

FROM THE PAPERS

Items for “From the Papers” should be sent to Ian McKenzie at 24 Thamespoint, Fairways, Teddington, TW11 9PP, and not to the Editor of this journal. Please ensure that contributions are identified by date and source publication.

01.10.14 EVENING STANDARD – The proposed £3B extension to the Bakerloo Line can be built without cash handouts from the Government, City Hall said today as a public consultation on the route was launched. The Elephant & Castle – Lewisham link could be funded by local businesses and house builders, which would benefit from the first major extension to the Underground in South London for a generation. Following the same funding model as used for the Northern Line extension to Battersea, the Treasury would offer financial guarantees for the Bakerloo Line extension. The extended route would run from Elephant & Castle towards New Cross, Lewisham, Bromley and Hayes. City Hall said it would create 15,000 jobs and 40,000 homes. The proposed extension would run through a tunnel from Elephant & Castle to Lewisham, via either Old Kent road or Camberwell and Peckham. It could then link into the existing *Southeastern* rail line to Beckenham Junction and Hayes via Ladywell and Catford.

01.10.14 EVENING STANDARD – *Post by René Lavanchy* – “The *New Tube for London* project is not behind schedule – the trains will be faster and cooler and ought to bring huge benefits in the form of more capacity, more frequent trains and lower energy use (in combination with new signalling). It’s a pity these benefits are overshadowed by Boris’s 2012 manifesto claim to bring in driverless trains “within a decade”. Whether or not the trains are driverless makes relatively little difference to services and costs, but risks turning them into a political football”.

02.10.14 EVENING STANDARD – *By Columnist Andrew Neather* – “We were mystified. Why did the deeds for the house we were buying in Herne Hill have tunnelling rights under the property signed away many decades ago? A forgotten gold mine under Brockwell Park, perhaps? I found the possible answer this week as Mayor Johnson launched a public consultation on extending the Bakerloo Line, London’s longest-promised transport project. Even in 1913, just 7 years after the line’s completion, the Lord Mayor proposed a Bakerloo Line extension to Crystal Palace via Camberwell, Dulwich and Sydenham, beneath streets such as mine. Work on routes and costs continued to be reviewed in the 1920s and 1930s. In 1949 it got so close to construction the Underground maps from the era show a dotted brown line extending to Camberwell. Then it was cancelled, as was an early 1970s plan. So this week’s consultation is an important shift of gear – though it might yet prove another false dawn. But this time there is a more urgent case than ever for this major addition to the network”.

02.10.14 EVENING STANDARD – *Letter by S Peters* – “There have been numerous instances on the Central Line of suspensions and delays caused by “faulty trains”, of which yesterday’s chaos was only another (if spectacular) example. It would seem that the “enhanced” timetable introduced on the line is putting impossible strain on the train stock as regards maintenance and servicing. I would ask for comment on the issue from Underground management if we could be guaranteed more than the usual soapy platitudes and whitewash”.

07.10.14 EVENING STANDARD – *Letter by Andrew J. Rixon* – “Extending the Bakerloo Line to Camberwell is a terrible idea. There are four Thameslink tracks from the Elephant to Camberwell, where the old station could be rebuilt. A 10-minute Thameslink service to Wimbledon and a 10-minute service to the Catford Loop would offer Underground-like frequencies. The Old Kent Road needs the Bakerloo extension as it has no alternative services. It must go beyond Lewisham to Ladywell, where the Hayes line only needs a fourth rail laid to be ready for use. Freeing the line to London Bridge from the Hayes trains would provide paths for extra trains from Dartford and Orpington”.

08.10.14 WESTERN MORNING NEWS – LU and Mayor Boris Johnson have attacked plans for a 48-hour strike by Underground workers and vowed to do all they can to ease the expected travel disruption. Members of RMT union will walk out on 14 October in a long-running dispute over Underground ticket office closures. The stoppage threatens travel misery for commuters, and coincides with strikes by council workers and civil servants across the country in separate disputes over pay, jobs and cuts. LU’s Phil Hufton said: “This is yet more pointless strike action called by the RMT leadership following our plans to modernise and improve the Underground for our customers.

