



Signing up: from left Denis Tunnicliffe (LUL Managing Director), LT Chairman Peter Ford, Jim Cronin (MD of GEC Alsthom) and Bryan Ronan (MD of GEC Metcam)

Mawhinney welcomes Northern Line deal

THE SECRETARY of State for Transport, Dr Brian Mawhinney, has welcomed the signing of the £400 million deal between London Underground and GEC Alsthom for the supply of new Northern Line trains.

Dr Mawhinney called the project "very good news for everyone who travels on the Northern Line".

Under the terms of the deal GEC Alsthom will supply the Northern Line with a fleet of around 100 new trains and will be responsible for their maintenance. They will also provide

and maintain associated equipment such as closed circuit TV for platforms.

Commenting on the deal, Dr Mawhinney said: "Transport is again leading the way in showing how the Private Finance Initiative can deliver better investment projects and can deliver more of them."

"Private finance will aid the passenger by speeding the replacement of the existing, worn-out trains, while giving the manufacturer a direct interest in ensuring that the new trains perform reliably throughout the 20-year contract."

Clerk is jailed for ticket fraud

AN UNDERGROUND ticket clerk who swindled hundreds of pounds from Maida Vale station has been jailed for four months at the Old Bailey.

Carmel Curran pocketed customers' cash after using stolen bank cards to put fake ticket payments through an LU computer.

She bowed her head and wept as Judge Israel Feinstein told her: "You abused your position of trust. It is my duty to send you to an immediately operative sentence of imprisonment."

The court heard how Curran made £335 in almost two months through the con, which may have involved other staff members.

But her scheme was foiled when LU managers noticed that ticket sales did not tally with credit card receipts. Then they discovered that Curran had been putting transactions through the computer using her personal identity work number.

Total

Curran, who has since been dismissed by LU, pleaded not guilty to six charges of theft between January 1 and February 19 last year.

Before she was led away to start her sentence, Judge Feinstein said: "The total sum in this case was far from trivial, but it was not a large sum."

"No one in a position you occupied should be allowed to think for a moment that in the event of their dishonesty coming to light, their conduct will not have an effect on their liberty," he added.

Tube is to step up passenger safety

FOUR further safety initiatives are being considered by London Underground in a bid to reduce the chances of major injuries or fatalities when passengers get on or off Tube trains.

As LT News went to press, an update of an independent study by London Underground and the Health and Safety Executive's Railway Inspectorate was to be presented to the London Regional Passengers Committee's Service Quality Sub-committee by Hugh Sumner, LUL's Director of Passenger Services.

The study concentrated on a number of potential hazards to customers, such as being caught in doors or accidentally falling under a train.

Of the initiatives looked at, four have been selected that could be pursued to give added safety benefits to customers:

- Closed circuit television monitors in cabs to give train operators a picture of the platforms when entering and leaving stations. Such monitors already exist on the new Central Line trains and are planned as part of the Northern Line

modernisation and the Jubilee Line extension.

Technical trials will be carried out to assess the viability of fitting them to existing trains on other lines.

- Equipment on platforms for staff to operate at critical times to alert drivers to stop trains in an emergency. Buttons would activate red signals to halt an approaching or departing train. Design options are to be developed.

Trials

- Alarms in trains for passenger use, to automatically stop the train immediately if part or all of it is at a platform. Trials will take place on Piccadilly Line trains.

- Installation of some form of barrier across the gap between two carriages to help prevent customers from falling or slipping on the track from the platforms or visually impaired customers mistaking the area as a door opening. Design options to be considered.

INSIDE



Cover of LUL's special journey planner

A FOUR-PAGE PULL-OUT OF YOUR WARTIME MEMORIES TO MARK VE DAY



Super-crane clocks on

THIS 300-tonne crane put even the tower of Big Ben in the shade, as it lifted heavy equipment into a 12-metre deep excavation on the Jubilee Line Extension at Westminster station.

The crane, from the country's largest crane hire firm, Grayson White and Sparrow, was fitted with 80 tonnes of

ballast for the job and special suspension. Although the actual lift took only an hour, preparation and subsequent dismantling of equipment meant that the work took almost a whole day to complete. Apart from the heavyweight pick-up, the crane also lifted two huge, steel beams from the station's roof.

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Piping finish for train project

THERE was a distinctly Scottish atmosphere at The International Hotel in London's Docklands, when a celebration was held to mark the end of the £77 million refurbishment of 80 Bakerloo and Victoria Line trains.

A pipe band was there to help say an appropriate thank you to Babcock Rail of Rosyth, who carried out work during the four-year programme, as well as the LUL depot and operational staff who contributed to its success.

Extend

Several Babcock employees, along with staff from the company's Tickford Rail subsidiary in Coventry which did the design work, joined LUL project team members for

the party. Project manager Denis Cooke said that the refurbishment of the 1967 and 1972 TS rolling stock would extend its service life by between 15 and 20 years.

"The feedback we've had from the Bakerloo and Victoria Lines has been highly favourable," he told LT News.

"The customers' perception from market research is of brand-new trains."

LT sets up its own insurance company

LT has gone into the insurance business by setting up its own "off-shore" company in Guernsey.

London Transport Insurance (Guernsey) Ltd started trading on April 1 as a "captive" company, which means it supplies insurance cover solely to LT. It has already taken on LT's general liability business, providing £100 million-worth of cover. For the time being, other risks, including fidelity guarantee, property damage, professional indemnity and cover for directors and officers, will remain in the commercial insurance market. However, these could be covered by the new company in the future.

Clive Pracy, LT's Head of Risk Management and a director of the new company, estimated that placing general liability cover with its own captive would save LT around £1 million a year.

"If we had been able to set such a company up after the King's Cross fire we'd have saved around £10 million by now. That's because our conventional insurers gave us insufficient credit for LUL's safety investment after the fire, despite the fact that we've paid over £40 million in premiums and haven't made a single claim since

By Richard Baker

King's Cross. In recent years we have done everything to persuade insurers how safe our system was, but could do nothing to change their attitude." However, Clive is now looking forward to a substantial "no claims bonus" from LT Insurance (Guernsey) in the next three years or so, probably in the form of reduced premiums. "The money we save will be invested in the Tube system," he said.

LT is the first public sector company outside the nuclear industry which has been allowed to set up its own captive, and Clive sees this as a vote of confidence in LT's overall management by the Government, which "clearly trusts us to act in the best interests of our customers and stakeholders".



HOLIDAY HULLABULLOO

THERE was a real "hullabulloo" at the LT Museum, when children on half-term holiday from school were invited to come along and join in the fun by making West Indian musical instruments.

It was one of three events for youngsters during the week, all built round the museum's current *Sun a-*

shine, Rain a-fall exhibition telling the story of LT's recruitment drive in the West Indies during the 1950s and 60s, which runs until October.

Our picture shows Eberechi Anosike decorating a tube prior to joining in the band put together during a workshop by the Hullabulloo Music Makers.

News in brief

Safety head

PAUL GODIER has been appointed LT's Head of Safety Development.

He will lead a corporate safety and environmental team of about 30 and will be responsible for providing safety support to all parts of LT services. His new role will oversee the integration of two sections — LT Safety Audit Department and the safety function of the former London Underground Safety and Quality Directorate.

Blind courage

VOLUNTEERS are wanted for a sponsored abseil down the side of LUL's Ashfield House office block on June 3 and 4, to raise money for the Royal National Institute for the Blind's Sunshine House School in Northwood.

Everyone taking part must be able to raise at least £100 for the school. For further details, contact David Tancred on Auto 33948.

Busathon Britain

A TEAM of drivers from Stagecoach East London will be aiming to circumnavigate the British coastline, when they set out on a 'Busathon' from Romford garage on July 22.

Along the way they are hoping to raise £100,000 in aid of the Foundation for Children with Leukaemia.

Anybody who would like to sponsor the trip should contact Ron Warren or Steve Martin on 01708 742592 or Paul Owens on 0181-553 3420.

Sporting schemes

REDUCED rates at sports centres and facilities in many London boroughs are available for LT staff who join one of the free corporate membership schemes. For further information, call Jacqui Legge on Auto 43535.

Topping day

LUL Managing Director Denis Tunncliffe will unveil a plaque on the highest suitable point of the Neasden Service Control Centre on April 28.

This will follow a traditional "topping out" ceremony to mark progress made on the £4.5 million building, which will control all train movements on the Jubilee Line when the JLE is completed in March 1998.

Weekend winner

BERNIE FAREY, secretary to public affairs manager David Bertram at Albany House, won a weekend away for two in our competition in the March issue of LT News, when she correctly answered that a room at a Travel Inn costs £34.50 night.



