

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.

26.06.15 EVENING STANDARD – The sounds of the sea will today help ease the pressure of commuting. The National Trust has joined forces with TfL to broadcast sounds from the British coastline to selected Underground stations, including several on the Thames as well as Seven Sisters, which is the namesake of a stretch of cliffs in Sussex that is cared for by the trust. There will be a short voiceover by veteran comedian Barry Cryer. The project marks the 50th anniversary of the Neptune Coastline Campaign, which has funded the acquisition of 574 miles of coastline. The National Trust's Joseph Watson said they were delighted to bring the sounds to the "rather unexpected context" of the Underground. "We hope it will add a dash of pleasure to Londoners' daily commute and even encourage them to head for the coast at the weekend".

29.06.15 METRO – London's cable car celebrated its 3rd birthday this weekend. Opened shortly before the 2012 Olympics, it gave spectators a unique way to get to events at *ExCeI* and Greenwich. Three years on, it's become both a popular attraction and a handy way to cross the Thames. From marriage proposals through themed events, some interesting stories have emerged: (a) It has played host to many famous visitors including the Princess Royal, Arnold Schwarzenegger, Novak Djokovic, and wrestler Hulk Hogan, (b) Almost 5.5M passengers have so far experienced the cable car's breathtaking views, (c) It has been awarded a Certificate of Excellence by *TripAdvisor*, and (d) As the highest observation point over the Thames, from it can be seen Canary Wharf, St. Paul's Cathedral, the Shard, the O₂, the Thames Barrier, the Royal Docks, Maritime Greenwich and the Olympic Park.

29.06.15 EVENING STANDARD – Peace talks are to take place tomorrow to avert next week's 24-hour Underground strike. The meeting at ACAS comes at the same time as thousands more Underground workers are expected to vote in support of strike action in the dispute over annual pay and weekend night trains. RMT and TSSA will declare the results of ballots, forecasted to support the strike call, as the ACAS talks begin. ASLEF have already voted in favour of strike action.

JULY 2015 MODERN RAILWAYS – The new franchise for First Great Western are considering using (ex-LU D Stock) D Trains. There may be trials on some branch lines with a feasibility study presented by the end of the year. Arriva Trains Wales (ATW) proposal to use them on the Valley Lines is also mentioned.

02.07.15 METRO – A series of art and music commissions celebrating the Victoria Line has been launched by *Art on the Underground*. Called *Underline*, the pieces and installations draw inspirations from the line, which is among the busiest on the network, and is set to transform one of London's most unloved station exits at Seven Sisters. Head of *Art on the Underground* Eleanor Pinfield said: "We have taken an exciting approach with these series of commissions, and asked the artists to respond to the whole line from Brixton to Walthamstow. There will be really varied outcomes over the next year – I want people to come across something extraordinary in their journey across London". Artist Giles Round kicks off the programme with his project "*Design Work Leisure*". His piece celebrates the legacy of Frank Pick, MD of LU in the early 20th century, who commissioned Harry Beck's original Underground map design. A limited-edition travelcard wallet featuring the design was handed out to passengers at every Victoria Line station this week. Other commissions include a series of film shot on the network by Liam Gillick, and contemporary music composed by Matt Rogers and to be performed by the London Sinfonietta at Victoria Line stations in spring 2016.

03.07.15 WATFORD OBSERVER – Letter by Carol Scleater – "Watford Council's MD Manny Lewis commented that the Croxley Rail Link "will also ease congestion by offering an alternative to car travel". Unfortunately this will not be the case. While organising a petition to save Watford Met. station, the most often comments received have been that if the station closes, they will have to use their cars to get to work or children to school. Most will need to use Rickmansworth Road in the rush hour and this road is gridlocked now, without have any additional cars. In theory, if a railway line is provided, people will use it. In practice, it is very different. People using the planned Cassiobridge and Ascot Road stations and working in the local business parks, will have a minimum of 0.7 miles walk depending where they work – it could be considerably longer, so they will use their cars. Our planners do not

understand ladies' shopping habits. We like to park our car in *Intu* car parks and start shopping. We then go back to our car with purchases and return to the shops for further purchases. This will be out of the question for shoppers coming to Watford High Street station. We will still use our cars. The two above points are unavoidable. Only saving Watford Met. station will maintain the status quo of cars, which is already far from satisfactory".

