

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.

18.09.15 THE TIMES – Tube map shows a straight line isn’t the quickest route. It has been hailed as one of Britain’s greatest designs for more than 80 years, yet the LU map – produced by Harry Beck in 1933 – has always had one quite significant drawback for engineers – it doesn’t really reflect reality. Lines marked as straight are nothing of the sort and some stations seen as being miles apart on paper are often separated by just a few hundred metres above ground. Now it has emerged that LU has drawn up an alternative Tube map – giving a geographically accurate portrayal of the capital’s subterranean railway. The map, which was produced several years ago, was designed to benefit engineers performing work on the network rather than passengers. The map shows all Underground lines as well as surface rail system and the planned Crossrail route. TfL has now added the map to its website after a surge of interest in the design.

19.09.15 THE TIMES – *Letter by Mark Pritchard* – “It is welcome news that LU is updating its Underground maps – but where will they be displayed? At many stations, Underground maps are only on one side of the ticket barriers. Helpful if you are on the right side, unhelpful if you’re not. On a recent visit to Victoria Underground station I was told that all maps have been removed because they cause “passenger congestion”. I suggest that any public transport system with poorly displayed maps, or not enough of them, is likely to be a recipe for even more “passenger congestion”.”

21.09.15 THE TIMES – *Letter by Des Machale* – “The LU map has featured in mathematics textbooks as a prototype “topological” map. The reasons for this are still valid. Once on the Underground, all that matters is the next station – the time, distance and direction of travel are almost irrelevant. You cannot alight until the next station so it is in order and connectivity of the stations that matter. Let tourists and travellers enjoy the masterpiece map and leave the geographically accurate one to the engineers”.

25.09.15 EVENING STANDARD – LU chiefs today defied a strike threat to halt the Waterloo & City line next week, pledging to run a full service. RMT confirmed the strike from 09.00 on Monday until 23.00 on Wednesday after talks broke down. The union says control room staff are paid £2,500 less than those on other lines, but LU bosses claim only three workers voted for industrial action. LU believes it can bring in other staff to run the service as train drivers are not involved in the dispute. More than 35,000 commuters use the 4-minute, 1.5-mile link, known as *The Drain*, between Waterloo and Bank. Alternative routes on other lines, can add an hour to the daily trip to and from the City.

25.09.15 WATFORD OBSERVER – A call has been made to reinvest money saved by the closure of the Croxley ticket office that will close permanently next month. New self-service ticket machines will be installed, with the work to begin next Sunday. A local councillor said: “I call on TfL to use these savings to modernise Croxley station and add step-free access. This is badly needed, a point that is especially true when the Croxley Rail Link will be finished and create a better connection to Watford General Hospital”.

28.09.15 CITY AM – City commuters can breathe a sigh of relief over a strike this evening on *The Drain* – the Waterloo & City Line. TfL said there would be “no visible impact” on the line, as a result of a strike by staff working in its control room. The lines operations director said: “We remain committed to discussions with the RMT and I urge them to consider options we’ve proposed rather than threaten industrial action”. RMT members voted in favour of a 48-hour walkout. TfL claim just three people voted in favour of the strike, out of six staff who are union members. RMT said: “LU management must be clear by now our members’ legitimate and reasonable demand for regarding”.

29.09 – 05.10.15 TIME OUT – Recent Underground strikes changed the commutes of 5% of Londoners – for the better! Apparently, not being able to get to work in the usual manner encouraged 5% of townsfolk to find new and quicker routes. In that case, thanks strikers! No hard feelings.

29.09 – 05.10.15 TIME OUT – The “gap” is changing. Forget “Mind the gap”, there is a new warning on our Underground platforms: “Caution gap”. OK, it doesn’t have the ring of our classic hazard sign. And yes, it’s totally lacking a comma, which makes it sound like a gap of caution, along the lines of an

“expectation gap”. But it’s big, it’s noticeable and it comes with a handy diagram, explaining exactly how gaps work. It’s a bit like the invention of the Internet, or the Industrial Revolution – the world is changing, and there’s nothing we can do about it.

30.09.15 EVENING STANDARD – LU’s most senior Asian female manager has been awarded more than £41K following a campaign of victimisation by a union boss. She was in charge of 135 staff but was demoted in 2012 after A RMT station supervisor “took against her”. He made claims of bullying and harassment “with no evidence” to support them. An east London tribunal ruled her claim against LU and the supervisor will be referred to the county court for payment.

