



Driver David Cormack observes the two-minute silence

Wreath is laid at the Cenotaph to honour those who gave their lives

LT staff march in memory of the fallen...

A CONTINGENT from London Transport – the only civilian organisation allowed to march with the armed forces on Remembrance Sunday – was at the Cenotaph to pay homage to the nation's fallen.

The right to march in the parade was given to staff of the old London General Omnibus Company in 1920 by King George V in recognition of the busmen who drove their vehicles to the front line in France during the First World War. LT's 60-strong party was led by Bill Love, who retired in 1989 after working for London Transport for 30 years.

Bill, who also led the LT parades for VE Day and VJ Day earlier this year, served with the Airborne Forces during the



Bill Love, right, leads the 60-strong LT contingent to the Cenotaph

By staff reporter

Second World War. LT's wreath was laid at the Cenotaph by David Edwards, who retired from London Buses in 1990 after 40 years' service. He was in the Royal Navy from 1943-47.

His father fought in the Boer War with the Scots Guards.

Many London buses observed a double two minutes silence this year, as drivers pulled over to the roadside during the traditional 11am commemoration on November 11, and again 24 hours

later on Remembrance Sunday.

LUL made a network-wide broadcast before 11am on Remembrance Sunday to remind passengers about the commemoration, and suspended routine PA announcements for the two minutes' silence.

Newslines

Clerk escapes jail sentence

A TUBE booking office clerk who stole almost £2,000 from his till at Knightsbridge station to help pay off crippling debts, narrowly escaped jail at Horseferry Road Magistrates' Court on Tuesday.

Peter Bradford, who got into mortgage arrears and owed £3,000 in credit card bills, was sentenced to 150 hours community service.

Bradford had been threatened with jail at an earlier hearing, when he was bailed for reports. But his solicitor, George Vanstone, said Bradford had repaid the cash and lost his job after 10 years. Magistrate Ian Baker told Bradford he could have gone to prison, but said the court was taking into account the fact he had pleaded guilty and repaid the money.

Operator faces sex charge

AN LUL train operator has been accused of sexually molesting a teenage male passenger in his cab and endangering life by allowing the man to drive the Tube.

Colin Smith was bailed until January 2 at Horseferry Road Magistrates' Court, after choosing jury trial. He is charged with indecently assaulting a 19-year-old computer technician – who cannot be named for legal reasons – on a District Line train at Victoria station on August 19, and with endangering the lives of passengers by letting the teenager drive the train between Whitechapel and Victoria.

TUBE'S FIVE-MONTH DISPUTE IS ENDED

LUL's five-month industrial dispute officially ended last week, when the final points involving this year's pay and conditions award and job security were agreed at a Central Negotiating Committee meeting.

As a result, the Rail, Maritime and

RMT agrees to settle for 3% rise and improved conditions

Transport Union (RMT) – the only union still in dispute – announced an end to all industrial action. The final deal saw no change to the pay and conditions package accepted by the

Associated Society of Locomotive and Firemen and the Transport Salaried Staffs Association (TSSA) in September. This involved a three per cent pay rise – already implemented – and improvements to maternity and paternity conditions.

Following union representations, initially from the TSSA, LUL will explore the potential for a contractual redundancy scheme to staff transferred out of the company to other employers. It has been agreed to protect staff outsourced on the Northern Line contract by a scheme which will give them additional payments to the statutory minimum should they be made redundant by their new employers.

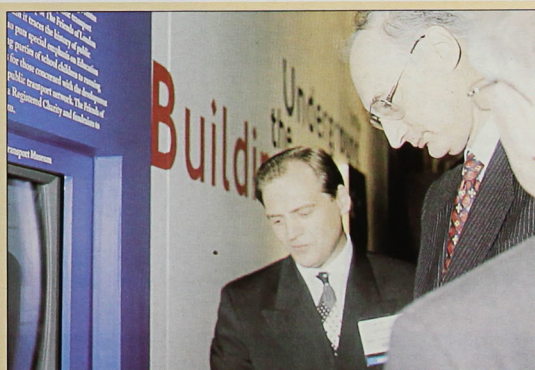
Other issues agreed with the RMT in a series of informal meetings over recent weeks include:

- Reiterating the guarantee that no full-time employees will be forced to become part-time against their will;
- Setting up a register for outsourced staff who might be displaced, allowing them to be considered for London Underground posts along with redeployed staff.

The RMT's agreement to settle brings to a close one of the longest disputes in the Underground's history. Over a 23-week period there have been three 24-hour strikes, 10 Central Negotiating Committee meetings and talks with the

Arbitration and Conciliation Advisory Service, as well as High Court injunctions and appeals.

Ann Burfitt, London Underground's Director of Human Resources, said: "We are naturally pleased that this protracted dispute has come to an end, for it has been our customers who have been forced to go through an entire summer with uncertainty hanging over them. After particularly tough negotiations, two unions eventually settled. It is a shame it has taken so long to conclude the two disputes running with the RMT. In such disputes there are no winners, and what we need to do now is ensure we do everything possible to prevent any recurrence."



Show's VIP visitor

TRANSPORT Minister Sir George Young called at London Underground's stand at the Railtex Exhibition at Wembley, and took a great interest in its theme of building the Tube network into the next century. The LUL display highlights some of the challenges facing the world's oldest Underground railway. The stand also features a version of the London Underground journey planner map as it might look in the year 2010.

Coming soon

A NEW corporate publication, 'Connections', will be launched in January to replace the existing LT News, U Magazine, Bulletin and the pensioners' newsletter, Keeping in Touch. It will aim to create a shared identity among London Transport companies, former businesses and pensioners, in keeping with the view expressed by LT Chairman Peter Ford earlier this year. The final issue of LT News will be published on December 14.

LT NEWS

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

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

Printed by Duncan Web Offset, Torvil,
Maidstone, Kent ME15 6XA.

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

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Circulation: Beverley Dervish.
Tel: 0171-918 3280 (auto 43280).

Advertising: John Irish,
D. A. Goodall Ltd, 17 Blossom Street,
London E1 6JH.
Tel: 0171-375 1155.

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Next issue: Thursday, December 14.



A young Emma in her clippie uniform

100 years young! It's a day to remember for Emma

Party of the century!

FORMER bus conductress Emma Dolen had the party of a lifetime when she celebrated her 100th birthday.

Emma, who was based at Cricklewood garage, worked on the number 16 bus during the First World War when she was just 20.

She became a centenarian on November 1 and on the following Saturday, friends and family gave her a birthday party to remember.

Jacky, her daughter-in-law, said that longevity seems to run in the family.

"Emma's mother lived until her eighties, which back then was a



Cutting the cake: Emma Dolen enjoys the fun at her centenary celebrations

long time, and her older sister died in her nineties," she said.

Jacky revealed a couple of her mother-in-law's health secrets: "She has never smoked and only

has the odd sip of wine on special occasions. She is still quite active and often bakes cakes.

"She's really quite surprised about all the fuss."