03.07.15 GUARDIAN – In a letter from 'KY' of London S.E.16 regarding an attempt to get a refund on a grounded flying lesson from Virgin Experience Days: "... this [the flying lesson] was held at various locations across the south of England, including **Elstree** which was particularly attractive as it is accessible by tube (we are based in London)".

The Guardian then responded "... we are aware that the opportunity to travel to the **Elstree** location by tube was a key factor for KY in choosing this gift".

Someone's been looking at some very old Underground maps or perhaps it's a bit of wishful thinking!

06.07.15 EVENING STANDARD – LU is having to cope with a "brain drain" of top talent to transport operators all over the world because the Underground network's global "gold standard" reputation. Howard Collins, CEO of Sydney Trains and previously a top LU boss, is to tell a high-level rail conference *Tomorrows Rail* in London this week that the skills built up by engineers, designers, planners and leaders modernising a Victorian railway carrying 1.3B passengers, are in hot worldwide demand. The following ex-TfL and ex-LU are of note: Rob Mason (head of Railways in New South Wales), Jay Walder (ran Hong Kong's MTR for seven years), and Andy Byford (Toronto Transport Commissioner – he started on LU as a Station Foreman).

07.07.15 CITY AM – Today marks the 10th anniversary of the 7/7 bombings, a series of co-ordinated suicide bomb attacks on three Underground trains and a double-decker bus that killed 52 civilians and injured more than 700 others. The Prime Minister and the Mayor of London will mark this date by laying wreaths at the Memorial in Hyde Park. TfL services will run as normal but TfL will mark the anniversary with a one-minute's silence at 11.30 across all Underground stations.

07.07.15 METRO – Underground staff will walk out in a 24-hour strike starting tomorrow evening. Unions yesterday rejected LU's final offer of a 2% pay rise and £2,000 for drivers on the new all-night service. All four unions have wrangled over pay offered for the service, which starts mid-September, for 5 months. About 20,000 workers will cease working from 18.30.

07.07.15 EVENING STANDARD – *Editorial* – "A Strike Against Progress – It looks as though the 24-hour strike planned for the Underground tomorrow evening will go ahead. We hope that an agreement is still possible. At issue is the pay deal for Underground drivers in the transition to a 24-hour service this year. Staff are not being asked to work unlimited nights or weekends; most are not be asked to work any more hours at all. They have been offered an average pay rise of 2% on basic pay and a flat £500 increase, as well as other incentives. But unions have so far refused to budge. Night Tubes are a vital part of the network's modernisation. They are crucial for the night-time economy; we predict that within months it will be impossible to imagine life without them. The unions cannot expect the service to stand still. They have been offered a fair deal; remember that these sums are on top of the £49,000 average salary of Underground drivers – more than most teachers, nurses and indeed many Londoners. It is hard to avoid the conclusion that this strike is largely political, coming as it does on Budget Day; a lashing-out at a Tory Government. That is a destructive indulgence Londoners could do without. The unions must be prepared to compromise".

08.07.15 ISLE OF WIGHT COUNTY PRESS – The future of the Island Line has been thrown into doubt after the government announced it would not extend Stagecoach South West Trains' franchise to run rail services beyond February 2017 (*one month short of 50 years of electric services on the IoW – Ed.*). It had been anticipated in October 2014 that the Department of Transport would extend the company's franchise until April 2019. But Secretary of State for Transport, Patrick McLoughlin, has now announced that negotiations between the government and SSWT have been unsuccessful and that a competition for a new franchise will take place. The department believes that a franchise competition will ensure that passenger benefits are delivered beyond 2017 in a way that achieves best value for tax payers and will give us an exciting opportunity to plan services into the 2020s (*whatever that might mean – Ed!*). One idea being floated to secure the future of the line is for it to be taken over by a community company based on the Island.

09.07.15 THE TIMES – With an average age of 71, the *Rolling Stones*' ability to shock ought to have petered out when Mick Jagger was knighted and became a member of the MCC. The band can still incite censorship, however, after regulators of advertisements on the Underground and the capital's bus stops took exception to Sir Mick's lips. Designers of a poster for a forthcoming exhibition about the band were asked to change the image of a women's abdomen and legs so that the *Rolling Stones*' tongue-and-lips symbol was moved from her crotch to her belly. The symbol, which has been used by the *Stones* since 1970s, will remain on the woman's underpants for posters outside London. A spokesman for the band was baffled by the change; "We are dumbfounded and perplexed at this rather silly decision". *Clear Channel*, which rules on what is acceptable for display on the Underground network, said the designers had readily agreed to change the image. The artwork was designed for *Exhibitionism*, a show at the Saatchi Gallery in London next April that will feature costumes, instruments, memorabilia and video clips.