Mabey wins award

MABEY Construction Company Ltd, the building and civil engineering contractor responsible for the acclaimed refurbishment of Aldgate station, has received a British Standard Institute (BSI) quality award.

The work at Aldgate included a reconstruction of platforms, a re-glazed roof structure and new suspended ceilings.

A group of representatives from Mabey's joined staff at Aldgate to receive the prestigious Certificate of Registration. The company, who completed the major overhaul at Aldgate last autumn, are involved in a significant amount of railway related work including schemes for Railtrack, Docklands Light Railway and particularly London Underground.

LEFT: Award winners, from left, Peter O'Brien (Mabey site foreman), Steve Holmes (Mabey site agent), Andrew Costa (project architect), Brian Seller (Met Line Engineering), Steve Tatham (Met Line Engineering), Roger Hall (Rogers Partnership) and Danny Duggan (Mabey contract manager)

Night buses get a shake-up

Network standardised with day routes

A SIMPLIFIED night service for the capital is being proposed by LT Buses.

The company wants to standardise the night routes with daytime services because it feels that the existing network has led to confusion for less regular users and dissuaded many from using it.

Under LT Buses's proposals, most night buses would be based on day routes serving the same area and using the same number, prefixed by an 'N'. The changes would take place in stages. The new routes will have regular departures throughout the night, with no gaps of more than an hour.

At the same time, the overlap which currently exists between day and night buses would be removed to provide co-ordinated, 24-hour services wherever possible.

However, certain sections of some night routes would be discontinued because of insufficient passenger demand.

Increase

Vehicles previously used on these sections would then be concentrated on the busiest runs, increasing bus frequencies on well-used routes. LT Buses says that initial proposals to revise and simplify the night bus network include a number of improvements to routes in north, central and east London.

Comments and suggestions from night bus users in these areas have been invited by LT Buses, and changes to the services should come into effect over the next few months.



Norman Cohen

NORMAN COHEN has been appointed Director of Marketing for London Transport.

His responsibilities will include fares policy, external communications and design, as well as trading units such as the London Transport Museum and PASS. He takes over as Director of Marketing — a new post within LT — from his previous role as Operating Services Director with London Transport Buses, a position he held from April 1994.

Norman was appointed London Transport Buses's operations manager in 1982, and joined the board as Operations Director four years later, before taking on additional responsibility for marketing in 1991.



Barry Oliver (fleet trainer) and Sue Walker with Denis Tunncliffe at the new centre

Training centre opens for Central Line staff

A NEW training centre for Central Line staff has been opened at Baker Street station.

The personnel development centre, the first set up by an Underground line for its staff, is aimed at enhancing employees' computer skills and will also be used as a workshop for seminars and discussions.

It was opened by LUL Managing Director Denis Tunncliffe and will also hold training material for the induction of new employees.

"The main object of the centre is to help people to help themselves," said Sue Walker, Central Line's training co-ordinator. "It's not only for obvious training purposes but also for general information which will be of use to our staff in their everyday lives."

Safety first at Highbury & Islington

IMPROVED safety and security measures are the main benefits of a £1 million refurbishment project currently being carried out at Highbury & Islington station on the Victoria Line.

The work, which is due to be completed by the autumn, includes the installation of closed circuit television and mirrors in passageways and on escalators.

Other improvements are better lighting and tiling in passageways and the introduction of pay phones and automatic gates in the ticket hall.

Leaside gets the first wrapped bus

THE first vinyl "wrapped" bus, which was recently launched by Transport Display Incorporated (TDI) and the London Symphony Orchestra (LSO), has been breaking new ground in the world of advertising.

Covered in a solid image of LSO musicians over the vehicle body and windows, the Leaside-owned bus allows passengers to see out through tiny perforations in the window graphics while maintaining a tinted look from the outside.

The bus is currently

being used for driver training but could be available for public use in the autumn.

Meanwhile, Londoners will be able to see the bus on training routes throughout the summer as it travels from East London, through the City and on to the West End, then on to Teddington via Shepherds Bush.

Jeremy Male, TDI's Managing Director, said that the company was looking forward to "wrapping" a small number of buses while retaining the majority in traditional red livery.

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Exhibition celebrates LT design heritage

THE FIRST exhibition celebrating LT's design heritage opens at the London Transport Museum in Covent Garden on May 25.

Designed for London, which runs until June 1996, will explore the development of LT's use of design throughout the last century, and aims to give an insight into how design has played a role in establishing its vehicles, publicity, architectural and corporate identity.

"Most people don't look at things from a design point of view," said Rod Wilson, the museum's marketing assistant. "Everything is designed so that it can be attractive to customers and

that is the point we will be trying to make."

Key icons of design history include the development of the LT logo, Frank Pick's introduction of poster advertising, Harry Beck's unique Underground map, the Routemaster bus and the 1938 Tube stock.

Book

The exhibition will be accompanied by a book, also entitled *Designed for London*, which chronicles 150 years of LT design. It is written by LT's Design Director Jeremy Rewse-Davies and Oliver Green and will be on sale from the museum and bookshops, price £19.95.

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OPENING TIME AT VICTORIA



Retiring: Peter Scammell, left, and Ken Newman

VCS long-servers say farewell

WITH combined service of 62 years at Victoria Coach Station behind them – and 83 in the transport industry – Ken Newman and Peter Scammell can finally put their feet up in well-deserved retirement.

Peter first came to VCS as a chart clerk in 1954. He went on to become a charge hand, post-booking clerk, chart room supervisor and terminal manager, before taking over as coach station manager in 1978.

He's looking forward to a life of "active leisure" – he's planning to play a lot of golf, master the piano, travel widely and learn to swim – and that's just for starters.

Ken, the coach station controller, began his career in 1952 after National Service, when he joined Midland Red as a bus conductor. He progressed to inspector, traffic superintendent, assistant divisional manager and assistant traffic manager, before moving to VCS in 1974.

Latest step in the coach station's transformation

By Richard Baker

THE new £333,000 arrivals area at Victoria Coach Station (VCS) has been officially opened by Sir Alan Bailey, Deputy Chairman of LT Buses.

The area offers more seating, a bureau de change and a refreshment bar, as well as travel and hotel information.

The arrivals area is a sealed environment with fresh forced-air ventilation, and passengers are separated from coaches by glass screens and automatic doors.

Covered walkways will connect arrivals with a nearby taxi rank and the departures area, while computerised information giving the time of incoming coaches is to be introduced soon.

This is the latest step in a massive facelift for VCS, which underwent a £4 million refurbishment three years ago.

Work on the new area began in October and was completed on schedule last month. While it was going on, coaches arriving at VCS had to drop off passengers in the departures area.

At the opening ceremony, Sir Alan said: "This excellent facility is the first impression visitors gain of London. Victoria Coach Station, which has already had £4 million invested, has now taken a further step in raising passengers' expectations of coach travel."

Sir Alan Bailey, right, officially opens the new arrivals area at VCS, below



The Met gets up head of steam for blind people

STEAM trains will be back again on the Metropolitan Line in an excursion event during the last two weekends of May.

Two special steam-hauled trains will travel from Watford to Amersham during the first weekend, May 20-21, and between Harrow on the Hill and Amersham the following Bank Holiday weekend, May 27-30.

Part of the money raised by the excursions will go to The Royal National Institute for the Blind's Sunshine School.

The weekends will also mark 70 years of the Metropolitan Line between Rickmansworth and Watford. Rickmansworth station will have live music and sales stalls featuring railway exhibits.

Linking

Both trains will be running with special commemorative headboards which will be raffled afterwards.

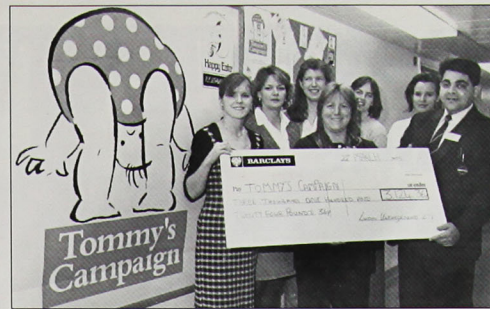
The steam event coincides with a canal festival in Rickmansworth town featuring a range of activities and displays.

To boost both events – sponsored by the Metropolitan Line – will run continuously, linking the station with local events.

● A special complimentary train for local schools and pupils from the Sunshine School will run from Harrow to Amersham on May 19.

Heads ad chopped

A POSTER advertising Madame Tussauds which featured severed heads has been withdrawn from LU stations after complaints from parents.