Patrol methods changed

CHANGES to London Underground's track patrol method were introduced on the Metropolitan Line this month, and on the open section of the Jubilee and Circle & Hammersmith lines.

Patrols, previously carried out daily or every 48 hours, have been replaced by twice-weekly checks and supplementary inspections targeted at critical areas.

A six-month study recommended that London Underground should change to twice-weekly patrols in line with most other railways in the world.

Ian Keys, track safety and development programme manager, said that daily checks throughout the network ties up 200 staff and costs £6 million a year.

"The study showed we could change without a real increase in risk. In future, maintenance teams will be able to put more effort into repairing defects rather than just reporting them. This will improve the quality of the track and the service we offer."

BRIXTON ASBESTOS FIND 'NOT A DANGER'

ASBESTOS found at Brixton station presents "no danger" to staff or passengers while it is left undisturbed, according to Victoria Line planning manager Peter Gobby.

The station faces a weekend shut down during the Christmas or New Year period to allow removal of the substance which was discovered above ceiling panels.

Poetry in motion

A NEW collection of 'Poems on the Underground' has been adorning 4,000 Tube cars this month, in a joint effort between LUL and the British Tourist Authority as part of the 1995 Festival of Arts and Culture. Two books, 'Poems on the Underground '95' (Cassell £1.99) and the fifth anthology of 'Poems on the Underground' (Cassell £6.99), are being published this autumn.

● LUL advertising and publicity manager Jeff Mills is on the judging panel in the Capital Woman poetry competition. It is being run by London Underground in conjunction with Carlton afternoon TV programme Capital Woman. The winning poem will be displayed on hundreds of sites throughout the Tube network.

Bus priority experiment is a big time and money saver

THE bus priority experiment at Shepherd's Bush Green which incorporates the country's first 'bus advance area' is saving 80,000 hours of passengers' time a year, according to the Transport Research Laboratory (TRL).

The TRL estimates that this, together with economies in vehicle operating costs, amounts to savings of between £300,000 and £400,000 a year.

Kevin Gardner, principal traffic engineer with LTB's Bus Priority and Traffic Unit,

said the Shepherd's Bush Green scheme is really a package of measures for the benefit of all traffic using the area.

"However, as buses get priority using the bus advance area they obviously benefit the most," he said. "The key to its success is that it allows buses to reach the front of the queue without reducing the amount of traffic that can pass through the junction."

Three other bus advance areas are in operation – two at Southall including one with traffic metering, and the other in Docklands.

A new look for staff



Putting on the style in LUL's new uniforms

NEW-LOOK uniforms are being issued to female LUL staff this month, following trials and market research. Women are to get a redesigned, double-breasted blazer and a choice of either straight pencil or box pleat skirts, slacks or culottes, with a straightforward, shirt-style blouse.

The men's uniform has also been revamped, with all grades up to duty manager now in blazers instead of the yoked blouson and body-

warmer. A new parka has been introduced for train crews, the warm lining of which can be worn as a jerkin, giving a more casual, but still uniform, appearance. For the first time, LUL staff had the choice of heavyweight or lightweight cloths for upper and lower garments, as well as any length of sleeve on shirts or blouses, and long-sleeved or sleeveless knitwear.

These developments are in response to the views of LUL's uniform staff.

News in brief

Stephen speaks

DR STEPHEN ATKINS, LT's policy studies manager, is among the speakers who will be addressing the Habitat II seminar at the University of London on January 26.

The seminar, on 'Transport in the Sustainable City', is the culmination of a cycle of UN conferences begun by the 1992 Earth Summit in Rio.

London congress

LONDON is to host the International Union of Public Transport Congress and Exhibition in 2001. The capital's bid for the biennial congress was co-ordinated by LT with the support of the Government, the City of Westminster and the London Tourist Board.

Terminal adviser

ARUP Transportation has been appointed to advise LT on issues relating to the public inquiry into a fifth terminal at Heathrow Airport. The inquiry should continue for most of next year. One of its main tasks will be to look at how rail access to the airport could be improved.

A tough test

THREE graduates studying for the MSc in Transport put themselves up for expert scrutiny at Canary Wharf, when they presented their thesis to LUL chief engineer Keith Beattie. The trio – Francis Broughton, Adrian Brown and Nicholas Fletcher – are all sponsored by LUL for their studies at Imperial College, London.

Poster pay-out

A 1933-VINTAGE London Underground advertisement, 'For the Zoo', was sold for £621 during an auction of posters at The Carisbrooke Hall in Seymour Street, London W2.

Old timer dies

FORMER bus driver Tom Robson has died at the age of 100. Tom, who started work on the buses in 1924, retired in 1960 after 36 years' service at Bromley garage. He served as an army transport driver on the Western Front during the First World War from 1915 to 1918.

Get the picture

THE London Transport Photographic Section meets every Tuesday evening at 7pm in the old training centre at South Harrow station.

The section offers advice, training and guidance in all aspects of photography. Anyone interested in joining – including retired LT staff – should call Jaswan Bhasin on 0171-385 5500 (Auto: 30161/30160).

Major marketing campaign ushers in new types of tickets

FARES PACKAGE WILL RAISE EXTRA £55M

THREE new types of tickets are being introduced by LT in an aggressive marketing campaign to attract more people onto public transport and out of their cars.

Special report by staff correspondent

A 'family ticket' is set to go on sale around Easter, following a successful two-month trial earlier this year. These will offer 20 per cent discounts on

adult one-day Travelcards and child one-day Travelcards at 50p when travelling as a family or group. A weekend ticket – a two-day Travelcard covering Saturday and Sunday at a 25 per cent discount – is also scheduled to be launched at the same time, while customers will get the opportunity to buy 'carnets', or batches, of 10 tickets from next March. Costing £10 each, they offer 10 Zone 1 Underground journeys at a 10 per cent discount.

The tickets are part of a fares revision which comes into effect on January 7. The package, including the new tickets, will produce an average rise of four and a half per cent for LT fares.

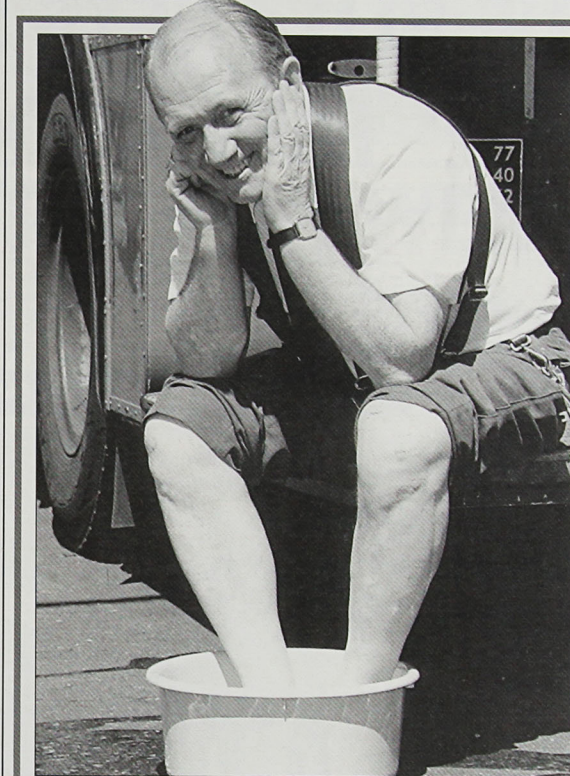
Norman Cohen, LT's Director of Marketing, said: "This exciting new range of discount tickets signals LT's determination to make public transport even more attractive. These tickets will attract new customers, espe-

cially tourists and leisure travellers, and will compete on price and convenience with the car for family groups."