09.07.15 EVENING STANDARD – *Letter by Allen Patten* – "It should be noted that not only is the Underground drivers' strike causing misery and disruption to Londoners in their quest to get to and back from work, it is also causing considerable hardship to the tens of thousands of runners in both the JP Morgan Corporate Challenge and Standard Chartered Fun Runs. Given that these are fundamentally good causes for which ordinary workers are raising thousands of pounds for charitable causes, it contrasts with the selfish attitude of the drivers. Shame on them".

10.07.15 WATFORD OBSERVER – Hertfordshire County Council (HCC) is set to a three-month trial making a stretch of Watford's Vicarage Road one-way to judge the impact on traffic congestion ahead of Croxley Rail Link plans to build a new station in the area. In a consultation on the new traffic scheme, residents expressed concerns about added congestion on the surrounding roads. If the impact is deemed acceptable, HCC will implement a crossing outside Laurence Haines School, remove the traffic lights on the bridge and retain the one-way traffic system permanently.

10.07.15 WATFORD OBSERVER – *Letter by Ian Davis* – "The present Watford Met. station is completely useless to anyone living outside the immediate area and the new line will open up the branch, and increase journey possibilities, for a huge area of south-west Herts. To suggest people are incapable or unwilling to undertake a short walk to the new station is incredible. We have an obesity epidemic in the UK to which Watford is not immune. Of course, some of the population of Cassiobury would like their own personal station. But when it closes, it is their choice whether to have a healthy walk or an unhealthy drive. Finally, the Met. station is hopeless for anyone with a disability, reduced mobility or just a child's pram given the number of stairs from platform to street. The new stations will have lift access and be much more useful for these groups. The only shame is that it is thought that Watford High Street station will not have money spent on it to enable lift access,. I suggest people ignore the whingeing about the end of the Met. station, ignore the petition calling to keep it open and instead look forward to the new link and all the benefits it will bring".

10.07.15 METRO – Millions of commuters faced travel hell yesterday as the Underground strike entered its second day. With Underground stations locked, frustrated Londoners were forced to pack on to overcrowded buses and trains, take the bike – or walk. Streets around Paddington, Liverpool Street and Oxford Circus were gridlocked as commuters waited for buses – many of which were already full, despite 200 extra in service. Social media was full of comments such as: "Utterly NO sympathy for the Underground drivers and unions. Pure greed with no thought for anyone else". Police had to be called in to maintain order in queues that snaked around streets. The use of "Boris Bikes" doubled with more than 30,000 hired by 14.00 yesterday. Hundreds of them were abandoned and had to be collected by staff. The Thames Clipper boat service proved popular as an alternative.

10.07.15 METRO – Work to increase the frequency of trams between Wimbledon and Croydon by 50% will start on Monday. During this time, trams will not serve Wimbledon but will start and stop at Dundonald Road, a 10 minute walk from Wimbledon Station, for three months. From Monday until October a new tram platform will be built at Wimbledon and four new trams will join the fleet allowing 12 to run every hour along this busy route.

10.07.15 EVENING STANDARD – *Letter from James Whiting* – "It is typical of the Tories to promise service improvements without saying how they are going to pay for them. We have been promised longer school days, weekend GP services and now the Night Tube. The mayor and his colleagues just assume employees will just work the extra hours. No promises about 24-hour services should have been made until a deal was negotiated with the unions and funding to pay for it identified. I do not

blame the Underground workers for striking when their conditions of service have been altered so radically without their consent”.

10.07.15 EVENING STANDARD – *Letter from GLA’s Richard Tracey* – “The unions are against driverless trains, turning dead ticket offices into thriving retail units and now they’re against the Night Tube. They oppose every money-saving or revenue-raising idea that would help lower fares and improve journeys for passengers. These unions are only fast tracking their way to extinction. The Tory majority Government needs to go further to protect workers and passengers from union blackmail”.

