

FROM THE PAPERS

Items for “From the Papers” should be sent to Ian McKenzie at 24 Thamespoint, Fairways, Teddington, TW11 9PP (or E-Mail secretary@lurs.org.uk), and not to the Editor of this journal. Please ensure that contributions are identified by date and source publication.

14.05.20 METRO – In 1928, the black & white feature *Underground*, directed by Anthony Asquith, became the first movie to use the Underground network as a location. Since then, film requests have got bigger and more ambitious. This is largely owing to the extension of the Jubilee Line in 1999 and station modernisation programmes that made it a more desirable place to film. The extension meant the existing Jubilee Line platforms at Charing Cross were no longer being used, making this an attractive and available space for film crews to shoot. Now they use it for everything from feature films to children’s TV shows, documentaries and sometimes music videos. It is not practical to film at busy stations, but along with Charing Cross, there are other locations that are really good for filming. These include the disused station at Aldwych, used mainly for period-type filming, and Farringdon, where the ticket halls are quiet during off-peak periods. The Underground recently opened another entrance at Bank station, locally known as “Walbrook”, and this is a real opportunity for film productions because when it is closed at weekends, and at less busy times during the week, we can direct passengers through the other entrances and use it as a film set. It’s really convenient to use the new escalators and stairs there, as they are particularly modern looking. It’s already been used for the new series of BBC’s *Killing Eve* and also Amazon Prime’s *Hanna 2*. Films shot on the Underground raise valuable revenue that is reinvested back into the system. Currently, no commercial filming is taking place on the network owing to the current pandemic”. The following films contain scenes that were shot on the Underground:- *Skyfall* (2012); *Thor: The Dark World* (2013); *Paddington* (2014); *The Darkest Hour* (2017). Other more recent examples include *The Good Liar*, *Rocketman*, and *The Gentleman*.

14.05.20 METRO – A mask-wearing woman sits in virtual isolation on an Underground train yesterday as thousands of other commuters faced a social distancing nightmare. Many trains, trams and buses were crowded with passengers, and vehicles crawled along nose to tail on roads into the countries major cities after Boris Johnson said that anyone who cannot work from home should attempt to return to their workplace. The Underground was operating 60% of its normal weekday service. One Underground driver said: “Social distancing during the peak was a joke, our carriages were heaving – and it will get worse”. Rail and bus operators issued advice to commuters, with posters and floor markings installed at stations and bus stops. But trade unions warned that passengers and transport staff were being put at risk. They threatened to shut down lines by withdrawing work unless their safety complaints were heeded. Transport secretary Grant Shapps warned the government could reverse its “return to work” advice if too many people tried to use public transport. He told BBC’s Today programme: “If we see the R number go up again – particularly above one – we will have to take steps. We all know what that means – it means going back to staying at home. We have got a big team of marshallers going out through Network Rail, TfL and BT Police out there, and we are even bringing in volunteers to remind people that we don’t want to see platforms crowded”. Commuters were advised to avoid public transport if possible but to wear face coverings if they could not avoid it in warnings from bodies including TfL. A TfL spokesperson said: “If public transport is the only alternative then please travel outside the busiest times. Face coverings are particularly important where social distancing is hard to maintain. Londoners who can work from home should continue to do so”. RMT’s Mick Cash said the union was “monitoring the situation across services and will discuss any appropriate action with our local reps”. ASLEF’s Finn Brennan said: “It is really distressing to see the pictures of packed Underground trains this morning and so many people not wearing masks”.

15.05.20 THE TIMES – Figures show the numbers of passengers using the Underground increased by 10% early yesterday compared with a week earlier, leading to overcrowding. RMT’s Mick Cash said Transport Minister Shapps’ comments were “a disgraceful way to shift blame onto workers who have been left with little choice but to use public transport when it is his government’s responsibility to ensure the safety of passengers and transport workers”.

