

## FROM THE PAPERS

**December 2010 NORTH WEALD VILLAGE LIFE** – For the first time since 1978 track has been laid to serve both platforms at North Weald.

**01.12.11 ONGAR & NORTH WEALD GAZETTE** – Plans to re-open a heritage railway between Ongar and Epping moved a step closer with the installation of new signals at North Weald. The signals will allow more than one train to access the platforms at North Weald. The next step will be the restoration, by volunteers, of the station buildings there.

**THE TIMES** – A woman, who grew up just two miles from one of the 7 July bombers, was praised at the inquest for using her coat as a makeshift tourniquet to save another passenger's life. She feared she would "be gone" after a fireball ripped through the Piccadilly Line carriage. Following earlier delays on the system, the crush conditions in the bombed carriage, which held almost 140 passengers, was a significant factor in the large number of deaths. As survivors gave evidence for the first time at the Royal Courts of Justice, there was a sequence of distressing testimonies, including accounts of a young man who was alive for at least 45 minutes after the explosion but received no treatment during that time as Paramedics did not arrive in the bombed carriage for at least an hour,

**02.12.10 THE TIMES (1)** An Australian woman whose legs were blown off in the 7 July bombings was praised for her indomitable spirit by the coroner as she told how ripped up her scarf and used it as a tourniquet to stem bleeding from what was left of her legs as she waited an hour for help to arrive. "I willed myself awake to avoid slipping into death". She lost 75 per cent of her blood and went into cardiac arrest on several occasions as she was removed from the Piccadilly Line tunnel. Another woman nearby also used clothing as tourniquets to assist other injured passengers despite having had a leg destroyed.

**(2)** A Crossrail spokesman has announced a £1 billion tender for 60 ten-car, 200 metre trains each capable of carrying 1,500 passengers.

**04.12.10 THE AGE (Melbourne)** – Since John Brumby, the former state premier, awarded the Australian \$8 billion contract to run Melbourne's railway network to Hong Kong-based Metro Trains in June 2009 and claiming the new operator would improve punctuality, timekeeping has been abysmal. But most importantly for the fortunes of the former government, its investment and faith in Metro failed at the most critical time – during the state election campaign.

**06.12.10 METRO** – Imagine a world where every Underground train runs on time, even in the snow, and there are no strike and line closures never happen. Such a system exists in Abbey Road, an Underground-inspired model railway. Former LU train driver John Polley spent more than two years designing and creating his miniature world in 00 scale where 4mm represents 30cm.

**THE TIMES** – A new train intended to ease overcrowding on the country's busiest long-distance railway is expected to sit in storage for more than a year amid a franchise row between the Government and the operating company. The Pendolino train is due to arrive at a depot in Liverpool today. Opposition MPs have decried the lunacy of mothballing the first of a fleet trains and carriages that were due to start running on the West Coast Main Line next year. Virgin Trains, which operates this route, had planned to put the first new 589-seat Pendolino into service next summer as it struggles to keep up with demand, in return it wanted a two-year extension to its franchise. However, the Department of Transport turned down the approach in October.

**07.12.10 EVENING STANDARD** – London rail and Underground passengers are paying 5 million a month in maximum fares for journeys where their Oyster cards are not swiped properly, often because there were no barriers or they were left open. In the first ten months of this year passengers failed to touch in or out 11 million times. Commuters using oyster cards are charged up to £4 extra if they fail, for whatever reason to ensure the electronic readers register their card at the start and finish of every journey. If not, the system levies the maximum fare of £6.

**METRO** – New figures released yesterday show that Transport for London's Underground and rail services carried record numbers of passengers during November. Between 17 October and 13 November LU carried just over 90 million people, despite industrial action, called by the leadership of

the RMT and TSSA unions. On Friday 26 November the Underground carried in excess of 4 million passengers, for the first time in two years. Ridership has also dramatically increased on London Overground's East London route since services began earlier this year.