13.07.15 EVENING STANDARD – Commuters and tourists travelling on the Central Line are more likely to fall prey to pickpockets than any other Underground line. The latest statistics also show that thieves are most active at Oxford Circus station, followed by King’s Cross and Victoria. The total number of thefts on the Underground is falling, a total of 3,332 offences were reported last year, compared with 4,763 the previous year. Passengers on the Central, Piccadilly and Circle lines are most at risk, with reported thefts on these lines accounting for nearly half of reported pick-pocketing incidents last year. The data reveals that July is the worst summer month for pick-pocketing with professional gangs flying into the capital to target wealthy tourists. Some 15% of all passenger journeys are on the Central Line. 40% of crimes on the network included theft of passengers’ property – a stolen mobile phones made up around 25% of all property theft.

14.07.15 THE TIMES – Commuters in London are facing further travel chaos in London after Underground drivers announced plans for a fresh 24-hour strike. ASLEF, which represents the majority of drivers on the network, announced that its members would walk out on 5 August. The move comes a week after a 24-hour strike as part of a long-running row over Night Tube services. It is believed that the three other unions could join ASLEF’s action’s next month.

14.07.15 EVENING STANDARD – Peace talks on the ongoing Underground dispute taking place today were only “exploratory” discussions, leaving commuters unsure whether they will face more industrial action. Today’s discussions at ACAS are to set the framework for the issues which led to last week’s strike. The talks are expected to continue into next week.

14.07.15 EVENING STANDARD – *Letter by Tony Swenetsky* – “The Night Tube will boost the night time economy and benefit thousands of people but the biggest losers will be taxi and minicab drivers. I’m sure drivers of private-hire vehicles would bite your hand off for the £2,000 bonus and pay increase the Underground unions have dismissed as “inadequate”. When Night Tube services begin running in September, taxi services in central London will suffer a significant loss of trade. People who previously had to rely on taking taxis to get home will opt for the Tube. We’ve already seen taxi drivers venting their anger at TfL over the “unfair” competition from *Uber*. It’s to their credit that they haven’t protested about the Night Tube too, but I wonder how long this will last, as their monopoly of late-night travel will soon become a thing of the past”. (see 16.07.15 below).

14.07.15 EVENING STANDARD – *Letter by Simon M* – “I don’t work for LU and I was inconvenienced by the strike last week, but I am bemused that so little space has been given to the workers’ side of the dispute. The RMT ballot turnout was massive and they overwhelmingly voted in favour of action, as did three other unions. LU is trying to force monumental changes to working patterns on its staff with zero consultation. They have a right to withhold their labour in the face of such intransigence, yet this side of the situation is strangely absent from media coverage”.

14.07.15 METRO – ... reported that passengers at Victoria were reportedly told to run by police as the station was evacuated, with commuters reporting that there was a stampede to get out of the station after a person was struck by a train (on the previous day, 13 July). There were conflicting reports that there was a fire and of a person on a train on the Victoria Line, both of which proved to be false. The main line station was also evacuated which police, ambulances and a fire engine arrived. BTP subsequently declined to comment on whether passengers had been told to run. TfL advised that a person had died but that the death was not being treated as suspicious. (See also “*The Diary*”, this issue).

15.07.15 METRO – Underground passengers at some of London’s busiest stations are being handed free bottles of Evian mineral water in the big summer giveaway. TfL has teamed up with *Danone Waters* once again to hand out supplies in order to emphasise the importance of customers carrying water when they travel. More than 250,000 bottles will be distributed over the coming months with the first supplies being given to people at King’s Cross station today. It is the second summer that free bottled water from *Danone* has been distributed across the Underground network.

15.07.15 EVENING STANDARD – Proposed laws aimed at restricting industrial action would not have stopped the most recent Underground strike, a minister admitted today. The reforms were condemned as “poison” by critics, but Tories said the changes would not have prevented the stoppage earlier this month. Under the proposals a union could only call a strike if half of its members turn-out in the ballot. There would be an even tougher threshold for strike called in “key” sectors such as health, education and the fire service. Skills Minister Nick Boles said: “The strike by ASLEF involving Underground drivers was absolutely a strike that was supported more than adequately, according to the thresholds we were introducing”.

