over a senior role when his department was absorbed into the general press office.

During this time he was responsible for moving LT's historic vehicle collection from Clapham to a new site at Syon Park in Hounslow.

Museum

He was also the man who identified the Museum's present site at Covent Garden. However, he was forced to go part time and subsequently retire after a heart attack in 1970.

In recognition of his efforts, he was made an honorary Friend of the LT Museum. John leaves a wife, Renée, and two sons.

Push-buttons on the Central Line

Passengers now need to press the green "open" button to get on or off the new Central Line trains.

When the trains stop at a station, bleeps sound in the carriages to indicate that doors can be opened or closed by pressing the buttons. The bleeps then sound again and any open doors automatically close.

Doors will remain closed when not needed.

COUNTDOWN LAUNCHES PHASE TWO

THE second phase of London Transport Buses' £2.5 million Nag's Head Project was launched yesterday, when the Countdown passenger information system began operating at 22 stops in Islington.

Routes covered include London Northern's 17, 43, X43 and 91 services, as well as Leaside's 29, 253, 259 and 279.

The Leaside routes have already been using the system under the first phase of the project, which got under way last month on 24 routes leading from the Nag's Head junction in Holloway.

Illuminated signs at stops equipped with Countdown show

Trials start on more routes as Nag's Head scheme expands

the arrival times and destinations of up to the next three buses.

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

Routes

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.

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.

● A further trial of Countdown will be held on the 220 route in west London during April and May.

Funded by the Borough of Hammersmith and Fulham, the trial will cover 35 bus stops in Harlesden and Wandsworth.

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

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Duty station manager Dave Robertson, left, and acting group station manager Richard Gray, two of the team in charge at Earl's Court

IT'S ALL IN A



DAY'S WORK

Earl's Court is one of the busiest stations on the Tube network, handling both District and Piccadilly Line trains for the West End and Heathrow Airport. It also has a special branch line to Olympia during exhibitions and is the nearest station for major events like pop concerts and The Royal Tournament at nearby Earl's Court Exhibition Centre. Then of course there are the football crowds... as Richard Baker found out when he spent a day with the hard-working people who keep this complex operation on track



Police dog handlers Larry Andrews with Sabre, left, and Dave Jenkins with Zak watch for trouble from football supporters



Paul Chaplin opens the gates at the start of another day



Chas Ward helps a passenger plan her journey

0500
It's still dark and the streets around Earl's Court are littered with last night's drunks, when station supervisor Paul Chaplin pulls the metal gates open for another hectic day dealing with London's travelling public.

In fact, the station is the site of constant activity throughout the night. As soon as the last train disgorges its passengers, an army of building contractors moves in to continue refurbishment work which seems to have been going on as long as any of the LUL staff can remember. Paul's been on duty since 11 pm the previous night, booking contractors in and generally keeping an eye on things.

"This is some area," he says, ruefully surveying Earl's Court Road. "We've got the lot round here - drunks, druggies, prostitutes and beggars - you name it. Mind you, if there's any trouble in the station the police are here within minutes."

Supporters

With Chelsea's football ground nearby, staff at Earl's Court are used to working in conjunction with the police and dealing with crowds of travelling supporters on a regular basis.

As Chelsea will be playing Millwall at Stamford Bridge this evening, preparations will be made throughout the day, including an extra five staff on the late shift.

But there's plenty of time to worry about that tonight. Right now, Paul is busy booking in the early roster staff who start at 0505, a complement which includes another station supervisor, two multi-functional station assistants and five station assistants.

0515
The day's first trains arrive - a pair of District Line Tubes, one running from Wimbledon to High Street Kensington and the other from Ealing Broadway to Upminster. A scattering of early travellers disembark while a few change from one to the other for onward connection. They are the advance guard in a growing army of people who'll arrive in droves during the morning rush-hour.

0815
The daily scramble into work is well underway now, and duty station manager Dave Robertson is the man on the spot trying to keep it all running smoothly.

A Geordie by birth, Dave was a Piccadilly Line driver for 15 years before being promoted to DSM in 1989. He's a mine of information about the station's staff, as well as its present, and his pride in running it efficiently is obvious.

Looking down from the station's gallery on the hundreds of people clambering on and off trains below, he said: "If we had to, we could have this station completely evacuated within six minutes. I guarantee that you wouldn't see a body on the platform after that."

Richard Gray is group station manager for a stretch of the District Line which takes in eight stations from Earl's Court to Wimbledon Park.

"This has to be one of the busiest stations on the entire Tube system, even at normal times," he said. "However, one Saturday last May we had to cope with visitors to The Ideal Home Exhibition at Earl's

Court, crowds going to the Chelsea v West Ham match at Stamford Bridge and spectators travelling to the Boat Race. The platforms were absolutely packed but there were no real problems. "That's because a member of staff is always on hand on all of our platforms. Customers going through this station will always find someone wearing a 'hat and a hi-vi (high-visibility jacket)' who can help them."

Richard said that Earl's Court's booking

halls take more money than the vast majority of other Underground stations.