30.09.15 EVENING STANDARD – *Letter by Paul Donovan* – “New TfL Commissioner Mike Brown should travel during rush hour if he really wants to experience the hell that passengers have to suffer every day. The “service” on the Underground is a scandal, unreliable and overpriced – passengers are regarded as an inconvenience rather than as ‘customers’. Hopefully, the new Mayor will manage the system better than Boris Johnson, who has merely overseen the fleecing of passengers on an even grander scale”.

01.10.15 EVENING STANDARD – The RMT have ordered a strike ballot among train drivers on the Piccadilly Line. The line is the 4th busiest on the network with more than 600,000 passengers a day. The result of the ballot will be announced on 20 October. The union, which claims a “comprehensive breakdown” in industrial relations over a range of issues, must give seven days’ notice of any action meaning disruption could take place from the end of the month. Underground bosses kept the Waterloo & City Line open during the two-day strike that ended last night by using staff not on strike.

02.10.15 THE TIMES – The furniture manufacturer *Swoon Editions*, has produced a Secret London collection of chairs, in association with TfL that celebrates the lost art of London’s original Underground stations. The upholstery is inspired by the beautiful Edwardian station tile configurations from the 1900s.

06.10.15 CITY AM – DLR workers could go on strike after RMT said it will ballot around 700 members over working practices. The union claims that Keolis Amey Docklands (KAD) which operates the line is “bulldozing” new conditions. However KAD said the ballot was “unnecessary”. RMT said: “Our members on DLR are furious at the way that KAD are trying to bulldoze in some of the worst working practices and conditions that we associate with the operations of the most cheapskate and anti-union companies in the transport sector”. KAD said: “We are disappointed that the RMT union plan to ballot our employees. This action is unnecessary and we are working to ensure we continue to deliver a normal and reliable service to DLR passengers every day”.

06.10.15 EVENING STANDARD – Crossrail2 could be in danger if Heathrow wins approval for a third runway, council leaders have warned. They claim the cost of providing extra road and rail access to the airport – estimated at up to £20B – would drain reserves from other projects. TfL estimated Crossrail2 would cost £27B to £32B, with the Government asked to pay half. TfL also estimates that improving access to Heathrow for those drawn by the third runway would cost £10B-£15B more than the £5B predicted by the Airport Commission. Croydon, Kingston, Southwark and Wandsworth councils, which favour expanding Gatwick, fear the benefits offered by Crossrail2, the Bakerloo Line extension and a new Thames bridge in east London would be delayed or lost if Heathrow’s third runway is approved.

06.10.15 EVENING STANDARD – *Letter by Karol Bernstein* – “Despite costing £320M to rebuild, Bond Street station will have no public toilets. When I wrote about this to TfL, it suggested people could use the ones in shops in Oxford Street. It is disgraceful that there were no plans for public conveniences at what will become and extremely busy destination. I would like TfL to explain why it overlooked this very necessary facility”.

07.10.15 EVENING STANDARD – Underground passengers today suffered a meltdown on the network as signal failures knocked out part or all of three lines and caused massive delays to two more. TfL offered “huge apologies” to commuters and blamed ageing infrastructure. Engineers were working to prevent problems continuing into the evening rush hour. The Circle, Metropolitan and Hammersmith & City lines were out of action for two and half hours after signalling equipment failed at Baker Street shortly after 05.00. Further problems were caused by failures at Aldgate East and Stepney Green which shut the District line for two hours. King’s Cross had to be evacuated due to overcrowding.

08.10.15 METRO – The Underground gets lyrical for Poetry Day. Thousands of travellers are being treated to inspiring verse on the Underground today in celebration of National Poetry Day. Covent Garden and Oval stations will play poetry over the PA system, give away a variety of poetry-related goodies and dedicate the quote board to this year's theme – light. Outside the LT Museum, at Covent Garden Piazza, there will be free readings of poetry, together with a chance for members of the public to entertain the crowds by reciting a poem in the open air.

08.10.15 EVENING STANDARD – Crossrail tunnels are to be opened for tours to inspire young engineers. Londoners could get the chance to tour Crossrail tunnels deep under the capital in a plan to showcase British engineering expertise. Ministers want to open sections of the tunnels before Crossrail services are scheduled to run in 2018. The Government believes the £15B rail route, which has been Europe's largest construction project, can be an advert for British innovation and inspire a generation of engineers. A government source said: "Crossrail will have a national impact on skills. It's a one-off opportunity to get young people as excited about big projects as we are".

