

## Hunt is on for missing clerk

AN Underground booking clerk wanted for questioning in connection with the theft of more than £36,000 from Queensway Tube station is believed to be in Nigeria.

Staff discovered the money was missing hours after the man went on holiday. He was due back at work after two weeks but he has still not returned more than two months later. His details have been circulated to immigration officials at all airports.

### Questioning

Detective Chief Inspector Jim McFarlane of the British Transport Police said: "Our hands are tied until he returns to the country but he will be taken in for questioning as soon as he touches British soil."

The cash disappeared in August after the clerk worked a late shift. The evening's takings were supposed to have been put in an overnight safe which was already full of money.

However, when staff opened the safe the next morning they discovered it was empty. ● LUL booking clerk Peter Bradford was bailed for reports until November 21 at Horseferry Road Magistrates Court, after he pleaded guilty to stealing almost £2,000 in takings at Knightsbridge station.

He was warned that he could go to prison for his breach of trust.

## Penalties hit home

MORE than 20,000 passengers have had to pay the £5 bus penalty fare or face a court appearance since the scheme was introduced in April last year. To back up the scheme, LT Buses has launched a new, hard-hitting poster campaign to remind passengers to pay the right fare. As an alternative to coughing up the £5 penalty, suspected offenders can be prosecuted in a magistrates' court which can impose a fine of up to £1,000. Paul London, LT Buses' revenue services manager, said the scheme was aimed at getting people to buy the proper ticket rather than forcing them to pay the penalty fare.



## Duke's a hit with the trivia fans

LEASIDE'S singing bus conductor Duke Baysee was at the Palladium for an all-star launch of the new edition of Trivial Pursuit, the popular general knowledge board game.

Duke, who can often be heard performing for passengers on his No 38 bus route between Victoria and Clapton, is featured in one of the new edition's questions, although they've managed to mis-spell his name! The question asks: 'What is the job done in London by Duke Daysee (sic) who got to No 1 in the South African charts with Sugar, Sugar?'

● Pictured left, Duke with, from left, Norman Wisdom, Rod Hull and Emu, Rik Mayall and Brian Highley of Trivial Pursuit

# TUBE PEACE IN SIGHT AFTER TALKS SUCCESS

LONDON Underground's five-month industrial dispute appeared to be coming to a close as LT News went to press.

Informal talks between LUL's Director of Human Resources Ann Burfutt and RMT Assistant General Secretary Wilf Proudfoot last week left both sides "confident" that a solution could be found.

"We have spent a lot of time clar-

## Both sides 'confident' that a solution can be found

ifying uncertainties and establishing the real issues," said Ann Burfutt. "Talk of a six per cent rise in pay has ceased.

"The ongoing development of

the Make or Buy issue is helping us to move towards a resolution of both disputes.

"We left the talks feeling there is room to settle this dispute without

any further inconvenience to our customers."

The talks, in fact, focused mainly on the Make or Buy issues.

Wilf Proudfoot, on leaving the meeting - the second in four days - said there had been "very successful talks".

He told the waiting media: "We had a frank exchange of views. I am confident that these problems will be resolved. There is total commitment from all concerned.

"I am confident that, if the next meeting is conducted in the same manner, we will solve the dispute. I am confident, very confident."

### Ballot

The meetings followed the result of the RMT's latest ballot which saw 1,735 staff voting for industrial action and 969 against.

More significant, however, was the fact that, with a total of 5,810 papers distributed, more than 70 per cent of the workforce either voted against proposed action or abstained.

Further meetings are being planned for this week.

## Newcomers are a mark of thanks for Corporation's help

## The way of the dragon...

EIGHT bronze dragons are now guarding the exit signs in the 'bullring' around the Central Line ticket hall at Bank, to mark the Corporation of London's role in funding the station's subway refurbishment programme. The Corporation contributed around £2.5 million to the £28 million programme.

Four pairs of dragons flank exit information panels in the subway, forming the Corporation's logo with the sign instead of a shield. Sculpted by Scottish artist Gerald Laing, the 6ft dragons weigh in at 200lbs each and are cast in bronze with a bright finish.

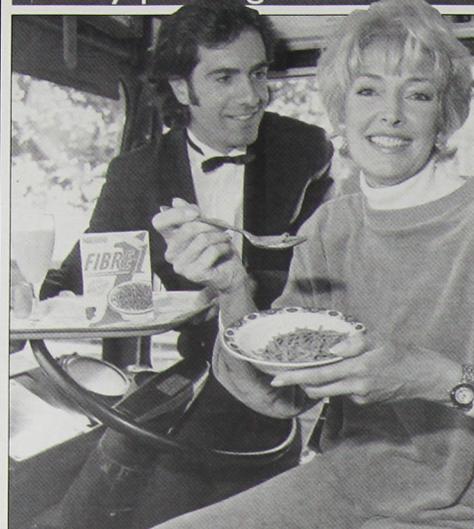


Contractors Andrew Huggett, Gary Johnson and Stephen Maltby get to grips with a dragon

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**Lucky passengers tuck in to a champagne and cereal surprise**



'Green Goddess' Diana Moran gets breakfast on a Leaside bus

**Breakfast bus starts the day with a bang**

PASSENGERS started their day in style recently - with a surprise silver service champagne breakfast aboard one of Leaside's buses.  
 Commuters on route 191 tucked into a breakfast of cereal and chilled cham-

pagne in Trafalgar Square as part of a promotion by Nestlé to promote its new breakfast cereal - Fibre 1. Free packets of the cereal were also given to all passengers travelling on the route.  
 Adding a touch of glamour to the event was 'Green Goddess' Diana Moran, the former fitness queen who appears in the Oil of Ulay TV ads, who joined the passengers to try the new cereal.

**The Islington link-up**

LEASIDE Buses has joined forces with Discover Islington, the local council's tourism agency, in a promotion aimed at boosting the number of people visiting the borough on a No. 38 bus. The promotion, the first of its kind in London, involves a quiz which can only be answered by visiting Islington on a No. 38. The 100 prizes include tickets to Sadler's Wells theatre in Islington, and meals at local restaurants.  
 Judith Jeeves of Discover Islington said: "We are delighted to be involved. There is so much to see and do in Islington, most of it in easy walking distance of a bus stop."