In fact Earl's Court took around £8 million in revenue last year, making it the seventh most important earner of the 244 stations on the London Underground network.

0928
The rush hour is still going strong, and Robert Welburn and his colleagues in the ticket office are working flat out to cope with a seemingly never-ending queue of customers.

It eventually start to quieten down again after 10.30, and thoughts start to turn to this evening and the potential for mayhem when Chelsea and Millwall fans find themselves sharing a platform.

1330
The daily ebb and flow of trains and passengers continues throughout the late morning and early afternoon. It's a bit like the calm before the storm, with just dozens of people populating the platforms, rather than the hundreds who will be packing it later on tonight. But gradually, and almost unnoticed, the tempo begins to build up as the early finishers start to make their way home from work.

1800
The evening rush hour is now in full swing which will lead seamlessly into the soccer traffic, and groups of police officers - complete with dogs - are already gathering on the platforms.

The first game ended in a riot with dozens of arrests, and police intelligence has reported that thugs from both sides are planning their own rematch.

The problem is that both sets of supporters will be travelling through Earl's Court to and from the game, which makes the station one of several possible flashpoints on the District Line.

Acting duty station manager Dave Hirst is the man in charge during what could be a

traumatic night. "I've told my lot not to be heroes when the football crowds start coming through," he said. "If they want to jump the barriers, I've told my people not to react and leave it to the police."

1830
The first few supporters, mainly Millwall fans, start coming through. There's some mild rowdiness and abuse shouted at the police, but as one young copper muttered: "It's funny how they always get gobby just when the doors are closing!"

A key tool in keeping an eye on things is the bank of closed circuit TV screens in the operations room.

An array of 40 strategically located cameras enable the operator/public address announcer - tonight it's station assistant Karen Gray - to see troublespots anywhere in the station.

For almost an hour, trains arrive and depart packed to the gullies with soccer fans, but, as yet, there's been no real trouble.

2215
The only incidents of note take place as the fans make their way home from the match.

A fight has broken out on a train and police go into a carriage when it stops at Earl's Court to drag a young man out and eject him from the station. Four or five others are also escorted out of the front gate, although there are no arrests.

Further up the line it's a similar story. West Brompton station has been closed since 21.00 as a precaution and isn't due to open again until 23.00, but there have been several

incidents at Fulham Broadway - the closest stop to Chelsea's ground - although again troublemakers were just escorted out of the station rather than arrested.

For the next half hour or so trains bursting with supporters pass through the station, and apart from the usual police baiting there are no further incidents.

2245
The fans have dispersed and the police begin to reduce their presence. "We got away pretty lightly," says Karen.

0015
Paul Chaplin's back on duty for his overnight shift. In the ticket office, multi-functional station assistant Jill Panesar says that tonight was the first time she'd felt nervous since she moved to Earl's Court from Perivale station just before Christmas.

"There was a real feeling of aggression in the booking hall. It was very unsettling, with two people arguing, a lady getting hysterical because she'd missed her train and then the police had to come about something else."

The last Piccadilly Line train to Heathrow pulls out at 00.37, with the final District Line Tube departing 15 minutes later.

0110
The "dead late" staff leave and the overnight contractors book in with Paul. With 15 years' LUL service, he reckons he's seen everything the job can throw at him. "You know," he says, pulling the station gates closed, "maybe Earl's Court isn't the nicest of areas, but I don't think I could work anywhere else now. I'd find it too quiet."



One last look before the day's final train leaves Earl's Court



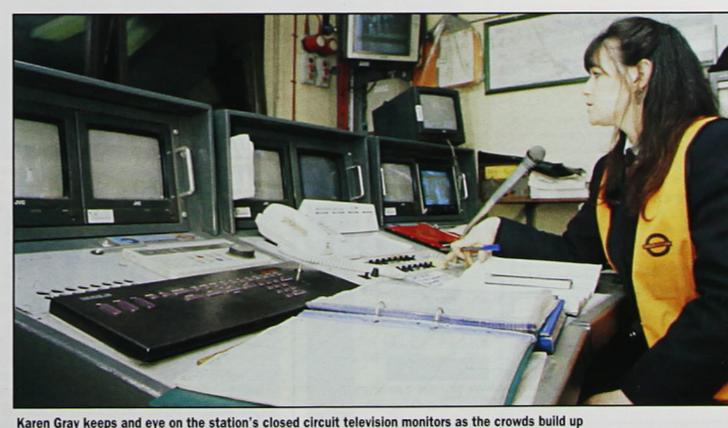
Closing time: Paul Chaplin pulls the gates shut

FastFacts

- One in 10 of all passenger journeys on the Underground pass through Earl's Court.
- The first Earl's Court station opened in 1871. The current one is the third to bear the name and opened in 1878.
- The roof was designed by Sir Marc Brunel, the father of the great Victorian engineer, Isambard Kingdom Brunel.
- A recent computer simulation of the roof's design said it was impossible to build.
- The station is a Grade 2 listed building.