09.10.15 CITY AM – The arrival of the *Night Tube* will bring with it a price premium of as much as 10% for properties close to a handful of selected stations along the route, in a recent report. Homes close to Stratford, Willesden Green, Mile End and Canada Water are set to rise more than any other station served by the *Night Tube*, commanding a rise in value of 5-10% more than surrounding areas. Buy-to-let investors will also benefit from increased rental income at the stations, with the *Night Tube* adding further appeal for students and younger people, who rent largely in the private sector. The report suggests Stratford and Finsbury Park are likely to attract more residents and boost demand as a result of being served by two *Night Tube* lines.

09.10.15 WATFORD OBSERVER – *Letter by Stan Friedman* – "It is interesting to compare the recently constructed Borders Railway between Edinburgh and Tweedbank, with that of the Croxley Rail Link. The Borders Railway is some 30 miles long on former redundant track bed, mainly single track with seven new stations, 42 new bridges, an underpass and new embankments. This compares with the Croxley Rail Link of some two miles of double track on redundant track bed with two stations, an electricity substation and a viaduct. The cost of the Borders Railway was £294M, which ignoring stations and other civil engineering work, equates to about £9.8M per track mile. The cost of the Croxley Rail Link, as estimated by LU, is £284M, which on the same basis, works out at £71M per track mile. Perhaps Scotland should speak to London".

13.10.15 EVENING STANDARD / EVENING STANDARD ONLINE – Under the heading of "Tube fare dodgers cost £61m a year", it is reported that 20 stations have regularly left their gates open 25% of the time in 2015 and in one four-week period Bromley-by-Bow station left its gates open 60% of the time. The 'worst offenders' are quoted as being High Barnet, Harrow & Wealdstone, High Barnet and Kew Gardens which were left open more than 45% of the time. Labour Transport Spokesperson Val Shawcross CBE AM said "It's a total false economy if the money saved by reducing staff is then lost as a result of increased fare dodging".

15.10.15 THE HERALD – The painstaking process of rebuilding on of Scotland's most famous artist's works piece by piece is being undertaken by experts at Edinburgh University. The colourful work by Eduardo Paolozzi which has adorned the walls of Tottenham Court Road station for the past 30 years has been removed from its London site and moved to the University campus, where the process has begun to recreate the striking mosaic. TfL could not afford to incorporate the work into its revamped station and gave it to the University. The mosaic will now be created on computer before being rebuilt. Missing pieces will be replaced from the same Italian region where they were first sourced. It is hoped the finished reconstruction will be put on display in about 3 years' time. The mosaics were created in 1984 and contain references to computers, George Orwell's novel *1984*, and objects at the nearby British Museum. (*Compilers note: Some of the mosaics still exist on the Northern Line platforms of the station*).

15.10.15 EVENING STANDARD – Underground bosses are to sidestep the unions by asking thousands of staff directly if they want to accept a pay and conditions deal the run the *Night Tube*. The move will infuriate union leaders who have repeatedly turned down the deal and increased the threat of further strike action. Talks to reach agreement on a combined pay and operation package for the *Night Tube* broke up acrimoniously yesterday. This ignited a row, with Mayor Boris Johnson accused of "blundering" by announcing a launch date for the service before key issues were resolved. It should have started on 12 September but has been postponed indefinitely. LU says the *Night Tube* would

support about 2,000 permanent jobs. It accused union leaders of “walking out” of the talks, of failing to put a revised pay and conditions offer to its members and having “jeopardised” the start of the service. But the unions said LU was attempting to “blackmail” employees by refusing to make an annual pay offer unless agreement is reached over the *Night Tube*. LU insists that annual pay and *Night Tube* be agreed in one package but unions want them separated. LU said agreement on the combined package had been “very close” but late yesterday the unions demanded a four-day week for drivers.

16.10.15 EVENING STANDARD – Labour’s mayoral candidate Sadiq Khan, denied that his support for the Underground unions would strengthen their hand in any strike negotiations if he is elected mayor. His selection campaign was endorsed and funded by the main unions, but he insisted he would not take sides. Just 48 hours after talks between LU and union bosses broke down he called on Boris Johnson to personally be involved to resolve the dispute. The mayor has refused to sit down with the unions saying it would undermine his LU negotiating team. There are concerns, however, that Mr. Khan’s close links with the unions would prevent him from putting the interests of Londoners first. He said that if elected he would maintain regular face-to-face contact with union leaders.

19.10.15 EVENING STANDARD – Thousands of commuters will learn this week if they face strike disruptions on the Underground and DLR. The results of strike ballots for the Piccadilly Line and the DLR will be declared tomorrow and on Thursday respectively. The RMT ordered the ballots in separate disputes over working conditions but will combine any action. The union must give seven days’ notices on any industrial action, meaning walkouts could begin from the end of next week.

