

LT SEEKING BILLIONS TO BOOST TUBE

PLANS to improve and expand London Underground services are contained in a five-year plan presented to the Government earlier this month.

The £3.75 billion investment programme is designed not only to produce better services, but more frequent ones as well. In its budget plans for the next five years, London Transport has set out a far-reaching programme of investment and improvements, designed to give London a world-class system, which would be funded to a significant level from within LT itself.

Subject to an adequate Government contribution to the Underground, spread over the five-year period, LT hopes to invest an average of around £750 million a year in the system, with "a large amount of money coming from LT's own resources".

An element of increased internal funding would come via the fare box as more users were attracted to use the network, but a greater amount would be produced by the more efficient operation of the Underground.

Deliver

LUL says planned improvements next year will deliver the biggest increase ever in the amount of train miles covered – up 1.7 million to 35.9 million.

A five per cent increase in the number of off-peak trains is also promised.

London Transport will also continue to explore ways of attracting additional revenue via the Government's

Private Finance Initiative – successfully applied to gain new trains for the Northern Line – and sponsorship schemes (see page 6).

Although the bulk of the planned investment would go into the Underground to improve the infrastructure, develop staff and bring more sophisticated control systems on stream, LT is also planning to invest in the bus network.

Although more modest, this investment will deliver:

- A new bus station at Kingston;
- New bus stops and shelters;
- The extension of the Countdown system;
- New electronic ticketing systems if the Harrow smartcard trials prove successful;
- The extension of the midibus network;
- More new buses, with the possibility of low-floor midibuses as well as double deckers.

A watch on the market

LT IS to add Shepherd's Bush Market to the list of locations it keeps constantly under surveillance.

The market, which occupies land owned mostly by London Transport Property Ltd, has been a target for pickpockets and vandals, but a plan to locate closed circuit TV cameras could do much to curb crime in the area.

Surveillance staff at London Underground's group security control centre at Ladbroke Grove will be keeping an eye on the market around the clock, seven days a week. The scheme is being progressed jointly by a number of organisations, including the Hammersmith & City Line, LT Property, the Home Office's Safer Cities programme and local market traders.



Shiraz Azam gets a bus spic and span

Now there's a funny thing . . .

COMIC RELIEF always brings the best out of people, and this year was no exception, with everything from a sponsored bus wash to a 16-mile walk along the route of the Victoria Line.

One bloke even tried to photograph all 2,000 or so of his colleagues at Canary Wharf!

Consultant Terry Marney was the frantic snapper, setting up his camera in the fifth-floor atrium, and he managed to raise £500.

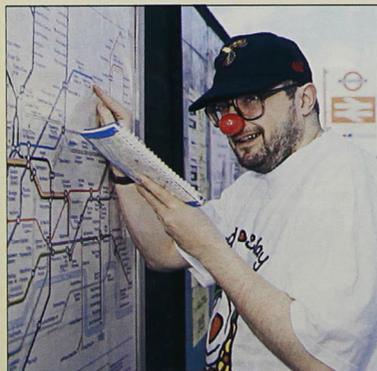
One of those he didn't manage to capture on film was Ian Hobbs who works in the Civil and Track Engineers department at Canary Wharf.

That's because he was foot-slogging his way down the length of the Victoria Line from Walthamstow to Brixton, stopping at all the stations on the way.

It took him about seven hours, including a break for lunch and one or two sudden dashes for cover when it started raining.

"I lost my red nose when it blew off in the wind," said Ian, who reckons he's collected £312.

Then there was young Shiraz Azam, whose dad Mohammed is a bus driver at London General's Putney garage. He gave up his Saturday morning to single-handedly wash a double-decker and raised more than £235.



Ian Hobbs en route to Brixton

Two-wheeled life-saver



Ray Whitley, left, and Martyn Hughes, motorcycle manager of BMW (GB) Ltd, who presented the medi-bike to the St John Ambulance Brigade

LIVES could be saved thanks to Northern Line staff and customers, who raised money for a "medi-bike", which was presented to the St John Ambulance Brigade last week.

The £8,000 motorcycle – a BMW K75 specially kitted out with first aid equipment including an external defibrillator vital for treating heart attack victims – was paid for by staff and customers during the Northern Line's charity day in August.

A collection was held at all 40 stations on the line organised by Ray Whitley, GSM at Colliers Wood and himself an active member of LT's own St John Ambulance

corps. The bike will be used at big events in London, such as the Lord Mayor's Show, when crowds might delay an ambulance getting to a casualty. It's due to make its debut at the London Marathon on April 2.

David Crew, LT's first aid manager and superintendent of the LT St John Ambulance corp, said the bike will be able to get to casualties much faster. "Both the rider and pillion passenger will be highly-trained first aid volunteers," he said.

"This will help ensure that the chain of survival is maintained as it will be able to provide resuscitation, chest compression and defibrillation."

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Personnel moves towards a merger

AN integrated Human Resources (HR)/Personnel unit is being created by merging the London Underground HR and LT Central Personnel departments.

A team led by Ann Burfutt, Director of Human Resources, was established to oversee the merger and has been meeting staff involved in the changes.

Ann has warned that some job reductions could result from the merger, but has written to staff to assure them that their involvement, views and concerns are all a part of this process.

The decision to integrate the units follows the restructuring programme announced just before

Christmas by LT Chairman Peter Ford, which is aimed at merging support functions throughout the organisation.

Central personnel manager Mike Swiggs, who along with Paul Manz from LUL Human Resources forms Ann's management team, said that the personnel and human resources

functions were "keen to play their part in the next phase of LT's reorganisation".

"The benefits of bringing together two sets of expertise will become apparent over the next few months," he told *LT News*. "We are looking forward to the challenges that lie ahead."

HI-TECH COMPANY LINKS UP WITH LUL

Major new deal worth £30 million

HI-TECH company ICL is to take over the role of London Underground's Technical Services Department, in a strategic partnership deal with LUL worth around £30 million.

Under the contract - the first significant step in the Underground's "make or buy"

By staff reporter

policy - ICL and its wholly owned subsidiary CFM will supply all the services previously provided by the department.

This includes running mini-computers, provision of mainframe services, management of personal computer support and networks, as well as giving technical advice and guidance on information technology (IT) development.

The performance-related deal with ICL runs for five years and involves the transfer of more than 30 London Underground IT staff to ICL.

Brian Mellitt, LUL's Director of Engineering, described the deal as the first phase in implementing the make or buy policy, which is reviewing the value and effectiveness of all "in-house" activities where external suppliers could be a viable alternative.

"The contract represents

more than just the provision of our principal computer operations," he said.

"It represents a strategic partnership in which London Underground gets the benefit of major financial savings as well as access to the knowledge and experience of ICL to help improve our service and business performance.

Benefits

"The acceptance of major, private sector companies to take over our information technology areas with minimal disruption to London Underground shows the benefit of make or buy.

"Besides giving good value for money, there is the opportunity to take advantage of the development capability, experience and expertise that a large organisation in the IT field routinely makes."

£1m project launch

WORK has begun on the £1m refurbishment project at Highbury & Islington Victoria Line station in north London. Rick Thomas, group station manager, said: "The main customer benefits will be improved safety and security measures, including installation of closed circuit television and mirrors in passageways and on escalators."

Other work involves improving lighting and tiling in passageways and adding pay phones and ticket gates in the ticket hall. Work is due for completion by the autumn. Ticket gates will be installed at Seven Sisters, Blackhorse Road, Tottenham Hale and Walthamstow Central stations on the Victoria Line later this year.

Norman Cohen (left) and Tony McNamara

Firm wins the mark of quality

SYSTECH SOLUTIONS - the company which repairs and maintains Wayfarer ticket machines across London's bus network - has been recognised for its top-notch quality standards.

The company - part of LT before it was bought by the Meggitt group four years ago - has been awarded the Europe-wide standard ISO9001 which replaces BS5750.

A ceremony was held at the London Transport Museum in Covent Garden, where guest of honour Norman Cohen, LT Operating Services Director, presented the quality award certificate to Systech Solutions Managing Director Tony McNamara. Systech Solutions is also a major supplier of software to London Buses and the new companies created through privatisation.