Keith Weightman, Leaside's customer services manager, said: "Commuters were amazed to see a bus serving breakfast.  
 "The champagne was very popular and I am sure that some of our guests had a lot of explaining to do when they got to work!"

**London Central holds on to routes**

LONDON CENTRAL is the only former London Buses company to retain its contracts in the latest round of route tendering.  
 The contracts - for routes 171 and N171 - along with the Kingston and Richmond Mobility Bus network which was held by Javelin - were the only routes of the nine up for tender which didn't change hands.  
 The remaining contracts have been won by different operators. The 67 moves from Leaside to Capital Citybus, the 95 from CentreWest to MTL London Northern, the 105 from CentreWest to London & Country, the 106 from Leaside to Docklands Transit, and the 191 from Leaside to Thamesway. Route 399 will be split into two routes - both operated by Thamesway - following research into passenger usage. The five-year contracts take effect from next spring.

**Bus drivers facing tougher eye tests**

**BUS and lorry drivers will have to meet higher eyesight standards from next summer.**

STEVEN NORRIS, Minister for Road Safety and London, confirmed that drivers who are unable to meet the new standards will not be able to renew their licences when they expire.  
 The announcement follows consultation with a wide range of organisations on changes to regulations on new eyesight standards for these drivers.  
 Under existing regulations, drivers of large goods and passenger carrying vehicles may continue to drive as long as they meet the eyesight standards which

**'Grandfather rights' go in new road safety move**

applied at the time they obtained their licences, even though higher standards may have been introduced since. These so-called 'grandfather rights' will cease on July 1, although drivers will retain their present entitlement until their current licence expires.  
 Mr Norris said: "The

Government has considered all the representations which were made in response to the consultation paper.  
**Safety**  
 "We have concluded that road safety is not best served if drivers of these types of vehicle are allowed to continue to drive simply

on the basis of their licensing history rather than any criteria relating to safety.  
 "Only a relatively small number of existing drivers will be affected by the introduction of the new standards, but the consequences for them may be serious and I have every sympathy for them. Nonetheless, accidents involving these large vehicles could be disastrous, and I am satisfied that the system of grandfather rights is no longer justifiable in terms of road safety."

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**Vacancies for TRAFFIC RECORDERS**

LT Buses Market Development are looking for people to join their team of Traffic Recorders, assisting in the collection of information on bus passenger services and passenger flows at Underground stations. Accuracy, basic arithmetic ability and common sense are required. The surveys are completed using a simple hand held data terminal which records times of buses, running numbers and destinations.

Travel to various parts of London and outdoor work is involved so flexibility and dependability are important. Earning £17.96 per 3 hour shift (higher rates apply for evenings and weekends) the days and hours vary, although you will typically work two or three shifts per week.

Current arrangements are free travel on most bus and Underground services. These posts would be particularly suitable for retired LT staff, those who are available during the day or wish to work on a casual basis. Appointments will be made on a one year renewable contract.

For an application form and an information sheet, please telephone 0171-918 3655 or write to:  
 Rose Roach Cousins, Central Human Resources, 9th floor, 55 Broadway, London, SW1H 0BD.  
 Closing date 16th November 1995



The system has been extended to the 297, 222 and 220

**Countdown spreads to three more routes**

COUNTDOWN, the computerised information system for bus stops developed by London Transport Buses, has been extended to three more routes. The signs - similar to those in use on Underground platforms - have been installed at the busiest bus stops along route 297 from Willesden Garage to Ealing Broadway, route 222 from Uxbridge to Hounslow, and route 220 between Harlesden and Wandsworth.

Countdown shows arrival times, destinations of the next few buses and can display messages sent by the service controller at the garage about traffic delays or other problems.  
 Barry Linton, LT's operations systems manager, said: "We are delighted to be able to build on the sound experience of earlier schemes by providing a high technology solution to help make bus travel more appealing."

**News in brief**

**Fatal accident**

AN elderly woman was killed after she was knocked down by a London General double decker bus in Benhill Avenue, Sutton. London General Managing Director Keith Ludeman said a police investigation had cleared the driver of any blame for the accident.

**MTL buys again**

MTL Trust Holding, the country's sixth largest bus operator, has acquired London-based R&I Tours in a deal reported to be worth around £2 million. It's the third London bus company bought by MTL in the past 12 months, following the takeovers of London Northern and London Suburban.

**Final curtain**

THE LT Players theatrical group, formed in 1922, has been wound up. Originally subsidised by London Transport, the group became self-financing in recent years. John Self, Victoria Line general manager and president of the group, said the decision to wind up the LT Players was taken "in recognition of financial reality".

**Plan approved**

OUTLINE planning permission has been granted for the redevelopment of two buildings in Hanover Square as part of the proposed CrossRail project.  
 The main ticket hall for CrossRail's Bond Street station will be located at the site if the project - to link counties on either side of the capital via new tunnels under central London - gets the go-ahead.

**Case is closed!**

VICTORIA Coach Station Managing Director Warwick Hillman has had to disappoint a woman who wrote asking whether the lost property office has her suitcase - she lost it in 1974! "I wrote back and told her the office doesn't keep items for more than three months," he said.

**On the move**

THE LUL Passenger Services Directorate Support Project Team and the Safety Critical Licensing Project Team have moved to 5th Floor, East Wing, Ashfield House, 7 Beaumont Avenue, London W14 9UY.

**Prize pair**

TWO South London Transport men from Thornton Heath garage picked up some impressive silverware during the 1995 Bus Driver of the Year Awards in Blackpool. Malcolm Baker won the London Transport Buses Cup as the top LT competitor in the big bus category, while Brendan O'Meara took the Reeves-Burgess Cup for the best newcomer.



Artist Amanda Duncan checks her murals at Dollis Hill station

**Dollis Hill gets to the art of the matter..**

SUBWAY murals and a community art gallery were opened at Dollis Hill station by the Mayor of Brent, Cllr Mrs Gwen Tookey MBE, and Howard Collins, Jubilee Line train service manager.  
 Artist Amanda Duncan designed the murals, which can be seen on steel panels in the subway, after winning a competition for students at the Royal College of Art last year. She produced a design incorporating maps of the area dating from the Middle Ages to the present, and sections showing constellations in the night sky.