**11.12.10 THE TIMES** – Crossrail has awarded contracts totalling £1.25bn for tunnelling work under central London. The single largest contract worth £ 500 million for tunnelling between Farringdon and Blackwall goes to Dragados, the Spanish construction giant, and John Sisk & Co., the UK arm of the Irish construction group Sisk. Another Spanish construction giant Ferrovial Agromán, an arm of the company that owns Heathrow and Stansted airports, has landed the four-mile tunnel from Farringdon to Royal Oak. It is working with BAM Nuttall and Kier Construction. The three together have also been awarded the contracts to dig the escape and ventilation shafts at Bond Street and Tottenham Court Road. Together these are worth another £500 million. A third contract was awarded yesterday to build the escape and ventilation shafts at Liverpool Street and Whitechapel to a consortium led by another Spanish-owned company, Alpine BeMo. Its partners are Balfour Beatty, Morgan Sindall and Vinci of France.

**15.12.10 ONGAR & NORTH WEALD GAZETTE** – Plans to open a heritage railway between Epping and Ongar have moved a step closer with the purchase of a train. The Epping Ongar Railway has agreed the purchase of set 1498, one of the heritage 3-CIG units that were recently withdrawn from use on the Lymington branch. These three-coach units were built between 1964 and 1972 to a similar design to BR Mk1 coaches. The units will join resident DEM 'Thumper' 205.205, which is also preserved on the line.

**18.12.10 THE TIMES** – A mother has told the inquest into the deaths of the 2005 terrorists' victims how she is unable to sleep at night after the death of her son, Lee, and his childhood sweetheart and partner, Sam. The couple were found by paramedics barely alive but still together underneath the wreckage of the Piccadilly Line carriage. They had been blown out of the train and onto the tracks by the force of the blast. Eventually they were stretchered out. Then Sam, who was 35, died in the ticket hall at King's Cross station after frantic attempts to resuscitate her failed. Lee, aged 30, suffered a heart attack outside the station but survived until 15 July, finally succumbing to his horrific injuries at the Royal London Hospital. The young couple were buried together in the graveyard of the 11th-century church of St Michael and All Angels at Ledbury to the sound of wedding bells.

**19.12.10 SUNDAY TIMES – (1)** Ministers have been forced to make changes to flagship plans for the £34bn high-speed railway between London and Birmingham after ferocious opposition all along its route. Philip Hammond, the Transport Secretary, will tomorrow announce that he is refining as much as half the length of the proposed route in an attempt to prevent a looming backbench rebellion and to pacify angry rural voters.

**(2)** Almost 15,000 friends and relatives of Transport for London staff, including its office staff, are allowed free travel on TfL services. The perk, known as a nominee pass, cost about £40 million in lost fares. While most nominees are spouses or children, the tickets can also be given to flatmates or lodgers. The only condition is that they share a property.

**20.12.10 THE TIMES** – Christian Wolmer writes that despite his railwayphilia, he is adamantly opposed to a new high-speed line linking London and the North. It's not that he has any sympathy for the Nimby opponents of the Transport Secretary, who is today unveiling the details of this £30 billion plus HS2 project. If the line is really needed then it should cut through the Chilterns. But he remains unconvinced that there is a need for the high-speed line in terms of either the economics or the environment. The business case is rooted in the mumbo-jumbo of benefit-cost ratios, and is, even on its own terms, weak. Most of those benefits, though, will accrue to private companies, whereas most of the cost will fall on the taxpayer. The high-speed line to the Channel Tunnel, which cost the taxpayer upwards of £6bn, has just been sold for a third of that to a Canadian pension fund. Worse still, there is no evidence that high-speed railways deliver economic growth, and promoters of the scheme have dropped their argument that it is a green project.

**26.12.10 SUNDAY TIMES** – Some of Britain's busiest railway routes are to be fitted with heated cables to prevent the network shutting down in freezing weather. During last week's snow, heat-conducting cable fitted to the conductor rail between Ashford and Maidstone helped to cut cancellations in a successful trial.