Castle's lively lunchtime

A SELL-OUT audience attended the LT Museum for a lively lunchtime lecture by Baroness Castle, the former transport minister, focusing on her work for the 'integrationist' 1968 Transport Act, the first attempt at establishing a national transport policy. In another of the lectures, Will Hutton, economics editor of *The Guardian*, outlined the stark choices facing the Government over investment in public transport.

News in brief

VE Day veterans

LT has been invited to send a contingent of retired employees to take part in the VE Day opening ceremony on May 6. All members of the contingent must have served with LT or in the armed forces during the Second World War. Anyone interested in taking part should contact Keith Trevarthen at LT Buses staff office, 172 Buckingham Palace Road, London SW1.

Best of the buses

ROUTE 192, Leaside Buses' new hail and ride midibus, which runs between Enfield Town and Angel Road Tesco, is an instant success with its passengers, according to a survey carried out by the company.

All of the 64 passengers who returned their survey forms rated the overall quality of the route as very good or excellent.

Gardens competition

ENTRIES for this year's station gardens competition must be in by May 5. All completed entry forms should be sent to Sue Butler at Room 238, 55 Broadway, London SW1. For further information or forms, contact Sue on Auto. 23620. Fax: Auto. 44430.

Challenging time

THREE Piccadilly Line teams - two from Northfields and one from Cockfosters depot - are due to tackle a gruelling assault course around Mount Snowdon in Multiple Sclerosis (MS) Challenge '95 on June 16. Each of the teams will include an MS sufferer and the event is being held to raise money for the MS Federation for Therapy Centres.

Anybody interested in sponsoring any of the teams should contact Tom Mears on Auto. 48893.

Busman's holiday?

LONDON CENTRAL will be running two special Routemaster services - routes 12X and 36X - to the Cobham Bus Museum Open Day, London's largest bus gathering, on April 9. Route 12X will start from Dulwich, following the normal route 12, while route 36X will commence from Lewisham and follow the normal 36 service.

Fares are £5 return for adults and £2.50 for children under 14.

Jill drops in

JILL LAWRENCE, a driver operator at South London Buses' Norwood garage, is doing a freefall parachute jump on April 15 to raise money for the Walter Segal charity, which helps the homeless.

Free shares for staff

FREE shares have been given to 1,236 staff employed by CentreWest London Buses Ltd.

A total of 464,848 10p shares were issued to employees, which represents about 12 per cent of the company's capital. They are being held in the CentreWest ESOP UK Trust on behalf of staff.

All those working for CentreWest when it was privatised last September and who are still with the company were entitled to apply for free shares, and more than 98 per cent took up the offer.

Staff who joined the company since the buy-out and those who join in the future will benefit from further share distributions.

Hard work

Peter Hendy, CentreWest's Managing Director, said: "The future of our company depends on the hard work, effort and commitment of our staff. It is therefore right that they should be able to participate in CentreWest's success as shareholders as well as employees."

"In future years we will distribute further free shares, amounting to an additional seven per cent of the company's share capital, possibly more."



From left: Gold Arrow general manager Jeff Tucker and CentreWest Managing Director Peter Hendy, with some of those who applied for free shares - conductor Phil Street, driver Mavis Francis and vehicle engineer Keith Hoyte

BANKS SUED OVER MISSING CHEQUE

TWO BANKS, National Westminster and Banque Nationale de Paris, are being sued by London Underground for the recovery of £533,000, after a cheque payable to the British Railways Board went missing.

Instead, the crossed cheque was paid into the account of a German national, Maria Brass, through Banque Nationale de Paris and subsequently cleared by London Underground's bankers, National Westminster, Tony Sheppeck, LT's

LUL takes legal action to recover £½ million

board member for finance, said discussions had taken place with NatWest to recover

er the money but the sums offered by the bank were "substantially below the amount of the loss". He said: "As a result, LU was left with no option but to sue both NatWest and Banque Nationale de Paris for the recovery of the full amount."

"As an organisation, we set ourselves extremely high standards and we expect the same of our suppliers and the companies with which we do business."

"We feel we have been let down by our bankers in this matter, and have lost confi-

dence in them. Consequently, at the same time as taking legal action against NatWest, LU is moving its transactions account to another bank.

Correct

"This cheque was made out correctly and crossed 'account payee only' to the British Railways Board in London.

"We won't be satisfied with anything less than a full recovery of the money involved."

Meanwhile, British Transport Police are continuing their investigations into the matter.

A senior officer is flying to Germany soon to interview Maria Brass to establish why the cheque was paid into her account.

Last train to West Ruislip

THE last of the Central Line's new trains arrived on time at West Ruislip last week, and got a warm welcome from staff who'll be using it to take the service into the new century.

Among those at West Ruislip to greet it was Central Line general manager Geoff Thackway, who said that the new trains offer a whole range of advantages over their predecessors.

"They're easier to operate and more reliable," he said. "Not only that, they offer faster journey times and are more economical to run."

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Southwark urged to go green

LOCAL residents who live near Jubilee Line Extension sites in Southwark are being invited to splash out in an art competition to brighten up their neighbourhood.

Emma Forbes from TV's *Live and Kicking* and youngsters from nearby St James's Primary School launched the competition at the site of the JLE's new Bermondsey station. The competition, organised jointly by the

Underground and the London Borough of Southwark under the slogan *Paint the Town Green*, is urging residents to produce work with an environmental theme.

Children's TV personalities Tony Hart and Andy Crane will choose a selection of works to be reproduced on panels at local JLE construction site hoardings this summer, earning their artists a £100 prize each.



TV presenter Emma Forbes splashes out with a youngster from St James's Primary School

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ON THE RIGHT TRACK

Round-table talks get underway on the Chelsea-Hackney route

TALKS have begun with local councils, planning authorities and other interested organisations to decide the best route for a new Underground line linking south-west and north-east London.

A route between Parsons Green and Leytonstone, known as the Chelsea-Hackney Line, has been "safeguarded" since 1991. It was originally planned to run from Wimbledon in the south west to Epping in the north east.

Bill Clarke, LUL's Railway Extension Director, explained that the current consultations are exploring whether this remains the best option or if alternative routes might provide a better solution to London's transport needs.

Planning

"We are looking ahead to the 21st century and this means long-term planning," he said. "The Chelsea-Hackney Line is only one of the new railways planned to improve London's transport links. Both CrossRail and the East London Line Extension are scheduled to be built before the Chelsea-Hackney Line and we are already building the Jubilee Line Extension to Docklands."

"But London still needs this Underground and it would bring many benefits. Places like Dalston and Hackney would be linked into the network. Journey times will be faster and the lines we already have will be less crowded and congested. However, building isn't likely to begin before the year 2000.

"London Underground is keen to

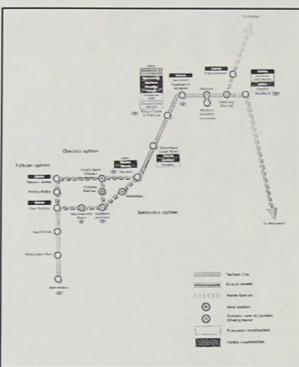
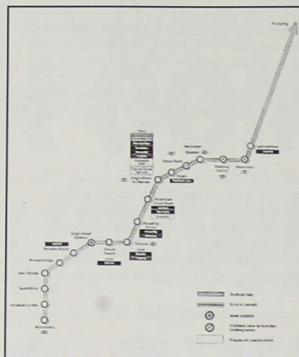
By staff reporter

involve local authorities, planning bodies and other decision-makers. We hope they will give us their views on our proposals and become our partners in the decision-making process."

Bill said the route which seemed best in 1989 was safeguarded by the Secretary of State for Transport in 1991 to protect it from major building developments.

Choice

"However, times change," he added. "LUL has the duty to keep reviewing the original route to see whether it remains the best choice. Passenger forecasts for the next century have changed. We have technological advances in railway construction. We must also consider factors like the Government's Private Finance Initiative, the reorganisation and privatisation of BR, the choice of St Pancras as the terminal of the Channel Tunnel Rail Link and the Thames Gateway plans to regenerate east London."