19.05.20 THE TIMES – Rail chiefs have warned commuters that parts of the network could be shut to prevent overcrowding after services were increased for the first time since the lockdown began. The warning came after timetables were increased on the mainline rail network and across the Underground yesterday. Companies started between 70-80% of services compared with less than 50% since late March. The number of passengers using the Underground was up 18.5% compared with a week earlier,

although main line trains were quiet. Despite the increase in the timetable, the Government has urged people to stay away from the rail network and use private cars, walking and cycling to reach work. Passengers reported some crowded carriages on the Underground, with routes from east London into the city centre particularly busy. Figures from TfL showed that 96,111 passengers used the Underground during the morning peak, up by 18.5% on a week earlier.

19.05.20 METRO – Transport levels have been increased this week as TfL works towards operating 75% of normal Underground services and 85% of normal bus services. Despite the increased level of service, the need to maintain two-metre social distancing between passengers means capacity is hugely constrained. As previously agreed with the Government, TfL has started to step up public transport service levels to make journeys as safe as possible for people who have no alternative other than to use public transport, as national restrictions on movement are carefully and gradually lifted. People who have no choice but to use public transport should wear face coverings and avoid the busiest times (05.45-08.00 and 16.00-17.30) and locations. To help avoid known hotspots, TfL has published a list of the 20 busiest stations, which will be regularly updated. More than 500 hand sanitisers have been installed in Underground station ticket halls, with additional points being added across the network this week. Hand sanitiser points will be introduced in the coming weeks to the platform areas on the Underground network, all bus stations, selected TfL Rail, Overground, tram stops and DLR stations, as well as Victoria Coach Station, the Woolwich Ferry and the Emirates Air Line. New one-way and queuing systems have been introduced at dozens of stations to help passengers to socially distance. Passengers may be asked to wait to enter a station. Signage has also been installed on escalators asking passengers to stand six steps apart and in station lifts requesting that just four people use them at a time.

19.05.20 METRO – On the Underground, expectations that services would increase to 75% of pre-lockdown levels fell short yesterday as some drivers were sent home over health and safety concerns. The true figure was thought to be closer at 50%. The rush hour was the busiest of the lockdown so far with passenger levels up 8%-10% compared to a week ago.

05.06.20 METRO – From Monday 8 June, passengers will need to walk along the street between the District and Circle Line platforms at Monument station and the Central, Northern and Waterloo & City lines at Bank station. This is owing to maintenance work on the escalators, which is due to be completed in mid-August. Signs will be in place to guide customers along King William Street, and at busier times staff will be available to assist. For passengers paying with contactless or Oyster, remember to touch out as you exit and touch back in as you re-enter to avoid being overcharged.

05.06.20 THE TIMES – *Letter by Ian Jones* – “You report the offer to the Hong Kong citizens of possible refuge in the UK and illustrate it with the stories of Ugandan Asians who came over here in the 1970s. In my days as a civil servant I met Kirit Pathak, of the now ubiquitous Patak’s curries, whose family fled the Mau-Mau uprising in Kenya in the 1950s. He told me how he travelled on the Underground as a small child who could speak no English, delivering the products made on his mother’s kitchen table. He was armed with one piece of paper with the address he was to deliver to and another with his home address. He simply showed them to Underground staff. His family’s story is one of remarkable enterprise and bravery”.

19.06.20 EVENING STANDARD – A banker fell onto a DLR track and was killed by a driverless train as horrified members of the public tried and failed to raise the alarm in time, an inquest heard. The deceased was a director at Barclays Investment Bank, was standing alone at Limehouse station when she appeared to trip and fall off the edge of the platform, just as a train was approaching the stop. A DLR passenger witnessed the deceased’s plunge. The coroner has now urged TfL and the Office of Rail and Road (ORR) to take action, warning that DLR passenger safety has been left largely in the hands of members of the public. Both bodies told the Standard they were reviewing the incident and the Coroner’s recommendations. A witness was seated in the front of the train as it approached the station and saw someone drop onto the tracks. He said, he could not find any way to stop the train before it struck the woman. The Coroner pointed out that just four of the 41 DLR stations (*platforms?*) are staffed, and the only official on the DLR train is a Passenger Service Assistant (PSA). For a passenger to raise the alarm they must activate one of the alarms at the train’s main doors, and the PSA has to unlock the emergency telephone, understand the danger, lock the telephone up again, and use another key to get to an emergency brake before the train can be stopped.