Jimmy Stanley hands over the cheque to staff in the baby unit at St Thomas' Hospital

Bakerloo nets £3,000 for Tommy's Campaign

A CHEQUE for more than £3,000 was presented by staff on the Bakerloo Line to Tommy's Campaign – a charity for unborn children.

The donation, handed to staff at the baby unit of St Thomas' Hospital, was the second presentation in a long-running fund-raising scheme by Bakerloo Line staff.

The total amount now raised for Tommy's is almost £11,000.

"We are very pleased about it," said

Edgware Road station supervisor Jimmy Stanley, who spearheaded the money raising and has been involved with Tommy's since joining the Bakerloo Line seven years ago.

Donations

"I never thought that we would raise so much. The staff were excellent and all pitched in."

Over half the money raised came from donations dropped into converted cigarette bins placed at the entrance of 13 Bakerloo stations from Elephant & Castle to Kilburn.

Jimmy said: "We painted the bins blue with white spots so they resembled babies' nappies and cut them at the top so that people could drop 10p coins into them."

Hunt

"But everyone was very generous and gave much more."

"In fact, we received a large number of notes and we ended up getting £1,800 from the bins alone."

Subsequent cash was also raised through various events which included a sponsored treasure hunt and a comedy night at the Hackney Hippodrome.

New trains for Jubilee

THE FIRST trains in the new, £250 million fleet for the extended Jubilee Line are being assembled by GEC Alsthom, and will be in use on the existing line from next year.

The new trains will replace the 1983 stock as they become available, and the entire fleet of 59 will be brought into full operation when the extension is completed in 1998.

Tube cars have been redesigned and they hold several additional features and improvements, including wide externally-hung doors and colour contrasting grab handles.

Chairman's workshop walkabout



● LT CHAIRMAN Peter Ford met some of the people who keep the Underground in working order when he was given a guided tour of the Railway Engineering Workshops (REW) at Acton.

● After presentations by the REW's eight business cell managers, he was shown around by workshop manager Hardy Giesler and commercial manager Michael Douse.

● It was the LT chairman's first visit to the workshops, which was awarded the prestigious BS 5750 quality award last year, and he spent several hours meeting and talking to staff on the shop floor.

ABOVE: Alan Graham, left, meets Peter Ford during the LT Chairman's visit to REW. Also pictured are, from left, Hardy Giesler, Chris Darvall and Colin Samuel

Contracts signed for new bus routes

SIX new contracts have been awarded for bus services in north-west and south-west London in the latest bout of route tendering.

Two routes will have new operators while the remaining four are not changing hands.

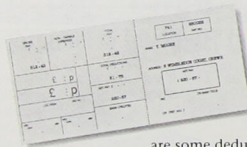
Route 411 passes from Westlink to London United while route 226 is being taken over by CentreWest from Metroline.

Retained

The routes that will not be changing hands are the No. 131 which has been retained by Westlink, route 290, kept by London United, and routes 223 and 224, both staying with CentreWest.

The new contracts will start from this autumn.

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Evasion down as the £10 payments start to bite

A YEAR after the introduction of £10 penalty payments for people caught travelling on the Underground without tickets, these on-the-spot fines seem to be winning the battle against fare dodgers.

Evidence of this is contained in a recent analysis of fraud on the Tube network, which showed that the number of people found without tickets in November was only about half those detected during the same month a year earlier. "Things have definitely got better over the last year," said Daniel Howarth, business manager with LUL's Revenue Support section.

He said that the introduction of £10 on-the-spot payments had dissuaded "chancers" from travelling without tickets on the network.

"These are not what you'd call serious criminals. Usually they are just people who think they might try their luck and get away without paying. Now they don't think it's worth the risk."

Further evidence of this is provided by the number of penalty fares inspectors have had to issue — an average of 4,000 a week against an expected 18,000.

Routine

"We've just obtained county court judgment against the first batch of people we took to court who refused to pay the £10 penalty fares and then failed to respond to our letters. There are more in the pipeline, and the system is settling down into a routine part of our business operation."

Certainly its profitability isn't in doubt. The penalty fares scheme has raised £7.5 million since it was introduced on April 3 last year — £6.2 million through customers buying tickets before they travel and £1.2 million in actual penalty fares issued.

'Chancers don't think it is worth the risk'



Ian, left, and Paddy check tickets on the busy District Line

A FARE DAY'S WORK

Busola Odulate meets the people in the front line against fraud on the Underground and finds there's much more to the job than just checking tickets

What life is like for the Tube revenue men

REVENUE control inspectors have never had an easy task, and the introduction of penalty fares increased the possibility of them being abused by passengers.

Frank Foxton and Dennis Vilka are two of the men whose job it is to make sure Tube passengers are travelling with valid tickets.

Frank, who has worked on the Underground for nine years, became a ticket inspector five years ago and has partnered Dennis on the Central Line since the penalty fares began in April last year.

Although he readily admits that inspectors have encountered more difficulties in the past 12 months, he maintains that the scheme was something he was looking forward to.

"Something had to be done about ticket eva-

sion," he said. "Penalty fares have been a resounding success. More people are buying tickets and the number of excess fares taken has gone down considerably."

His partner, Dennis, who has spent 23 years with LU, agrees and stresses the importance of being careful when approaching passengers.

Calmer

He says: "The majority of people are fine but you can't take it for granted. You can never tell how a person is going to respond."

"The calmest looking person can erupt as soon as you ask for £10. Luckily, neither of us have been physically assaulted."

Paddy O'Donnell and his partner Ian Wyborn, are two of 46 revenue inspectors on the District Line, one of the busiest lines on the network.

Paddy, 54, emphasises that ticket inspectors and the public generally have a good relationship.

"Fare-paying passengers are usually delighted to see us and many comment that they don't like the idea of buying weekly or monthly travelcards without having inspectors check them," says Paddy.

However, both men fully recognise the need to use personal skills to diffuse potentially dangerous situations.

"I recently approached a guy for his ticket and he threatened me with a knife," says Ian.

"I managed to calm him down and eventually got his name and address, before giving him a penalty fare."

"If I had taken a more aggressive approach things could have turned very ugly."

Much of the inspectors' time is spent on a lighter note, particularly when they recall the over-imaginative stories given by passengers caught without tickets.

Check

"We must have heard every excuse under the sun," laughs Frank.

"One person claimed that their ticket went missing when it was put through a ticket gate."

"We opened up the gate to check and not surprisingly found nothing. But the person maintained that something in the machine 'ate' her ticket."

"We also often have the problem of adults travelling on children's tickets but insist that they are under 16. Believe me, there are some extraordinary looking kids out there!"

The most important thing, all four men say, is for passengers to realise that inspectors are on their side. "Some people have a negative image of us but it is something we are all trying hard to change," says Frank.

Now bus fare dodgers will pay the penalty

PASSENGERS found travelling on a London bus without a valid ticket after Sunday, April 30, are liable to a £5 penalty in a new clamp-down on fare dodgers.

However, these penalties do not preclude the possibility of a non-paying passenger also being taken to court for fare evasion and fined up to £1,000.

The penalty fares will be payable to LT Buses revenue protection inspectors following a similar scheme introduced on the Underground system last year. Passengers found travelling with-

out a valid ticket or pass will be given a special penalty fare ticket by the inspector which will allow them to complete their journey on that bus.

If the penalty fare is paid in cash at the time the ticket is issued, the inspector will hand the money received to the conductor or driver/operator of the bus in exchange for an excess ticket.

This should be issued by using the open keys on the ticket machine.

However, for some passengers without the right ticket, inspectors will continue to charge ordinary excess fares or request bus crews to issue a ticket "without payment" as they do now.

If passengers don't have £5 with them to pay on the spot, revenue inspectors will ask them for proof of identity.

They will then have 21 days to send a £5 cheque or postal order to the address shown on the penalty fare ticket.

Treated

Failure to do so could lead to legal proceedings being taken against them.

However, there will be an appeals system for people who feel they have been unfairly treated.

Paul London, LT Buses' revenue manager, said it is estimated that fare dodging on the buses costs around £23 million every year.

"The majority of this is due to 'overriding', with people riding on buses further than their tickets entitle them to travel," he explained.

"The object of this scheme is not to collect vast numbers of penalty fares."

"Rather, it's to encourage people to buy a valid ticket for their journey."

"After all, if everyone paid the right fare, the extra money would help to improve bus services."

Journey

As a result of the new penalties, LT Buses expects bus crews to be asked more questions about the correct fare for a particular journey and whether a pass is valid for the proposed trip.

The company advised them to prepare for this by:

- Carrying up-to-date fare tables for the routes on which they work;

- Making sure they know where the fare stages and pass zone boundaries are, both on the fare tables and "on the ground";

- Checking they understand any special fare arrangements which might apply on their routes, such as acceptance of "out county" old age pensioner permits.