19.10.15 EVENING STANDARD – *Letter by Pater Radcliffe* – “Instead of introducing the *Night Tube*, why doesn’t TfL spare a thought for those who sleep above or near the Underground lines? Your previous reports mentioned the daytime noise of Heathrow being distributed by switching flight paths. Another item reports on the residents of Hampstead Garden Suburb clamping down on noisy hedge trimmers. But neither of these noise pollutants compare to the effect that an all-night Underground service would have on those who sleep above them. At present, there is a good five hours between nodding off to sleep as the last train until the first train wakes us up in the morning. Now the proposal is that there be no peace from first thing on Friday morning until midnight on Sunday, which will be a nightmare for many people. TfL needs to consider the needs of the residents too – not just passengers”.

20.10.15 METRO – A new selection of *Poems on the Underground* has been launched, focusing on young people’s lives. Young poets, aged 15 to 21, use verse to illustrate a range of themes from play time to public transport. Their work will feature on Underground trains across the network for 4 weeks. Judith Chernaik, founder of *Poems on the Underground*, said: “we’re delighted to welcome the work of these young poets to the Underground. This set of poems is a testament to the creative skills of young people across the country, and we hope that the 4M daily passengers will agree”.

21.10.15 METRO – More than 10,000 new homes could be created for Londoners under plans to release around 300 acres of TfL-owned land. This land – largely bases in Zones 1 and 2 – will be developed over the next ten years to provide the homes, offices and retail spaces needed desperately to support the capital’s booming population. The number of people living in London is set to grow from the current 8.6M to around 10M by 2030. TfL’s property portfolio includes: Listed buildings that offer opportunity for residential conversions, major regeneration schemes in urban centres, brown-field developments in inner and out London, mixed use and residential development over stations and depots.

21.10.15 THE TIMES – Hidden away in many homes is a jar stuffed with foreign currency, perhaps a €5 note, a couple of US Dollars, some old Deutchmarks and dozens of coins. Rarely enough to take to a bureaux de change, but worth something, all the same. Jeff Paterson, the founder of *Fourex*, and Oliver du Toit have built a money change kiosk that is about to appear at Underground stations across London. The machine takes any note or coin from 150 currencies, however small in value, and exchanges it for Sterling, Euros or US Dollars at an exchange rate that is updated daily. Jeff Paterson says: “Most people now take only around £50 with them while travelling and pay the rest on cards, but the market we’re after is whatever they use over there and bring back”. *Fourex* recently secured a deal with TfL to launch in King’s Cross, Blackfriars and Canary Wharf stations from next week, before rolling out nationwide. The pair picked Underground stations rather than airports, on the principle that most people are too tired on return from travelling to remember to exchange their money. “You’ll walk past

that machine five times a week on the Underground, whereas at the airport you only pass it maybe once a year”.

21.10.15 EVENING STANDARD – reports that TfL is contemplating introducing a Christmas Day bus service (c.f. that on Boxing Day). *This begs the question, when will we get LU services on Christmas Day (again) and more main line rail services on Boxing Day, let alone Christmas Day. With ‘Night Tube’ being a struggle to implement, perhaps Christmas Day LU services will be an even greater struggle after so many years of no service ...*

27.10.15 WESTERN MORNING NEWS – London’s Mayor is being urged to intervene in the deadlock over an all-night Underground service in the capital. He is being invited to meet union leaders following the failure to reach a deal at the long-running talks with LU. The Night Tube was due to start last month but unions have said it will not now be launched this year. Some officials question if it will begin before the London mayoral elections next May.

27.10.15 EVENING STANDARD – Tunnelling for the £1B Crossrail2 station in Chelsea’s King’s Road is planned to be close to the Royal Brompton Hospital. It has been relocated one street away from its initial site in Doverhouse Street to Sydney Street. The hospital bosses fear the works will “seriously undermine” its plans for a new centre to treat chronic lung disease patients. Design and construction is expected to take 5-8 years. Both the station site and the main access shaft footprints are planned to be on the land planned for sale by the Hospital to fund new treatment facilities. TfL said: “We will continue to work with the NHS Trust to minimise disruption”.