15.07.15 EVENING STANDARD – *Letter from LU's Steve Griffiths* – “Fairness to our staff is central to bringing in the Night tube. No staff are being asked to work more hours than they do today. Most will not be affected at all and we have recruited 137 additional train drivers to support its introduction. We also have a longer-term plan which will mean drivers will not need to work on the Night Tube if they don't want to. We have been negotiating with our trade unions for more than five months. Last week we put forward a further fair offer. We continue to urge them to put it to their members. We will be at ACAS this week ready for further talks and we trust the unions will too”.

16.07.15 METRO – A new pop-up exhibition at Old Street Underground station is celebrating the release of Marvel's *Ant-Man* movie. Passengers can see the incredibly tiny “*Antsibition*” of minute film art and micro-sculptures all this week, including a miniature Ant-Man in the eye of a needle. TfL currently leases more than 100 pop-up station sites in the capital. Together they are expected to generate around £3.4B over the next ten years. The income is reinvested into the transport system.

16.07.15 THE TIMES – Was his face showing an intense sense of purpose, misery, or was it just a hangover? Ed Miliband was watched intently by passengers on the Underground, devoid of aides, police protection and the media, as he continued his post-election defeat journey. Fellow passengers claimed that he looked downcast. One told *The Times*: “He looked so sad. I guess it was just morning misery on the Underground. There was this feeling in the air that everyone knew who he was, people just looked at him, felt bad about looking, then looked away. Typical British approach”.

16.07.15 EVENING STANDARD – London's outgoing transport chief warned mayoral hopefuls against promising fare cuts to win next year's City Hall race. Sir Peter Hendy said it would be “extraordinarily difficult to reduce Underground and bus ticket prices without cutting services”. It comes after Tory candidate Stephen Greenhalgh pledged a 3% cut if elected. Labour hopefuls Sadiq Khan and Tessa Jowell have also promised freezes. Sir Peter called on candidates to be realistic about funding cuts after George Osborne confirmed another round of departmental cuts in his budget this month. He said that those candidates who have talked about either fares freezes or reductions need to pay fare more attention than they have so far done to the Chancellor's announcements.

16.07.15 EVENING STANDARD – Passengers using contactless bank cards have been charged more than £8M in eight months for failing to touch out at ticket barriers. Of the 58M journeys using the new technology on the Underground, mainline trains, DLR and Overground between September and May, 1.38M were classed as “incomplete” – with travellers being charged the full fare. About 1/3 of the £8.374M in excess charges being reclaimed by passengers, leaving £5.776M sitting in TfL coffers – alongside £100M on dormant Oyster Cards. TSSA said: “Londoners are paying a heavy bill for this system's apparent one-sided nature”. Contactless was introduced as a more technologically advanced alternative to Oyster and deducts each fare direct from the passenger's bank account. It costs TfL less money to operate and can give passengers cheaper deals by capping pay-as-you-go fares on a weekly rather than a daily basis. TfL believes some passengers deliberately trigger the excess charge as it is cheaper than paying the correct rail fare. TfL insists it is not “sitting on £5.7M”, saying the bulk of this cash is owed to it in fares.

16.07.15 EVENING STANDARD – *Post from Michael Francis* – (see 14.07.15 above) – “Tony Swenetsky says taxi drivers dread the introduction of the Night Tube, but actually, we welcome it. Now people can get home from the West End at night by cab or Underground and not illegal minicabs. I predict there will be so much crime and drunken behaviour down there, that only the young will bother taking it”.

16.07.15 METRO – Transported by Design is a celebration of rich design heritage, which dates back over 150 years. Running from July 2015 to early 2017, this programme of events, exhibitions and competitions will raise awareness of the pioneering design used every day by Londoners and visitors to the city, showing the impact of good design. From visual design, such as the iconic roundel logo,

Oyster card or Tube map, to unseen systems like contactless payment, signalling networks and control rooms, TfL will showcase the innovative ways good design is used on today's transport network and how this keeps London working and growing. Over the next two years TfL will:

- Highlight Design Icons across the transport network in 2015.
- Explore the design of projects like Crossrail and Night Tube.
- Celebrate 100 years of the Johnston typeface in January 2016.
- Hold a design festival on Regent Street in summer 2016.
- Unveil a commemoration at Piccadilly Circus station to former London Transport Managing Director Frank Pick in autumn 2016.

The role design plays to help London work and grow is crucial to shaping the city's future, making lives easier, safer and more pleasurable. This will be the focus throughout the programme, working in joint partnership with the London Transport Museum.