The changes will yield about £55m in extra revenue. This will go towards LT's investment programme. Most ordinary fares will rise by 10p, but many suburban bus and Underground fares are unchanged.

The bus Zone 1 fare at 80p rises to 90p with the 'short hop' staying at 60p for Zone 1 and 50p for outer zones. The Underground Zone 1 fare goes up to £1.10 but, from March, can be off-set with one of the new carnets offering 10 journeys for £10. Most ordinary child fares are unchanged. The two main one-day Travelcards for Zones 1.2 and Zones 1.2.3.4 go up by 20p, and the all-zone, one-day Travelcard rises 10p to £3.90.

The two-zone and three-zone One Day Bus Passes are combined at a new fare of £1.80, just 10p higher than the old two-zone fare.



Alf Twiner: 'I love standing on the platform and talking to the passengers'

Conductor Alf is still walking tall...

VETERAN conductor Alf Twiner has helped a TV programme show that it is a healthy life on the buses. Alf, 60, who is based at London Central's Camberwell garage, took part in a BBC TV Watchdog special health report which looked at people who earn a living on their feet.

A TV crew boarded his No. 12 bus at Oxford Circus, filming and interviewing him at work between there and Westminster.

Despite the miles he has covered walking up and down stairs to collect fares, he has never had any problems with his feet.

Alf, who began his career on the buses back in 1966, said: "It must be good for you because I feel fit and well. I love standing on the platform and talking to the passengers. I get people telling me they travelled on my bus when they were still at school."

Work causes shutdown

A PROJECT to renovate Putney Bridge on the District Line and finally end a 10 mph speed restriction, will mean some disruption to the service until its completion in April 1997.

The line was closed between

Putney Bridge and Wimbledon in both directions on November 19 as work on the bridge went ahead, and further Sunday shutdowns are planned for December 3, 10 and January 7 and 14.

Train services will be replaced by

special buses calling at East Putney, Southfields, Wimbledon Park and Wimbledon, adding an extra 35 minutes to journey times. Passengers will be able to change to a fast bus service at Putney Bridge which runs direct to Wimbledon. A special bus is also replacing the last westbound train from Putney Bridge to Wimbledon between Monday and Friday, leaving at 1.05 am.

Putney Bridge was taken over by LUL in April 1994 as part of the preparation for the privatisation of BR, and the work will bring it up to LUL's operating standards.

It will include protection of the bridge piers below and above water level, strengthening work, renewal of the pedestrian footpath, repairs and repainting of brickwork and repainting in the District Line's green livery. The footpath will have to be closed for between three and six months.



Open: the link between Bank and Monument

Gap bridged at Monument

THE 'under bridge' between Bank and Monument stations has opened on schedule.

"It enables people to change more quickly between the District and the Northern, Central and Waterloo & City lines," said duty station manager Barry Franklin.

Shelter makes return journey

A RARE, four-ton London tram shelter has found its way back to the capital – almost 50 years after it moved from London to Redhill in Surrey.

The shelter was hoisted by a crane onto a lorry and given a police escort to east London, where it was placed in the LT Museum's reserve collection. It had to be replaced by a smaller, more modern structure as part of planning consent conditions to build St John's Park, a residential development in Redhill.



Lift-off to London for Redhill's rare tram shelter

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Locals back station option

A TUBE station could be built at Homerton, following public consultation to review the route for the proposed Express Metro Underground line. Representatives from the London Borough of Hackney, local residents' groups and Homerton Hospital NHS Trust all called for the station to be included in plans for the south-west to north-east route.

Proposals for the Chelsea-Hackney link cover a route which starts at Wimbledon.

There are then three different route options in west London to take the line onward to Victoria before continuing to Stratford and/or Epping.

The new station at Homerton could be included on all three variations. The route variations are:

- **The Battersea option** via Clapham Junction with a new station on the site of the old Battersea Power Station;

- **The Chelsea option**, via Clapham Junction, with new stations for Chelsea Harbour, the Sands End district of Fulham and the Kings Road;

- **The Fulham option**, via the existing District Line to Parsons Green with a new station on the King's Road.



Lady Shields, right, meets some of the women who attended the Health Day

Healthy outing for the homeless

TWO LT minibuses helped ferry nearly 100 homeless women to a Health Day organised by the Women's Nationwide Cancer Control Campaign (WNCCC) at the Ashburnham Community Centre in Chelsea.

The buses, from London Transport Distribution Services in Acton, called at hostels throughout the capital to pick up the women, in an annual exercise donated by

the LT Chairman's office.

The event was sponsored by the Department of Health for women likely to slip through the net for regular cancer screening. Those who attended had free health checks and information about medical issues.

WNCCC Vice-President Lady Shields, whose husband Sir Neil is a former LT chairman, was at the centre to welcome the women.

REVENUE BLITZ NETS 1,200 FARE DODGERS

MORE than 1,200 people have been stopped for travelling without tickets in a series of crackdowns by LUL revenue inspectors.

More than 600 were caught at Green Park station during 'Operation Nightingale' on November 6, which concentrated on checking travellers' tickets as they changed trains between the Piccadilly, Victoria and Jubilee lines.

Alan Mundy, the man in charge of the operation, said: "The high number of people found with no valid ticket shows that more of these exercises may be beneficial in the future."

During the exercise, 635 people were stopped without valid tickets. Penalty fares were issued to 511 and 124 were recommended for prosecution. Tickets worth £3,857

were found to be either stolen or illegally transferred. "We are keen to eradicate fare evasion and feel, along with colleagues on other lines, that by examining statistical trends and records, we can learn more about fare evaders and where the evasion black spots are," said Alan. "The aim is to make sure the majority of honest, fare-paying passengers do not have to subsidise those who do not have valid tickets."

Operation Nightingale is

Report by special correspondent

the latest in a number of exercises which have recently been undertaken by revenue inspectors on the Tube network. It follows 'Operation Stowaway' at Walthamstow Central, when 448 people

were stopped for travelling illegally.

Due to its location at the end of the Victoria Line and the absence of automatic gates, the station has been a prime spot for people avoiding fares. The 30 inspectors who took part in Operation Stowaway issued 392 penalty

fares, while 56 people were recommended for prosecution for fare evasion. Meanwhile, 169 people were questioned about ticket irregularities on the Hammersmith & City Line during 'Operation Wildwest'. Similar exercises are planned up to Christmas.