22.06.20 METRO – To mark Windrush Day, which commemorates the arrival of migrants from the Caribbean at Tilbury Docks in 1948 on board M/V Empire Windrush, TfL has put some of the stories to retell this important moment in London’s history. The arrival of the Windrush generation helped solve a

mass shortage of labour following WW2. One of the areas affected was the transport industry, with more than 3,500 vacancies for various operational roles on the Underground as well as bus systems in 1955. In 1956, TfL (LT?) sent recruitment officer Charlie Gomm to Barbados to find candidates to become bus conductors and station staff. On that first trip he recruited 140 people to sign up to join the company, including 20 women. The trip was so successful that TfL (LT?) opened a recruitment office in Barbados, and eventually, more than 4,000 people from the Caribbean crossed the ocean to work on London's transport system, helping to keep the capital's trains and buses running.

23.06.20 METRO – Women were initially an unlikely sight among transport staff, until the two world wars turned things around. Beginning with Maida Vale becoming the first exclusively female-staffed station in 1915, the wars necessitated women taking on operational roles. The Bakerloo Line extension opened in 1915, and Maida Vale became the first Underground station to be staffed entirely by women. This was prompted by men signing up to fight in WW1, creating a shortage of staff. Women had previously been employed as ticket inspectors, guards and depot cleaners. The female workforce continued until about 1919, which was when men returned to London and took back their roles. However, when WW2 broke out, women once more took on operational positions, including manual labour and heavy engineering duties. The first female bus conductor in London was Mrs. G. Duncan in November 1915. More than 4,600 women were working for the LGOC during WW1. Joy Jarvis was a textile designer working in London during the 1940s, who designed the roundel moquette pattern for LT. The moquette, the fabric used on public transport seating, was until recently wrongly attributed to another – male – designer, Edmund Chapman. Chapman was the head designer at the moquette manufacturing company, John Holdsworth and Co. Ltd. It was also mentioned in a letter from 1948. “Design number 11521, this has been used recently in 1938 Tube Stock – this a Joy Jarvis pattern. Miss Jarvis is a very young and new designer recommended to me”. The only position not filled by a woman during the two wars was that of Underground driver. This remained the case until 1978, when Hannah Dadds became the first female to take the job. She had joined LU in 1969, working as a rail-woman, ticket collector and then a train guard. She later worked with her sister, Edna, who also became a driver, and together they became the first all-female crew on the Underground.

25.06.20 CONSTRUCTION NEWS – The Costain/Skanska joint venture working on Crossrail's Bond Street station project has agreed to leave the contract early. The contract was formally ended at midnight on 24 June although the JV will continue to work with Crossrail to hand over works and mitigate extra costs. Statements from the CSJV and Crossrail said the COVID-19 pandemic had contributed to the termination of the contract. A spokesman for the JV said: “In the light of COVID-19, Crossrail has been reviewing and restructuring any works that are essential to opening the railway and to ensure it completes the Elizabeth Line successfully. This includes at Bond Street, which is uniquely affected by the COVID-19 crisis, due to the number of operatives required on site to complete the station”. Crossrail will take over completion of the station, which mainly involves fit-out, testing and commissioning. It has contracted Engie to oversee security at the site. A spokesman for Crossrail said: “Crossrail Ltd. will be putting in place new arrangements to complete the works, which largely relate to fit-out and testing and commissioning activity. Despite the significant challenges COVID-19 brings, our focus remains on doing everything we can to open the central section between Paddington and Abbey Wood as soon as possible and the earliest possible opening for Bond Street”. Crossrail is due to be completed “in 2021”. Bond Street station is substantially less ready than other stations on the line. The Costain/Skanska JV is continuing work to complete Paddington station for Crossrail.