■ SAFEGUARDED ROUTE

The Chelsea-Hackney Line safeguarded route. Starts in Wimbledon and takes over the existing District Line service to Parsons Green. From there it would go into a new tunnel to be built under central London. In Zone One, trains would stop at Sloane Square, Victoria, Piccadilly Circus, Tottenham Court Road, King's Cross and Angel. The line would surface near Leytonstone and take over the Central Line service to Epping. New Underground stations would be built on the King's Road, Chelsea, and at Essex Road, Dalston, Hackney and Homerton.

Cost: between £2.4bn and £2.8bn at 1994 prices.

■ SW TO NE ROUTE

The south-west to north-east metro plan. Starting at Wimbledon, it would take over the District Line service to East Putney. There are three different route options to Victoria:

- The Battersea option runs via Clapham Junction with a new station at the old Battersea Power station. Estimated cost: between £1.1 billion and £1.5 billion at 1994 prices.

- The Chelsea option would also go via Clapham Junction, but with new stations serving Chelsea Harbour, the Sands End district of Fulham, and the King's Road, Chelsea. Cost anywhere between £1.3 billion and £1.7 billion at 1994 prices.

- The Fulham option, which would follow the existing District Line tracks to Parsons Green with a new station on the King's Road, Chelsea. Cost: Likely to be from £1.2 billion to £1.6 billion at 1994 prices.

There are also three different route options running eastwards from Hackney Central: to Epping via Leytonstone on existing Central Line tracks, to Stratford and to Woolwich via Stratford.

Building for the future in St James's

Tarmac wins £11m contract

AN ATTRACTIVE, seven-storey office and residential development is to be built in the St James's area of London - thanks to improvements scheduled to be carried out at Green Park Underground station.

The improvements, partially subsidised by the need to adapt the station for the Jubilee Line Extension,

include the construction of a ventilation and service access shaft to serve new areas of the station (see *Tarmac wins £11m contract*).

Apartments

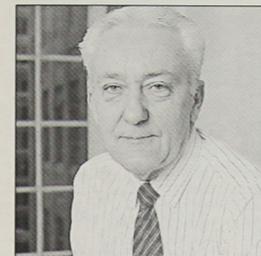
This work will be carried out in Arlington Street - a cul-de-sac running alongside Green Park off

Piccadilly - on a site occupied by a 1960s building originally designed for luxury apartments but later used as offices.

Located at 11-15 Arlington Street, this building will be demolished and replaced with a new one, for which the City of Westminster recently granted planning permission.

Designed by St James's-based architects Trehearne & Norman, the new £1.9 million development will provide about 1,500 square metres of office space plus 163 square metres of residential accommodation.

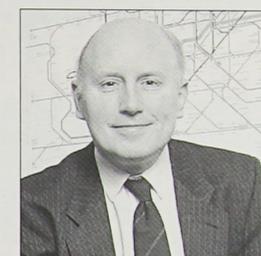
The architects describe the building as "contextual, far from timid, sophisticated and contemporary".



Bob Clarke: LT commercial manager



Kathleen Piggott, left, with, from left, husband Denis, LT non-executive board member Bob Dorey, Denis Tunnicliffe, and Norah Kelly



Bill Clarke: Railway Extensions Director

THE END OF AN ERA

SOME OF London Transport's longest-serving personalities said farewell to the organisation this month - some to take retirement, others to move on to other roles.

Longest server among the group of seven was Kathleen Piggott, BEM, personal assistant/secretary to Denis Tunnicliffe, LT board member and Managing Director of London Underground.

Her presentation at Broadway was the third and final leg of Kathleen's leaving party from LT after almost 45 years of service. Earlier, her secretarial colleagues had given her a lunch at the Royal Overseas Club, and, the following week, she attended an informal dinner organised by friends and colleagues at The Ebury Hotel.

But the best of the tributes was saved for the grand finale, when guests - including Peter Ford and four past chairmen of LT - gathered at 55 Broadway to pay trib-

LT bids farewell to some of its longest-serving staff

and fax machines, personal computers and, latterly, the introduction of e-mail," she told guests.

Other farewells arranged during the month were for:

Bob Clarke, LT commercial manager, who has been with the company for more than 40 years.

Fares

Bob began working for the company as a junior clerk in the fares and charges office, and has occupied his present post for 20 years, during which time he has dealt with all fares and ticketing matters.

Bill Clarke, Railway Extensions Director who

joined London Transport in 1958 as a graduate trainee. In 1986, he was appointed Operations Director for LUL and, on November 1, 1991, he took on the role of Railway Extensions Director

Brian Mellitt, LUL Engineering Director, who has accepted an appointment with Railtrack (see page 11).

David Sayburn, group traffic officer for London Transport Buses, who joined the company in 1961.

Roger Webber, development manager, LT Buses, who joined LT as a graduate trainee in 1962. He has held his present post since 1981.

Malcolm Wren, development manager, Tendered Bus Division, who took up a position in the Operations Research Department in 1971. This was later to become part of Group Planning.

TARMAC Construction has won an £11 million contract to build interchange passageways, lifts and an emergency escape shaft as part of the Jubilee Line Extension at Green Park Station.

The contract involves demolishing a five-storey office building in Arlington Street, Piccadilly, to sink a 75-foot deep access shaft for the tunnellers.

This shaft, which will be 31 feet in diameter, will provide access to bore a 500 foot passageway tunnel, which will eventually form an interchange between the Jubilee and Piccadilly Lines, linking both to an emergency escape shaft from the platforms.

In addition, provision has also been made for lifts to assist mobility-impaired customers.

Start

Work on the interchange and associated facilities starts this month and is due to finish by September 1997, when plans for the new building can be implemented.

It is Tarmac's third contract on the JLE, and brings its earnings on the project to £62 million.

The company is already engaged in two joint-venture contracts for the JLE - with Bachy on the construction of the new Canary Wharf station and with Montacol TP to lay 10 miles of track.

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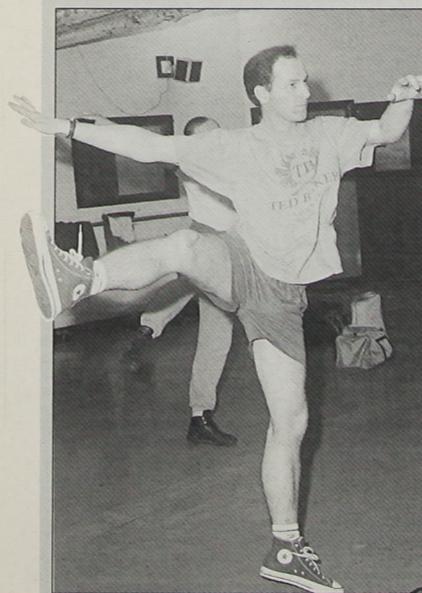
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Peter goes through his paces during rehearsals for A Chorus Line

Peter's solo in a Chorus

PETER BARNETT was back in the spotlight when he had a key role in the LT Players' production of *A Chorus Line*, at The Lyric Theatre in Hammersmith.

He played one of the chorus line hopefuls for an audition in which this musical is set.

Peter had a song to perform solo and took an active part in the two hours of dancing featured in the show.

His day job is at the LT Museum, where he helps with *Poems in the Underground* and licensing for the Underground map.

The four-day Lyric performance by the LT Players was the first time *A Chorus Line* had been seen in London since 1979.

Sporting Easter kicks off

A LIVELY programme of sporting activities is planned at the LT Museum during the Easter holidays, from April 8-23, with a daily sports trail around the exhibits.

Youngsters will also be invited to

design their own sports posters and other decorations at workshops on March 19, 21, and 22, while any children under 12 wearing their favourite team or sports kit on April 22 will get free entry to the Museum.



Now available: the 00-gauge RTL bus

New model at Museum

AVAILABLE now at the LT Museum shop are the first 00-gauge models of an RTL double-decker bus, costing £10.99 each.

It's a 77A headed for King's Cross, and carries an advertisement for The Boat Show.