Jill Panesar in the ticket office. She moved to the station just before Christmas after working at Perivale on the Central Line



Karen Gray keeps an eye on the station's closed circuit television monitors as the crowds build up

FastFacts

- About 1,000 District and 700 Piccadilly trains stop at Earl's Court each day.
- Approximately 18 million people used the station last year, and that's not counting the 100,000 or so who changed trains there every day.
- It was the first station to be equipped with escalators. That was in 1911.
- It's the only station on the Underground system to have both lifts and escalators.
- The 1936-vintage escalator is often used by film and TV crews looking for period settings.

'Maybe Earl's Court isn't the nicest of areas, but I don't think I could work anywhere else now. I'd find it too quiet'

MATTERS OF LIFE AND DEATH

Merit awards go to first aiders



THREE staff first aiders have received certificates of merit for trying to save the lives of passengers taken ill on the Underground network. Matthew Cheevers, a station assistant



ABOVE: Matthew Cheevers with his certificate
LEFT: Jo Gladstone: 'I've often been asked to assist people'

By staff reporter

at Wood Green, got his certificate after giving mouth-to-mouth resuscitation and cardiac compression to an elderly man who had a heart attack on a train.

Matthew was called in to help and discovered that the man wasn't breathing and had no pulse. Assisted by two passengers and a train driver, he kept repeating the resuscitation techniques, but the man was dead when an ambulance arrived about 25 minutes later.

"It's just a shame we couldn't save him," said Matthew. "First aid training can help you assess a situation quickly and provide the proper treatment. As such, I'd recommend everyone to take a course."

Attack

Bow Road station assistant Tony Potter also used his first aid knowledge when he heard there was a man unconscious after suffering a heart attack. He gave the passenger the 'kiss of life' for several minutes until two off-duty nurses arrived and took over. Despite their combined efforts, the man died later in hospital.

"When I got there he didn't have a pulse and had gone blue," said Tony. "We did what we could and I only wish we could have saved him. However, when I spoke to my doctor about it later, he told me there is only a 40 per cent chance of

resuscitating someone whose heart has stopped, even if you have all the right equipment to hand."

Jo Gladstone, who works in LT Public Affairs at 55 Broadway, didn't hesitate when a man collapsed at St James's Park Station. After asking a member of staff at the station to immediately call an ambulance, she discovered that the passenger had stopped breathing and no pulse could be found.

Jo set about trying to resuscitate him and after about 10 minutes she was joined by a British Transport policeman. Between them, they managed to get the passenger's pulse back by the time the ambulance arrived, although sadly he was pronounced dead about an hour later at St Thomas's Hospital. It is believed he suffered a massive heart attack.

Assist

Jo, who has been a first aider for around five years, said: "I've often been asked to assist people who have had epileptic fits, strokes or who have hyperventilated and fainted, but this was the first time I've had to deal with someone who has died. I've often wondered if I could cope with it."



Tony Potter: 'I only wish we could have saved him'

The certificates 'are hard to earn'

VERY few certificates of merit are issued by LT Medical Services, as the award is difficult to earn, according to Angela Hanley, training manager for First Aid at Work. "Only three or four are issued in any year, so those who receive one have certainly had to earn it," she said. Medical Services runs weekly, four-day first aid courses for staff at Baker Street and Griffith House, and can also organise training at other offices, depots and stations if there is sufficient demand. For details, contact Angela on Auto 41786.

TUNNEL WORK DIGS IN AGAIN

WORK has restarted on the Jubilee Line Extension link from North Greenwich to Canary Wharf, after subsidence at Blackwall Tunnel.

Advance excavations for tunnel boring were suspended for a day after miners exposed sheet piling on the boundary of the Blackwall Tunnel's southern exit, and an uncharted pocket of water flowed into the workforce.

The police were notified, and engineers set up monitoring points on either side of the road above to check for ground settlement overnight and throughout the next day. However, as no further subsidence was detected, contractors were given the all clear to restart tunnelling.

Safe

"Because we are a safe project we evacuated the workforce, even though there was no immediate danger to life, limb or property," said Richard Humphries of the JLE. "The good thing about it was that it proved our emergency procedures work."

The link is expected to be completed on schedule at the start of April. Contractor Aoki-Soletanche is determined to finish work

Setback fails to hold up link scheme

caused by the work was bothering nearby residents. Suggestions that the cut in hours would mean a delay of six to 12 months in completing the section have been dismissed by Aoki-Soletanche, which says it will "look to its resources" and possibly expand its workforce on site.

The restriction was upheld by Wells Street Magistrates, after Southwark Council complained that noise



Breakthrough... Tunnellers surface with Tracey at Canning Town

Triumph for Tracey

THE first train tunnels on the Jubilee Line extension have been completed on schedule.

"Tracey", the second, 200-tonne tunnel boring machine to make the under-river crossing from North Greenwich, broke through at Canning Town, following in the wake of 'Sharon', its sister machine, which emerged just before Christmas.

Steven Norris, Minister for Transport in London, said: "This second tunnel breakthrough, which completes the Canning Town-North Greenwich river crossing, shows how well the impetus of this great engineering project is being maintained."

Daunting

"Keeping the whole Jubilee Line Extension project on time - and, equally importantly, on budget - is a daunting task. I congratulate all those involved on a great achievement so far and look forward to riding the line, as planned, in 1998."