25.06.20 EVENING STANDARD – TfL chiefs are to have their bonuses delayed by a year due to the impact that coronavirus has had on the organisation's finances. Board members have also ruled that no bonuses will be awarded for the current financial year despite praising TfL executives for their “exceptional” response to the pandemic. Last year more than £1.7M was paid to 45 executives at TfL and Crossrail – an average of £38,400. Bonuses are paid in arrears, but TfL's remuneration committee decided to defer “performance related pay” for 2019-20 for 12 months and to scrap bonuses for 2020-2021. The number of TfL executives taking home six-figure sums has been a source of controversy for years but the numbers have been declining. Last year 515 staff earned in excess of £100K – though this included 117 who reached six figures due to severance pay.

26.06.20 METRO – If you're making an essential journey this weekend, look out for the colourful versions of the iconic TfL roundel, ahead of what would have been Pride London. The Pride roundels are bold and vibrant celebration of LGBTQ+ Londoners of all races, backgrounds, sexual orientations and gender identities, and highlight that London is open to all and everyone is welcome. From today,

the colourful roundels will appear on the District and Piccadilly lines at Hammersmith and on the Victoria Line at Vauxhall.

29.06.20 EVENING STANDARD – London Commuters are preparing to ditch the Underground and get back in their cars in record numbers as they return to work, a survey suggested today. A total of 56% of respondents said they planned to travel to work differently as a result of the coronavirus, with 72% saying they will avoid the Underground for all but “essential” trips. A total of 49% of the 1,000 surveyed said they would use their car – up from 23% before lockdown. The figures will spark concern at TfL, which needs to restore its finances after fares income collapsed. There is also concern that traffic levels could double – one of the reasons for the temporary C-charge hike to £15.00 and the decision to enforce it until 22.00 and at weekends.

01.07.20 EVENING STANDARD – Latest plans to overhaul one of central London’s busiest and most congested stations after more than 30 years of stalled proposals were revealed today. TfL has submitted an application for a restoration of the Victorian arcade above Grade 2 listed South Kensington station, as well as a four-storey building for shops and offices and 50 new homes. The scheme will also create a new entrance and lift for step-free access to the District and Circle Line platforms in Thurloe Street. It is the sixth attempt since the ‘eighties to redevelop a “tired” station used by up to 32M passengers a year and notorious for horrendous bottlenecks for passengers visiting the nearby museums. Architects Rogers Stirk Harbour + Partners have drawn up plans for the development; however, some local residents are unhappy with the designs of the proposed “bullnose” building – likened to a London version of the Roman Colosseum – which will have shops on the ground floor and offices and other workplaces above. A string of previous designs have all fallen by the wayside, some because of objections to taller towers and the loss of the arcade. The plans, lodged with Kensington & Chelsea council, are separate from another application from TfL to make improvements to the platforms and ticket hall.

01.07.20 – 14.07.20 RAIL #908 – Vivarail will use a £1.5M loan to relocate from its current Long Marston base to a new site at nearby Southam. The Manufacturer of the Class 230 D-Trains had announced plans to move last year, to help grow the business. The £1.5M loan has been secured from Midlands Engine Investment Fund Debt financed managed by Maven Capital Partners; already Vivarail plans to create five new jobs at the business.

01.07.20 – 14.07.20 RAIL #908 – The 1932 Piccadilly Line’s Arnos Grove station’s smaller car park (300 spaces) is the latest to be earmarked for redevelopment – in this case, four blocks of flats.

01.07.20 – 14.07.20 RAIL #908 – At St. James’s Park station, new plans to convert the Grade 1 listed former LT headquarters at 55 Broadway into a 520-room hotel have been approved. They replace earlier proposals to turn the 1929 14-storey Charles Holden building into 77 luxury flats, which floundered in 2018.