We have been in consultation with the RMT and other trade unions now for 11 months involving over 80 meetings on the details". RMT's Mick Cash said: "RMT negotiators have made every effort in the long-running talks to resolve a range of issues that impact on our members' jobs, their pay and working conditions, and the safety of services that they provide to the travelling public".

08.10.14 EVENING STANDARD – *Post by Martin Welborne* – "If LU bosses think next week's planned strike is "pointless" it shows how out of touch they are with reality, like MPs and some highly paid council staff. TfL managers don't need to worry about "buying a ticket" as they travel free. Perhaps if they got out more they would witness the huge queues at ticket offices at busy Underground stations like King's Cross St. Pancras and Liverpool Street. Putting more staff on the platforms making pointless announcements won't help you buy a ticket".

08.10.14 EVENING STANDARD – *Post by Guy Special* – "It's not a pointless strike if it shows, once again, that ticket office staff are not needed. It's hypocritical to bleat about safety from behind a glass window".

08.10.14 EVENING STANDARD – *Post by Ricardo Folgado* – "Re the Bakerloo Line extension, am I the only one who thinks both Chuka and Boris are right? Two branches from Elephant & Castle, one towards Old Kent Road/Lewisham, another towards Camberwell/Streatham are what we need".

09.10.14 METRO – David Waboso, the Underground's Capital Programmes Director, has been named as Leader of the Year in the Manufacturing and Infrastructure section of the 2014's Black British Business Awards. David Waboso is responsible for delivering the multi-billion pound upgrade of the Underground that will provide more capacity for London's rapidly growing population. The British Black Business Awards celebrate and promote the often unsung contributions by black professionals in businesses in Britain, uncovering inspirational role models and ambassadors from across the UK.

09.10.14 EVENING STANDARD – TfL have unveiled plans for hundreds of driverless trains as part of a £16B overhaul on some of the Underground most neglected lines. The new-look Underground fleet will give passengers the benefits of air-conditioning and walk-through carriages for the first time on the "deep level" lines with wider doors to load more passengers faster and step-free access. LU said the interiors aim to recreate the ambience of a living room, with new levels of comfort for seats and vestibules, pools of lights and electronic notice-boards. The 250 trains, replacing rolling stock (some built in the early 1970s), will be introduced first on the Piccadilly Line followed by the Bakerloo, Central and Waterloo & City lines and phased in from 2022. The contract includes enhanced signalling which will increase capacity by 60% on the Piccadilly Line, taking up to 19,000 passengers per hour, and by at least 25% on the other lines. Driver's cabs will be incorporated into the initial roll-out but the train design makes it possible for these to be removed, creating London's first driverless Underground train – though probably not until 2030. Even then each train will have "captains" in the carriages, performing similar functions to those of the driverless DLR. Mayor Boris Johnson said: "These innovative, eye-catching and sleek new trains will be vital for the continued modernisation of the Underground. They will ferry millions of people across our city, more comfortably, reliably and stylishly than ever before". LU's Gareth Powell said: "This is more highly designed than any other Underground train. It is designed to be like sitting on your sofa in the living room with pools of light and more attention to the seats and vestibules". Train makers Siemens, Bombardier, Alstom and CAF are expected to be among the bidders for the contract, worth up to £2.5B for the rolling stock alone, to be awarded in 2016.

09.10.14 EVENING STANDARD – A planned 48-hour strike by LU workers next week over Underground ticket office closures has been suspended following "substantial progress" in talks, said the RMT Union. It comes after a meeting of its executive to discuss whether to go ahead with the walkout. LU had called the action "pointless" and said consultations with unions had been going on for 11 months. The planned action was set to coincide with nationwide strikes by council workers and civil servants.