Tracey travelled 1.07 kilometres to reach its destination at rates of up to 154 metres in a five-day week. The machine completed the second of eight river crossings for the JLE, burrowing nine metres below the Thames river bed to reach the Portal at Canning Town.

Tracey and Sharon's next job is to bore two tunnels between North Greenwich and Canary Wharf.

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Passengers using Westminster's new, temporary ticket hall

Westminster's new-look ticket hall is unveiled

A BRIGHT, new temporary ticket hall has been provided for passengers at Westminster Underground station as part of the Jubilee Line Extension project.

The ticket hall - on the Embankment - paves the way for a new station on the JLE, and replaces the nearby Victorian station entrance which is being demolished.

By staff reporter

Up to 2,500 customers an hour will use the temporary building at peak times until the new station opens in 1998.

Contractors for the JLE project are currently realigning existing District and Circle Line tracks, and constructing a vast under-

ground cavern around the present station. Into this will be fitted a multi-level interchange for the Jubilee Line tunnels, escalators and platforms.

Texturally and visually distinctive stripes have been painted on Westminster's platforms to help visually impaired passengers identify the edge while temporary metal platforms are in place.



Caption: Back row (from left): Betty Twohy, continuing care assistant at Meadow House, Gerry Nolan and Leo Foley. Front row (from left): Sue Hennessy, Maria Brennan, Irene Mulhally and Sister Simone O'Shaughnessy

Hospice gift marks Chris's memory

THE memory of Ealing Buses driver Chris Courtney, who died of cancer last summer, was commemorated by the presentation of a cheque for more than £1,400 to Meadow House Hospice in Hanwell.

The cash was raised from two soccer matches by his workmates at Acton and Greenford bus garages.

It was presented by Chris's niece, Sue Hennessy, sister Irene Mulhally and midibus drivers Gerry Nolan and Leo Foley.

Chris's friends and colleagues had wanted to make a collection for him, but typically he refused, saying he wanted them to raise money for the hospice instead as

thanks for the care they showed him during his last weeks.

Meadow House senior nurse manager Maria Brennan said: "We are very grateful for this donation.

"Although we are NHS-funded, we do rely on local and national charities for donations so we can provide extra comforts for our patients. We're about to launch a fund-raising drive to provide five extra beds, a day care centre and an education centre, so this will give us a good start.

"Meadow House had a long association with Hanwell Garage, and, although it's now closed, we're delighted that the staff continue to support us."

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Poetry from the islands

AN evening of Caribbean poetry and storytelling is being held at the *LT* Museum in Covent Garden on March 21, as part of the continuing *Sun a-shine, Rain a-fall* exhibition.

The exhibition, which runs until October, deals with the contribution made to *LT* and London in general by West Indian workers over the years.

The poetry evening will feature poets Valerie Bloom and Alex Pascall. Tickets, which cost £6 each (£4 for concessions and Friends of the Museum) will include a private view of the *Sun a-shine, Rain a-fall* exhibition and refreshments with a Caribbean flavour.

Another exhibition, *Sporting London*, will continue in the Museum's Frank Pick gallery until May. The exhibition shows how sports fans have got to the match on time since the 1900s, with colourful posters and photos capturing the excitement of football, cricket, rugby and other sporting events.

Clips

By popular demand, on April 4 the Museum is showing more clips of unusual training and safety films from its rich archives.

Covering a wide variety of styles and dating from the 1930s to the 1980s, clips will include *Salvage Strikes Back, Too Close for Comfort* and *Crazy Newsreel*. Tickets, costing £5 (£3.50 for concessions and Friends of the Museum) include refreshments and a chance to look round the Museum.

A series of "family fun" activities are currently being held, all based around the *Sun a-shine, Rain a-fall* exhibition.

As well as a daily sunshine trail with a Caribbean theme, *Tropical Tales*, exploring the rich tradition of African-Caribbean storytelling, will be held on February 28, and tomorrow there is *Hullabaloo*, in which youngsters are invited to make their own music and instruments.

Actors

National Science Week will include *Moving Forward*, featuring special performances by the Museum's team of actors on March 18 and 25, bringing the story of transport on London's streets to life.

Friction, forces and fun on March 19 and 26 offers children the chance to get "hands-on" experience with practical science workshops in the Museum's schoolroom.

The *LT* Museum has been awarded a commendation in the 1994 *Interpret Britain Awards* for the revamped display which has been on show since it reopened two years ago.

The award was presented to *LT* Museum Assistant Director Helen MacKintosh by Sir Angus Stirling, Director General of The National Trust, at Sutton House in Hackney earlier this month.

Hearty helpers wanted at Great Ormond St

A RESEARCH team at Great Ormond Street Hospital is seeking *LT* volunteers for a new technique designed to detect hardening of the arteries, a major cause of heart disease and strokes in later life.

The team urgently needs people aged 15-40 who are non-smokers or previously light smokers, to try the technique.

The non-invasive test is performed on

the right arm, where a video picture of the main artery is taken using an ultrasound scanner. It's the same type of scan used on pregnant women and is completely safe and painless.