27.10.15 EVENING STANDARD / EVENING STANDARD ONLINE – Terrified commuters were caught up in a “dangerous” rush-hour crush at Stratford station after a man was brutally attacked by a gang. There were “scenes of chaos” as staff struggled to marshal panicking crowds blocked from reaching overground platforms as they poured off the Jubilee Line. Witnesses said a child was “trampled” amid the jostling and confusion yesterday evening, with another passenger branding the situation “ridiculously chaotic”. Problems began after 17.00 when a man was attacked and collapsed unconscious with serious head injuries in the western underground walkway that links the overground rail platforms to the Westfield shopping centre and Jubilee Line. Transport for London today defended its decision not to close the station, saying staff believed that it was better to keep trains running to help disperse the crowds. An eye witness said “No one was in control. It was an accident waiting to happen. It was only luck that it didn’t. Everyone streamed off the Tube lines but they couldn’t get anywhere”. *It seems a difficult conflict between keeping trains running with restricted access and closing the station altogether.*

It was subsequently reported that “the man injured in an attack at Stratford station which led to ‘dangerous’ overcrowding for thousands of people, has died”.

29.10.15 METRO – RMT Workers on the DLR are to stage a 48-hour strike at 03.59 on 8 November over working conditions and the use of agency staff. Bosses at operator Keolis Amey were yesterday working out if it would be possible to run any services. They advised passengers to use other routes. Even though DLR trains are driverless, rules say a staff member must be on board for safety reasons.

29.10.15 EVENING STANDARD – Four schoolboys were charged with murder after a man attacked at Stratford station died in hospital. He died yesterday afternoon from injuries sustained when he was attacked on escalators two days ago. He is thought to have been shopping at Westfield Stratford when he became involved in a row with a group of teenagers. The boys were reportedly arrested and handcuffed by police, on a Jubilee Line train moments after the victim collapsed in an underground tunnel linking two platforms at the station. Thousands of commuters were trapped after police and TfL staff cordoned off part of the station as paramedics attended the victim.

29.10.15 EVENING STANDARD – *Letter by Richard Farrar* – “There is an Overground rail track next to Lots Road in Chelsea. Why not build Crossrail2’s Chelsea station near the Chelsea Embankment junction at Cremorne Gardens, which is a short journey from the end of Lots Road? It would be an easy area to dig a tunnel under and a perfect place for a new station link with the Overground and District Line. It would be ideal for Chelsea’s residents in the World’s End and Cremorne estates, Lots Road and all of SW10. It could even be extended for a short distance and link up with the Overground train at Imperial Wharf. We desperately need good links in SW10”.

29.10.15 EVENING STANDARD – Underground bosses have begun holding private face-to-face meetings with staff to persuade them to ignore union instructions and accept a deal covering annual

pay and launch of the *Night Tube*. Staff are taken aside and advised to send their decision online to maintain confidentiality. LU feels if it can gain majority support for the combined deal it could then seek openly to defy the unions and launch the weekend 24-hour service, saying the unions have refused to put an “improved” deal to its members. The plan to sidestep the unions was revealed in this paper 2 weeks ago. LU said: “Our offer has been reworked considerably”. The TSSA union said: “The sneak strategy is not just an act of bad faith, it is inflammatory”.

29.10.15 EVENING STANDARD – Video artwork for Underground escalators shakes a fist at “beach body” adverts. An artist is hoping to challenge the portrayal of the female body in adverts with a new video artwork to be shown across the network. Benedict Drew’s 10-second video will run on digital advertising screens at more than 60 Underground stations until February. He says it is a response to the “unrealistic representations” of bodies that are common on the Underground. The video – which shows an ear, a throbbing fist, and flashing text including “body image”, “touch”, and “photoshop” – is part of his commission for TfL’s *Art on the Underground*. He said his work was a reaction to adverts such as the “Are you beach body ready?”. *Protein World* campaign – which prompted hundreds of complaints this year and a petition calling for it to be banned.

METRO 30.10.15 – One of the staircases to platform 4 (northbound Thameslink at Farringdon) will be closed from Monday 2 November to enable preparations for Crossrail work. It may be that this staircase is not available until 2018 by which time there will be new staircases and escalators to all platforms. A long time to wait!

November 2015 TODAY’S RAILWAYS UK – This issue includes a nine-page article with 21 colour illustrations “Exploring the Piccadilly Line”. It covers the development of the line from its beginnings by the merging of two railway schemes from which became “a short-distance shuttle service into central London from Hammersmith and Finsbury Park”. The 1930s expansion is then covered and we learn that Cockfosters was shown on the Ordnance Survey maps as “Cock Fosters”, and the naming ‘ups and downs’ of Enfield West/Enfield West (Oakwood)/ Oakwood. The classic new and rebuilt stations at both ends of the extended line are featured, along with the also classic Leslie Green stations on the original route. The development of services beyond Hounslow West (in four stages) are covered, and also not forgotten is the Uxbridge branch. A good read for those wanting to learn about the general history of the Piccadilly Line. However, the lower photo on page 42 of a train on the ramp at Barons Court appears to be reversed suggesting ‘right hand running’ at that point, which it is not.