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COMPANIES ATTRACTED BY SPONSOR SCHEME

Enthusiastic response to Tube link plan

THE IDEA of offering companies and organisations the chance of linking their names to those of London Underground stations has received "a very positive response", according to LUL's commercial development manager Mike Horne.

The scheme was first unveiled at the beginning of March, when David Bailey, LUL's Development Director, announced that the Underground had teamed up with sponsorship company Esprit to explore ways of boosting Tube revenue from sources other than fares.

Guy Stratford, LUL's commercial opportunities manager, said: "We want to take every possible opportunity to provide extra benefits for our customers by maximising our income. The appointment of Esprit now signals an attempt to explore all the opportunities. "The right kind of imaginative link with the Underground can generate sales and enhance a company's image. Organisations will also be able to make a real contribution to

and central managers have shown a virtual universal enthusiasm for the idea of sponsorship."

LUL points out that at least 100 of its 264 stations have commercial potential, and that it hopes to raise more than £10 million a year from the scheme in three years' time. Sponsorship costs will range from £7,000 for the rights to a station name for a day to £1 million to have a station permanently re-named.

By Barry Duke

Media

the community to improve the urban environment.

"Esprit is ready to explore any possibilities and we are happy to talk to any enterprises which would like to enter into partnership with us."

According to Esprit, there is considerable enthusiasm for the scheme among LUL staff. Esprit Managing Director Michael Smithwick said: "Line

The scheme immediately captured the imagination of the media, with newspapers, radio and TV speculating - mostly with a humorous angle - on the changes that may come about as a result of sponsorship.

"Clearly, renaming stations would be liable to confuse our customers, and even serious proposals would need to be treated with caution," said Mike Horne.



Will Goadge Street add Fitzrovia to its name?

What's in a name?

HISTORY has shown that Tube station names are not always set in stone - or concrete, tile or enamel. Since 1863, 125 Tube stations have undergone name changes. Here are just a few examples.

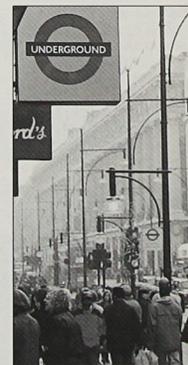
Bowing to pressure from the football club which had moved to the area from Plumstead in 1913, the Underground agreed to change Gillespie Road, which opened in 1906, to Arsenal (Highbury Hill) in 1932.

Another change brought about by sporting interests occurred when St John's Wood on the Metropolitan Line was renamed Lord's in June 1939. Unfortunately, Lord's was shut in November that year when a new Bakerloo Line station was opened - and named St John's Wood.

Selfridges

One station name that proved resistant to change was Bond Street on the Central Line. Towards the end of 1908 Gordon Selfridge, who had earlier that year opened his Oxford Street department store, thought it would be an excellent idea to link Selfridges with the Tube station by means of a tunnel. He also wanted its name changed to Selfridges. His plan was rejected.

A sizeable number of Londoners want a change



The station Selfridges wanted

to Goadge Street. They want it renamed Goadge Street Fitzrovia.

Why? Speaking on behalf of Fitzrovia Today, a business-led project aimed at raising the profile of this area of London between Euston Road and Oxford Street, Stefano Fraquelli, of the Spaghetti House chain, said: "Goadge Street is the hub of the Fitzrovia community and our campaign to give the area a special identity would be considerably boosted if the station were to incorporate Fitzrovia in its name."

Last summer the campaign to change the station's name was backed by Camden Council.

Charity link produces video guide

A VIDEO guide for people with learning disabilities who wish to use the Underground safely has been produced by the charity MIND, with financial help and advice from London Transport.

The video, *Use the Tube*, will be launched officially at the London Transport Museum on April 7 by Paul Godier, Bakerloo Line general manager.

The professionally-produced, 15-minute-long video, features people with learning difficulties who had volunteered to take part in the filming, said Tim Young, LUL's customer facilities manager.

Creation

Tim, who was present while filming took place at Oxford Circus, Covent Garden and Green Park stations, helped in the creation of the script. "My role was to ensure that certain key messages LUL wished to impart to this special group of users came through clearly in the script," he said.

Funding for the video was made available jointly by Mencap and LT's Unit for Disabled Passengers. John Wagstaff, the unit's public transport manager, said: "We have had a long association with the charity, and have collaborated on a variety of initiatives over the years, including a video about bus travel."



Artist's impression of the new look development at South Kensington station, which retains its Edwardian façade

SOUTH KEN SET FOR A FACELIFT

PLANS for a new-look South Kensington station have been unveiled by London Transport, following the company's purchase of properties at 20-34 Thurloe Street.

This means that LT now owns the whole 174,500-square feet site needed to develop the design by leading architect Terry Farrell, which

By Richard Baker

includes shops, homes and offices as well as the revamped station.

The scheme, which has been submitted to the London Borough of Kensington and Chelsea for planning permission, retains the station's Edwardian façade.

However, inside it will be completely

transformed, with a refurbished ticket hall on pavement level as well as modernised platforms for the Piccadilly, Circle and District lines and improved staff accommodation. There will also be provision to install lifts to the Piccadilly Line.

Simon Robson, LT's principal development surveyor for the project, said that development would greatly

improve access to the station. "The entrances will be more logically situated to reduce congestion, while the fact that the ticket hall will be at pavement level will make life much easier for people, not only the disabled.

Steps

"At the moment they have to go down some steps to the ticket hall and then down some more steps to get to the platforms."

The costs would be a matter for discussion with LT's joint-venture partners and work would take about three years to complete once planning permission is granted.

Scooter memories



Ex-clippie Joyce refamiliarises herself with the Scooter

JOYCE WRIGHT's memories of the old Scooter buses came flooding back when she was reunited with one of the last surviving single-deckers, which is being restored for the LT Museum.

Mrs Wright was a Scooter clippie from 1942 to 1944 and, following the *LT News* appeal for information about the vehicles, she called at the Museum.

Shell

"It's really just a shell," she said, "but I was surprised at what I managed to remember about them when I saw this one again. I worked with them from 1942 out of the Elmers End garage.

"I was still on Scooters when I got married to a sailor in July 1944, but before I got back from honeymoon a V1 blew up right outside the garage and the blast went right through.

"After that they brought out all sorts of buses to keep the routes open, including some with open-back staircases."

Hounslow East goes west

THE westbound platform at Hounslow East on the Piccadilly Line has reopened after being completely rebuilt to narrow the gap between trains and the edge.

Work took around three months to complete. While it was closed, westbound pas-

sengers had to travel on to the next stop, Hounslow Central, then ride back to get off at the station's east-bound platform.

Despite this, group station manager Brian Coulcher said staff had received just one passenger complaint.

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Documents by the thousand, mostly in plastic bags, occupy one section of the Lost Property Office



The fiddle and spangly hat were all stores attendant John McNamara needed for a virtuoso performance. There are enough instruments on his patch to start a band



Still life with stuffed bird, rubber snake and videos. The central piece, the work of an amateur taxidermist, would not be out of place in a horror movie. Was it lost or abandoned?



Maureen Beaumont with a selection of toys. When her team are unable to return a lost item, Maureen often compensates by sending the child a cuddly toy from her own reserves, which she wins at funfairs

YOU NAME IT - THEY'VE LOST IT

MAUREEN BEAUMONT keeps an artificial hand in her briefcase. It's less grisly, she says, and easier to carry than the stuffed bird of prey frozen in the act of ingesting its blood-drenched dinner... and a whole lot more tasteful than the inflatable woman.

Maureen is manager of London Transport's Lost Property Office in Baker Street, a labyrinthine grotto to which all manner of objects lost on the buses or the Underground eventually gravitate. This means that whenever Maureen is asked to give a talk about her job, which happens quite frequently, she's never short of a prop or two to illustrate the often bizarre nature of the work she and her team of 25 do at 200 Baker Street.

The prosthetic hand, she finds, is ideal. Throw that into a talk, together

with a few glass eyes, a set or two of dentures and a jar of bull's sperm, and audiences start to get the mes-

sage: if an object can be taken on to a bus, a Tube train or station, it can be lost - whatever its size. Right now, there's an unclaimed six-foot grandfather clock standing in store next to a wedding dress. It was left on a bus.