Using the technique, the team aim to detect the earliest signs of damage to the blood vessels in young people, enabling them to assess the effects of various treat-

ments that may slow or halt the progression of disease.

Help

If you can help, telephone Great Ormond Street on 0171-813 8223 or 0171-405 9200 and ask for Dr Peter Clarkson on bleep 406 or Amanda Powe (bleep 235).

PRIORITY ROUTES - PUBLIC TO HAVE SAY

THE public are being asked for their views about the latest plans to help run buses through south-west London's crowded streets.

The proposals, to provide a 500-mile bus priority network in the capital, have been drawn up by London boroughs in consultation with *LT* and the Department of Transport.

Residents in south-west London are being encouraged to visit exhibitions in their area to see just what the planners have in mind.

Richard Smith, Market Development Director for Buses, said: "Consultants have looked at the various ways buses can beat the congestion on all the major bus corridors that are not already Red Routes.

"They are wide ranging and can include such suggestions as bus-only streets, traffic lights that give special priority to buses, extending the time and length of existing bus lanes and creating new ones.

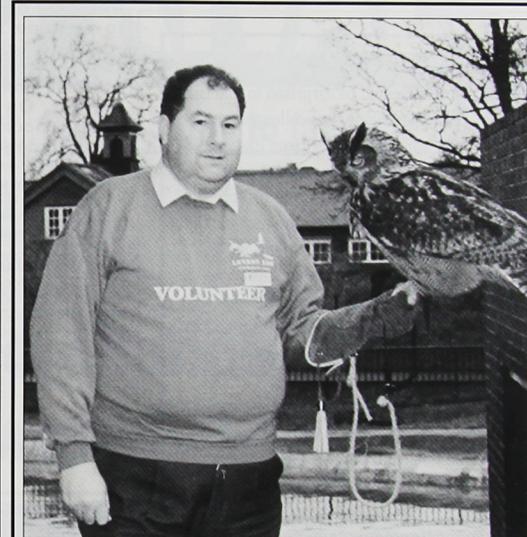
Lights

"Specially phased lights for buses at congestion blackspots, such as those at Shepherd's Bush, are another idea.

"But what we do want are the views of people who live around the areas affected and who use the buses.

Residents in the north-east will get the chance to have their say in June.

By Terry Hasler



Dave had a celebrity on his arm at the zoo recently - Max, a four-year-old European Eagle Owl. The bird has appeared in the Carlton TV series 99-1, which stars Leslie Grantham

Creatures great and small

DAVE GIBSON is used to dealing with people in his job as a revenue control inspector on the Bakerloo Line, so it's ideal training for his off-duty activity as an educational volunteer at London Zoo.

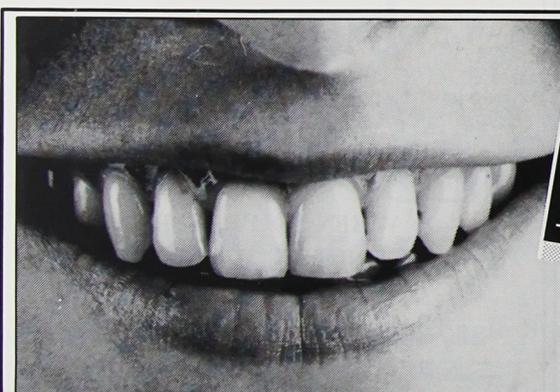
Volunteer

Dave, who is based at Lambeth North station, says: "I've been doing it for about six months now. I got roped into it through my wife, Trish, who's been an educational volunteer at the zoo for some time."

His role is to talk to visitors to the zoo about his specialist subjects, large cats and invertebrates - creepy crawlies to the rest of us - and how the zoo is helping endangered species to survive.

You can help support this vital work by visiting the zoo or "adopting" an animal - anything from an ant to an elephant.

These make a great gift and cost from as little as £20 a year. If you are interested phone the zoo on 0171-722 3333.



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627

Midi service for Sutton

A NEW midibus service, the S3, may be introduced by *LT* Buses in conjunction with the London Borough of Sutton.

The service is intended to provide links between Sutton town centre and previously unserved parts of the borough in the Worcester Park and Belmont areas.

It would run from Green Lane in Worcester Park via Longfellow Road, Browning Avenue, Dorchester Road, Langley Avenue, London Road, Sainsbury's access road in North Cheam, Staines Avenue, Henley Avenue, Windsor Avenue, Gander Green Lane,

Oldfields Road, Sutton Common Road, Marlborough Road, Dibdin Road, Stayton Road, Hallmead Road, Sutton High Street, the Sutton one-way system, Brighton Road, Cedar Road, Langley Park Road, The Gallop, Chiltern Road and Downs Road to Belmont Station.

The midibuses would operate every half-hour from Monday to Saturday between 7am and 7.30pm. There would be no service in the evenings, on Sundays or on public holidays.

Subject to consultation, *LT* Buses intends to introduce the new service from Saturday, March 18.