Bus fan Frank bids farewell in style



Driving force: Frank Mussett retires in style

A ride into retirement

AFTER 42 years' service with LT, publicity executive Frank Mussett rode into retirement on a green Routemaster, when colleagues from 55 Broadway

took him out for a surprise farewell meal. It was a fitting send-off for Frank, a bus enthusiast, who worked on timetables, maps and posters during his career with LT.

There was more to come, however, as he also received an armful of bus books and videos, together with a £150 contribution towards a new stereo for his car, during a presentation evening.

Recruiting reward for staff

STAFF at London Central have been offered cash rewards to help recruit new bus drivers. There is a shortage of drivers at London Central's Peckham, New Cross and Camberwell garages. A £50 bonus is paid for introducing a potential driver, plus another £50 when the newcomer completes a probationary period.



Artist's impression of the new Wembley Park station which will be able to cope with 50,000 stadium visitors an hour

WAITING FOR WEMBLEY

Sports stadium delay 'will not affect' plan for station

THE Sport's Council's delay in choosing a national sports stadium won't affect London Underground's plans to completely rebuild Wembley Park station, according to LUL Director of Development David Bailey.

He was at the recent Sports Council meeting to select the winning candidate in support of Wembley Stadium's bid, only to hear that the final decision will be put off until next year.

Despite this, David said: "We have an overall development project for Wembley Park. A few months won't affect it."

The first phase of the project - to build a new stairway at the entrance - is due to be completed by the end of May, before the start of the European Football Championships next summer.

LUL plans to modernise the station to boost Wembley's claims for national stadium status.

It will stand on the same site as the existing station which opened in 1894, enlarged in 1923, and expanded again in 1948. The station attracts about 11 million passengers every year and is no longer considered adequate to meet current needs.

The new station is being designed by London-based architects Brookes Randall Fursdon. Work is planned to start next year with completion in 1998.

David said: "London Underground fully supports Wembley's bid for national sports stadium status. We

offer Wembley Stadium the highest capacity transport services at any site bidding for national sports stadium status."

He said that the new station will provide capacity for 50,000 stadium visitors to pass through in an hour, which is a major increase on the existing station. They will be carried on Jubilee and Metropolitan Line train services with more than 50 trains an hour in each direction.

A single roof will cover the whole station, giving complete weather protection and excellent visibility, while a new control room will oversee the safety of passengers and provide up-to-the-minute information on Underground services.

Lifts will be provided for disabled travellers and there will also be toilets, shops and waiting areas.

By Richard Baker

A single roof will cover the whole station



"Reliable, high-quality, high-capacity public transport services are essential for a large, modern sports stadium to operate successfully," David went on. "London Underground will be able to offer train services to carry people to and from Wembley through a modern station facility."

Fleet

"The Jubilee Line Extension will open in 1998, connecting Wembley to London Bridge, Waterloo and Docklands, plus providing a new fleet of trains for the entire Jubilee Line."

"Also, the Metropolitan Line's fleet of trains is being refurbished. The Underground offers quick and easy connections to all main line termini in London. From 1998, a direct connection to Waterloo will enable continental visitors to reach Wembley even more easily after travelling by Eurostar," he added.

War hero gets his medals back

RETIRED bus driver William Sparks, who took part in the WWII 'cockleshell hero' commando raid, has got his medals back, even though he had to sell them because of hardship.

An anonymous buyer paid £31,000 for the medals, which are being kept in a vault at Sotheby's, but he has assured the former Royal Marine that he can wear them whenever he wants.

"All I have to do is ring up Sotheby's and they will get them ready," said Mr Sparks, 73, who retired to east Sussex after driving a bus in east London for 32 years.

Mr Sparks was awarded the Distinguished Service Medal (DSM) for his role in Operation Frankton in December 1942.

Attack

He was one of 10 commandos who set out from a submarine to paddle 60 miles by canoe - also known as a cockle - to attack German ships which had broken through the Royal Navy blockade on France.

Just four of the commandos made it to their targets and Mr Sparks was one of only two survivors after carrying out attacks with limpet mines. The raid was later immortalised in the 1955 film, *The Cockleshell Heroes*.

He received the freedom of the city of Bordeaux recently when he took part in a commemoration of Operation Frankton.

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Crime clean up at Camden

A CRACKDOWN on drug dealers in and around Camden Town station has seen crime drop significantly, according to Inspector Chris Connell of the British Transport Police. He was in charge of Operation Estimate earlier this year, which led to 22 drugs pushers being jailed for up to three and half years. "There's no significant drugs activity at the station since the operation," he said. "We have also seen a drop in associated crime, such as assaults. We are very pleased with how it went."

'Live' relining project is a first since the 1930s

FOR the first time since the 1930s, trains are being kept running through a section of Underground tunnel while it is being relined.

A lining replacement shield is being used during work to renew a 60-metre length of acid-damaged cast-iron Tube wall on the north-bound Northern Line between Old Street and Moorgate.

With the shield in place around the track, contractor Amec Tunnelling is steadily replacing the 3.9-metre weakened cast-iron lining rings with a larger, 4.8-metre diameter stainless steel

version during nightly engineering work after the trains stop running.

Services can then resume again through the shield the next morning with minimal disruption.

"This is the first time since the 1930s when the Northern Line was enlarged that trains have been able to keep going during relining work," said project manager Graham Ward.

Work on the north-bound stretch is due to finish in February, while a similar, 60-metre stretch on the south-bound line will be relined in July and August next year.

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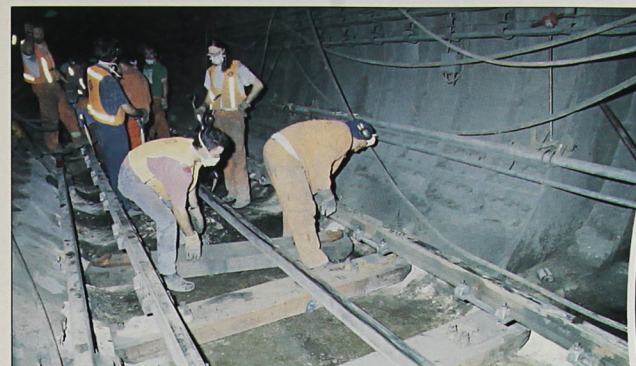


Almost everything is manhandled: The work requires a lot of stamina, says Ciaran

WHILE WE'RE TUCKED UP IN BED, THE TRACK DELIVERY GANGS ARE HARD AT IT



Heavy duty: Work is rarely seen by fellow staff - let alone the public



Staff work in 'gangs' of up to 15 men

LUL's Track Delivery Team gets down to some serious graft while the rest of us are snoring our way through the small hours of the morning

IT'S BEEN A HARD DAY'S NIGHT...

WHEN the Underground finally winds down in the early hours of the morning, it means the beginning of another hard night's graft for the newly-formed Track Delivery Team in Tube tunnels across the network.

The team is responsible for work rarely seen by their fellow Underground employees, let alone members of the public.

With around 200 personnel, the team spend their nights carrying out heavy track maintenance work, including renewal and reconditioning. There is around 500 miles of track on the Underground network, all of which has a life

span of between 30 and 40 years, depending on its location and how much traffic uses it.