Howard Collins said: "These bright and attractive coloured designs will provide enjoyment to the 4,000 passengers who use Dollis Hill station every day, plus the thousands of local residents who cross the line by subway. They are intended to become a local landmark."  
 The Tube gallery in the station waiting room was set up in liaison with the Museums Arts and Promotions Service of Brent Council. It will feature displays of artwork by pupils and students at local schools and colleges.

**BIGGER AND BETTER**

**London Bridge is set for huge modernisation programme**

LONDON Bridge Underground station is being extended, modernised and rebuilt in a major civil engineering project.

The four-month project, due to start next July, will provide improved and enlarged facilities for Northern Line customers. Platforms will be wider and there will be more spacious circulation areas. At the same time, the station will

be rebuilt to cope with the growth in customers using London Bridge when the Jubilee Line Extension opens in 1998. The work includes:  
 • the construction of a new southbound station tunnel and platform for the Northern Line;  
 • the enlargement of the existing northbound Northern Line platform;  
 • new escalators and connecting passages from the Northern to Jubilee Line platforms;

**Escalator work leads to closure**

During the work, it will be necessary to close the southbound Northern Line service between Camden Town and Kennington, although the stretch between Camden and Moorgate will be reopened before the project is completed. Special bus services will operate during the shutdown to minimise disruption. A modified northbound service will be maintained while work goes on.  
 LUL is planning an information campaign early in the New Year to explain the proposed work to passengers and the travel options available to them.

**Escalator work leads to closure**

NORTHERN Line trains won't be stopping at King's Cross station for the next eight months during essential work to replace two escalators. Wilben Short, general manager of the Northern Line, said the decision had been taken for safety reasons.  
 "The escalators link the intermediate Piccadilly Line concourse with the Northern Line platforms," he said. "This is a heavily used route and a temporary absence of escalators would cause unacceptable levels of congestion. Access to and from the Northern Line platforms will be suspended and Northern Line trains will not stop throughout the period."  
 An information campaign is being run to inform passengers about alternative routes.



L-R: Charles Goodson-Wickes MP, Richard Gray, group station manager, Ann Blackburn, general manager, District Line, and Peter Ford

**New-look station is unveiled**

THE new Wimbledon Park station was officially opened this month after a £1 million refurbishment programme was completed.  
 The renovation, which lasted about 18 months, brought in a host of improvements including replacement and upgrading of staircases, new ticket hall flooring, resurfacing of platforms and redecoration in all areas. Closed circuit TV cameras have also been installed to

provide greater safety and security.  
 The completion was marked with the unveiling of a commemorative plaque by Wimbledon MP Charles Goodson-Wickes. Guests included LT Chairman Peter Ford. They were given a brief tour of the station by the District Line general manager Ann Blackburn.  
 The work at Wimbledon Park was part of a £4 million revamp of stations on the southern branch of the District Line.

**Ad campaign puts the travel message over**

LT BUSES has launched its new £1.2 million advertising campaign, Get About. Get a bus, aimed at promoting the network by persuading people of its benefits to themselves, the environment and London's economy.  
 This message is being carried by huge, roadside hoardings at around 600 traffic blackspots throughout the capital, as well as on more than 2,000 buses and with commercials on five London radio stations.  
 A brochure explaining the campaign

has been distributed among staff on all LT Buses services.  
 "We want staff to realise that LT Buses is playing an active role in encouraging bus travel," said Jean Harris, Head of Advertising and Publicity. "We particularly want to see drivers leave their cars at home and travel by bus instead, freeing road space for bus services and improving reliability."

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# The direct line to London's history



One of several Roman burial sites unearthed during JLE work

## Diggers unearth relics from the distant past

ARCHAEOLOGISTS working in tandem with the Jubilee Line Extension project have unearthed several discoveries which suggest that some of the theories about London's past will have to be re-examined.

With the programme of 'digs' along the route of the JLE just beyond the halfway stage, Mike Hutchison, archaeology project manager with the Museum of London - which is conducting the work - outlined some of the finds so far. "That the area around

Excavation work at the site of the new ticket hall at London Bridge



### Special report

Westminster Abbey is ancient is well known," he said. "Documentary sources hint at an

eighth century forerunner to Westminster Abbey founded by King Offa on what was once Thorney Island.

"However, the island was inhabited long before Offa," he went on. "Neolithic, leaf-shaped flint arrowheads, blades and an axe, all dating back to between 4,000 and 8,000 years BC, were discovered during excavations for the new JLE station at Westminster, implying that the island was visited by hunting parties."

The museum's archaeologists have also found several artefacts from medieval times (1066-1500) on the island, including pottery, barrel staves and wooden platters, along with the reused timbers from a trading vessel.

There have also been a number of interesting Roman finds over at the

ent converged at present day Borough High Street, where a settlement developed.

Most of the engineering works for the London Bridge contract are located directly over the remains of the Roman settlement.

"We've found that Borough High Street was first developed during the first century, when two side roads, approximately 40 metres apart, were constructed at right angles to the main thoroughfare," said Mike.

"A few years later the whole area suffered a major disaster. We know this because we've discovered thick deposits of burnt material covering the entire site, including the remains of floorboards, beams and clay bricks.

"It seems this occurred sometime around 60 AD and could be attributed to Queen Boudicca, who, enraged by her treatment by Roman tax officials, led a revolt by her tribe, the Iceni. "As well as sacking London, she also made a mess of Colchester and St Albans."

Mike said that the excavations have unearthed vast amounts of Roman pottery from all over Europe, as well as mosaic floors, painted wall plaster and coins.

"Some of the most beautiful finds are ceramic lamps like the one in the shape of a foot wearing a sandal," he added.



Early illustration of a 'Cos', a sea-going merchant vessel

London Bridge station site.

The Romans established Londinium as the capital of their new province on the north bank of the River Thames between present day St Paul's Cathedral and the Tower of London. Major routes to Londinium from the conti-



A Museum of London expert examines a wood sample

## Massive facelift is under way at two depots

WORK has started to upgrade the Northern Line's Golders Green and Morden depots.