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This booklet could cause Tube chaos

RE. the *Tube Hopper* booklet which was mentioned in issue No 438 of *LT News*. Does the author realise the complications this will entail?

As a guard on the Northern Line, we have enough trouble with passengers all trying to get in one particular carriage as it is.

If everybody bought a copy of the booklet it would greatly increase time spent at each station in the rush hour, therefore causing even more disruption to the already chaotic service. Perhaps the author should have thought about the implications more deeply.

A. Steele, East Finchley

Unwanted divorce for a happy family

I FIRST joined London Transport in 1977 as a guard. I left for four months and rejoined as a bus driver and I later became an inspector. My first bus garage was Cricklewood, where there was a great bunch of ladies and gents. We

had days out and trips abroad. The sports side was good, too, and we all stuck together. Look at the job now. It is a mess. Longer hours for less money and a staff turnover which I would think is very high.

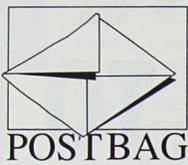
I understand the need for change in most jobs, but this is a very poor show. Most of us were proud to do the job, but now the heart has been ripped out of the industry. I'm not asking for the clock to be turned back.

All I am saying is what used to be a family has gone through an unwanted divorce and I have to ask why?

D.F. Gowers, ex-HT garage, London NWS.

FARE-DODGER PAYS UP - 13 YEARS ON!

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



WHEN I was a student at drama school in 1981/82 and living in Ealing, I, on occasion, didn't pay the correct Tube fare. Basically I fiddled and I'm sorry for that. It

wasn't the right thing to do - no matter what my circumstances were. It was a selfish and childish act. On a few other occasions, when hard-up, I did the same.

I don't do that today and would therefore like to make a donation to the London Transport Benevolent Fund of £75.

I've arrived at this figure (at today's prices) which should cover what I, in effect, stole from you.

I hope this is okay and that you'll accept my apology and cheque in good faith.

'John'

His cheque has been passed to the Benevolent Fund - Ed.

Well done Mick!

RE. the feature on night buses in the last issue of *LT News*.

Please give Mick Hawkins my congratulations and best wishes on becoming night bus manager for London Central.

Mick and I were friends at Enfield garage when we were both conductors and remained so until my retirement on October 4, 1988. It was Mick who did so much to get the N90s on the road from Enfield, and what a popular route it was!

C.S. Howard, Waltham Abbey, Essex

How many of your colleagues would leap to your defence

YOU could be surprised to find that one of your close colleagues or someone in your team has your wellbeing very much at heart - in fact, is ready to leap to your defence!

This is because it's quite possible that you are working near or alongside someone who is a member of the Volunteer Reserve Forces. Someone who has made a commitment to train and be ready in the event of a national emergency.

Coming from all walks of life and following all kinds of careers, the men and women in the Reserve Forces form up to a quarter of the Nation's defence forces. All they ask in return for their commitment is your support.

For information on how supporting the Volunteer Reserve Forces could help your company, please contact: Greater London Territorial Auxiliary and Volunteer Reserve Association, Duke of York's Headquarters, Chelsea, London SW3 4RY. Tel: 071-414 5518.

You don't have to fight the battles for us. Just be on our side.



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Scenes of jubilation on the streets back in May 1945

Remember the day peace broke out?

WHAT were you doing on VE Day, May 8, 1945?

LT News is planning its own celebration of that glorious day when peace finally returned to Europe after nearly six years of the bloodiest war in history, and we need your help to do it.

We want to hear from any *LT* staff or pensioners who remember VE Day.

You might only have been a child at the time, or you may have been in the forces or working for London Transport.

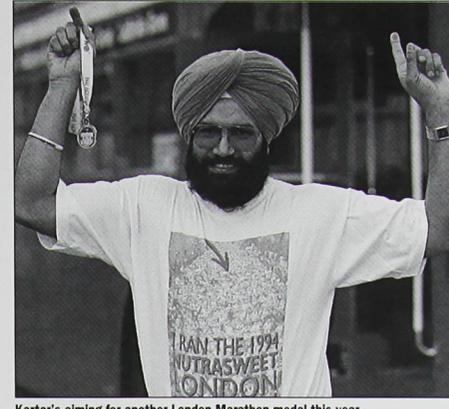
Wherever you were and whatever you were doing, write in and let us know. We're also interested in any pictures or mementoes you might have of VE

By staff reporter

Day or the Second World War in general. All items submitted will be looked after and returned safely.

If you have any anecdotes or artefacts which might be of interest, contact Richard Baker, editor, *LT News*, Citigate Publishing, 52 St John Street, London EC1M 4DT.

SPORTS NEWS



Kartar's aiming for another London Marathon medal this year

Marathon man Kartar makes it number four

BUS driver Kartar Singh Khosa will be swapping his double-decker for a pair of running shoes on April 2, when he pounds the streets of the capital in his fourth London Marathon.

Kartar, who is based at Golden Arrow's Westbourne Park garage, aims to cover the 26-mile 365-yard course in just over four hours. Along the way, he's hoping to raise around £400 for the Leonard Cheshire Foundation.