While general maintenance is carried out by each line's maintenance team, it's up to the track installation team to carry out heavier duties. The nature of the work makes night shifts necessary. Installation manager John Cowie explains: "Occasionally, some work on open tracks can be done in the day. But it is not very effective to work then because there are simply too many trains about."

The installation staff are part of the Track Delivery Team, a new, single unit which was formed from the integration of the former Track Contractor, TransPlant and Lillie Bridge Workshop departments. The team is an internal contractor for LUL, and gets its work orders from project or line track managers.

"We have an annual programme of work which we follow," said John. "At the moment we have about 50 jobs which are at various stages."

Track staff are based at West Kensington, South Kensington and Grays Inn Road. Most arrive at around 11pm when they are briefed about the night's jobs before setting off to their respective sites.

The actual work does not begin until after 1am when the trains stop running and the power is at a minimum.

The tunnels are pretty warm - even in winter - and remarkably clean, although soot can be picked up from the passage walls.

"People are often surprised the first time they walk through a tunnel," said operations controller Ciaran McEvoy, who is responsible for all the track staff. "It's reasonably well lit and you can sometimes forget how far under the ground you really are."



Checker of progress Ian Badcock

Staff work in 'gangs' of 8-15 men, depending on the size and nature of the job and each is led by a chargehand.

"There is a lot of hard work involved," says Ciaran. "Almost everything is manhandled. It usually involves a lot of heavy lifting of rails and equipment. The work is very demanding physically and requires a lot of stamina."

Machines do not appear to be much of an option. Ciaran says: "It's not as easy as it sounds. Not all sections of track are the same. We would need equipment to be specially designed for each section."

Work has to be completed in little over four hours so that equipment used can be cleared away before the early morning trains start running. Because of insufficient time for major track repairs, occasional weekend shutdowns on sections of lines are needed to hasten work.

"Obviously this is not ideal for the passengers and that is why we only do it when absolutely necessary," said Ciaran.

"But it does mean that we have longer access to the lines and we are able to do a lot more work over a whole weekend than we could do over several nights."

Safety is paramount and several courses are run which are aimed at increasing awareness as well as skill levels.

"The list of qualifications for track renewal staff is extensive," said John Cowie. "They have training in all aspects of track and safety. The basic qualifications are certificates in Fire Safety, Track Accustom and Track Competence, although most have a lot more. The courses which are taken above the minimum depends on the role which a member of staff has. For example, if someone is responsible for a group of staff, then they are trained as a person-in-charge."

The track team are set to continue re-railing, re-sleeping and reconstructing tracks well into next century - a prospect which Ciaran is looking forward to.

"It's not a job which people are generally aware of, but it is obviously an important one. As long as there is the Tube, there will be us," he said.



Chargehand Ron Jessop: 'I can't imagine working days'

WAKING HOURS

RENEWING Underground tracks might not be how most people would choose to spend their nights, but members of the installation team insist there are more advantages to working then than during the daytime. Here's what a few of them have to say:

■ RON JESSOP chargehand:

"I have done this job for 14 years, and I can't imagine working days. What people don't realise is that we have the whole day to relax and we are free to do whatever we want after we have caught up on our sleep."

■ PAUL NEWELL multi-skilled operator:

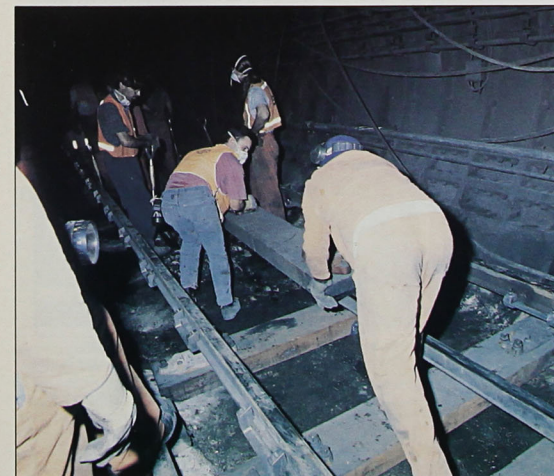
"It's fun - a bit of variety. Working 9 to 5 can be quite boring. I think when you work nights you get a lot more time to yourself. It's just a matter of getting used to working nights. After a while, your body adjusts to it and it's not a problem."

■ MICHAEL CRAWFORD multi-skilled operator:

"Working nights doesn't play any havoc with my social life. People think that we can't go out to parties or anything like that but they are quite wrong. What I like best about the job is the fact that I have the day to myself. I don't spend all day sleeping - by midday, I'm out and about."

■ IAN BADCOCK checker of progress:

"I decided to do this because I thought it would be good experience and give me a chance to get out of the office. I suppose there are some disadvantages but you learn how to organise your time around it. When I first started I got quite tired halfway through the night but now I am used to it."



Reconditioning: Work for the night has to be completed in just four hours



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Your chance of a trip back in time

THE Tower Hill Pageant, a ride back through hundreds of years of London's history, is a great day out – and you can win a family voucher for this capital attraction in our easy-to-enter competition.

The competition is being run in association with the Tower Hill Pageant and the Museum of London, and the voucher will admit two adults and two children.

Answer the following three questions and send your entry on a postcard or the back of a sealed envelope to Tower Hill Pageant competition, LT News, Citigate Publishing, 52 St John Street, London EC1M 4DT.

Entries must be received by December 7, and the first correct one drawn will win the voucher. Include your own name, address and, if possible, a daytime phone number.

QUESTIONS:

1. Name the British queen who rose in revolt against the Romans and sacked Londinium.
2. When was the Great Fire of London?
3. What was the name of Shakespeare's theatre in London?



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● The offer is valid until December 31.

Time to get puzzling – and win £20

IT'S another prize crossword, with £20 on offer to the first correct entry drawn. Complete the grid and send it, with your name, address and daytime

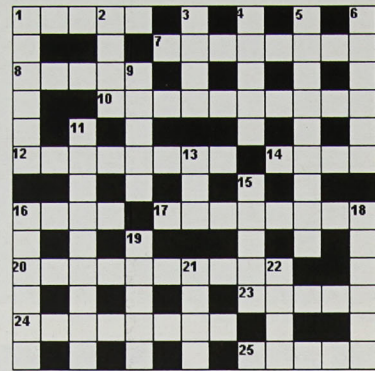
phone number, to LT News Crossword Competition, Citigate Publishing, 52 St John Street, London EC1M 4DT, to arrive no later than December 7.