Construction company AMEC won the £29 million contract to refurbish the two depots with new maintenance facilities, including a paint shop and heavy plant for washing and lifting carriages, as well as the replacement of all trackwork.

Mechanical and electrical work will also feature prominently in the upgrade, which is due for completion by March 1997. Both depots will remain fully operational during the refurbishment.

The contract is part of LUL's £1 billion investment programme to improve the Northern Line over the next seven years.

● Jasmin Simtec has won a £5 million contract to provide integrated communication systems for new Northern Line rolling stock.

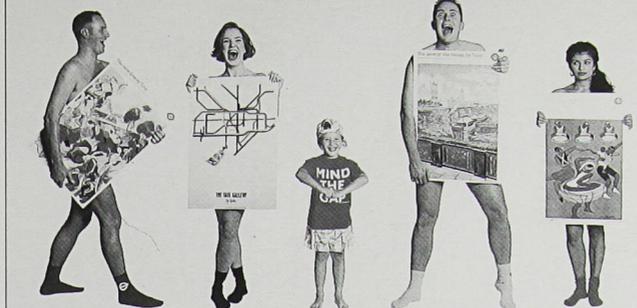
### Emergency

The system will allow a passenger who has pulled the emergency handle to talk directly to the driver. It will also enable information to be relayed directly to passengers on the train as well as to people on the platform.

As well as the public address system, each Tube car will be fitted with six visual displays which, along with audio messages, will announce the next station and any interchanges.

Under the contract, Jasmine is also supplying destination indicators for the front and rear of each of the 106, six-car trains, delivery of which is due to start in 1996.

## Poster colours



Pop in and pick up a poster or socks, shorts, T-shirts, books, models, games...

London Transport

## Poster people show their all

STAFF from the LT Museum can be seen all over the Tube network with nothing but some strategically placed posters to hide their modesty, in an advertising campaign which is set to run until Christmas.

The campaign is designed to promote poster sales at the LT Museum's shop.

The five figures, showing some of what's on offer at the shop are, from the left: commercial administrator Peter Barnett, commercial development assistant Jackie Ingram, Rory Wilson whose mother, Angela, works in the shop, senior Museum assistant John Vince and Gillian Beharry, Museum assistant, retail.

"Since this went up we've noticed an increase in the number of people coming in to buy posters," said LT Museum marketing assistant Rod Wilson. "In fact some are asking for this particular poster, so you could say it has done its job twice over."

# FOUR IN RUNNING FOR TRAMLINK CONTRACT

FOUR bidders have been shortlisted to submit their tenders for the proposed new Croydon Tramlink project.

The successful consortia - Altram,

### Special report by Busola Odulate

Croydon Connect, CT Light Rail Group and Tramtrack Croydon - were chosen from the eight groups which had originally made applica-

tions in the pre-qualification stage. The shortlisted bidders now have to hand in their formal tenders for the contract by the middle of January.

The eventual winner of the contract - who will be responsible for financing, designing, building, operating and maintaining Tramlink - is expected to be announced next March.

Clive Hodson, London Transport's director for the project, said: "The four bidders were selected after some very keen competition."

"They represent a broad cross-section of UK and European suppliers."

He went on: "I am confident that the successful bidder will provide the necessary value-for-money solu-

tions to ensure the success of this exciting project."

The Tramlink project, which has been designed by London Transport and the London Borough of Croydon, will see the return of trams to London's streets for the first time since 1952.

### Integral

Once completed, it will be an integral part of the public transport network serving passengers in south London.

The light rail network will comprise a 28-kilometre network of converted, existing railway as well as some completely new tram tracks.

It will eventually link Croydon with Wimbledon, Beckenham and New Addington.



Past and present Northern Line staff get together at the LT Museum

## Museum reunion

THERE'S nowhere better to indulge in a bit of transport nostalgia than the LT Museum, so that's where the Northern Line held a reunion for former staff. About 80 ex-staff turned up, among them Cllr John Denny, the Mayor of Lambeth, who used to be the line's revenue control manager.

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## Simulator helps staff put their message across

A NEW machine designed to simulate the acoustics in Underground stations and trains, is being used to help staff learn the art of speaking over public address systems.

The simulator incorporates a microphone, recorder and headphones, enabling trainee announcers to hear how they would sound in operational conditions. It can supply noises of trains entering, halting at and leaving stations.

Designed by LUL's Customer Information Strategy Team (CIST) working in conjunction with Technical Services, the machine is in use with each of the Underground lines and at the Railway Training Centre in White City.

"We took acoustic measurements inside three different kinds of stations and inside a train, had them written up as software and mounted on the machine," explained CIST Human Resources co-ordinator Nigel Delbarre. "It can simulate conditions in a deep station, a cut and cover and an open station, as well as those in a Tube carriage."

Nigel said that since the simulator came into service last month, there had been a "marked improvement" in the standards of trainees.

● LUL hopes to sell its invention to other organisations, and a cross-Channel ferry company has already expressed an interest.

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Michael Sandiford, left, and Richard Hughman – enthusiastic about Grey Green's Scania

Just how much of an improvement are the latest buses? The people in the driving seat give their verdict



Bill Cheer and Lorraine Andrews – they like Westlink's new Mann Vectas



Steve Taylor with one of London Central's Titans. It's easier for boarding and disembarking, he says

# THE VIEW FROM THE CAB

**L**ONG gone are the days when a London bus was otherwise known as a Routemaster. Many of today's bus drivers have to be versatile enough to handle several different types, as an ever-widening diversity of vehicles is plying routes around the capital.

London Central, for instance, now has Dennis Darts, MVs and Spectras, in addition to its existing fleet of Titans and Starriders.

George Heywood, a self-confessed "old-fashioned bus driver" at London Central's Camberwell garage, has reservations about the Spectra double-deckers, which are now operating on the No. 3 route between Crystal Palace and Oxford Circus.

"I think they're too electrical," he told *LT News*. "By that I mean they've got buttons to push which determine whether you go forward or reverse instead of a gear box. I prefer the old Titans because they give you more control."

London's bus operators have been updating their fleets with a variety of new vehicles. But what do bus drivers think about them? Richard Baker finds out...