ABOVE: Dennis does a spell of duty watching as passengers come out through the gates

BELOW: Frank, a ticket inspector for five years, welcomes the new penalty fares



Machines to issue extension tickets

IN a bid to help customers avoid penalty fares, machines on the Underground will now sell one-zone extension tickets.

Nick Agnew, LUL's general manager (Revenue Support), said: "The penalty fares scheme has fulfilled the confident predictions we made last year in cutting out ticketless travel and generating more money for us to invest in the network."

"Penalty fare revenue has helped fund

much needed work on the system, one of the key promises when we announced its introduction."

However, Nick made it clear that LUL won't be resting on its laurels despite the success of the last 12 months.

Investing

"The campaign against fare dodging will continue," he said, "with penalty fares play-

ing a major part. We are investing money in ticket gates for more stations and in ticket selling facilities so that honest customers can easily buy the right ticket."

"The customer's experience of penalty fares has on the whole been a good one," he went on. "Many customers have been keen to tell us their opinions of the scheme, most of which have been positive, and all have helped us monitor its effectiveness."

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Max 15 weeks	£420	£840	£1,260	£1,680	£2,100	£2,520	£2,940	£3,360	£3,780	£4,200	£7,875
HOSPITAL DAY CASE Per admission	£4	£8	£12	£16	£20	£24	£28	£32	£36	£40	£75
Max 5 admissions	£20	£40	£60	£80	£100	£120	£140	£160	£180	£200	£375
DENTAL	£10	£20	£30	£40	£50	£60	£70	£80	£90	£100	£150
OPTICAL	£10	£20	£30	£40	£50	£60	£70	£80	£90	£100	£150
CHIROPODY	£10	£20	£30	£40	£50	£60	£70	£80	£90	£100	£150
SURGICAL APPLIANCES	£20	£40	£60	£80	£100	£120	£140	£160	£180	£200	£250
OPERATION FEES	£50	£100	£150	£200	£250	£300	£350	£400	£450	£500	£1,000
SPECIALIST CONSULTANCY FEES	£20	£40	£60	£80	£100	£120	£140	£160	£180	£200	£250
ECG, X-RAY & PATHOLOGY FEES	£20	£40	£60	£80	£100	£120	£140	£160	£180	£200	£250
AMBULANCE TRANSPORT	£10	£20	£30	£40	£50	£60	£70	£80	£90	£100	£150
PHYSIOTHERAPY*	£25	£50	£75	£100	£125	£150	£175	£200	£225	£250	£350
MATERNITY	£50	£100	£150	£200	£250	£300	£350	£400	£450	£500	£600
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Blaze the fashion trail

★LT NEWS readers can cut a dash in one of the London Transport Museum Shop's exclusive range of stylish, fully-lined blazers — and at a special discount price, too!

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which retail at £55 each. That means you can get one for the bargain price of just £44.

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and royal blue. They also bear a discreet Underground logo on the inside pocket.

★The offer is only valid on presentation of the voucher at the LT Museum Shop and cannot be used in conjunction with any other offer, including staff discount.

★The shop is open from 10 am to 6 pm Monday to Thursday, and from 11 am to 6 pm on Fridays.

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This voucher entitles the bearer to 20% off the cost of LT Museum's stylish blazer

The LT Museum Shop at Covent Garden is open from 10 am to 6 pm Monday to Thursday, and from 11 am to 6 pm on Fridays.

ANYBODY who is serious about making the most of this great capital city of ours can't afford to be without a pair of books guaranteed to show you the best of everything in and about London.

The London Transport Restaurant Guide, priced at £4.99, and the London Transport Capital Guide, costing £6.99, are mines of information about the places to eat, what to see and where to go. For example,

in his restaurant guide, Andy Hayler gives details of the city's 150 best value eateries, covering everything from pizza houses to the finest in Burmese cuisine.

For those with expensive tastes there is a section on truffles and foie gras, while wine shops are listed for lovers of the grape.

Foodies

Hayler covers the quality of cooking and ingredients used, lunch and dinner prices — including set menus — surroundings and decor, opening hours, in fact, just about everything the average foodie needs to know.

Food is also featured in the capital guide, along with sections on where to live and how to get the help you need, be it late-night transport, an all-night chemist or same-day gift service.

The sportier types might like to study the guide's "Body and Soul" section,

which lists gyms and health centres, swimming pools, along with alternative therapists and religious centres.

To order copies of either guide, send cheques or postal orders, payable to Littlehampton Book Services, to LT News Capital Guides Offer, PO Box 53, Littlehampton, West Sussex BN17 7HE, quoting LT Guides Offer (LTNG 001). Access and Visa credit card orders can be made on 01903 732596 between 9 am and 5 pm from Monday to Friday, quoting code No LTNG 001.

Richard Baker

How to make the most of the capital

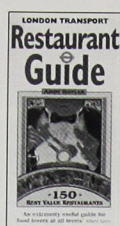
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THINK you know London? Then put that knowledge to the test and you could win the two guides in our easy-to-enter competition.

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1. Where can you find Eros?
2. What was the Roman name for London?
3. Where is Chinatown?



Long-servers leave

SEVERAL long-serving staff members said goodbye to London Buses last month after taking voluntary severance.

Group traffic manager David Sayburn, passenger information executive Lawrie Bowles,

planning assistants Alan Gillham and Alan Cornwell and Jenny Sanders, secretary to the Operating Services Director, all said farewell to the company after many years of service. A ceremony was arranged where well-wishers paid tribute to the leavers for their contribution to LBL over the years. A specially prepared cake was presented by Debbie Green, who was Mr Sayburn's secretary.



Rupert is a real TOPP CAT

RUPERT STRUDWICK is LT's pioneer CAT on TOPP! TOPP (Training Outside Public Practice) is a fairly new scheme under which companies other than firms of accountants can employ chartered accountancy trainees (CATs) while they go through three years of exams prior to qualifying.

Rupert, 24, graduated from Cambridge University with a maths degree, joined LT as the company's first CAT in July last year, and started the first stage of the exam, the Conversion Course.

Notes

In February he learned that he was successful, so he will now go on to his Intermediate, then Final year exams.

At London Transport Rupert has been gaining experience of accounting matters in a variety of departments including the LT Museum.

LONDON'S privatised bus companies have warmly welcomed an independent report which backs the safety of Routemaster buses fitted with Cummins engines.

This follows allegations late last year which centred on engine vibration problems and suggestions that drivers' defect reports were being disregarded.

As a result, LT Buses commissioned an independent investigation

Bus companies welcome FTA report on Routemaster engines

by the Freight Transport Association (FTA) to establish whether there was any truth in these charges.

The FTA concluded that the overall condition of the vehicles inspected was "satisfactory as they did not pose any immediate danger to the driver, passengers or members of the public, nor did they exhibit any form of vibration."

The report went on: "Defects reported by the drivers were found, on the whole, to be properly actioned, either by being rectified or by a responsible engineering decision being made, after examination of the vehicle, that no remedial work was necessary."

Six of the capital's bus companies run Cummins-powered Routemasters — London United, CentreWest,

Metroline, Leaside, East London and London Central — and those approached by LT News were delighted with the outcome of the investigation.

John Whitworth, CentreWest's engineering director, said his company had already solved engine vibration problems before the original allegations were made.

Safety

"There was some driver concern about the vibrations a while ago, but we got it sorted out by modifying the engine mountings and fuel pumps," he explained.

"Also, we brought in a new brake cylinder which eliminated any chance of leaks and safety fears about the braking system."

Barry Arnold, operations director with East London, was equally pleased with the report's conclusions.

"There were never any worries about the safety of these buses to my knowledge," he said.

"Anyway, we'd already revised the engine mountings to reduce the vibrations."

Piemen eat opposition

AN LU team left "blue chip" executives reeling when they scooped second place in a quiz competition for the capital's leading companies.

The team of six from the Passenger Service Directorate (PSD), played under the adopted name of Who Ate All the Pies, and chalked up an astounding performance in the Capital Quiz Challenge against 30 other companies.

Bankers

Rivals included teams of bankers, financial consultants, stockbrokers and solicitors.

Who Ate All the Pies was one of two LUL teams in the quiz — hosted by TV presenter Paul Ross — which was held in aid of the Imperial Cancer Research Fund.

The other LUL line-up, "Nuts & Bolts", from Engineering and Central Business, came a commendable seventh after trailing in the early stages.

Leaside on quality street



Steven Norris, centre, with members of the Leaside operating and engineering team

LEASIDE has become the first of London's major bus operators to receive a prestigious standards certificate for both its engineering and operations departments.