"I didn't have to train specially for the marathon because I never stop running all year round," he told *LT News*.

"It's something I love to do. Even when it's raining I'm out running. Sometimes I run along my route, the No 18 from Sudbury to Kings Cross. That's about 30 miles."

London Transport runners with a confirmed place in this year's London Marathon are being urged to use it to raise money for Marie Curie Cancer Care.

If you would like to run for the charity, contact Tracey Cooper on 0171-201 2366 to receive a free Marie Curie marathon pack and sponsorship forms.

OLD RIVALRY

HOLDERS District Line face their old rivals from the Metropolitan in the quarter-finals of the PSD Inter-Line Cup at LT Sports Ground Osterley on Sunday, March 26.

District beat Metropolitan 3-1 in last year's final, and go into this match as favourites. They are currently leading the premier

District Line to face the Met again

division of the London Commercial League, while Metropolitan Line are languishing in the lower half of the league's first division.

However, Metropolitan have been showing heartening signs of better form recently, having won their last three games.

In the other quarter-finals - all of which are being played at Osterley - Victoria Line

meet the Piccadilly and Jubilee Line play the Bakerloo on March 26, while Central Line will meet either the Northern or Circle and Hammersmith Line the day before in a pm kick-off.

Northern and Circle & Hammersmith are due to clash in the preliminary round on Sunday, March 19 (kick-off 11am), again at Osterley.

Winners of this year's Inter-Line Cup will represent London Transport in the UK and Northern Ireland Corporate Games at Peterborough from June 16-18.

Taylor slip lets in Dunthorne

IAN TAYLOR'S hopes of clinching a golfing double were dashed at West Malling GC in Kent, when he lost four and three to London Central engineer Alan Pearson in the Diner's Club matchplay tournament.

It was a shock for the Bexley-based buses supervisor, who had his sights set on another honour after his victory in the Diner's Club medal earlier this season.

However, that slip let in his closest rival, Neil Dunthorne, who beat fellow driver/operator Alan Arney five and four over the Cray Valley course at Ruxley, Kent.

LUL's title chance sunk by walkovers

A LONDON Underground football team feel they were robbed of a prestigious championship because two walkovers prevented them from boosting their goal difference.

LUL Building and Finance (LULBF) ended the Canary Wharf Premier League tied in top spot with Texaco, but their rivals' superior scoring rate clinched the championship.

Chance

Mark Dignam, LULBF goalie, says his team would have stood a far better chance if two scheduled games had gone ahead.

In both cases - against Ogilvy & Mather and Canary Wharf Limited - LULBF fancied their chances of notching up a big score, but when the matches were cancelled LULBF were automatically awarded only a 2-0 win.

Mark said: "We are pretty confident we would have put quite a few past Ogilvy & Mather but we can't rue the missed opportunities."

"We did have a chance to put the championship beyond doubt in our final game, but blew it and slumped to a 5-0 defeat against Texaco."

Beaten

In their last game of the championship, Texaco were comprehensively beaten 6-2 by CS First Boston, but only an 11-0 scoreline would have secured the championship for LULBF.

Both teams ended the season

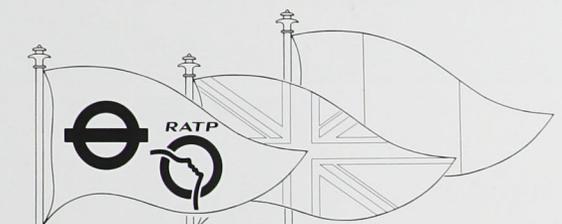
with just one defeat from eight games. Jubilee Line Extension (JLE), who also played in the league, revived their see-saw season and ended on a high note with a win against Ogilvy & Mather.

JLE, who blasted off with two thumping 7-0 victories before seeing their form slip away, finished mid-table, but with the third-best goal difference in the league from four victories.

The crunch match of the season - when LULBF and JLE squared up for battle - ended in deadlock, but LULBF triumphed 4-3 in a nail-biting penalty shoot-out.



Derek Gibbs, right, of JLE holds off LULBF's Mike Gadd



London Transport v Paris Metro

(Union Sportive du Metro)

International Rugby Challenge played since 1928: winners in 1992 & 1993 - London Transport.

Places are now available in the squad for this year's rugby match against Paris Metro, to be held in Paris, the weekend of 9th-11th June.

If you are currently playing Club Rugby and would like to be considered for the squad, please contact Mike McMorrow on Auto 43082. (0171-918 3082)



London Transport



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CRIME BUSTERS

A JOINT operation between LT Buses revenue inspectors and the Metropolitan Police has led to 53 arrests in the Croydon area.

Called Operation Routemaster, the anti-crime drive netted suspects for a range of charges, including possessing offensive weapons and 40 cases of fare evasion, as well as recovering a large haul of stolen property. "We made all of the arrests in five days so we consider it a very successful exercise,"

'Operation Routemaster' leads to 53 arrests

said Superintendent David Vigeon, who ran the operation from Croydon police station.

"These joint operations often lead us on to other things over and above fare evasion.