Set up by London Transport in the mid-1930s, the Lost Property Office is a unique institution and a remarkable recorder of social trends. Take, for example, mobile phones. "We're awash with the wretched things," says Maureen, and points out shelves and boxes packed with the objects.

"A few years ago it would have been personal stereos. Now we're starting to get laptop computers. Years ago we had rows and rows of

From grandfather clocks to mobile phones, Maureen Beaumont and her team have seen it all. By Barry Duke

DURING the 12 months between April 1, 1993 and March 31, 1994, 104,266 are classified as 'value items',

- There were:
- 13,357 umbrellas,
 - 17,364 handbags, purses, etc. These
 - 5,426 items of jewellery, cameras, radios, etc,
 - 3,380 pairs of gloves,
 - 653 single gloves,
 - 5,486 pairs of spectacles,
 - 18,818 books (including chequebooks, credit cards etc),
 - 8,432 cases and bags,
 - 14,626 items of clothing,
 - 6,960 keys,
 - 303 smoking related items,
 - 9,099 miscellaneous items,
 - 362 perishable items,
- Some 30 per cent of all items were restored to their owners (about 60 per cent if value items are taken in isolation).
- Of the total number of items handed in, 52 per cent were found on the buses and associated premises. During the year, 29,133 written enquiries were received at Baker Street and an estimated 50,000 people called at the offices.

pants on the Piccadilly Line. They were last seen in the hands of a well-meaning lady at Alperton Station on a train bound for Rayners Lane. "Sadly, she did not fling them out of the carriage, choosing rather to gesticulate frantically as the doors closed - thus stranding me on the platform without them. I do hope she handed them in further along the line. They were two pairs of brand spanking new, unopened, Sunspel briefs in a gold bag labelled Airey and Wheeler."

Rhyme

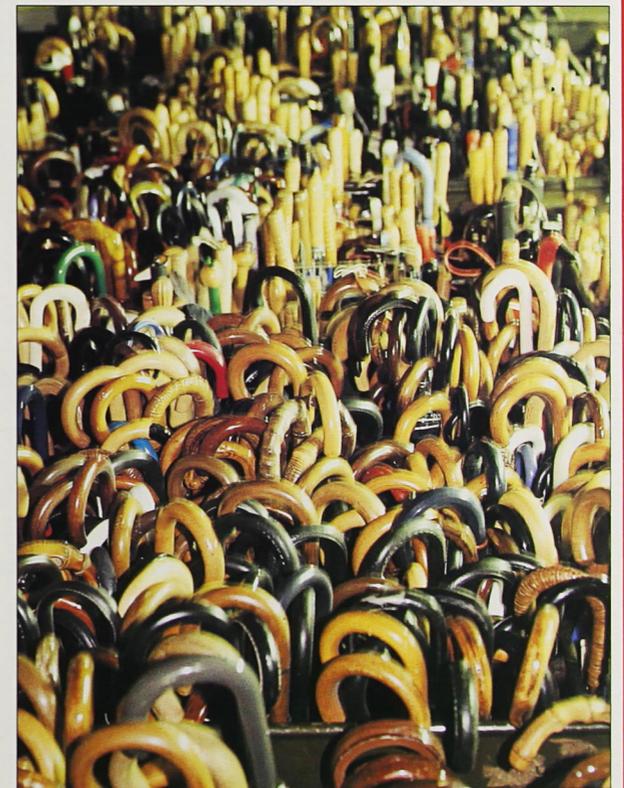
Replying in rhyme to Mr Cadel at his Nobbscrook Farm, Windsor address, Maureen wrote:

*I'm sorry to say we have not seen,
Any underpants new and clean.
Perhaps she thought you looked a funny sight,
and didn't give a thought for your plight.
Stranded at the station without your briefs,
Must have caused you a lot of grief.*

*I only hope that it didn't give you a nasty chill,
But I bet it gave all the other passengers a thrill."*

For sheer carelessness, she cites a recent incident involving a briefcase containing £3,000 in cash. The grateful owner paid the required fee (a percentage of the cash found) and went home - only to leave the briefcase again on the Tube that night.

It found its way back to Baker Street, and the process was repeated. But later in the week, it again turned up. "I was getting sick of having to count the same cash over and over again," Maureen recalls. Another briefcase anecdote con-



Every fortnight unclaimed broilies are bundled up and sold at auction in Tooting with other items

Pictures by Tom Parkes



All part of the daily grind. Katey Muncey with a boxful of lost dentures

gentlemen's hats; today, just one." And that doesn't really count. Its a silver, spangly affair, and is kept in a corner with a variety of other theatrical props, including a medieval sword recreated in glass fibre, a replica rifle - and a full-size black coffin.

Maureen began work at the Lost Property Office 24 years ago, becoming manager in 1991. Her job description includes giving talks about the operation, which is something she really enjoys. It's hardly surprising that she is in such great demand. For at her fingertips are stories of mystery, pathos, humour... and breathtaking carelessness.

For mystery, there's the two-and-a-half hundredweight of currants and sultanas found on a Tube. "We got a call from the staff at South Kensington Station to send a van to pick the stuff up." Were the three bags of produce ever claimed? No. Like all perishables lost on the transport network, they had to be disposed of, "otherwise the place would be crawling with all sorts of little creatures".

For pathos, there was the toy tiger. A little boy had lost the glove puppet shortly after the death of his mother and, in his father's words,

'My underpants were last seen in the hands of a well-meaning lady'

Overseas eye opener

SPECTACLES lost on the buses and Tubes are proving a boon to people in developing countries. The Lost Property Office recently teamed up with Vision Aid Overseas, and 100 pairs of unclaimed specs were given to the charity in February.

The value of unclaimed spectacles to people abroad was first highlighted when a large quantity was given by the Lost Property Office to a group of students, who distributed them to the poor in Sri Lanka.



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Courses designed to keep staff out of trouble

SUPPOSE a passenger comes up to you and starts screaming and shouting abuse while you're at work - what would you do?

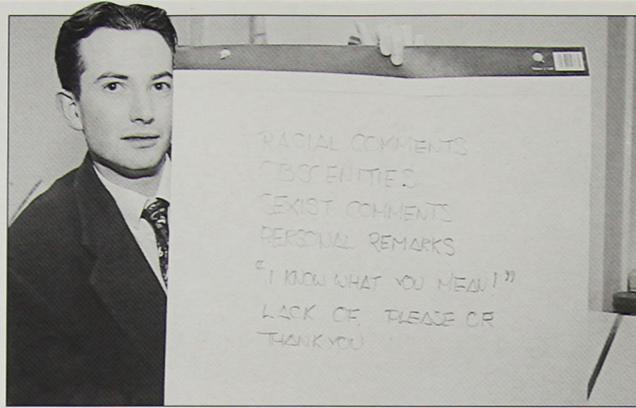
Then, later, when you're on the way home, you see a crowd of yobbos obviously out for trouble blocking your path. Which is the best course of action?

Later still, at the end of this perfect day, when you've finally made it home in one piece, your partner's in a bad mood and turns on you - how should you react?

Well apart from developing galloping paranoia and

By Richard Baker

wondering why the entire world seems to be against you, perhaps you could apply some of the lessons learned on a personal safety



David Rose (above) and other staff on the course drew up a list of the kind of things that annoy them

course for staff which is running over the next few months.

Organised by London Underground in conjunction with the Suzy Lamplugh Trust and the British Transport Police, it's organ-

ised into six modules and courses are being held at the Baker Street Police Training Centre, the Passenger Services Operations Support Training Room at 55 Broadway and Canary Wharf.

British Transport Police trainers Christine Cousins and Dave Castle are in charge of the course, which uses role play and group work to show staff how to cope in fraught situations.

Confidence

The course starts off with "Gaining confidence, stress and relaxation", then moves on to "Seeing and being seen", followed by "Talking and hearing", "Planning for safety while at home", "Safety in travel" and, finally, "Planning for safety while out and about". Christine told *LT News*: "The first three modules are all about building an individual's confidence, while the last three are to do with planning to stay out of trouble in different situations."