See more at: www.tfl.gov.uk/transportedbydesign

17.07.15 THE TIMES – Mayor Boris Johnson will today push ahead with plans for a £7B Crossrail2 rail link through London amid claims from business that the capital risks collapsing under the weight of its population. He will unveil proposals for a “task force”. He will also press Chancellor George Osborne to fund £250M development work to lay the foundations for the project over the next five years.

17.07.15 EVENING STANDARD – A teenager was today fighting for her life after apparently being struck by an Underground train as she leant over the platform to look at mice on the tracks. The 18-year old tourist suffered serious head injuries while standing on the Central Line platform at Bond Street station last night. A TfL worker said: “It appears as though she was trying to look at a mouse below on the rails. It does not surprise me that she was a tourist because Londoners know to stay behind the yellow line. She got hit on the head and knocked unconscious. Luckily she was not dragged down by the train”.

21.07.15 – 27.07.15 TIME OUT – A man wants to create the world's biggest Underground map. We dash through its entrances, march down its escalators and curse when its gates tell us to “seek assistance” and people behind us start hollering. But how often do we actually stop and look at the Underground? This is something photographer Ant Smith hopes to change. Having snapped pictures of the city's 269 Underground stations, he has now started a crowd-funding campaign to exhibit his images in on 65-foot-wide collaged Underground map. Capturing details like strip-lit staircases, tiles facades, reflections in convex mirrors and solitary commuters on platforms, these images focus on much that is overlooked in the daily grind. Smith hopes the map will “condense our lives in the metropolis into something we can comprehend in a single moment”.

21.07.15 CITY AM – Crunch talks between unions and LU have ground to a halt, with just two weeks left to avert a second mass walk-out of the summer. Unions had been due to resume talks today, yet the RMT shelved the negotiations after complaining of “serious breaches of safety protocols” on the Underground over the weekend. Instead of meeting with LU at ACAS, RMT will spend the morning speaking to ORR – the watchdog responsible for transport safety. RMT's Mick Cash said: “We have received a number of reports of the most flagrant breaches of safety protocols on the Underground over the weekend, which are directly related to a management drive to keep services running in the light of the overtime ban”. The union is advising its members to turn down any overtime work while the standoff continues. TfL's Steve Griffiths said: “We have not breached any safety regulations. In fact, we have already met the ORR and our agreed processes during the industrial action have been fully risk-assessed and approved”.

22.07.15 CROYDON GUARDIAN – Croydon Council is preparing an ambitious bid to bring an extension of the Underground network to the town. The Council is to lobby transport bosses to bring the Bakerloo Line to Croydon. The line currently terminates at Elephant & Castle, for TfL has drawn up plans to lengthen it to Bromley by 2030. Croydon Council hopes to capitalise on Bromley Council's opposition to the proposed extension by pushing for the line to be diverted south-west from Lewisham instead. A Bakerloo Line station in Croydon would give the borough direct transport links to Waterloo, Charing Cross, Oxford Circus and Paddington, as well as much faster connections with much of the Underground network. Although the idea is in its infancy, Council leader Tony Newman hopes to begin serious talks with Mayor Boris Johnson in the autumn. He said: “In terms of Croydon's expansion – 350,000 people rapidly heading to 400,000 – in terms of the fantastic use of the transport network and

the pressure on it, we think it is the moment to bring it to Croydon. The Underground map is one of the iconic maps of the world and I would hope with the changing face of Croydon and the things were doing with art, culture, retail offers coming to Croydon, it would put the borough 'metaphorically and literally well and truly on the map'".

23.07.15 METRO – Friends and family of Jean Charles de Menezes gathered yesterday outside Stockwell station where he was shot dead by police ten years ago. A vigil was held outside the station to remember to 27-year-old Brazilian electrician who was mistaken for a suicide bomber in 2005. His cousins laid flowers by a mosaic at the precise time he was killed. The Metropolitan Police was fined over Health & Safety failings but the Menezes' family is appealing against a CPS decision not to charge anyone over the death.

23.07.15 METRO – Underground services could be hit next week in a row over Night Tube services. ASLEF has told members to refuse to drive trains they believe had not have safety checks. It says the move has led to a threat of legal action by LU. The RMT, whose members are refusing to work overtime, will take similar action from 28 July. LU said it was working to end the dispute and: "will never compromise on safety". Night Tube is due to start on 12 September.