Steve Taylor, his colleague at Camberwell, felt that the Spectra's single door also caused problems. "It slows things down on the run as people are trying to get on and off through the same door," he said. "The Titans have two doors, which makes boarding and disembarking much easier for passengers."

Both men were also concerned about the Spectra's lack of a rear window. "This makes it difficult for the driver to see what's behind," said Steve. "Obviously, this is important when you're trying to back up. Instead there is a sensor on the dashboard which tells you if you're getting too close to something while reversing."

However, Robin Young, London Central's Operations Director, said the Spectras are "very popular" with passengers. "When we had to return them to the manufacturer for modifications, we were inundated with letters from customers demanding that they be put back in service," he said.

"They're also in great demand by our night bus drivers and those on routes 35 and 45, although they're really meant for route 3."

about the Scania's it is their fixed assault screens.

"These were requested by the unions, but the drivers don't like them because they can't hear what passengers are saying to them," he explained.

Certainly drivers Richard Hughman and Michael Sandiford were enthusiastic about the Scania's with the exception of that fixed screen.

### Difficult

"It does make it difficult to hear passengers and it also blocks the rear view from the interior mirror," said Richard. "However, they are much more comfortable to drive than both the Metrobuses and the Volvos. The heating system is much better than the other types. They are cool in the summer and warm in the winter."

Michael agreed. "They are also much more stable," he said. "They don't bounce around as much as the others."

### SCANIAS

UP at Stamford Hill, the drivers of Grey Green's six Scania are generally pleased with the vehicles which are gradually replacing the company's older Metrobuses, according to operations manager Eddie Poole.

"I've driven them myself and I've found them a very easy bus to handle," he said.

However, he said that if there is one thing his drivers don't like

drivers have the chance to make regular comparisons between the two types.

Asif Nazir, for one, likes the newcomer. "I think it's much quicker and smoother than the Metrobus," he said. "It's also more comfortable for the driver as you can adjust the height of the steering wheel and seat to suit yourself."

"I also like the retarder system. This means you can engage extra braking power in traffic at the touch of a button."

Asif also enthused about the Olympians' increased luggage room and air conditioning. "It even has a lift for wheelchairs at the front door," he said.

The only drawback as far as he is concerned is the lack of headroom when you climb aboard.

"You have to remember to duck or you'll hit your head," he said.

### VECTAS

SINCE August, Westlink has been operating Mann Vectas on its 371 route between Kingston and Richmond, in addition to Dennis Darts.

The new vehicles have been given a general thumbs up from most of the company's driver-operators, including Bill Cheer and Lorraine Andrews.

"They're certainly a smoother ride than the Darts," said Bill "You don't feel the bumps in the road as much."

Many of today's bus drivers must be versatile enough to handle several different types, as an ever-widening diversity of vehicles is plying routes around the capital

## WHAT THEY SAY

"I think the Spectras are too electrical. By that I mean they've got buttons to push which determine whether you go forward or reverse instead of a gear box. I prefer the old Titans"

George Heywood, London Central

"I find that the Scania's are much more comfortable to drive than both the Metrobuses and the Volvos"

Richard Hughman, Grey Green

"I like the retarder system in the Volvo Olympians. This means you can engage extra braking power in traffic at the touch of a button"

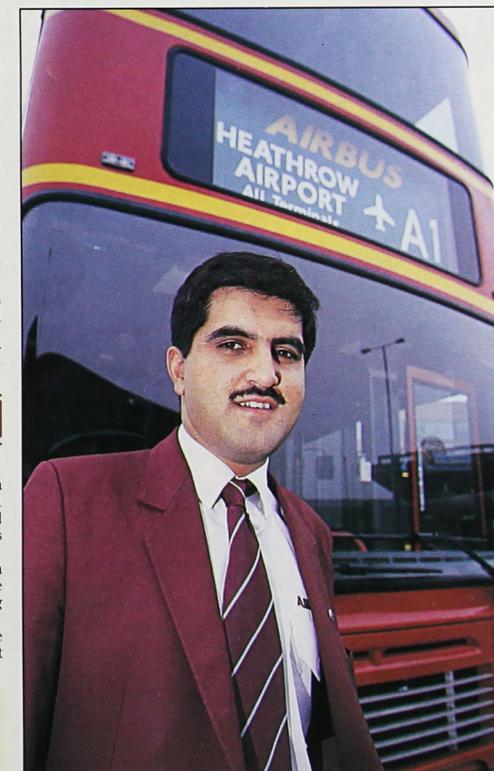
Asif Nazir, London United

"The Mann Vectas are certainly a smoother ride than the Darts. You don't feel the bumps in the road as much. They're also quicker and easier to drive as well"

Bill Cheer, Westlink



George Heywood, a self-confessed 'old-fashioned bus driver', has reservations about the Spectras



Asif Nazir prefers the Volvo Olympian to the Metrobus

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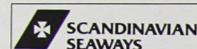
# CRUISE INTO '96 ...

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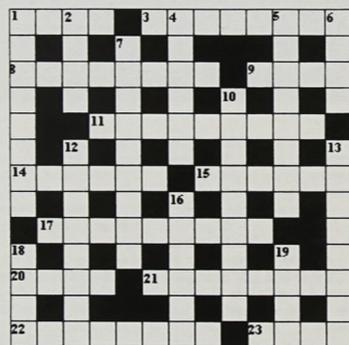
● Bookings are subject to Scandinavian Seaways rules and regulations, and the minicruise is subject to availability.

### The winner!

LINDA BRITTE has won seven days for two at Wimpy Leisure's Club Bena Vista on the Costa del Sol. Linda, an office manager with the Jubilee Line Extension project at Canada Water, won the competition in the last issue of LT News. She correctly answered that Juan Carlos is the King of Spain, Madrid is the nation's capital and paella is the name of the Spanish dish made from rice and seafood.

### Cash in on our prize crossword

THERE'S another £20 on offer to the winner of our prize crossword. Send the completed puzzle, together with your name, address and phone number to arrive no later than November 15.