10.10.14 EVENING STANDARD – *Letter by J. Wilby* – "The futuristic bits of the new Underground trains look great, but why are they still using horrible Seventies carpet on the seats? Am I the only one who thinks it's weird to have carpeted seats on public transport? How often are they washed? Think about getting something hard-wearing and wipe-clean instead, TfL". (see 13.10.14 below)

10.10.14 EVENING STANDARD – *Letter by Jane Read* – “Since the majority of Underground travellers stand during rush hour, where are the hanging straps in the new trains? Will there be more than there are now, and will they be low enough for short people like me to reach?”.

13.10.14 EVENING STANDARD – Last Saturday Underground passengers fled in terror after a clash between young partygoers ended with two men being stabbed. The victims were attacked with a large knife described as a machete on the southbound Northern Line as it pulled into Belsize Park station. Witnesses said fighting broke out when a group of 80 teenagers boarded the train after they had apparently been turned away from an all-night rave by police. Some members of the group clashed with another passenger armed with a large kitchen knife. They used belts and other items in an attempt to defend themselves. Passengers fled as police rushed to meet the train as it arrived at the station. Two men were arrested. The station closed at 23.50 and cordoned off behind police tape for several hours as an investigation was carried out.

13.10.14 EVENING STANDARD – A consortium hoping to convert TfL’s landmark 1920’s headquarters into a hotel and theatre complex has appointed the architect behind the £3B Chelsea Barracks scheme. The project has been rejected by TfL bosses in favour of selling off Grade-1 listed 55 Broadway, above St. James’s Park station, for flats. But *Trittico*, one of the partners behind the scheme, has confirmed *Dixon Jones* will work alongside *Richard Griffiths Architects* on a new planning application. Mr. Griffiths said it would include a theatre or concert hall and open up parts of the building to the public. TfL would become joint owner and long-term equity partner. It was designed by Charles Holden and built between 1927 and 1929, it features sculptures and reliefs by artists including Jacob Epstein and Henry Moore. *Trittico*’s partner is the Thailand based *Dusit Thani Group*. TfL prefers a “landmark residential” scheme that would help generate about £3.5B for transport. TfL’s director of commercial development said it would “deliver by far the best value”.

13.10.14 EVENING STANDARD – *Post by Simon Bass* – (see 10.10.14 above) – “J. Wilby must surely be some sort of cleanliness fetishist, when sitting in comfort on one of the beautifully designed moquette seats on the Underground, whatever the weather, is so much better than the grotty plastic seats found on the metro systems elsewhere in the world. I hope LU continues its long design history and adds to its great back catalogue when the new trains are introduced, rather than plumbing the depths of the Paris Métro”. (see 14.10.14 below).

13.10.14 EVENING STANDARD – *Post by D White* – “Will the suspension, wheels, etc., of the new Underground trains be improved or will be left with spanking new carriage interiors and the same bumpy ride – what friends from abroad refer to as the “boneshaker experience?”.

14.10.14 EVENING STANDARD – *Post by F. Ceccarelli* – (see 13.10.14 above) – “Simon Bass, who dismisses cleanliness concerns about the Underground’s “beautifully designed” moquette seats – tap your finger on one of them for a few seconds – you might change your mind”.

15.10.14 THE TIMES – *By Columnist Carol Midgley* (in response to Boris Johnson admitting to occasionally having a drink at lunchtime) – “To admit to liking a liquid lunch now is akin to breaking wind effusively in a crowded lift. Have you no self respect? Lunch breaks are for going to the gym, or better still getting more work done in your open plan office. I too can drink amply at lunchtime, no problem there. But it is post-beverage where our paths would fork. While the mayor can apparently, furiously bash out another lucrative article; I would be more likely to be found three hours later, asleep and mouth-drooling, on my 29th circuit of the Circle Line”. (see 18.10.14 below)

16.10.14 EVENING STANDARD – *Letter by Tony Swenetsky* – “While the upgrade of the Underground is ongoing, how many commuters would like to know which Underground stations have toilets, allowing them to continue their journey without having to leave a station? This is a glaring omission from Underground maps and other forms of information on the Underground and wouldn’t cost millions to implement”.