ACROSS:

1. US state, capital Boise (5)
7. Car on it ruined hearing (8)
8. Popular name of Mozart's Symphony No. 31 in D (5)
10. Port and tourist resort on the Bay of Biscay (2, 8)
12. Chinese puzzles, cut into seven pieces to be combined into various figures (8)
14. "A Slight ...", play by Harold Pinter (4)
16. Small brown songbird with a slender tail (4)
17. It's taken to be answered favourably (8)
20. point, stage at which no more can be adopted or accepted (10)
23. King of Israel 901-900 BC (5)
24. Originated from a source (8)
25. This is happening afterwards? Dead right! (5)

DOWN:

1. Possibly hurtful meeting and its effect? (6)
2. "... Columbia", first US national anthem (4)
3. Stephen King novel about rapid dog (4)
4. What word is missing in the brackets in each of the cases? FR(.....), FR(.....)ER, (.....)EEN (5)
5. Clot with ideas designed to cause disorder (9)
6. Incorporate territory into one's own (6)
9. Sword with a narrow v-shaped blade (5)
11. Belonging to or inherited from one's forebears (9)
13. Does it keep Scotsmen



dry? (3)

15. Large wading bird of the order Ardeidae (5)
16. Fictional county in novels by Thomas Hardy (6)
18. Deprive the right of a barrister to practise (6)

19. A rich tapestry hung on walls to hide an alcove (5)
21. The Chinese 'ounce' (4)
22. US space administration (4)

● Crossword compiled by Len Loullis

Mark does it again!

MARK BELL has won our crossword competition for the second month running! That means there's another £20 on its way to Mark, a member of the Underground rules team at Lambeth North offices.

SOLUTION: Across – 1. Farl; 3. Hard Tack; 8. Accolade; 9. Adie; 11. Get Carter; 14. Graces; 15. Garter; 17. Cinematic; 20. Eels; 21. Analogue; 22. Resemble; 23. Brat. **Down** – 1. Flamingo; 2. Rack; 4. Abduct; 5. Andretti; 6. Kiel; 7. Blue Peter; 10. Armadillo; 12. Bacillus; 13. Ornament; 16. Carnal; 18. Dear; 19. Agar.

Campaign is on track for safety

A CAMPAIGN to improve safety for staff and contractors whose work takes them on LUL's track, has introduced improved training courses.

The courses were launched in August and are designed to bring training into line with the LUL's new working manual.

They are the first step in a wide-ranging initiative by the Safety on the Track Campaign, which will also see a comprehensive communications effort aimed at all personnel working on or near tracks.

Track safety and development programme project manager Ian Keys, who is heading up the

campaign, said the idea was to get best practice adopted by everyone who has to go on to the track. "It's obviously a potentially hazardous environment in which to work," he said.

"We will be concentrating on improving the three lines of defence against accidents – good

procedures, effective training and personal vigilance".

He said the campaign will also be carrying out a risk assessment to see whether it would be better to do some work at other times. "It may be that some jobs now being done during the day could be done better at night or under a possession."

Call goes out for staff help in collaring the light-fingered villains

PICKPOCKET CRACKDOWN IS LAUNCHED

'This crime won't be tolerated...'

BRITISH Transport Police are appealing for help from LUL staff during 'Operation Reclaim', a three-month crackdown against pickpockets on the Underground.

Inspector Chris Connell, who is in charge of the operation, said Tube workers could play an important role in making Reclaim a success.

"If they know or suspect that pickpockets are operating on their station they should call us on the dedicated Operation Reclaim lines – Auto 42038/9 or 109 after 9 pm," he said. "We'd also like them to hand out crime prevention leaflets," he said. "If anyone wants to help, please get in touch."

The operation is being mounted to counter a rise in this kind of offence throughout the Tube network and in response to LUL's concerns about the growing trend.

"Although crime in general on the Underground has been going down in recent years, pickpocketing has shown an increase," Inspector Connell said. "It has gone up by 17 per cent

over the last couple of months compared with the same period last year." However, he emphasised that since there are about 2.5 million passenger journeys made each day on the Underground, crime is very rare on the Tube network. "On the first day of Operation Reclaim only 24 pickpocketing incidents were reported and five peo-

No hiding place

CHIEF Inspector Steve Chapman, the officer in charge at Baker Street from where Reclaim is co-ordinated, said nothing had been left to chance in ensuring the operation is a success.

"We're using the kind of methods which are usually employed in major crimes, such as murders," he said. "That's because it is important to tackle pickpocketing seriously. This operation is aimed at creating a hostile environment these criminals."



Reclaim is aiming for a five per cent reduction in pickpocketing over the Christmas-New Year period

already producing results, with more than 50 arrests since its launch on October 21. As a useful by-product, Reclaim has also led to arrests for other offences, including one man who was found with a gun, while another was apprehended on an outstanding warrant for rape.

Around 50 officers have been assigned to the operation. "We want to make it clear that pickpocketing won't be tolerated on the Underground," Inspector Connell went on. "We'll be carrying out high-profile policing as well as undercover surveillance of known pickpockets."

Free ads boost for the charities

REGISTERED charities can get free advertising on Leaside's buses, as part of the company's commitment to the local community.

Qualifying organisations can place posters on the A4 advertising panels aboard Leaside's fleet of 510 vehicles for up to six weeks, providing a potential viewing audience of around 13 million people.

Keith Weightman, Leaside's customer service manager, explained: "This offer is our way of demonstrating our desire to strengthen our ties with the community which we serve".

One local charity, Action for Kids, asked for its advertisement to be removed after just four weeks because it couldn't cope with the large number of enquiries from potential volunteers!

Advertised

Other organisations which have advertised free on Leaside's buses include the British Lung Foundation, Kith and Kids, The National Deaf Children's Society and the Swan Sanctuary.

The sanctuary reported a good response from their advert, which resulted in a letter of thanks from the Lord Chamberlain's Office at Buckingham Palace.

● Any registered charity which would like to take advantage of the offer should get in touch with Keith Weightman on 0181-889 0404.

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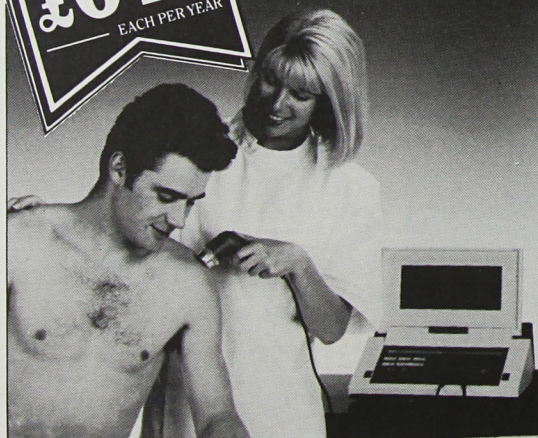
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MK 1357

Norman's back on the buses

From hot seat to driving seat...



Norman Kemp

NORMAN KEMP, until recently managing director of Capital Citybus, is now a driver for Metrobus.

He left Dagenham-based Citybus on what he described as "amicable" terms at the end of August, when his six-month contract was not renewed. Since then he's been driving a bus on routes in the Bromley area.

Despite his sudden change of status, Norman says he's "delighted" to have the job.

"It's an interesting experience," he said. "I don't think

it does any harm to remind yourself what this business is all about – taking passengers from A-B."

Before joining Capital Citybus, Norman was MD of LBL subsidiary London Northern until it was sold to MTL.