03.07.20 METRO – Mind the Gap! Prince Charles praised Underground workers (from a social distance) for keeping Londoners on the move during the pandemic, telling them: “I don’t know how you do it”. He was at Ashfield House training centre in West Kensington to learn how they kept half of all trains running at the height of the outbreak. London Mayor Sadiq Khan said Prince Charles requested to meet everyone “from cleaners to the Commissioner to say thank you”.

15.07.20 – 28.07.20 RAIL #909 – Although the Southwark Jubilee Line station was designed two decades ago to accommodate an 11-storey tower block on top of it, TfL’s latest plans are for a building half as tall again. If approved, the building will be of lightweight construction.

15.07.20 – 28.07.20 RAIL #909 – TfL’s plans to build flats on the Stanmore Jubilee Line station car park have been modified, in order to keep 300 of the spaces, and add step-free access to the long flight of stairs from the main road. The station was not intended to be a terminus, but WW2 halted plans to extend what was once the Metropolitan line, to Elstree as an alternative to a scheme to take the Edgware line further north.

15.07.20 – 28.07.20 RAIL #909 – For the second time, Brent Council has refused planning permission for 50 flats to be built on Sudbury Town Piccadilly Line station car park. It is unconvinced that they are a benefit to the area.

15.07.20 – 28.07.20 RAIL #909 – *Extracts of an interview with former London’s Transport Commissioner Mike Brown* – He has admitted he came close to closing the network and the city’s transport system is “starving” for money. He said: “The rest of the national industry, the private operators, got whatever they needed to keep going. Meanwhile, we are sitting here starving. Let’s not beat about the bush. We are absolutely living hand to mouth now at TfL”. Mike Brown stepped down on 10 July, with the capital still struggling to cope with the impact of the Coronavirus pandemic. He

revealed just how close to the brink the capital's network came this spring, before central Government threw a £1.5B financial lifeline. He said: "We have a deal that stopped me pulling the plug on services, but only just. I was hours from having to stop the Underground and buses from running in this, the greatest city on Earth. How insane is that? How could that even be allowed to happen? I waited until five to midnight on the day when I would have had to pull the plug for the next day, before I got a letter from Government on an interim funding settlement. This isn't a party political point, but it really does need a fresh look at how this dynamic between a devolved city such as London operates in the context of a national Government". He defended his financial record up to the point the pandemic struck. Cutting the deficit by 70%, he said he was on track to make an operating surplus for the first time, despite central Government taking away £800M a year in support. He said: "At the same time we were shooting the lights out in terms of the service that we provide". He has nothing but praise for the way TfL staff have handled the COVID crisis. He continued: "The frontline delivery of service in the last three months has been extraordinary. Even in the most stringent lockdown this country has ever seen, we kept Underground and bus services going. That was hugely impressive. These are massive changes in what is a public transport city – the only place in the UK where car ownership is less than 50% of the population. People rely on us". He warned that future investment will be affected by the fallout from the crisis. He called on the Government to complete existing schemes, while accepting that further spending is likely to be delayed. He said that money must be found to pay for the new Piccadilly Line trains, which are due to be built by Siemens at a new factory in Goole on Humberside. "I want the Piccadilly Line not have pretty much the oldest trains in the country. In fact, the only place with older trains is the Bakerloo Line. These will be 50 years old before they are replaced. And this is London! People think it's the financial institutions that keep London going. But it's actually the people who are working in transport. The people at Bank station, rather than the people in the bank. People who drive a train through the city every morning. I have met the most fantastic, talented, diverse, brilliant people who work in our transport system. They are the hidden heroes of London. And never more so in the last few weeks".

15.07.20 EVENING STANDARD – A graffiti "artwork" created by Banksy on an Underground train has been cleaned off. The secretive artist posted a video yesterday showing images of rats, including one with a face mask, being sprayed on a Circle Line train. TfL said images has breached its "no graffiti" policy, prompting a social media backlash. The "artwork" is thought to have been erased by a cleaner who had no knowledge of its significance, possibly as far back as last Friday. (*Editor's comment – well done to the cleaner!*).