24.07.15 EVENING STANDARD – *By Columnist Dan Jones* – "Have you seen that wonderful map showing how many calories you could burn by walking between each Underground station in London? During the Underground strike I walked from Sloane Square to Warren Street, which is apparently enough exercise to melt 258kcal; about a pint and a half of lager, or three large bites of a *Pret* sandwich. However, I'd be interested to see the alternative map – the calories you burn while you're actually on the Underground. I'm sure that sweating and inwardly raging as your nose is crushed into some City boy's armpit on a rush hour trek from, say, Canada Water to Earl's Court, must at least rival the energy output of walking or cycling. Can anyone confirm this, please?"

27.07.15 EVENING STANDARD – Underground drivers will tomorrow escalate industrial action, threatening a shortage of rush hour trains. The action, which could last weeks until the dispute over the Night Tube and annual pay is resolved, comes just as peace talks resume at ACAS. ASLEF, which represents the majority of drivers, has ordered its members not to take out any train which has not been prepared for service by a "qualified train technician" from 03.30 tomorrow. A continuing overtime ban among train technicians is already causing problems and the unprecedented move could lead to a number of trains being cancelled or delayed coming into service. LU said it has managers ready to take over train inspections. Union leaders say they have been warned by LU that any of their members refusing to take a train into service will be sent home without pay.

28.07.15 THE TIMES – A former police inspector has claimed that the Home office covered up the case of a killer who pushed 12 people on to the tracks of the Underground, because it feared mass hysteria and that people would stop travelling to work. He said that Kieran Kelly, who is serving life in Wakefield Prison, admitted 16 murders during 1953-1983 – 12 on the Underground – but that the records were not made public until last September. Kelly was a violent alcoholic and targeted his victims on the southern extension of the Northern Line. The ex-policeman said his research found "an awful coincidence" where people who had "jumped" on the Northern Line had been standing near Kelly, who often gave witness statements to police. In the early 1950s, Kelly was in Wandsworth prison. In the five years he was there, he had three days out. On each day someone died on the tracks. The ex-policeman said: "As soon as the story became clear, the Home Office made it perfectly clear they did not want it to go any further. I can understand the Home Office did not want people scared to travel. They were frightened of mass hysteria – people not earning money or going to work".

28.07.15 EVENING STANDARD – Thousands of Underground commuters suffered disruption today as industrial action by drivers reduced the number of trains on the District Line. Rush-hour services were hit between Upminster and Barking and from Earl's Court to Richmond and Ealing Broadway. LU confirmed this was "due to lack of available trains". Other lines also face disruption as train drivers refuse to take trains into service which they consider have not been properly prepared. The action in a dispute over pay and the Night Tube, could last weeks. Unions are still planning a 24-hour strike from 18.30 on 5 August over the Night Tube.

29.07.15 METRO – A new Underground strike looked ever more likely yesterday as fresh blows were exchanged on the row over night services. Seven ASLEF members refused to drive trains that they claimed had not been properly checked, leading to delays on the District Line between Earl's Court

and Richmond. LU bosses sent the workers home with no pay as they said they had caused disruption deliberately. But indignant union bosses said LU's attitude would undermine talks aimed at averting the strike, planned for 5 August. If it goes ahead, next week's strike by four unions is likely to shut the network on the evening of 5 August and all day 6 August.

30.07.15 THE TIMES – The future of train manufacturing in Derby has become a little less certain after reports that Bombardier could merge with its rival Siemens. If a deal was to go ahead – and Bombardier were playing down reports of talks – it would raise questions over whether the Litchurch Lane works with its 2,000 workers would remain as a stand-alone plant. A Bombardier-Siemens tie-up would be regarded as ironic in the industry. Four years ago the Bombardier plant was on the verge of being closed by its Canadian parent after Siemens and its German factories beat Bombardier to a £1.6billion, 1,000-carriage order for new trains for the Thameslink rail network. In any event 1,400 Bombardier workers lost their jobs. Yesterday it was reported that the two train makers were in early stage talks. The report claimed that Bombardier was talking to other potential merger partners too. The news comes as the Derby plant has had its best run of new orders in years. This month it signed a £358 million deal to build and maintain 45 four-carriage electric trains for the London Overground. It is also gearing up for production for the £1 billion contract to make 600 carriages for the 200-metre long trains for the London Crossrail project.