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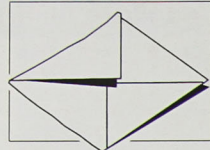
HALIFAX

Counting the cost of hanging on the phone

I TELEPHONED LT's automated information service recently, and, whereas under the old system I would not have been charged for the call until somebody answered, on this occasion I was left 'in a queue' until one of the staff was free to help me.

The call charges would of course have commenced the moment I was connected to the recorded message before I was placed in the queue.

Because London Transport has



POSTBAG

an ordinary area code number (0171) and not an 0891 premium number, there would have been no financial gain to them while a caller was queuing.

I think, therefore, it is a little unfair to make the caller pay

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

British Telecom for what I consider to be unused time simply because of London Transport's decision to install a new answering service.

I would also be interested to know how a caller would manage

to get through if they don't have a touch-tone telephone.

B. E. Clarke,
Cheltenham,
Glos.

● Barry Le Jeune, LT's Head of Customer Services replies: I am sorry that Mr Clarke feels upset at our new call reception arrangements.

The fact is that our 222 1234 enquiry line is often under extreme pressure. We know that many callers are seeking information that can be provided by our recorded information - which is regularly updated.

The new reception arrangements seek to concentrate the personal service on those calls that need it. The value of this is demonstrated by the fact that in the last month (when our call demand was even greater than usual because of the Underground strikes) we answered 17 per cent more calls than in the same period the previous year. Unfortunately, the technology does not allow any variation from the standard BT practice of charging for calls when they are first answered.

Callers without touch-tone telephones are routed by spoken responses to specific prompts.

Golden memories of steam

I VERY much enjoyed helping with last year's Steam on the Met, as it brought back memories of working on the steam engines based at Neasden and Lillie Bridge in 1968. I wonder how many people realise that next June is the 25th anniversary of the end of steam on London Underground? I have many photographs of the pannier tank engines that were finally withdrawn in June '71.

We used to surprise passengers on Hammersmith station as we came thrashing through on the daytime runs to Acton Yard, leaving a trail of steam behind.

Night

The night runs from Lillie Bridge out to Upminster were atmospheric, with the driver lit up by the glare from the firebox. I remember leaning from the cab and watching the activity of gangs in the tunnels. I hope an event, perhaps linked to Steam on the Met, such as a steam run from Neasden to Lillie Bridge, can be organised for next June. I would be happy to make my photographs available.

By the way, I have only this year rejoined London Underground after a gap of 27 years!

K. Martin,
station assistant,
Earl's Court

We know this tout of old...

THE ticket tout referred to in the October issue of LT News ('Crackdown on the ticket touts') is well known to staff at Wood Green and is nicknamed 'the Med-Man'.

The letter from Mr Flowers infers that staff were not doing anything to stop him selling unauthorised tickets, but alas, Mr Flowers failed to contact the station supervisor on duty. If he did he would have been told that we were dealing with the matter.

Station supervisors have confronted the Med-Man and given him verbal warnings. On occasions they have chased him off the station, but he keeps returning. He has mocked and verbally abused some members of staff. The Piccadilly Line revenue control manager has been advised of the matter and has interviewed customers who have bought tickets from the tout.

British Transport Police have also been told about him and the Med-Man has been 'helping with their inquiries'. Despite the threat of a court summons hanging over him, he still returns to sell tickets.

We advise customers not to give or receive tickets from any unauthorised sellers, and if they have been harassed or threatened by a tout to give their name and address to the police.

We are continuing the battle to stop this man but we must take care that he may turn violent and assault a staff member, which of course we don't want.

R. O'Leary,
station supervisor,
on behalf of all staff at
Wood Green.

Book's animal magic

A COLOURFUL collection of posters dating back to 1913 illustrates By Underground to the Zoo, which has been published by Studio Vista at £15.99 in association with the LT Museum. It's available from the Museum shop in Covent Garden, and contains page after page of eye-catching advertisements which have promoted the Underground as the ideal way to visit London Zoo over the years. As well as the designs themselves, the book also features a potted history of the zoo as well as biographical notes on the artists.

SPORTS news

DARTS FINAL SEES CRS BANG ON TARGET

Portsmouth fall to the victorious Londoners

IT was a long trip but a worthwhile one for CRS, when they beat Portsmouth 'A' 5-3 in a close-fought final at Hartlepool's Seaton Carew Social Club to win the National Passenger Transport darts final.

Retired busmen Albert Rose and Gary Donelley beat Portsmouth's Brooker and Parker in the opening pairs match. But London Underground's Stevie Egan and Mickey Roberts, who works for Stagecoach East London at Catford garage, went down to Martin Tuffrey and McNamara in the next game.

Bobby Oliver, from Stagecoach East London's Leyton garage, and London General's Ray Utting from Merton garage, beat Ian Lewis and Tume in the final pairs.

Equalised

Lewis equalised for Portsmouth in the first of the singles matches, beating Egan two legs to one. Egan took the first leg with a 126 finish, the highest in this year's contest. His opponent came back in the second leg, scoring the final's only 180

and a bullseye, before wrapping things up in the final leg with a ton and a 140.

Oliver had a 2-0 victory over Brooker in the second singles, and Rose stretched the CRS lead further with a similar margin over McNamara.

Roberts found the going tougher against Parker, with the Pompey player winning their clash 2-1, before Utting settled things with a best-of-three legs triumph over Tume.

Ukiah shoots down Jets

BOB UKIAH scored both goals when Canary Wharf Health & Fitness Club chalked up a 2-0 victory over Jubilee Jets in a mixed friendly hockey match at Kennington Park.

It was Jets' third defeat by their opponents this season, made all the more miserable by the appalling conditions, with the rain teeming down on a cold and windy night.

US race is a tough test for athlete Paul



Marathon effort in New York

PAUL SIMONS (left) pounded the streets of the 'Big Apple' on November 12, to finish 119th in a field of more than 29,000 runners who took part in the New York Marathon.

Despite this, Paul, a Northern Line guard based at Golders Green, was disappointed with his time of two hours 38 minutes over the 26-mile 365-yard course.

"It was freezing and windy which didn't help, as we had to stand around for an hour before the race got going," he said. "I didn't think it was as well organised as the London Marathon."

Passport

A thief who stole his passport and wallet during the after-race celebrations put a dampener on Paul's trip. "I planned some sightseeing, but instead I had to go to the British Consul for an emergency passport."

Paul, who runs for Shafesbury Barnet Harriers, won an invitation to compete in New York after clocking the fastest time - 15 minutes 42 seconds over three and a half miles - in this year's Cannon/Emil Zatopek road relays.



Deep frozen anglers

TWO LUL men teamed up in near-zero temperatures to take the Staff Angling Society Pairs Championship at MBK Waters in Rake, Surrey.

Alan Hawkins of the Central Line led with a nine-pound catch, while John Heard, his District Line partner, contributed 4lb towards a combined, winning haul of 13lbs.

District Line man Bob Bone, based at Acton Town station, pulled in 7lb 14oz, which took second place, since his partner, Ray Stock from the Northern Line, had an empty net at the end of the day's fishing.