17.10.14 WATFORD OBSERVER – Local MP David Gauke has called for a direct link between Watford and Amersham. He claims if a direct link was installed between Amersham and Watford, travel times between Croxley and Rickmansworth would be as low as 3 minutes. A petition will be presented to LU saying: “We believe that on completion of the Croxley Rail Link, LU should provide an Amersham/Chesham to Watford link, enabling passengers to travel from one branch to the other without needing to change at Moor Park”. The Croxley Rail Link could now begin construction in early 2015.

17.10.14 WATFORD OBSERVER – *Letter from Carol Scleater* – “How can we save our Met. station? Recently on BBC News we were informed that Boris Johnson was closing Watford Met. station. Has Mr Johnson ever been to Watford? Possibly. Does he know anything about this station and the number of commuters and school pupils using it? The answer is no. I wrote to Mr. Johnson in August inviting him to meet me any morning between 08.00 and 09.30 so he could see for himself. When no reply was received, I sent a reminder and was totally ignored. I would have thought as a matter of common courtesy and transparent governance, that a reply would be forthcoming. Our MP Mr. Harrington informs us he has obtained a further £50M for the Croxley Rail Link, but Hertfordshire County Council says this figure is still in negotiation and subject to ministerial review and approval. The bridge at Vicarage Road currently over a single track railway will need to be doubled in span, but currently the electricity supply for the whole of West Watford, including Watford General Hospital, is situated there. Has any allowance been made for the expenses of sorting out this problem. In theory, building a station in Vicarage Road near the Hospital is a great idea. However due to the very steep gradient from the proposed platform to the hospital entrance, only fit visitors and hospital staff will be able to make the climb. Patients and elderly visitors will not make it. Let us not forget Watford Met. has to remain open as a fully functional railway so trains can stable there as there is no siding space at Watford Junction. London Travel Watch said: “Let’s keep it open for passengers”.

18.10.14 THE TIMES – *Letter from Angus Saer* – (see 15.10.14 above) – “Carol Midgley fears being found asleep and drooling on her 29th circuit of the Circle Line 3 hours after a liquid lunch. It takes 49 minutes to complete one circuit of the Circle line, so allowing for scheduled night-time closures and changing at Edgware Road, it would take 29 hours to complete 29 circuits. Perfect timing for a restorative pre-dinner martini while following the 5:2 diet plan”.

20.10.14 EVENING STANDARD – *Post by Nick Paar* – “I find it astonishing that Sheri Dykes has the gall to blame the Underground for waking up in a depot. “*Accidentally boarded*”, “*wrong train*” – excuses for overindulging on a Friday night. It is the responsibility of the train companies to get you from A to B, not to make sure you are awake while they do it”.

21.10.14 METRO – *Poems on the Underground* has launched a new selection of verses commemorating the centenary of WW1, exploring the themes of brotherhood and reconciliation. The poems, by Edward Thomas, Ivor Gurney, Siegfried Sassoon, Guiseppe Ungaretti, Georg Trakl and Guillaume Apollinaire, will be displayed on the Underground and, for the first time, Overground trains and stations. TfL is also producing 90,000 copies of the free booklet – *War Poems on the Underground, 1914-1918* – that will be distributed at Underground stations. The poems it contains have all been featured on the Underground.

22.10.14 EVENING STANDARD – E-cigarettes have been banned on the entire public transport network in London. Passengers face fines for “vaping” on the Underground, trains and buses as well as at stations, platforms and depots. TfL implemented the ban in late August without any public announcement to minimise the response from passengers. E-cigarettes were previously forbidden on the Underground, and by changing the “*Conditions of Carriage*”, TfL has extended the ban to all its premises. The Conditions state: “For safety reasons, on our buses, and trains and in our bus and Underground stations you must not smoke or use an electronic cigarette (‘vape’). You may be prosecuted for disobeying these requirements”. LU introduced a “no smoking” policy across the network following the King’s Cross fire in 1987. On 1 July 2007, the “*Smoke Free (Premises and Enforcement) Regulations 2006*”, came into effect, making public places and work places smoke free, with only a few exceptions.