Stolen

"For instance, a young lad questioned by a revenue inspector when he tried to avoid paying a 90p bus fare was found to be carrying

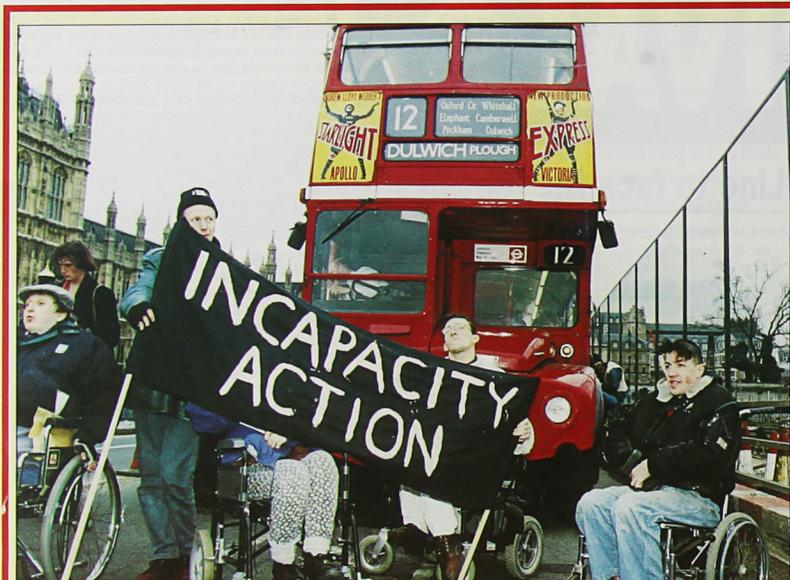
stolen cheque cards. We made a follow-up visit to his home and discovered it was like an Aladdin's cave of stolen goods."

Supt Vigeon said the joint operations started about five years ago and, since then, his officers have built up a good working relationship with LT Buses revenue inspectors. "We've got a lot of respect for them as we've found them to be very competent," he said.

Paul London, LTB's revenue manager, said: "We're always pleased to co-operate with the police, as these joint operations are definitely useful in helping us tackle any problems we might be having with crime on the buses."

● One of the most successful joint operations ever took place in Brixton two years ago, after several people were found to be travelling on buses with forged Travelcards.

Follow-up enquiries led to a forgery den and the recovery of around £3 million-worth of fake Social Security books.



- ▲ Unscheduled stop for this No 12
- ▶ Police move in with bolt-croppers

Chaos as buses are 'shackled'

DISABLED protesters brought traffic around Westminster to a standstill when they handcuffed themselves to buses near the Houses of Parliament.

They were demonstrating against the Government's Disability Discrimination Bill, which they claim has serious omissions affecting the rights of disabled people.

Police used bolt-croppers to cut the protesters away from the buses which were delayed for about an hour.



Control room gets user friendly

THE Jubilee Line's new control room at Neasden will be one of the most user-friendly facilities of its kind in the world when it opens in 1997, thanks to the work of ergonomics design consultancy Gary Davis Associates (GDA).

Study

GDA recently completed a four-month study looking at the best design for efficiency and comfort in the room, which will be at the heart of the JLE Service Control Centre.

The study included the design of operator workstations, an eight-metre-wide video projection overview display, space planning and the man-machine interface for integrated control systems.

Functions

When the centre opens, it will control the movement of trains, traction power distribution and a new tunnel ventilation system, as well as functions such as engineering works control, passenger information and engineering support.

Mexican route for double deckers

MEXICO'S first London double-decker buses are now running holidaymakers between The Krystal Hotel and La Boom nightclub in Cancun on the country's Caribbean coast.

The two Routemasters -

RM 735 and RM 2003 - complete with authentic advertising posters, were bought by Mexican millionaire Iddar de la Parra Vargas as tourist attractions for his nightclubs and hotels.

A third Routemaster, RM 946, is now on static display, minus its roof, at Señor Vargas's club in Mexico City.

The buses are the latest additions to his collection of London Transport artefacts. He spent £6,000 at Brooks' recent auction of Tube station signs to add to the £3,000 of Underground posters he bought at a sale earlier in the year.

These can also be seen adorning Sr Vargas's clubs.

Kamran's a quick thinking lifesaver

BUS driver Akhtar Hussain has good reason to be proud of his 11-year-old son Kamran - the boy's quick-thinking saved his baby sister's life.

Mr Hussain, who is based at London Central's Camberwell garage, was at work when his daughter Mahek became seriously ill at their home in Streatham, south-west London. The 14-month-old baby ran a high temperature, had difficulty breathing and began to turn blue.

Taught

Fortunately, Kamran was there to save the day. "I remembered what my father taught me about giving the kiss of life and I told my mother how to do it," said Kamran.

"I then called an ambulance and contacted my father at work to tell him what had happened."

The baby was rushed to St George's Hospital in Tooting for urgent treatment. Although she's now been released, she's still receiving medical attention.

Mr Hussain said: "I'm very proud of Kamran. The doctor at the hospital told me that if it hadn't been for his quick thinking our baby would certainly have died."



Brotherly love: Kamran and his baby sister, Mahek