16.07.20 THE TIMES – Passengers were agreeably obedient almost to a fault as face coverings become compulsory on public transport in England yesterday. Most people turned up at railway stations covered up a ready to board, although TfL handed out about 30,000 free masks to about a fifth of commuters. Trestle tables with masks were put up at bigger Underground stations during rush hour and hand sanitiser was also available. There were 3,000 extra police officers and transport staff on duty. A TfL spokesman said: "We are seeing 80% compliance on our bus services and between 80% and 90% on the Underground. At first it is going to be about education and asking them why they are not complying. Enforcement will come later". Passengers without a face covering will be told to wear one by police officers or station staff. Those who refuse risk being denied boarding and a £100 fine. At Liverpool Street station, about 95% of commuters complied with the rules. Those arriving at the station were greeted by dozens of extra staff, although one marshal said that they would not be "making any trouble" with commuters. "We expect people to self-police in the first few weeks," a member of the BT Police said, "It's fine to not wear a mask around the station but as soon as people go through the turnstiles they should put one on. Officers on trains will check". The deputy mayor of London said that 90% of Underground services had resumed although passenger numbers were a "trickle more than a surge". The Victoria Line was at 100% frequency. Some 25 stations remain closed. Passenger numbers on the Underground were at about 10-12% over normal last week.

24.07.20 EVENING STANDARD – TfL was forced to ask the Government for another major bailout today as the network stricken by the COVID crisis faces a potential funding black hole of up to £5B. TfL is asking for up to another £2B rescue package to get the network through the second half of this financial year after passenger numbers plummeted during lockdown. The deepening black hole means a number of projects have been put on hold, placed question marks over the future of other developments and raised the prospect of higher fares. The Government has already provided a £1.6B injection – most of which has been used. However, continuing low passenger numbers means TfL need further government revised budget published today. This may change depending on whether there is a second spike or a coronavirus vaccine arrives and some of the gap can be plugged through business rates. Transport bosses gave a stark warning that the pandemic is having a serious impact on projects with "very difficult

choices" expected to be made. They added: "Without the revised funding model that London needs, which would give long-term certainty of sustainable funding, some projects will be unable to progress". TfL also warned they need to be "realistic" about what major future projects will be affordable over the next decade including the proposed DLR extension to Thamesmead, the Bakerloo Line extension and Crossrail 2. TfL's latest modelling shows the public transport usage is likely to remain "significantly down" for the foreseeable future. At the peak of the lockdown, TfL's passenger income was reduced by more than 90% compared with 2019. Mayor Sadiq Khan and TfL point the finger at their funding model which means they rely on passenger fares for 70% of their revenue. This, they say, is unlike other major cities such as New York and Madrid. But ministers and critics have accused City Hall of mismanagement and losing control of TfL's finances. Mr. Khan said: "Prior to the pandemic, TfL were on course to reduce their operating deficit by 86% and increase their cash balances by 31%. TfL's revised budget, should sufficient funding be provided by the Government in the months ahead, will keep services running safely and support London's recovery from the pandemic". Andy Byford, London's Transport Commissioner, said: "Inevitably, very difficult choices have had to be made about the pace at which projects can be funded and completed. In the current climate, some projects will have to be paused. We have announced overnight that the heavily delayed Crossrail line is going to be delayed again. The central section of the line from Berkshire to Essex via central London was expected to open in Summer 2021, but Crossrail said COVID-19 had made the existing pressures "more acute". A DfT spokesperson said: "We are undertaking a comprehensive review of TfL's finances to ensure it is put on sustainable footing for the future. We are also introducing special representatives to attend the TfL Board which will strengthen oversight and challenge on behalf of the taxpayer alongside offering expertise. This will protect vital transport services across London, creating a sustainable TfL legacy and delivering on our ambitions for cycling and walking".