**30.12.10 THE TIMES** – Union bosses are planning mass strikes around the time of the royal wedding. The most senior figures in the movement are to meet early in the new year. Mark Sewotka, leader of the 300,000-strong Public and Commercial Services Union, the largest representing civil servants, is promising to lead the disruption. Unison, Unite and the GMB said they would support action against funding cuts. Bob Crow, militant general secretary of the RMT union, is expected to attend and has said that he expected a surge in strike action in the coming months.

**03.01.11 THE TIMES** – The inquests into the 7 July bombings will resume on 12 January when the evidence turns to the events in Tavistock Square. Several bereaved families have set up charities in the name of their loved ones to promote diversity, tolerance and cohesion.

**04.01.11 METRO** – LUL is planning major improvements to relieve congestion and increase capacity at Bank station. Proposals include re-tunnelling the Northern Line, a new entrance on King William Street and high-capacity lifts to provide step-free access to the Northern Line platforms. Work has also started on a new entrance onto Walbrook, for the Waterloo & City Line. This will give step-free access from the street to the W&C platforms, with two new lifts, four new escalators and a new ticket hall.

**06.01.11 THE TIMES** – A man honoured for helping victims of the 7/7 attacks in London has been jailed for 14 years for his pivotal role in Britain's biggest drug-trafficking and money-laundering gang.

**07.01.11 METRO** – A total of 76 Underground stations would be left unstaffed for part of the day if proposals for job cuts went ahead. Bob Crow, RMT general secretary, said that Boris Johnson had told the Tory conference that no station would be unstaffed at any time. A Transport for London spokesman said: "We have been absolutely clear, and reiterate again, that the changes proposed will continue to see all LU stations staffed".

**11.01.11 METRO** – *Poems on the Underground* has been delighting passengers for 25 years. A small booklet to celebrate the birthday will be available at central London Underground station later this month. It will contain the very first poems in this series together with some new offerings.

**12.01.11 FINANCIAL TIMES** – Rob Holden, one of the most respected managers in British civil engineering, is to leave the company building Crossrail, apparently because of frustrations concerning the project's governance. Insiders suggested he was uncomfortable with being more closely controlled at Crossrail than at his previous post managing LCR, building of High Speed One, the rail link from London to the Channel Tunnel. While the Department of Transport exercised arm's length control of LCR, Transport for London, Crossrail's owner, and the other parties funding the project have taken a far more direct role.

**THE TIMES** – A coroner did not have power to receive sensitive evidence relating to the Security Services in the absence of properly interested persons, which included relatives of the deceased, and their legal representatives. The Queen's Bench Divisional Court so held in dismissing the application of the Secretary of State for the Home Department for judicial review of the decision of Lady Justice Hallett, sitting as Assistant Deputy Coroner at Inner West London Coroner's Court, that she did not have power to receive evidence in closed hearings. The application related to a decision of Lady Justice Hallett conducting the inquest into the deaths of the victims of the bombings in London on 7 July 2005.

**13.01.11 DAILY TELEGRAPH** – Bombardier and Invensys, two companies who were paid an estimated £110 million to walk away from a signalling contract following the collapse of Metronet, have been shortlisted for the same work and are understood to be the only names on the shortlist for the revised tender. A spokesman for TfL defended the arrangements saying the contracts it inherited were not fit for purpose and would have cost hundreds of millions of pounds more in the long term.

**THE TIMES** – Survivors of the 7/7 bombing on the No.30 bus told of the nervous, ill-mannered and sweating man with a rucksack who drew attention to himself by being visibly agitated and bumping into people. Subsequently 13 passengers died in the explosion.

**14.01.11 METRO** – Boris Johnson, speaking at the Mansion House last night, is threatening to introduce driverless trains on the Underground if union continue to call pointless strikes. The technology, as used on the Docklands Light Railway, will soon be available for the Jubilee, Central and Victoria lines. The Mayor said there would still need to be someone aboard, just as every DLR train is staffed, but anyone could in a few weeks acquire the necessary qualifications.

**15.01.11 THE TIMES** – The inquest into the 7/7 explosions heard how one of the four bombers had transferred to a No.30 bus after a flat battery earlier prevented him from detonating his bomb on the Underground at the agreed time with his accomplices. Following the bus's diversion the driver suggested to passengers on the overcrowded vehicle that it might be quicker to walk. Many left the bus before the explosion.