The renowned ISO9002 award, which was presented by Transport Minister Steven Norris, recognises Leaside Buses' quality management system in the engineering departments at all its garages, as well as the operations department at Enfield.

"We are extremely pleased about the award," said customer services manager Keith Weightman.

"This is part of a continuing programme to gain ISO9002 certificates for the entire company."

This is the second quality award for Enfield garage's engineering department. Just two years ago, they were presented with a BS5750 certificate, an ISO9002 equivalent. Engineering supports manager Mike Trodden, who led the

'It's a very good morale booster for the staff'

latest initiative, said: "It is a great achievement and a very good morale booster for the staff."

"We have all worked very hard towards it."

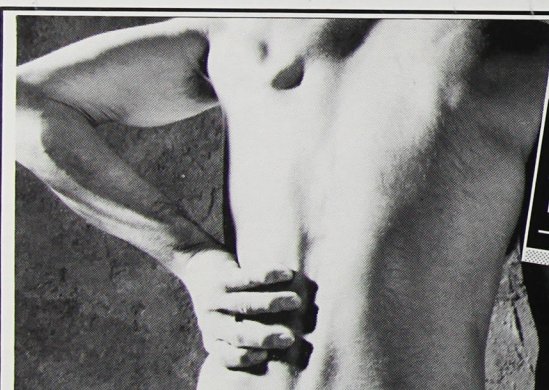
"There used to be the belief that the only people who had customers were the bus drivers and the conductors, but everyone now understands that each of us has a customer and good service is all about customer satisfaction."

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Automation pioneer

AS a retired member of LT, having served 30 years, man and boy, the company has always been the first love of my life.

I keep my mind refreshed with those events that took place over the years by writing articles relating to my experiences from box boy to traffic regulator, and one of the dozen or so who pioneered the automation of

the Northern and Victoria lines.

Having resigned from the company of my own accord for serious domestic reasons, I don't benefit from any travel privileges enjoyed by my ex-work mates - now all retired in their own right - and, living so far away from any personal contacts, I find it impossible to make visits.

Writing to many of them, I find these personal contacts important as many of them are unable to get around anymore.

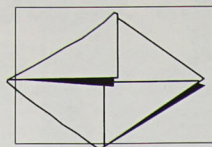
Visit

While the LT Pension liaison scheme is very commendable, I find that a visit from a retired bus employee, while giving one the opportunity for a friendly chat, has no compatibility with my late work. Busmen talk buses and railwaymen talk trains.

This is the problem. Here I am, still feeling young and active but feeling frustrated at not being able to channel it all to some good.

D. R. Glass,
Brighton, Sussex.

● If anyone can help Mr Glass, call us on 0171-490 8079 and we will pass on the information - Ed.



POSTBAG

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

LACK OF CONTROL

AS A retired line controller who worked at Earl's Court for many years, I found the centre page article about the station most interesting (LT News No 439).

But whatever happened to that glass, round building on the top of the Warwick Road entrance? In my day it was the control office and regulating room for the District and Piccadilly lines, with more than 40 people working round the clock.

Does it no longer exist? If it is still there, surely it could have warranted a mention. Perhaps you should have asked GSM Richard Gray what happened to it as he worked there as an assistant before he wore his own suit to work.

Arthur Rockhill,
Orpington, Kent

THE ARTICLE about Earl's Court station was very interesting, but sadly no mention was made of the important role played by the senior signalmen and line controllers (LT News No 439).

Was this an oversight or the usual case of forgetting their existence?

D. Woodhead,
ret'd senior signalman,
Earl's Court

● I can confirm that the control room is still there, along with the line controllers and signalmen. However, the Earl's Court article concentrated purely on the working cycle of the station. We'll be looking at other areas in their own right later in the year - Ed.

Which country belongs to the Third World?

WHILST I was in Goa in India, I was taken seriously ill. I ended up in a private clinic on an IV drip where I coincidentally saw that the top consultant drove a Lada. I was there for two days and one night and the treatment cost less than the cab fares to get us there.

My wife had to sleep on a couch in the corner of the ward to keep the cockroaches and me company and she also had to go out and buy all her own food.

Safe

She had to walk along streets lined with excrement but she knew that she would be safe since there is a fairly low crime rate in Goa. The nurses were very calm and had lots of time to sit and talk. I found this very important and, while being treated for my illness I had an army of people, from the hotel roomboy and manager to the top consultant of the Indian clinic, rushing

around to save me.

Once I arrived home, I was rushed to King's Cross Hospital for Tropical Diseases. Although I was well looked after, nobody could come to visit after dark as the crime rate in King's Cross is very high. The first time I left my room, my wife's credit cards, purse and £50 were stolen.

Cabs

The nurses at this hospital were very busy but still had time to chat to me but not as long as I would have liked after suffering as I did. However, my wife and family who do not drive had to get cabs every night so that I knew they would be safe. So even though the treatment was free, over my two-week stay a fortune was spent on travelling to see me.

Where is the Third World, is it here or India?

M. J. London
Catford Bus Garage

SPORTSnews

Dynamic District send a warning

ANY doubts that the District Line are very much favourites to win the Provident Mutual soccer cup were quickly dispelled in their semi-final match at Osterley, when they demolished hapless Central 6-0.

Central had no answer to District's superior organisation, and found themselves 3-0 down inside the first 20 minutes.

That's enough to knock the fight out of most teams and it's to Central's credit that they didn't just run up the white flag before half-time.

Piccadilly ensure final place

PICCADILLY earned themselves the dubious pleasure of meeting District in the final of the Provident Mutual

Instead, they managed to keep their super-slick opponents at bay for 40 minutes, until District added to their tally midway through the second period.

Two more came in the last 10 minutes, as District rounded off a performance which will surely have the Piccadilly Line - their opponents in the final at Harrow Borough FC on April 27 - shaking in their boots.

John Williams did most of the damage for the District with a hat-trick, while Paul Nielson scored two and John Woods got the other.

Cup, with an untidy 2-0 win over the Jubilee Line.

A rock-hard surface and swirling wind did nothing to enhance either side's fragile skills, although Piccadilly mastered the difficult conditions better than their opponents.

Consequently, it came as no real surprise when Peter Colley gave them a 1-0 lead during the first half.

O'Hare grabbed a second after the turn-round.



Bob Haney will be blowing his whistle at Wembley Stadium on June 10

Bob to make his Wembley debut

BOB HANEY will walk out onto the lush, green turf of Wembley Stadium for the first time on June 10, when he referees the final stages of a schoolboys' soccer tournament.

Bob, duty station manager at Ladbroke Grove, will be in charge of the semi-finals and final of the adidas Predator Under-11 six-a-side competition - a curtain-raiser for the England v Germany under-15 schoolboy international which kicks

off afterwards.

As a Class 1 referee, Bob is regularly in charge of Diadora League games but this is the first time he's been asked to blow his whistle at Wembley.

"I only wish I'd started earlier," he told LT News. "I was relatively old when I went into refereeing. I'm 43 now and you have to retire at 45. I'm sure I could have made the Football League list if I'd been refereeing longer."

GROUND'S FOR CHANGE

THE London Transport sports ground at Wembley Park, which was threatened with closure, will now stay open but LT's site in Kingsbury may be redeveloped for housing.

A planning application submitted by LT Property to Brent Council wants permission for Kingsbury to be used for residential purposes and not, as was originally intended, for a new leisure facility.

Chris Lipscomb, LT's employee assistance manager, said the rethink about the two sports grounds follows lengthy negotiations with Brent Council.

"It's really a result of a change of tack by the council," he explained. "Originally they wouldn't countenance any building at Kingsbury and wanted to

retain it as open space but were more inclined to consider development at Wembley Park.

"However, opposition by local residents to any development at Wembley Park forced the council to think again, which meant they are more sympathetic to the partial development of Kings-

Wembley wins reprieve, but Kingsbury is set for redevelopment

bury." The planning application is likely to be considered by Brent Council next month.

If it's successful, LT proposes to use part of the proceeds from the sale to refurbish Wembley Park, which will then be offered to Hawkesbrook Leisure for lease, with discounted membership for LT staff.

Chris said LT hopes progress will be rapid enough to allow football to resume at Wembley in the autumn and cricket next year.

It's also expected that bowls matches will be held at the ground as early as next month. Meanwhile, discussions over the future of LT's sports ground at Acton are continuing with the District Line Athletic Association.

JLE's trophy triumph

THE Jubilee Line Extension soccer team did things the hard way, when they came from behind to beat Canary Wharf Management Ltd (CWML) 3-1 in the Scot Conroy Memorial Trophy final at Mile End Stadium.