#### ACROSS:

- Oatmeal cake, often triangular in shape (4)
- Formerly eaten by sailors, it was also called Pilot Biscuit (4, 4)
- Touch made by a sword at the bestowing of a knighthood (8)
- Kate, TV news reporter (4)
- 1971 Mike Hodges thriller starring Michael Caine (3, 6)
- In Greek mythology, daughters representing beauty and charm (6)
- Highest British order of knighthood (6)
- Of or pertaining to the film industry (9)
- Slippery and evasive persons or things (4)
- Of a computer, using physical variables to represent numbers (8)
- You're no different to others when you do this (8)
- Railways get at an annoying child (4)

#### DOWN:

- Large wading bird of the genus Phoenicopteridae (8)
- Shelf you have to stretch for? (4)
- Sailor on channel has to kidnap victim (6)
- Mario, 1978 Formula 1 world champion (8)
- Canal that connects the Baltic to the North Sea (4)
- Flag flown on a ship about to sail (4, 5)
- Nocturnal, insect-eating mammal of the order Dasypodidae (9)
- Any pathogenic bacterium (8)
- Unusual manner to decoration (8)
- "... Knowledge", 1971 film with Jack Nicholson and Candice Bergen (6)
- Darling, it's expensive! (4)
- Gelatinous substance obtained from red seaweed and used in food (4)

### The Mark of success!

MARK BELL, a member of the Underground rules team at Lambeth North offices, won the last LT News £20 prize crossword competition. The solution was: **Across** - 1. Anecdotes; 7. Car; 9. Tear away; 11. Tight; 12. Worship; 14. Beer; 15. Eve; 17. Aid; 18. Sans; 20. Antbear; 23. India; 24. Bassanio; 26. Dee; 27. Laundered. **Down** - 2. Noted; 3. Crawl; 4. Tow; 5. Scythes; 6. Bystander; 8. Rag trade; 10. Apse; 12. Identical; 13. One-sided; 16. Annabel; 19. Ants; 21. Binge; 22. Abode; 25. Sou.

■ Crossword compiled by Len Loullis

Plymouth job-creating initiative helps keep London's passengers on the move

# DRIVING FORCE FROM DEVON

## Skills gap filled by recruits from the West Country

A SHORTAGE of bus drivers in the capital has forced London General to seek imaginative solutions, with the company recruiting staff from Plymouth in Devon.

London General has taken on a number of drivers after setting up a working arrangement with Plymouth City Bus through a special job creating initiative by City of Plymouth Training and Employment.

"This has supplied us with quite a few fully-qualified drivers as well as some good trainees," said Keith Lude-man, London General's Managing Director.

"As a result, we are significantly less short of personnel than we were and are now able to run much more of our mileage. Earlier this year we had to cut some because of staff shortages."

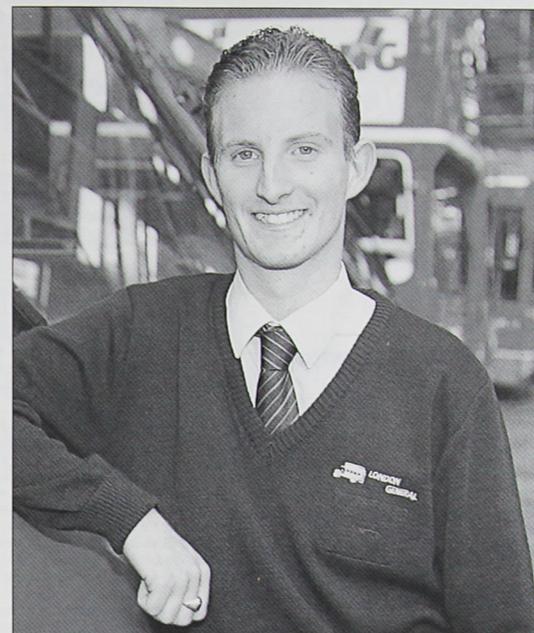
"The upturn in the economy is one reason we've been losing people, some of whom may have had a trade before the recession caused

By Richard Baker

them to join us. Now they see they can go back to their old work and earn a living."

All of the privatised bus companies LT News spoke to reported staff shortages.

Martin Whitley, who is Commercial Director of London United, said staff retention was a problem these days but the company had very little difficulty in attracting new recruits.



## It's a capital job for Paul!

PAUL BLAIR is one of the bus drivers recruited from Plymouth by London General.

Based at Merton garage, Paul (pictured left) joined the company in July and covers the C3 route between Clapham Junction and Earl's Court.

He gained his PCV licence after training with Plymouth City Buses as part of the Devon company's working arrangement with London General to supply qualified bus drivers.

When Paul moved to the capital, his new employers made special arrangements to ensure a smooth transition from Plymouth to London.

"The biggest difference I've noticed since I came to London is the attitude of people on the road," he said.

"It seems like everyone wants to get to where they're going that much quicker."

"This means bus drivers have to be more alert and aware than they do in Plymouth."

Despite the increased pace of life - and traffic - in London, Paul says he loves living in the big city.

the economic cycle in west London where we operate.

"There are a growing number of job opportunities elsewhere in the area,

such as at Heathrow Airport."

Despite the staff shortages, Martin said that "by and large" London United was able to avoid cutting services.

### Concern

"Staff turnover has shown a marked increase over the last nine months or so," he said. "Obviously that's a matter of concern to us. I think it's largely a result of

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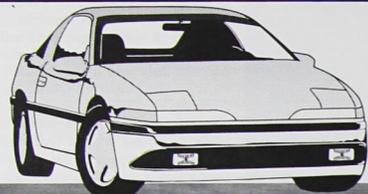
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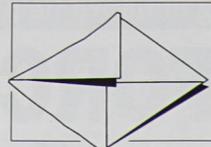
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# Crack down on the ticket touts

ON Saturday, September 16, while leaving Wood Green Underground station at about 4.45 pm, I noticed that a ticket tout was intercepting passengers just outside the entrance and asking them if they'd finished with their tickets.

In some cases, these were handed over to the tout without question.

I also saw the tout discreetly approach incoming passengers to resell the tickets.

After watching this going on for some 10 minutes I went to the ticket office to report what I'd seen and asked what was being done about it. I was told nothing could be done as the police had to be there at the time these transactions were being carried out.

I went outside to watch for a few more minutes and saw another passenger approached for his ticket. He remonstrated with the tout saying he had already been approached three times in the previous two weeks.