**16.01.11 SUNDAY TIMES** – Theresa May, the home secretary, and the police have issued secret gagging orders to prevent the disclosure at the public inquest into the 7 July 2005 terrorist attacks in London of secret intelligence showing how MI5 could have prevented them.

**17.01.11 METRO** – In the 1920s, the Underground Group commissioned Charles Holden to create a new building (at St. James's Park) that reflected the Group's bold ideas for the future of transport in London. When constructed it was the tallest office in London at 174 feet. It has now been awarded Grade I listed status for its great historical significance.

**19.01.11 THE TIMES** – BT Police officers had to run from the bombed bus in Tavistock Square to their nearby headquarters in search of extra resources because their radios had failed. They were then not allowed out again as police chiefs feared their building could come under attack. News of the lockdown was revealed yesterday at the 7/7 bombing inquest.

**20.01.11 i** (*"i" is a new summary newspaper published by The Independent @ 20p*) The 7/7 inquest continued with reports of the victims' horrific injuries and the use of tablecloths from nearby hotels used as stretchers and of Sellotape for emergency first aid.

**THE TIMES** – The High Court in London has granted an injunction preventing a 48-hour strike on the Docklands Light Railway which was expected to begin today.

**21.01.11 THE TIMES – (1)** 7/7 inquest: About two dozen doctors rushed to the No.30 bus when it was blown up outside the headquarters of the British Medical Association, but they had virtually no medical equipment because it was an office building. The doctors helped as best they could until ambulances eventually arrived.

**(2)** Armed police officers could be deployed on the Underground in the build-up to the 2012 Olympic Games to counter the increased terror threat, security officials have revealed. From next week the number of days terror suspects can be held without charge will be reduced from 28 to 14.

**22.01.11 THE TIMES** – A "very senior" MI5 officer will give evidence at the inquest of the 7/7 bombing victims, the coroner, Lady Justice Hallett, ruled yesterday, but his or her identity will not be revealed. The officer will give evidence on the question of whether the attacks could have been prevented.

**24.01.11 THE TIMES** – Obituary: Ray Ward was the inaugural chief executive of the London Docklands Development Corporation set up in 1980 by Michael Heseltine to secure the regeneration of 8½ square miles of East London. Ward served in the post from 1981 to 1987, and masterminded such projects as London City Airport, Docklands Light Railway, Canary Wharf and the Excel exhibition centre.

**25.01.11 METRO** – The new Crossrail visitor centre is being formally unveiled today, showcasing not only the largest construction project in Europe but also the job opportunities available to help build it. Crossrail is also offering 400 apprenticeships over the lifetime of the project. The centre is located in the nearby Idea Store.

**26.01.11 EVENING STANDARD – (1)** Plans to build a £100 million Crossrail station at Woolwich have been hit by delays caused by red tape. Developer Berkeley Group says it needs to start work early next month to have any chance of being ready to connect to the Crossrail tunnel in mid-2013. If that deadline is missed, the tunnelling equipment will pass by the station. Berkeley group blames protracted talks over the terms of contracts with Network Rail, Rail for London, Transport for London, London Underground and Crossrail.

**(2)** The first in a series of trials involving 20 teenagers, all charged with of murdering 15-year-old Sofyen Belamouadden in Victoria Underground station, began two weeks ago but can only now be reported. The trial judge had ordered a ban on coverage which was overturned in the Appeal Court. Sofyen, 15, was said to have been hunted down before being stabbed, beaten, punched and kicked to death in the station ticket hall. The trial continues.

**31.01.11 THE TIMES** – In one of the worst German rail disasters of recent years, a passenger train collided head-on with a freight train, killing at least ten people and seriously injuring two dozen. The crash was in eastern Germany on a single track between Magdeburg and Halberstadt late on Saturday night. The accident has reignited fears over the full privatisation of Deutsche Bahn, the state-owned rail network.