They found themselves a goal down when Dave Deighton put CWML ahead after 20 minutes.

JLE fought back, however, and Mark Edwards snatched the equaliser 10 minutes later.

JLE made the breakthrough after the turn-round when Paul Jenkins found the net with a tremendous half-volley for the goal of the game. JLE put the final beyond further doubt when Dave Edwards scored their third with just over 10 minutes remaining.



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)



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Farecard takes off

FARECARD, an electronic, rechargeable ticket, has been introduced on the 140 bus route which connects Heathrow Airport with Hayes, Yeading and Harrow.

The trial scheme was launched jointly by LT Buses and Heathrow Airport Ltd and coincides with a major drive by both organisations to promote public transport among the airport's staff and passengers.

Using the same principle as a phonecard, Farecard can electronically store a cash value from which a fare is deducted automatically to cover the cost of a fare.

Discount

In addition to the obvious advantage of not having to handle cash, passengers also receive a discount on fares when recharging their card or by using buses frequently.

All 17 London United buses on the 140 route have special machines to read Farecards, which are available from the London Transport travel information cen-

tres at Heathrow Central Bus Station and in each of the airport's four terminals.

First responses to the scheme from bus drivers have been favourable, according to John Lamphier, traffic manager at London United's Hounslow Bus Garage, where the 140s are based.

"They've found that Farecard certainly speeds their job up," he said. "Obviously, training was important, and we took great trouble to make sure our staff knew precisely how the system works."

"Also, since the equipment can read bus passes, it could recoup some of the revenue losses we've had through fiddling."

Mike Roberts, Heathrow's managing director, said: "We are proud that Heathrow is playing its part in this trial into what could be one of the biggest advances in bus ticketing for years. We are working closely with London Transport to encourage our staff and passengers to leave their cars at home whenever possible."



Mike Roberts, Managing Director of Heathrow Airports Ltd and Norman Cohen, then Operating Services Director, LT Buses, get the Farecard scheme under way

Students have their designs on Wembley

THREE architectural students from Leicester's De Montfort University have won London Underground's competition to design a new Wembley Park station.

The competition, which attracted nearly 100 entries, invited ideas for modernising the station which is celebrating its centenary this year. The station is used by around 11 million passengers annually, including the million or so who travel to nearby Wembley Stadium.

The three winning students, Ellen Staniland, Alex Lammie and Francis Reynolds, all live in

Leicester and share the £1,500 first prize.

Their futuristic design, strikingly illustrated, created a generous public space beneath a wide canopy, ideal for both local passengers and stadium crowds.

Novel

Robert Burton of Bethnal Green, east London, who studies at the Bartlett School of Architecture, University College, London, used a novel, mental mapping process adopting the idiom of the Underground map and won the second prize of £1,000.

ON THE UP

By Busola Odulate

THE level of service on London's Underground and buses is at a 25-year high, LT's Annual Business Plan has revealed.

It also shows an estimated surplus for next year of £70 million more revenue than operating costs.

The anticipated increase in revenue follows the reorganisation in staffing levels announced by Chairman Peter Ford late last year. This is aimed at reducing overhead costs

Service on buses and Tubes best for a quarter of a century

to help the company generate more income and make it less dependant on Government grants.

"Most of London Underground's capital spending in 1995/96 will be aimed at restoring and safeguarding the basic structures that constitute the network," said Mr Ford. "Planned projects include such areas as earthworks, tunnels, track, pumps and drainage systems."

A catalogue of further improvements is in store for the next 12 months. These include:

- More frequent services on all Underground lines during off-peak hours, particularly on the Central, Northern and

Bakerloo lines.

- More refurbishment work on the Metropolitan and Piccadilly lines.

- New Northern Line trains to start running from early next year.
- Several stations being fitted with new lifts and escalators.

- Three new bus stations to be completed - at Crossharbour, Kingston and Leytonstone and seven others to be renovated, including Crystal Palace and Walthamstow.

- A major overhaul of bus stops, to include improved information and lighting.

- The Mobility Bus network expanding to include the Hammersmith and Kensington areas.

Mike puts London buses on the map

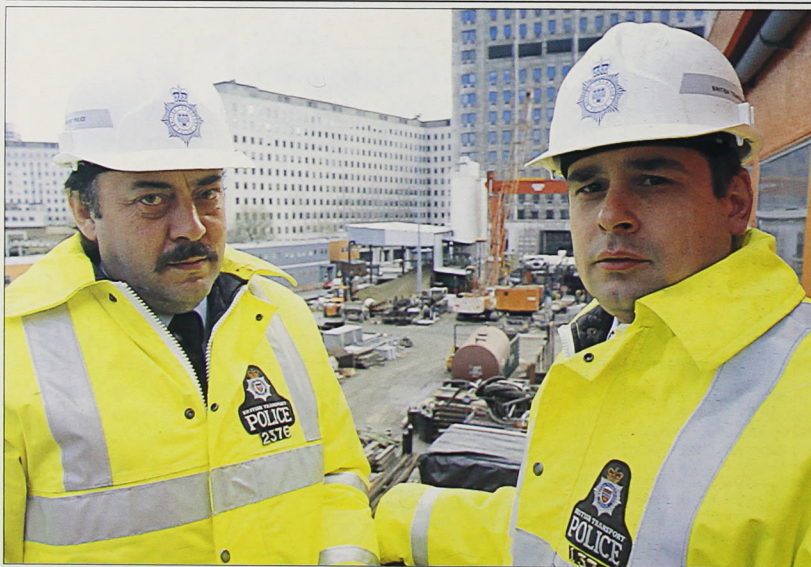
MIKE HARRIS has put his computer skills to good use by creating a new map of all the bus routes in Greater London in the style formerly used by LT during the late 1970s.

The full-colour map, which was correct to April 1, is now on sale at the LT Museum, the LT shop at St James's and various bus enthusiasts' outlets. It costs £1 a copy, with some of the proceeds going to the Imperial Cancer Research Fund.

"It's primarily aimed at enthusiasts and the bus industry," said Mike, an advertising executive with LT at 55 Broadway. "It covers daytime contract routes and special services such as night and school buses."



Mike Harris: Mapping things out for London's buses



Neil Brent (left) and Peter Mardle: two of JLE's five new British Transport Police officers

Police force for Jubilee Line extension

A TEAM of British Transport Police officers has been set up, solely to patrol the Jubilee Line extension project.

Five police officers currently make up the unit but the number could increase.

As well as being responsible for crime prevention and investigation, the officers - Neil Brent, Peter Mardle,

Richard Lee, Simon Jones and Mike Evans - will provide a 24-hour guard on all areas in and around the project and will talk to project staff about security measures.

"It is very challenging to work on such a unique project," said Neil, who started the unit with Peter in January.

Ground work for the unit, which includes meeting all JLE staff and getting to know all the project's sites and offices, is almost complete.

All the officers have been on the construction industry's safety course and will visit extension sites to give advice on safety.



THE WAR LT YEARS



SPECIAL PULL-OUT

VE DAY SUPPLEMENT



ARP exercise at Neasden depot in March 1939, just months before the outbreak of war



Civilians bed down for the night in an Underground station to escape from the dangers of the Blitz

THEIR FINEST HOUR

VE DAY on May 8 will rekindle a lot of memories about the Second World War for LT staff, past and present – memories of fear, sacrifice and shortages, but also of comradeship, courage and humour.

Everyone who lived through those desperate

Memories of wartime come flooding back for LT veterans

years of 1939 to 1945 has a wealth of stories to tell, whether they served in the

armed forces, struggled to keep public transport running or grew up to the

sound of falling bombs and air raid sirens.

In this special supplement to LT News, we record the memories of VE Day from just a few of the London Transport people who played their part in winning the greatest war in history.

Mercy mission to the horror camp

THE name Belsen conjures up images of the extreme inhumanity in one of the worst of the Nazi's concentration camps. Half a century ago on VE Day, 1945, Bill Love saw it in all its horror. He was a member of the Sixth Airborne Division who delivered medical supplies to Belsen's sick and starving survivors.

"We had to cover ourselves with DDT as a protection against infection before we drove the supplies in," said Bill, who has led the LT contingent at the annual Remembrance Day commemoration since 1987. "As for celebrating VE Day, all we did was fire a few shots in the air, had a couple of glasses of wine and that was it."

Bill and his mates contin-

ued their mercy mission for several weeks, before he was seconded to the American zone in occupied Germany as part of the Control Commission investigating war crimes.

He lied about his age to join the army in 1942, and served with the Royal Army Service Corps. Demobbed in 1947, Bill, 69, now lives in retirement with his wife at Watton in Norfolk. He joined LT in 1959 as a bus driver at Turnham Green garage and finished as senior skid control instructor at Chiswick Training School before his retirement in 1989.