"They're deliberately structured that way because without confidence you won't be able to put your plans into operation."

Christine said she would like to see more men on the course because they're far more likely to be attacked than women.

"I think that's because they don't trust their instincts as much as women," she said. "For instance, if a woman were going home and she saw a

group of youths blocking her path, she would probably cross the road to avoid them.

"A man, on the other hand, would probably try and go through them because he would feel that he had every right to walk on that side of the road and nobody was going to make him cross over to the other side."

She said the course also aims to teach techniques so that staff can talk themselves out of trouble, such as assertiveness, using the right body language and eye contact to diffuse a tricky situation, as well as "active listening".

Active listening means really hearing what people

Men are far more likely to be attacked than women

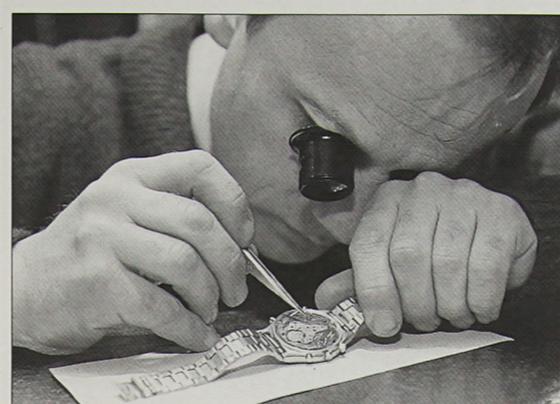
have to say and repeating back to them what they have told you to make sure you really understand what they're trying to express.

"These courses are very much about participation and encouraging people to join in and practise the techniques. They're not lectures."

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



Group work and role-playing are a fundamental part of the course



Sean takes a close look at a customer's watch

Hands of time

FORMER *LT* pair Sean McNeill and Jim Cronin have time on their hands at Piccadilly Circus station - they've opened a clock and watch repair shop in the concourse!

The two men started in the Signal Overhaul Shop's clock section at Lillie Bridge on the same day in 1978, fixing, in Sean's words "everything that ticked in *LT*".

He "put his time in" with the company until 1993, while Jim "clocked up" nine years.

Discount

Now they're back making things tick at Piccadilly Circus, and they're offering all *LT* staff 25 per cent off the cost of all repairs. "When we were looking at setting up here the Underground representatives told us that 33 million people pass through the station's gates every year," Sean told *LT News*. I hope we get a few of them in here, because there aren't that many watch repairers left these days."

London's Tube is 'one of the safest in world'

THE chances of getting involved in a crime on the Underground are 52,000-1 against, and the London Tube is one of the safest metro systems in the world, according to LU personal security manager Paul Kirwan.

He was responding to claims by the Capital Transport Campaign that the Underground is "losing its fight against crime", with more than 600 assaults and about 650 robberies committed on the system during 1994.

However, Paul said that when you consider there are about 750 million passenger journeys made on the Tube each year, only one crime of any kind is reported per 52,000 trips. And the odds against getting involved in a violent crime are even greater - around 600,000-1.

"I think that gets the actual scale of the problem into perspective," he told *LT News*. "In fact the London Tube is one of the safest metro systems in the world. For a start, not many others have 410 police officers patrolling the network."

He said that although there had been a slight upward "blip" in crime figures during 1994, the number of robberies and assaults had dropped in each of the previous six years.

"Now I know that's cold comfort for anybody who is unlucky enough to get caught up in a crime, so there's no room for complacency."

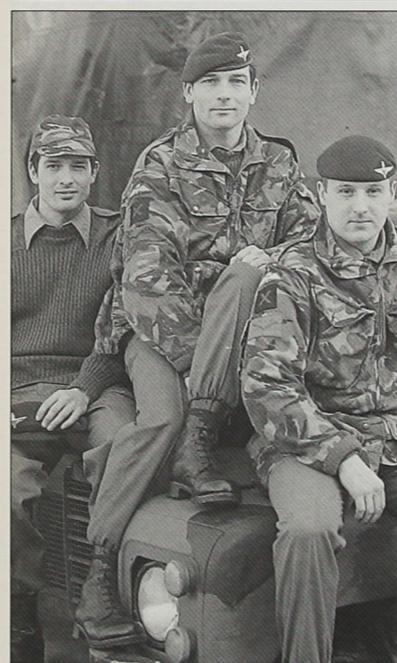
Review

"Consequently it's a problem we take very seriously, and we are continuing to review security measures to increase passenger and staff safety even further."

With this in mind, he said the Underground is currently looking at installing more Help Points at stations to let passengers summon emergency help quickly if they need it, while several large-scale refurbishment projects are renewed or already under way.

These include work at the southern end of the Northern Line to install state-of-the-art closed circuit television (CCTV) and public address systems.

In addition, a group station control room is being built at the north end of the Piccadilly Line this year.



Brothers Craig, centre, and Nigel Caspar, left, with Mark Osborne

Paras on parade

THREE *LUL* men fell in for our photographer at White City station, when part-time soldiers Craig Caspar, his brother, Nigel, and Mark Osborne went on parade to have their picture taken.

The trio are all Territorial Army (TA) paratroopers, an outfit which demands the highest standards of fitness, courage and endurance.

For instance, Craig, a new stock train driver on the Central Line, fractured his back when he took part in a mass parachute jump to commemorate the 50th anniversary of the Battle of Arnhem last year.

Despite that he was back at work just three months later, and it didn't diminish his enthusiasm for the Paras, either.

Craig is a recruit instructor with the TA, and among those he's training is his younger brother, Nigel, currently working at an LU estimator's office.

Booking

Craig has also met a third *LUL* face during his spare-time Para activities, Mark Osborne.

He's a booking office clerk at Shepherd's Bush. Mark is in a different Para company, based in Croydon.

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Travel Inns: great for a break

CAMERAS FOCUS ON RED ROUTE ROGUES

Scheme aims to clamp down on illegal parking

CAMERAS will be fitted on one of London Northern's No. 43 buses this summer, to film motorists who park illegally in the pilot Red Route which leads from Holloway to the City.

The scheme, which is being run on an experimental basis to test various types of

By Richard Baker

cameras, will lead to a wider trial during the autumn and winter when several buses using the route will carry the equipment.

However, Richard Smith, LT Buses' market development director, said that prosecutions of motorists filmed illegally parked on the Red Route are still "some way off". He explained: "It's only an experimental scheme and so it's unlikely that drivers captured on film will get more than a warning letter."

Richard said LT Buses had been approached by the Traffic Director for London Traffic to carry the cameras, and agreed to co-operate. "While we don't want motorists to regard buses as

some kind of 'Big Brother' spying on them, we are keen to find a way of policing the Red Routes and bus lanes," he said. "Whether it is by static cameras on the roadside or cameras on the buses themselves, it's really about how effective they are. If people know some buses carry the cameras it might encourage them to park more responsibly."

Loaded

Police and councils will rent space for the on-board cameras, which will be fixed near the driver. A cassette will be loaded into the camera at the start of each journey and sent to the police for processing.

Projects aim to aid good causes

A PROGRAMME of community relations campaigns is planned by LTA to help charities and good causes. It kicked off in January with posters against child abuse on more than 500 London buses.

Robert Thurner, LTA's sales and marketing co-ordinator, said the campaign had raised public awareness of the problem.

"This was true in London and also in New York, where the campaign was run simultaneously by our American parent company, TDI."

Project

LTA's next project will probably be the Cadbury's Strollerthon in June.

"We'll be running ads with just a posting charge for the organisers, while LTA staff will be entering the Strollerthon en masse," he said.

"They've been doing this sort of thing in the States for around five years, and are proud to introduce it to Britain. Backing these causes is a way to give something back to the community."

Dog day for Routemasters



All in a good cause: standing, Graham Lunn, left, and Brian Lewer from Routemaster 40, front, Barry Ryan and Gillian Glasscock of the Guide Dogs for the Blind Association with Quill and Dean Sullivan

THE Guide Dogs for the Blind Association and The British Red Cross are both more than £2,000 better off, thanks to Routemaster 40, the celebration held last year to mark the ruby anniversary of the famous London bus.