During the whole period I was there no action seemed to be taken by the booking

clerk or the ticket collector standing by the barriers against those passengers who had clearly bought from the tout. This is the first time I have come across such a situation and one I hope will not be allowed to develop.

As a member of staff on the bus side, I feel I have an obligation to pass such information on, as my understanding on tickets is that they are London Transport property, only valid for the person they were issued to and not transferable.

F. G. Flowers,  
Greenford, Middlesex

● Nick Agnew, general manager revenue support, replies: The problem described by Mr Flowers is one that is well known to both London Underground staff and colleagues in British Transport and other police forces in the London area. The one-day Travelcard, which is indeed not transferable, has proved a target for a number of people who attempt to obtain them from customers leaving the system and then resell them. We need to discourage our customers from handing tickets over to touts.

I am sure many people do not see anything wrong in their activity, having passed over tickets as an 'act of charity', not realising that they are being gathered for resale by the individual concerned.

I can confirm that we do prosecute touts for defrauding - and we make it clear to purchasers that the same action can be taken against them.

Finally, I note that the ticket touts seen at Wood Green were operating outside the station. If the activity takes place off LUL property then the correct course of action is for our staff to report the matter to the police.

## Training is available

RE Mr Waturuocha's letter in LT News No 446, when he said that training schemes should be introduced so staff could apply for some of London Underground's more specialised jobs.

The company already operates several training programmes which address business aims and personal development. While these prepare individuals for functions such as passenger service and engineering, they also develop general skills. More recently, programmes for potential operational managers have been introduced.

Selection to these programmes is competitive but, as it is competence-based, it does not necessarily require applicants to hold specialised qualifications. PD and MPD help individuals to identify relevant development needs and local training managers can provide support and guidance on further development opportunities.

Alistair McIntosh,  
Human Resources

# Don't cast slurs on the rail enthusiasts

I CANNOT allow the disgraceful comment from DSM Alex Warner regarding rail enthusiasts contained within your item on the Stanmore station open day (LT News, No 446) to pass without comment.

Perhaps he would like to consider that if the large number of 'train spotters' as he cares to call them did not attend this event then it might not have been such a success.

The publication of such a comment only reinforces the ignorant and ill-informed view of both the press and public towards anybody who is interested in transport.

Train spotters do not harm

to anyone. Perhaps DSM Warner should concentrate on putting the drunken yobs who infest his station masquerading as football supporters on their way to Wembley Stadium, in their place.

But of course the rail enthusiast is a far easier and law-abiding target to attack.

R Ucraft,  
Survey assistant,  
Passenger Data,  
London Transport  
Buses.

● For the record, while talking about the amount of people who visited Stanmore's open day, DSM Warner said:

"What was pleasing is that they were not all train spotters."

"Most of them were our customers who live in and around Stanmore."

"I apologise if I offended Mr Ucraft by my comments," he told LT News.

"What I was trying to say was that it was gratifying to see so many of our customers, who don't have a particular interest in railways, coming to our open day."

"However, as far as his comment about drunken yobs is concerned, the Jubilee Line doesn't have a problem with football hooligans."

## SPORTS news



### Dave's windy win is a first

DAVE OKE made light of the conditions to chalk up a shock win in Bexleyheath Bus Garage Golf Society's 18-hole stableford competition, at a blustery Shooters Hill course in Woolwich.

The victory was a first for Dave, who was playing off a 28 handicap. He coped with the strong wind better than some of his more experienced rivals to finish on 39 stableford points.

That was one point more than fellow London Central bus driver Simon Wilde, a 15 handicapper, who was runner-up with 38 points in the 36-strong field.

Dave's score was also good enough to put him in the final of the golf society's knock-out cup tournament, which was held concurrently with the main competition, as he finished three points ahead of his opponent Paul Rye.

### On the ball!

THE under-11 TNT Dynamo boys' soccer team is being sponsored by London Central this season, with a smart new kit featuring the bus company's logo.

Richard Harrington, a body tradesman at London Central's Peckham garage, manages the Beckenham-based team, which plays in the Tandridge League.

### Darts date

DARTS players should get their eye in for the Hawks Trophy tournament at the Hornchurch Sports and Social Club on November 4.

The singles and doubles tournaments are open to all LT personnel.

● For further details you should contact Phil Harvey on 01708 474403.

### Hook a trophy

CALLING all fishermen! The Hawks Trophy angling competition, open to all LT staff, will be held at Hutton Bridge on December 13.

● For further details, contact Ian McDonald on 0181-663 6544.

# BOWLING BUSMEN MAKE IT SIX IN A ROW...



The victors. Back row: Julian Goring, Phil Savill, Janice Wyatt, Mark Evans, Rachel Claasen, Hayden Matthews, Front row: Paul Nelson, Sean Rossouw, Fin Fennelly and Paul Duncan

## Team's no soft touch

COACH and skipper Fin Fennelly steered LT HR/Facilities to a 41-33 victory over LT Buses Systems, in the final of the London Transport Softball tournament at Green Park. The game got off to a slow start, with both sides struggling to make contact with the ball. Nevertheless, half-time found HR/Facilities with their noses in front 18-14.

Buses Systems came back strongly after the restart with a string of home runs, but Fin's tactics and coaching paid off for HR/Facilities in a fast and furious last few minutes which saw them retain an eight-point lead and take the title.

## Tony leaves rivals green with envy

TONY WALLER turned on a champion show to win the National Passenger Transport Sports Association flat green bowls singles title, when he demolished Bill Navarette of Go-Ahead Northern 21-12 in a one-sided final at Rugby.

It was the first time that Tony, senior operations assistant at Metroline's

Harrow Weald bus garage, had entered the competition. "It was close to start with, but once I got the measure of the green I was confident I'd win it," said Tony.

He knocked out last year's winner - Charlie Dixon of LTAA - in the semi-finals after a close-fought 21-18 victory.

## Weakened Jets flop

WITH several key players missing through illness, Jubilee Jets were forced to field a weakened side in their friendly mixed hockey match against Strollers at Kennington Park - and it showed as they went down 6-1.

Despite the valiant efforts of sweeper Duncan Thurston, they were always second best against lively opponents, who mounted sustained pressure right from the outset and were well worth their convincing victory. Sue Morris got Jets' only goal.