● Bill will be at the opening ceremony of this year's VE Day commemorations on May 6, when a contingent from LT will be represented.



Bus passengers try their gas masks during a mock attack in 1941

A close encounter with the top Nazis

FEW people were closer to the centre of things at the end of the Second World War than Joyce Matthews, who saw Nazi leaders Admiral Doenitz and General Jodl arrive for surrender talks with Allied commanders.

Joyce was in the Women's Auxiliary Air Force and working with SHAEF (Supreme Headquarters Allied Expeditionary Force) at Reims in France during the last days of the war.

Eisenhower

Early in the morning of May 7, 1945, she saw a light on in the War Room and queried it as she knew General Eisenhower, the supreme Allied commander, didn't work at night.

"The next morning, I was standing outside my office on a narrow balcony when General Jodl and Admiral Doenitz (who took over as German head of state for a few weeks after Hitler's suicide) came along with an escort," said Joyce, whose husband, Bernard, an inspector attached to Norwood Green garage, died in 1978.

"This happened for several mornings while the surrender treaty was being finalised."

As for VE Day itself, Joyce doesn't recall any celebrations while she was at SHAEF.

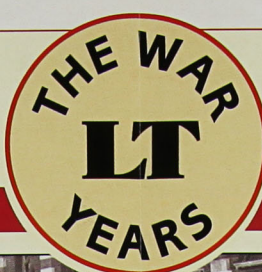
"Our work wasn't finished and I moved on to Frankfurt for a few months before returning home," she said.



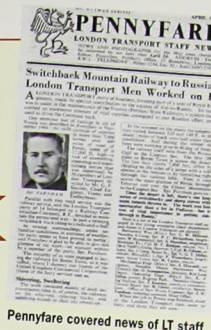
The Pennyfare staff newspaper

BATTLING THROUGH THE DARKEST DAYS

Sheltering the city from the Blitz... Aiding the munitions drive



The mass evacuations... Keeping the spirit of liberty alive



Pennyfare covered news of LT staff



This direct hit on Balham station in October 1941 killed 64 shelterers and four LT staff

LONDON TRANSPORT played a key role in helping the nation's capital prepare for war almost as soon as hostilities were declared on September 3, 1939.

Its first major task was to help the mass evacuation of London's children, hospital patients and expectant mothers to the safety of the country.

In the first four days of September, more than 600,000 people were carried by buses, trams, trolleybuses, Green Line coaches and Underground trains to mainline stations and further afield.

Control of London Transport was placed in the hands of the Government, and many of its offices were moved underground.

One of these underground rooms was later used for meetings of the War Cabinet during the Blitz. Operations rooms for London's Anti-Aircraft Command were established deep in a Tube station within a few feet of passing trains.

LT's New Works Programme of improvement and modernisation was halted. This included planned extensions to the Underground system and the tram to trolleybus conversion.

Restrictions

Blackout restrictions were applied in London as a defence against air raids. Buses had headlamp covers attached and internal lighting was shaded, vehicle windows were fitted with anti-splinter netting to minimise blast damage. These measures, and reduced street lighting, made the running of services difficult for LT and passengers alike.

As an economy measure, LT's oil and petrol supplies were cut by a quarter and bus services were heavily restricted or withdrawn altogether to save fuel and limit blackout working. Tube stations in central London and the tunnels under the Thames were fitted with floodgates and watertight doors to prevent flooding in the event of the river-bed, sewers or water mains being breached by bombing. LT

staff had been receiving regular air raid precaution training in rescue, fire fighting and first aid since before the war. LT formed its own Territorial Army unit in 1938, and in 1940 seven Home Guard battalions were set up which eventually had nearly 30,000 members.

As male staff were called up for service in the armed forces, LT began to recruit increasing numbers of women to replace

The full-blown 'Blitz' began on September 7 with a daylight raid on the Docks and East End

them. The women undertook every job previously reserved for men, including labouring and heavy engineering work, although, staggering as it seems today, they weren't allowed to become drivers.

When the long-expected air raids finally began in summer 1940, it soon became apparent that the trolleybus system was particular-

ly vulnerable to aerial attack. The first bombs to damage London Transport equipment brought down a section of the overhead wires at New Malden in Surrey on August 16.

But worse - much worse - was to follow, and the full-blown Blitz began on September 7 with a daylight raid on the Docks and the East End. London was bombed every night until November 2, and the attacks continued intermittently until May 1941.

In 57 raids, the Luftwaffe dropped around 13,500 tons of high explosive and incendiary bombs, killing more than 15,000 civilians. For every person killed, another 35 were made homeless. LT and the Government considered it essential to maintain transport services, as much for public morale as practical reasons.

Consequently LT soldiered on, despite severe damage and disruption, and nearly always managed to maintain a service of some kind. This was more difficult with the trams and Underground when tracks and tunnels were hit. Buses could always be diverted, and this was even possible with trolleybuses.

Wherever necessary, maintenance crews

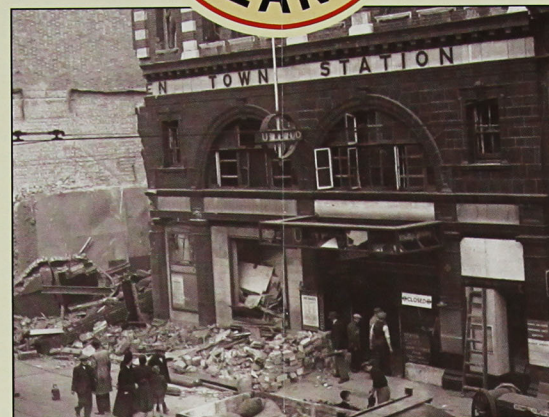
41st Battalion (L.P.T.B.) Home Guard O.C.A. (1945) B. BRANCH.

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Membership cards were issued to members of LT's Home Guard units



Air raid damage at Camden Town station, October 1940



Bus drivers were issued with helmets as protection during the Blitz

A total of 699 staff were killed on active service with HM Forces, another 426 died during air attacks on London and a further 3,000 were seriously injured



LT Home Guard inspection by Lord Ashfield, the first Chairman of LT, in July 1940

erected new traction poles and overhead wires quickly, often working as the Blitz raged around them. The average time taken to reinstate the trolleybus service after bomb damage was just four hours.

The night of May 10-11, 1941 saw the worst damage of the Blitz. The Underground was hit in 20 places and 10 sections were put out of use. Three bus garages were severely damaged and no buses could run through the City, and tram and trolleybus equipment also suffered. Nevertheless, within 10 days the majority of services were restored.

As soon as the heavy bombing started, thousands of Londoners took to the Tube system for shelter, notwithstanding official disapproval. But the powers-that-be gradually accepted the inevitable and things became organised with admission tickets, bunk beds, refreshments and, at some stations, libraries, music and live entertainment. However, even the tunnels were not entirely safe, and several people died in six separate bombing incidents when Tube stations were hit.

In fact London's worst wartime civilian

disaster occurred at Bethnal Green Underground station on March 3, 1943, when 111 people - the majority women and children - were crushed to death as people tried to get into the station when an air raid warning sounded.

Not only did LT transport and shelter civilians and military personnel, it also made an important contribution to the war effort through morale-raising projects. Two Spitfire

When the heavy bombing started, thousands of Londoners took to the Tube system for shelter

fighters went into service in 1942 paid for by money raised by LT workers. At Earl's Court station, a 'spare time work' munitions factory was staffed by 150 LT employees who worked there after completing their own daytime jobs. In fact LT workshops and facilities were turned over to the war effort, and in 1941 it set

up the London Aircraft Production Group with four manufacturing companies to build Halifax heavy bombers.

More than 700 aircraft were manufactured over a four-year period. In addition, an aircraft components factory for Plessey was built in five miles of newly-completed tunnels on the Central Line extension between Leytonstone and Gants Hill.

Meanwhile, LT's building department made parts for bridges, landing craft, pontoon floats and aircraft turntables. The engineering workshops at Charlton tram and trolleybus overhaul works were turned over to the manufacture of ammunition and gun parts, while the bus and coach department built nearly a thousand lorries, overhauled military vehicles and made parts for tanks.

Tanks and landing craft motors were overhauled at Acton railway works, and during the build up to D Day - June 6, 1944 - LT buses carried six infantry divisions to their ships on the Channel coast for the Allied invasion of Europe. Over the next few weeks, many were needed again to transfer returning army casualties from trains to hospitals. By this time, London was under attack from a sinister new weapon - the V1 flying bomb or 'doodlebug'. The heaviest V1 assaults were between June and August 1944, but from September 8 the Germans also began using the more powerful V2 rockets, and continued to hit London until the end of March 1945. By the time the war in Europe finally ended on May 8, 1945, six years of conflict had taken a considerable toll on London Transport.