Each charity received £2,225, with smaller donations going to a number of other worthy causes, from the £9,000 raised at the event, when over 100 Routemasters went on display in Covent Garden Piazza.

Dean Sullivan, chairman of Routemaster 40 and duty station manager at Snaresbrook on the Central Line, handed over cheques to representatives from the two main charities at the London Docklands Development Corporation's visitors centre.

● Routemaster enthusiasts will have another opportunity to indulge their obsession this summer, when Dean organises a London to Brighton run for these famous old workhorses.

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General's
£1.1m
bus order
is a first

LT Chairman Peter Ford can look forward to riding on some brand-new buses this summer, when London General takes delivery of 16 Dennis Darts to operate on its Route 200 and 201 services.

The LT boss is a regular passenger on the 200, which runs between Raynes Park and Mitcham, while the 201 will run between Mitcham and Tulse Hill, starting in June.

London General's £1.1 million order is one of the first for new vehicles by any of the privatised LT companies, and the 40-seat, single-deck minibuses will start operating on the two routes in June. They will replace a dozen seven-year-old double decker Metrobuses, which London General will probably use as training buses.

Any memories of the day of peace?

THE whole country will be commemorating the 50th anniversary of VE Day this year, and *LT News* is no exception.

We're planning our own celebration of that glorious day, May 8, 1945, when peace finally returned to Europe after nearly six years of the bloodiest war in history, but 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, alternatively, you may have been in

the forces or working for London Transport.

Wherever you were doing, 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 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 you think might be of interest, contact Richard Baker, editor, *LT News*, at Citigate Publishing, 52 St John Street, London EC1M 4DT.



May 1945: LT staff march past as part of the of the public utility contingent of Civil Defence in Hyde Park

SPORTS news

GOALS GALORE AS CIRCLE SINK

ANY resemblance to defence was purely coincidental in this Provident Mutual Cup preliminary round soccer tie at Osterley, with the marginally less generous Northern Line beating Circle & Hammersmith 9-6.

Mind you, they needed extra time to do it, and after two hours of all-out attack, 15 goals and more near-misses than you could shake a crossbar at, even the most rabid action freak would have gone home satisfied.

Yet it was Circle & Hammersmith who must have thought they were destined for glory, after staging a remarkable comeback which saw them recover from 4-2 down at half-time to lead 5-4 in the second half.

They could – and should – have butoned things up when Karim Magoose found himself facing an open goal, but he fired wide. That proved to be a decisive error as, with just a few minutes of

normal time remaining, Steve Gibbs cracked in a last-gasp equaliser to force the match into an extra half hour.

Fitness

In the end, it was decided on fitness, with Circle & Hammersmith running out of steam during extra time. It was a costly energy gap which saw them make an early exit from this year's competition, and earned their rivals

Circle & Hammersmith 6
Northern 9 (aet)
(5-5 at 90 mins)

what promises to be a more testing encounter with the Central Line at Osterley in the quarter-finals on March 26 (kick-off 11am).

The most difficult thing about this game was keeping count of the scorers. However, when the dust settled, most of the damage for Northern seemed to have been done by Steve Gibbs, who claimed a hat-trick, while Gary Carter picked up a couple. Errol Allen, Matt Gagliardi and Derek Harding got one apiece.

Northern's other goal was put through his own net by a Circle & Hammersmith defender.

Magoose got a hat-trick for Circle & Hammersmith, while Jeff McDow also grabbed a brace. Their other goal came from Idem.

JLE'S cup clincher but LULBF crash out

THERE were mixed fortunes for the LUL teams in the Canary Wharf Knockout Cup, with JLE victorious in the first round, but LUL Building and Finance (LULBF) crashing to a shock defeat.

LULBF, who ended the Canary Wharf Premier League tied in top spot with Texaco, went down 4-1 against clinical finishers CS First Boston, in a fiercely fought match which saw three players sent off.

JLE, on the other hand, came good in a nail-biting penalty shoot-out to beat Maersk.

It was the third match this season in which JLE were involved in a penalty finish – and the second against Maersk – but the first time that JLE have emerged winners. They now face Texaco in the next round to decide who goes through to the semi-finals.

Flare-ups

Donal Nolan, right back and part of the side's management team, said it was a bad-tempered game and there were several flare-ups between players.

"In that sense it was a typical cup tie – do or die and quite a few bookings," he said. "There were plenty of chances going at both ends. We didn't really capitalise on them, but we came through 4-3 on penalties after drawing 1-1 at full time."

"We were very pleased because in the league we had lost to Maersk on penalties. We now face Texaco, who have a very good track record and we are hoping to improve our game enough to beat them. We'll certainly be giving it our all."

LULBF goalie Mark Dignam said his side put on one of their best performances of the season, but their opponents had been merciless in punishing errors.

Just the ticket? Hardly!

HOW can you praise the Harrow Farecard as being "the world's most advanced bus ticket" and "more flexible" (*LT News* No. 439)?

For a start, it only applies to bus routes in and around Harrow, and having to state your intended destination is hardly flexible. In contrast, the well-tried bus passes and Travelcards offer real freedom and flexibility.

No paltry one hour's riding for £1 (big deal), and the ability to go truly where one likes in an area far more extensive than greater Harrow. When I made these points to the Smartcard office at Harrow bus station the staff seemed rather bemused. They believed that a £1.70 one-day bus pass expired progressively as journeys were completed. On that mistaken basis they thought that the Farecard was smarter!

D. Mulquin, Greenford

TIME TO DROP THIS BIZARRE SCHEME

I REFER to the article *Cars set to go Underground* in the January 26 edition of *LT News*.

I find the idea bizarre in the extreme. We should not be advertising any product on the Underground in a manner which wastes valuable space on our stations, let alone a rival product, and they are rivals when we consider our off-peak, non-central-area travel, which is car-dominated.

There are important considerations regarding congestion as well as use of space, etc, which the article glosses over.

Massive investment has gone into providing adequate space at Angel for passengers (remember them?).



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

A heated response to award article

I FEEL stung to protest over the inaccuracies in your article concerning the nomination of Stephen Parsk for the Association of Project Managers' top award which appeared in the last issue of *LT News*, No. 439.

Having been the administrative support for the Fire Protection Engineer department who were responsible for the installation of the fire protection and detection system, I can assure you that Mr Parsk was not even employed by London Underground at that time.

I was then seconded to the post of training, transport and administration assistant for the Section 12 Project in October 1991 and I was already working for them at the time of Mr Parsk's appointment.

Incomplete

Finally, if you care to check with the client engineer connected with full compliance of the updated fire precaution regulations, they will tell you that despite your report stating that this was achieved by December 1994, a further exemption (for a month) had to be sought from the L.F.C.D.S.A. and in fact they are still not complete at the time of writing.

M. V. Shelbourne, Engineering Directorate
● I have forwarded your letter to Mr Parsk for comment – Ed.

and this should not be negated by such proposals.

The example of BR is not justification that LUL should follow the same, misguided route.

Railtrack, which actually runs the

stations, has taken to filling up more and more of its recently-cleared station concourses with market stalls and promotional stands to the point where they are as cluttered and non user-friendly as they were before clearance took place.

This is clearly a response to unrealistic commercial pressures through low investment, and they are even more vulnerable to car competition than LUL.

We should not fall into the same trap and take up valuable space on our stations with such desperate, secondary activities.

As an aside, how would the vehicle(s) be delivered to the platform?

I. Docwra, South Norwood

Travel habits of commuters

RE Postbag in *LT News*, February 23, 1995, I think your correspondent, A. Steele, is worrying unnecessarily. In the first place, the booklet, *Tube Hopper*, is not the first of its kind. A previous one on the same subject, *Getting off in London*, was published in 1988, selling at £1.20, and I can remember buying a third version in the late 1940s.

Secondly, the regular commuter is a creature of habit, and very soon finds out for themselves which is the best car on the train to use to be near the exit. However, if this

should result in the commuter not being able to find a seat, they would probably move to a less crowded part of the train.