Score

Peter Scott (Piccadilly), Ron Greiff (District) and R. Edkins (Northern) were third in the pairs, after a calculation gave them a final score of six pounds.

● John McGrath, based at LUL's Acton Works, weighed in with a 13lb catch which included an 8lb 8oz carp, to win the society's club tournament, also at MBK Waters. Kevin Lyons from the Victoria Line was runner up with 11 lbs, while Bob Bone came third with 8 lbs 6 oz.

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LT 11

Tourist chief warns London

SIR JOHN EGAN, BAA Chief Executive and Chairman of the London Tourist Board, said that the nation's capital is falling behind the rest of the world in attracting visitors.

Delivering the 11th London Transport Lecture before a specially-invited audience at The Royal Aeronautical Society, Sir John said that tourism "can lead Britain into the 21st century".

"It provides five per cent of London's gross domestic product, brings in over £5 billion in overseas earnings to the capital and provides over 200,000 jobs," he said.

But, he warned, growth in earnings from tourism in the capital was only two per cent, while the national average was more than five per cent and the world average eight per cent plus. "London is also full," he said. "If we are to grow at world rates we need to accommodate another million visitors a year. That means more hotels and a willingness to look outside the traditional tourist heartland of the West End."

Wonderful

"London is a wonderful city. People come here because it is stimulating and infinitely varied. They love our theatres, pubs and museums, our heritage, our Tubes and buses, and most of all they love our people. We all have to take tourism seriously. It cannot be done by a few people working alone. It needs everyone to embrace the vision of an expanded industry in London in quality and strength. If we get it right, this industry can lead us into the 21st century."

Introducing the lecture, LT Chairman Peter Ford stressed that the way forward for London is for everyone to work together.

Cabbies protest

DRIVERS of black taxis have mounted another motorised blockade of Victoria Coach Station in protest at the opening of a mini-cab office inside the VCS's arrivals hall, which they say is affecting their trade.

Driving in a convoy on roads around the VCS, the taxis tried to disrupt coach arrivals and departures, but Warwick Hillman, Managing Director of Victoria Coach Station, said the effect was "marginal". He added: "Police blocked off two roads to enable coaches to get in and out. The worst delay was to a coach which left 15 minutes late. That was no worse than you'd normally expect on a busy Friday afternoon during the run-up to Christmas."



It's a capital showtime!

THOUSANDS of people lined the 1.5-mile route for this year's Lord Mayor's Show to see a glittering parade which included an open-topped double-decker from Centrewest. It was accompanied by a 40-strong contingent from the bus company and LT Marketing, among them Market Development Director Richard Smith.

They took the opportunity to spread the word from LT's new advertising campaign by encouraging the crowds of spectators to 'Get About Get A Bus'.

● On parade (left to right): LT Marketing's Alison Roberts, Paul Green, Mark Stevenson, Kelly Flynn, Peter Figg and Paul Naylor

LT UNVEILS ITS VISION OF THE FUTURE

Special report

THE possible shape of things to come on London's road and rail systems over the next 25 years is spelled out in a far-reaching planning document which was unveiled by LT Chairman Peter Ford this month.

'Planning London's Transport' looks forward to the year 2020 with proposals for improving travel in and around the capital.

Schemes in the document could cost around £20 billion. They include the Channel Tunnel Rail Link and the Jubilee Line Extension, as well as the prospect that LT could fund an increasing propor-

tion of its investment needs from its resources. Proposals also suggest higher priority for buses on London's roads, new schemes for trams, trolley buses or buses running on special tracks and a new rail link across the Thames at Woolwich.

Then there are three 'regional metros' across the capital to improve London's international links - CrossRail to serve Heathrow, Thameslink 2000 to Gatwick and Stansted, and the Chelsea-Hackney Line which could connect with the proposed Channel Tunnel terminal at St Pancras.

Launching the document, Mr Ford said: "Public transport is not something you can deal with in a 12-month time cycle."

He acknowledged that the proposals do not have a fixed timescale as "the pace and pattern of development cannot be forecast with certainty".

"Transport is a major factor in achieving the twin aims of commercial competitiveness and a high-quality environment," he said. "Good transport links enable the economy to operate smoothly as well as providing access to skilled labour, to markets and to London's recreational and cultural facilities."

Coherent

The aim of the document is to help bring a coherent transport vision to the capital through co-ordinated planning, investment and a measure of regulation which recognises London's importance to the UK economy. It calls for:

- A commitment to the need for long-term, comprehensive planning of London's transport to improve accessibility and reduce pollution;
- Acceptance of a sustained level of investment on transport infrastructure in London over the next 15 years;
- Recognition of LT's plans for moving towards financial self-sufficiency on the existing networks;
- A more robust approach to bus priority, including acceptance of the principle that buses and pedestrians deserve a better share of the available road space;
- Agreement on investment priorities.

Stone me! What an odd find

A TRACK maintenance crew stumbled across one of their oddest discoveries yet - the tombstone of a man who died more than 100 years ago. The find was made by section track manager Steve Tuvey and chargehand Dennis Radley - both based at Bow Road - during a rail-side check at Upton Park in the early hours of the aptly-nicknamed 'Graveyard Shift'. According to the inscription, Thomas Hamblin died in 1893, aged 58 years.

"We were surprised and wondered how on earth it got there," said Steve. "Kids could have dumped it there for fun."

Now the team wants to trace Mr Hamblin's relatives. Appeals in local newspapers have not been fruitful, but Steve says they won't give up. He said: "The stone is safely under my desk, but hopefully we can soon put it back where it belongs."

● If you think you can help, contact Steve on 0171-918 9811.



Track manager Steve Tuvey and chargehand Dennis Radley with the mysterious tombstone

Passenger Watchdog attacks 'rigid' approach to penalty fares

LTS's approach to penalty fares has been criticised by the London Regional Passengers Committee (LRPC).

In its annual report, the Government-appointed passenger watchdog said that penalty fares on the Underground had provoked the largest number of complaints on a single issue in the committee's 11-year history. There were more than 5,000 last year, a 25 per cent rise over the previous 12 months. While wholeheartedly backing the scheme, LRPC Chairman Professor Eric Midwinter said the committee

Fraud fight criticised

had been disappointed by London Transport's rigid approach.

"London Transport can't make up its mind whether it is chasing authentic fraudsters or enforcing a legal requirement to carry a valid ticket," he said. "The result has been hundreds of angry Travelcard holders who, having forgotten to carry their often high-priced ticket

with them, have been subjected to the indignity of a £10 penalty fare."

Appeals body

The committee is calling for the establishment of an independent, executive appeals body to handle the continuing flood of such cases.

But Nick Agnew, LUL's general

manager, Revenue Support, said: "It remains our strongly held conviction that our customers should be in possession of a valid ticket for the whole of their journey before commencing any journey on London Transport services. Fraud and evasion cost LT tens of millions of pounds a year in lost revenue. We cannot allow ticketless travel for whatever reason to become an acceptable practice. Similar systems of penalties or on-the-spot fines for ticketless travel exist in other cities world-wide. Penalties are often higher than in London."