Killed

A total of 699 staff had been killed on active service with HM Forces, with another 426 dying during air attacks on London, and a further 3,000 seriously injured. Enemy action also destroyed 241 road vehicles and 19 railway cars. There was no quick return to "normality" for LT after the fighting ended. Like the rest of the country, it endured several years of post-war austerity and some of the pre-war projects were never completed.

Many of the photographs in this supplement feature in the LT Museum exhibition, 'Battling On - London Transport at War 1939-45', from April 29 to the end of December.



ABOVE: West Ham trolleybus depot was severely damaged by a flying bomb in July 1944

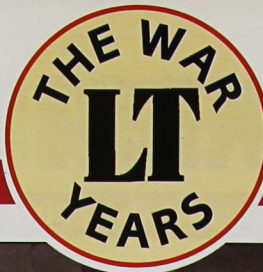
LEFT: Call-up of the 84th LT AA Regiment at Stonebridge depot in August 1939

RIGHT: School children board trams on their way to being evacuated on September 1, 1939



REMEMBERING

From service in the Home Guard...



THE CONFLICT

To the Far Eastern battlegrounds

Three months more of war

WHILE Germany surrendered on May 8, 1945, the war in the Far East was to rage for another three months.

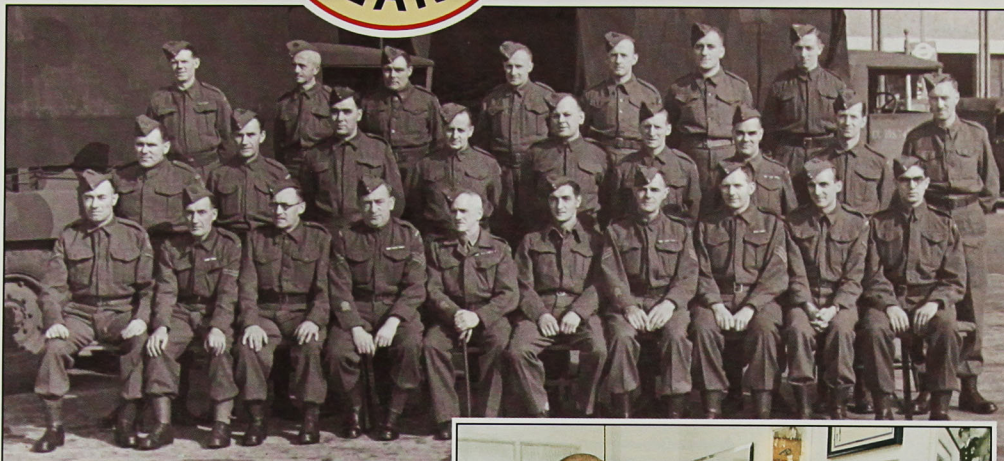
Jim Payne, who returned to civilian life as operating manager (railways) until he left LT in 1947, was a member of the "forgotten" 14th Army fighting in Burma.

"I remember May 8, 1945 clearly," he writes. "I had brought a party of Royal Engineers (Movement Control) to Toungoo in Burma and we trekked along a jungle trail trying to find a camp site in the dark. Out of the darkness came the voice of Churchill proclaiming the end of the war in Europe. It came from a tent occupied by a signals unit; they had tuned in to the BBC. It left me quite unexcited. We were more pleased to find the campsite."

Camped

Jim, who now lives in Wellington, New Zealand, spent that night trying to sleep despite a mysterious and offensive smell. The next morning he found where it was coming from. "We were camped close to an enemy air raid shelter which had received a direct hit and there were no survivors," he said.

Although Jim and his comrades were 'underwhelmed' by VE Day, they did their share of celebrating when Japan surrendered. "VJ Day was very different," he says.



Chiswick Works Home Guard... Ken Jones is extreme right in the front row

A DEADLY SERIOUS BUSINESS

KEN JONES' wartime service with the Home Guard detachment at Chiswick Works was a far cry from the fictional comic capers of Dad's Army.

Bombed and strafed by enemy aircraft while on duty, Ken was also in Hendon as a Civil Defence worker when a German bomb killed 97

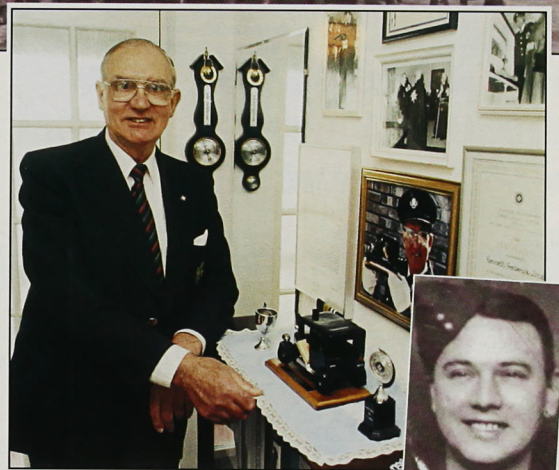
people. These days he's living in happy retirement on the South Coast, where he's the LT pensioner liaison representative for the Bognor Regis area. He's also active with a whole range of charities, and is a regular speaker at Women's Institutes about his 35 years in the St John Ambulance Brigade.

Ken was an apprentice fitter and

By Richard Baker

turner at Chiswick Works when the war broke out. The Home Guard was formed the following year, and at just over 16 years of age, he was the youngest member of the Chiswick Works unit.

Ken was required to guard the



ABOVE: Ken Jones today RIGHT: Another member of the Chiswick Works Home Guard, Jim Horner, who worked as a welder at the depot for more than 49 years. He now lives in Hertfordshire

works one night a week, and he was unlucky enough to be there when the Luftwaffe bombed it. Fortunately nobody was hurt and the works wasn't badly damaged.

He and the rest of his platoon were equally lucky when a German plane launched a strafing raid on the works.

"We were lined up to go for rifle

training at Bisleigh when an aircraft arrived out of nowhere and started machine gunning us," Ken recalled. "We dived for cover and nobody was hit, but one man injured his ankle as he tried to get out of the way."

Ken wasn't called up for the army until he finished his apprenticeship after the war.

As for VE Day, he spent it with friends in a pub - The Welsh Harp at West Hendon.

Ken comes from an LT family, with both his parents and two brothers having worked for the company. In fact his mother, who was a clippie during the First World War, met his bus driver father, Bill, at Crickeewood Garage.

Career

After the war, Ken served with the Royal Engineers, before rejoining London Transport at Chiswick in 1949. He spent time at several other LT works, finishing his career at Chiswick as executive assistant in the chassis specification office when he took early retirement at the age of 57 in 1980.

Looking back on the war years, he said: "I was only 16 when it started but it made me grow up fast."

VICTORY IN EUROPE MEANT A MORNING OF CHAOS FOR DORIS THE CLIPPIE

Busy day on the buses

THE end of the war in Europe sparked off street celebrations throughout London, which caused havoc with the capital's buses.

One of those who tried to keep things running on that memorable day was 24-year-old bus conductress Doris Ofield. She became a 'clippie' in 1944 after four years working in a munitions factory at Hayes in Middlesex.

On VE Day, she was rostered on the morning shift for route 60, which went from Old Ford to Crickeewood, via Aldwych, Strand, Charing Cross, Trafalgar Square, Haymarket, Piccadilly Circus, Oxford Circus and Edgware Road.

She signed on as normal at Clayhall Garage, but was sent home because many crews hadn't arrived for work. An hour later, when they knew what was happening, Doris and her driver, Bill Burrows, were told to do one journey only from Old Ford to Crickeewood instead of the usual two, plus a short route.

"By the time the bus arrived in the West End it was choc-a-bloc," she said. "Many of them were foreign soldiers, all of whom were congregating in Piccadilly Circus."

Doris had a clipboard of tickets which were punched to indicate the destination. However, due to

the number of people boarding her bus she couldn't issue them quickly enough, and in the end she just let them on anyway!

"Many of the American soldiers gave me bars of chocolate instead," she recalled.

Rocket

A couple of months before VE Day, she was on a number 8 bus travelling down Bethnal Green Road when a V2 rocket hit Hughes Mansions in Valence Road. She had an even narrower escape the year before on route 38 from Victoria to Chingford out of Leyton Garage. While the bus was at Victoria, a bomb landed close to Chelsea Hospital and she was temporarily deafened by the blast.



Ex-clippie Doris with her son, Alan

'By the time the bus arrived in the West End it was choc-a-bloc'