Lastly, although the Underground has to use the structure that it has inherited, I am sure that those involved in planning new or reconstructed stations bear in mind the need to stagger the exit positions between one station and another as far as possible.

D. F. Croome, co-author of *Rails through the Clay*

Banking on the real facts...

I WISH to comment about two items in *LT News* No. 439.

On page four, it was nice to see an article about Bank/Monument. However, it gave an incorrect impression about building works currently in operation.

The first paragraph mentions the low-level interchange passage between the Central and Northern lines. This is not a

new subway nor has it been closed as the article suggests.

The interchange passage has been refurbished mainly during engineering hours with short, off-peak closures to lessen inconvenience to our customers.

The pedestrian subway at Bank, I assume, is the one containing the shopping arcade just below street level. This

also is not a new construction as the article reads but is once again part of the overall station complex refurbishment programme.

I now come to the 'Fastfacts' item on page nine of the same issue. Earl's Court cannot lay claim to being the only station on the system with both escalators and lifts. Here are some facts about

Bank/Monument: we have 15 escalators (three presently under reconstruction), four cable-operated lifts (three operated in automatic mode), two hydraulic lifts and two travelators (stepless escalators). Perhaps someone else can challenge our claim to have more passenger moving machinery than elsewhere.

A. S. Heed, station supervisor, Bank/Monument

● Glad to put the record straight – Ed.

Top marks for accuracy

THANK you for the quality of your report in *LT News* of February 23 on our paper about the future of the Tube (*Think tank's Tube shake-up*). It was by far the most accurate and informative report we saw – all the rest of the media seemed determined to write their own, absurdly distorted story. You took the trouble to find out what we had actually said and to obtain an authoritative response.

S. Glaister, London School of Economics

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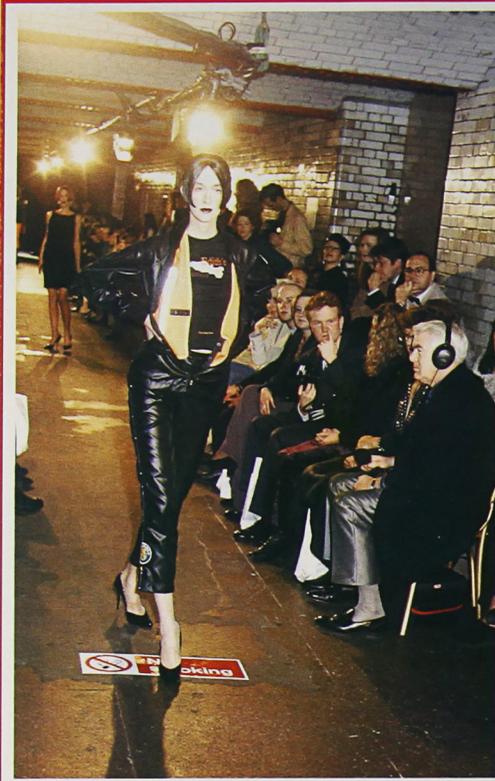
Places are now available in the squad for this year's rugby match against Paris Metro, to be held in Paris, the weekend of 9th-11th June.

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)





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Catwalk queens at South Ken

UNDERGROUND work wear took its place on the catwalk at one of the capital's most unusual venues on the opening day of London Fashion Week.

Designer Helen Storey chose to parade her autumn/winter collection along the pedestrian tunnel at South Kensington station, where, for one evening, the draughty corridor became a salon, with gilt chairs lining the Victorian tiled passage.

To cement the relationship between fashion

and the Tube, she included several hi-vi garments, including a dayglo orange ensemble bearing an Underground roundel, in her collection. Helen says she chose the tunnel to show off her work for "sentimental" reasons, as she has been walking through it since she was three years old.

The private hire of the tunnel was arranged in conjunction with LUL's Commercial Opportunities Department. "It was just one more way for us to raise secondary income for the Underground," said Mike Horne, LUL's commercial development manager.

◀ High fashion at South Kensington station

NO THREAT TO PENSIONERS FROM BANK COLLAPSE

EMPLOYEES and retired personnel can rest assured that their pensions are safe, despite the collapse of Barings. Also, any threat that London Transport would have to make good cash deposits of the LRT Pension Fund, which was partially handled by Baring Asset Management, has been lifted.

The purchase of Barings by the Dutch bank ING has ensured that a cash deposit with Baring Brothers Bank, representing about one per cent of the pension fund, has been released. As soon as news of the collapse of Barings Bank broke, there was an emergency meeting of the LRT Pension Fund Trustee Company, at which a director of Baring Asset Management was present.

The Trustee Board met immediately following the announcement to ensure that there were no large losses as the investments were "ring-fenced". Cash deposits with the bank were relatively small compared with the size of the fund and steps were taken to reassure members that their pensions were not at immediate risk.

Tony Sheppeck, Chairman of the

LT's speedy action sets employees' minds at rest

By Barry Duke

LRT Pension Fund Trustee Company, then wrote immediately to all staff, pensioners and deferred pensioners on February 28, pointing out that Baring Asset Management was one of three investment managers.

The LRT Pension Fund is safeguarded by London Transport and any losses which occurred would have been made good by LT.

LT's Director of Pensions, Colin Coles, stressed there was never any threat to the pension of staff or those who have retired.

He also stressed that, in

responding so quickly after reports in the press about the threat to pension funds, the trustee company had set pensioners' and members' minds at rest.

LT has about 40,000 pensioners and 15,000 deferred pensioners, and Tony Sheppeck has since received many letters of appreciation for the speedy manner in which assurances were given.

Colin Coles said the LRT Pension Fund Trustee Board was working with all three investment managers to review the total cash deposits of the fund to decide how they should be placed in the future.

Brunel tunnel repairs bring on the buses

REPAIRS to London's first tunnel under the Thames, built in 1843 by Marc Brunel, are the key part of an engineering programme which will close the East London Line for seven months from this Saturday.

Midi and double-decker buses will provide alternative services for passengers, who'll still be able to buy tickets at East London Line stations.

The bus links will also provide connections to other stations including Aldgate, Surrey Quays and Tower Hill. Full explanations were offered to regular East London Line customers at a series of evening presentations, when business manager Ron Delaney, line engineering manager Brian Raven and project manager

Andrew Spiers were on hand to explain the temporary arrangements.

Ben Harding, general manager of the Jubilee and East London lines explains: "The East London Line had to be closed for the construction of the new station at Canada Water, which will form an interchange with the Jubilee Line.

Upgrade

"We decided to do the tunnel upgrading, signalling and track work at the same time, avoiding the need for further shutdowns later."

Of Brunel's tunnel, he says: "It has served us well, but it needs extensive upgrading if it is to continue in its important role."

Louise's picture brightens up East London Line

LITTLE Louise Gladden saw her picture unveiled on the back of a bus at Surrey Quays Shopping Centre, after she won London Underground's East London Line painting competition.

Louise, eight, of Windsor Park Estate, Beckton, was accompanied by her classmates and teacher from St Patrick's Roman Catholic School in Wapping.

Her winning picture of an Underground train will be carried on the backs of the orange midi buses - ELT and ELS - which, along with the ELX double decker, will replace the trains during the East London Line's seven-month close-down for major engineering work.



Louise Gladden, left, with some of her schoolfriends, teacher Vanessa Lawson, Surrey Quays GSM Mike Bull, left, and project manager Andrew Spiers

Snow joke for the Tube

A SUDDEN blizzard which covered many parts of London in a blanket of snow overnight badly affected rush-hour Tube services in the capital the next morning, with several lines reporting cancelled and delayed trains.

Worst affected were the Northern, Central, Metropolitan and Bakerloo lines.

Froze

Jim Winters, LUL's emergency response manager, said de-icer was put on all Tube lines. "The problems started when the snow turned to rain, washing the de-icer off the tracks, and then it froze," he told *LT News*.

"By then we didn't have time to put the de-icer back on the exposed stretches of track. What made things worse was that we had no less than three of our de-icing trains stall on frozen tracks - I've never heard of that before in 35 years of working on the railway."