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## NEWS EXTRA

## Hold-up prompts call for extra JLE cash

LONDON Underground has asked the Government for extra funding for the Jubilee Line Extension after unforeseen problems forced the hold up of construction work earlier this year.

LUL approached the Department of Transport for an undisclosed sum when additional costs for the £1.9 billion project arose while the New Austrian Tunneling Method (NATM) was being investigated by the Health and Safety Executive.

Construction work was voluntarily suspended as a precautionary measure after the collapse of NATM tunnels during the construction of BAA and Rail-track's Heathrow Express Rail Link.

Reviews of JLE's design and management procedures were carried out and the HSE verified that the way in which the JLE was using NATM was safe and gave the go-ahead for the work to continue.

### Risks

John Hughes, Director of Group Financial Planning and Control, said: "There are other potential risks that the project could face between now and completion, consequently some further contingency funding is sought. The JLE is currently Europe's largest infrastructure project, and is being constructed through the heart of the city, reshaping the character of London. It is being built in difficult conditions and we have sought to minimise the disruption during the construction work."

Despite the setbacks, there will be no change to the completion date - March 28, 1998.

● A workman was taken to hospital after a fire at a JLE site in Alaska Street, Waterloo.

He was released later the same day after treatment.

## How's that for boring?

The JLE has seen another tunnel breakthrough. The second Tunnel Boring Machine (TBM) has broken through into Canada Water station box after driving the 2.3 kilometres from Durands Wharf, completing the eastbound running tunnel. The first TBM broke through at the end of September.

# Investing in London's future

LONDON FIRST, an influential team of businessmen, local government leaders and independent advisors, has produced a wide-ranging plan to take the capital's transport system into the next century.

The organisation claims its plan, London's Action programme for transport 1995-2001, is "the first fully-costed, comprehensive and long-term programme for the improvement of the capital's total

transport network in 20 years".

It calls for a consistent level of funding for London Underground to enable the present backlog of renewal work to be completed and a commitment to complete bus and cycle priority networks. The programme also backs CrossRail, Thameslink 2000 and a Channel Tunnel rail link with an international station at Stratford.

London First estimates that its programme will cost around £23 bil-

lion over the next 15 years.

It does not, however, envisage any increase in the present level of public expenditure. Rather, it calls for consistent funding and some rephasing of budgets to provide an additional £200 million spread over the next two years to help overcome the backlog of renewal work on the Underground.

John Willis, LT's Head of Strategy and Planning, welcomed the report. "We see it as complementary to a

document of our own, Planning London's Transport, which we are due to issue soon," he said.

### Reponse

"The London First report is the response to the capital's transport needs from outside business groups.

"What we are proposing in our document is to set this in the planning context and how we see major schemes supporting London's future."

# TUNNEL COMPROMISE SOLUTION SOUGHT

## New plan forwarded to LDDC will preserve vista

A COMPROMISE solution for strengthening work on the East London Line's historic Thames Tunnel which will retain its features has been presented by LUL to the London Docklands Development Corporation (LDDC).

The revised plan was proposed by London Underground during four hours of high-level discussions with English Heritage last week.

LUL had already made adjustments to its original scheme for strengthening the tunnel when it decided to retain four arches at the Rotherhithe station end. The LDDC recommended that this should be approved when it sent the application to Secretary of State for the Environment, John Gummer, as required under listed building regulations.

Mr Gummer decided not to 'call in' the decision and sent it back to the LDDC to decide.

Since the Thames Tunnel, which was built by the Brunels in 1843, was listed by the Secretary of State for National Heritage seven months ago, LUL has had numerous meetings with the LDDC and English Heritage.

David Bailey, London Underground's Director of Development, said the latest plan will safeguard the 26,000 passen-

By staff reporter

gers and staff who use the line every day, while preserving the vista of the tunnel.

The tunnel has been closed since March and LUL had hoped to start work on it in July.

David said: "The listing of the Thames Tunnel has already meant that the temporary closure time will double from seven to more than 14 months and that the cost of the work has also doubled from £12m to £24m. This is because we are still having to pay for replacement bus services.

### Expensive

"The compromise solution will mean more complex and expensive methods will have to be used. Until we know when we can start work we cannot give a reopening date."

He warned that if the LDDC does not allow strengthening work to be carried out on the tunnel, LUL will apply to the Department of Transport for a permanent shutdown of the East London Line.

## IT'S A TOPPING DAY AT STRATFORD!



L-R: Tony Banks MP, Trevor Berry, regional manager of Laing London, and Hugh Doherty make a push-button start to topping out at Stratford

NEWHAM North East MP Tony Banks joined in the celebrations during the 'topping out' ceremony of Stratford Market Depot, which is on schedule for completion by September 1996. The £250 million depot, which is being built by Laing London, is a 190m x 110m shed designed to provide stabling for 33 trains and maintenance facilities on the Jubilee Line Extension. Topping out dates from pagan times

and celebrates the completion of a building. It is a gesture of thanks to the workforce and to ward off evil spirits.

JLE Project Director Hugh Doherty said: "The close co-operation between the project team and Laing has been instrumental in achieving the performance. Both teams are proud to have been able to produce such a large-scale project safely and with the minimum impact on the environment."

## Sprays put the dampers on dangerous jaywalkers

VICTORIA Coach Station passengers who risk their lives by walking through the entrance where buses and coaches arrive will now feel the consequences - a soaking from two specially installed water-jets.

The sprayers, known as a 'Pedestrian Control System', were installed as a last-ditch attempt to deter jaywalkers who ignored neon-lit 'way out' and 'danger' signs to take a short-cut through the arrivals terminal into a side street.

The sprinklers are installed on each end of the entrance and any passenger wanting to use it as an exit will come face-to-face with a wall of water.

Warwick Hillman, managing director of VCS, said that he hopes the icy shower will jolt offenders into thinking about safety.

### Deterrent

"We needed something to act as a deterrent," he said. "The entrance has a blind spot and drivers were having to brake harder than usual to avoid the people who were coming out. It was obvious that sooner or later someone was going to get seriously hurt."

The system has proved successful, although a minority still try to go through the sprinklers, often ending up drenched.



The watery welcome makes these jaywalkers think again