



PENSIONERS' EDITION



KEEP ON RUNNING

Back in the late 60s, London's first new Underground line in 50 years was born.

Well ahead of its time, the Victoria line was the first full-scale automatic railway in the world. Fast-forward to today, and it's still going strong, with 36 trains per hour during the peak, and taking just over 30 minutes to get from Walthamstow to Brixton.

It was a trailblazer back in the day, slashing journey times for busy Londoners, and it was also one of the first two lines to

operate Night Tube services in August 2016.

Running such a high-frequency service means the Victoria line teams must be completely focused on the job. Train Operator **Thanos Apostolidis** says: "Seeing the headlights of a train behind you serves as a stark reminder that every second counts when it comes to getting in and out of stations." "Knowing that station colleagues are keeping an eye on platforms is a real help too, and means we can keep on running, moving Londoners across town."

DIAL-A-RIDE ROAD TO RECOVERY

Like so many of us, last year was challenging for the Dial-a-Ride team.

With significant falls in demand for the service and many colleagues on furlough, the

team faced a lot of uncertainty. Despite the circumstances, depot managers from Palmers Green and Woodford were still able to make improvements to support wellbeing.



CREATING A SUPPORTIVE CULTURE

The managers listened to their teams to make sure they knew what they needed and how to support those needs.

For most of the team, such as engineers and call staff, home

working isn't an option. So, to make work locations as safe as possible, and to make staff comfortable, enhanced cleaning regimes were introduced as well as a one-way system in the workplace.

Mess rooms were made COVID-secure, so drivers can use them to enjoy some downtime and a high level of cleaning on buses was introduced, so drivers feel safe when collecting passengers.

FIGHTING BUS DRIVER FATIGUE

Following the findings of an independent study to establish the extent, nature and causes of fatigue among London bus drivers, the Bus Safety team and the Safety, Health & Environment (SHE) team created and developed training to address bus drivers' vulnerability to fatigue.

All ten London bus operators were involved and fully committed to the training. Between September 2020 and the end of June 2021, they ran almost 150 sessions,

with 1,746 bus operator managers and operational supervisors attending.

Due to COVID-19 restrictions, most sessions were held online.

Our training provider, JAW Consulting, delivered some of the training and worked with TfL to develop the course, but the majority was delivered by bus operators' own training staff.

Colleagues within Bus Operations, Victoria Coach Station, Dial-a-Ride, Bus Service Delivery, Bus Safety team, SHE team and London Underground



have also attended the training.

At the end of each session all delegates were asked to provide actions that they'll take. These have been compiled into a document which will be used to follow up

with bus operators – to reinforce the behaviour change and culture objectives we want to achieve.

Now training is complete, an evaluation will take place to assess its effectiveness.

LONDON TRANSPORT MUSEUM REOPENING

Editor's note: In July's edition (issue 72), we stated TfL pensioners could visit London Transport Museum for free on production of their 'retired TfL staff pass'. However, to qualify for these passes, pensioners would have usually needed to have completed 20 years' service.

I am sorry for any confusion caused.

As a reminder, time slots must be booked online (at ltmuseum.co.uk) prior to visiting to the museum.



A WONDERFUL TRIBUTE

Colleagues in London Underground (LU) have commemorated the life and service of 26-year-old trainee Train Operator **Dharmish Bhatt** who suffered a heart attack and tragically passed away.

Dharmish was a much loved, respected colleague, who had worked as a Customer Service Assistant since 2017 and most recently, was following a childhood dream of becoming a train operator and was undertaking training at Golders Green depot. Dharmish's sudden death touched many colleagues' hearts. A painting in memory of Dharmish was commissioned by the Edgware cricket club where he was captain.

A charity fundraiser for the Cardiac Risk in the Young charity was also set up in Dharmish's memory and managed to raise over £3,000 via donations received from colleagues across the network.

Dharmish's family are set to walk the entire length of the Northern line from Morden to High Barnet (Charing Cross branch) in his honour.

NEW PICCADILLY LINE TRAINS ON HORIZON

The Piccadilly line upgrade project team is working with Siemens on the final design stages of our new fleet.

The first trains will arrive in 2024 for testing before entering service in early 2025. The longer, more spacious, air-cooled and walk-through trains will be more accessible, providing a significantly improved experience for the millions of customers who use it every year.

The new trains will be capable of regenerative braking, which will reduce energy consumption by 20 per cent compared with the existing fleet.

The frequency of trains in peak hours will rise from 24 to 27 trains per hour from 2027, which means a train every 135 seconds at the busiest times.

To get ready for the new fleet, there's lots of upgrade work in the pipeline, including the line's depots at Cockfosters and Northfields which will be prepared for the new trains, and South Harrow sidings, which will be expanded to stable 12 trains. Manufacturing of the 94 new trains began in August 2021, initially in Austria, with half of the trains eventually being built at Siemens' new factory in Goole, Yorkshire.

IN BRIEF:

SKYDIVING FOR MENTAL HEALTH

Former Victoria Bus Area Traffic Manager **Jack Massey**, 96, is to skydive again from a plane to raise money in aid for mental health. Jack will jump from the plane at 13,000ft, free-falling at 220kph for 8,000ft before his parachute will open at 5,000ft from the ground over Hinton Airfield, Northants. Jack joined London Transport in 1947 as a tram conductor. Jack is a long-standing member of Rock Choir, and The Mental Health Foundation is one of their charities. More information on this amazing fundraising event can be found at www.justgiving.com/fundraising/jason-steph-skydive-mentalhealth



OUR WORLD-CLASS TRAVEL MENTORING SERVICES

Our travel mentoring service gives mentoring support to disabled and vulnerable Londoners, to empower individuals and develop their confidence to become independent travellers.

Travel Mentoring Team Leader **Brian Gordon** shared information via a virtual meeting with **Willeke Passmore**, project leader for the Amsterdam Transport Region, where it became clear that the accessibility of their transport was not comparable to what we offer our customers.



LONDON'S FIRST HYDROGEN DOUBLE DECKER BUSES HIT THE STREETS

T On 23 June, London's first double decker hydrogen buses came into operation.

This marks another important step on our journey to a zero-emission bus fleet, reducing our carbon footprint and further reducing harmful emissions to help Londoners breathe cleaner air.

The 20 new hydrogen fuel cell double decker buses produce no pollution from their exhausts and join our growing fleet of electric buses.



As a result of our electrification programme, more than 500 buses in our core fleet are already zero-emission. The new hydrogen fuel cell double decker buses are being introduced on route 7 between East Acton and Oxford Circus.

The buses will help clean up the air by reducing the already ultra-low levels of harmful nitrogen oxide (NOx) produced by our fleet to zero. Customers will also benefit from smoother, quieter journeys due to fewer vibrations and can use the free USB charging points.

It will take as little as five minutes, once a day, to charge each hydrogen fuel cell bus.

otm

FONDLY REMEMBERED



Leonard (Len) Field, 88, ex bus conductor at Catford Garage, sadly passed away on 1 July 2021, after a long illness. Len worked as

conductor on the 94 route, transferring to route 36B after route 94 was split into two routes, the 208 and 261. Len retired when the conductors' role on route 36B came to an end. Len was also a joint owner of RT 1702, used for many trips and celebrations.



Len Field throughout his career



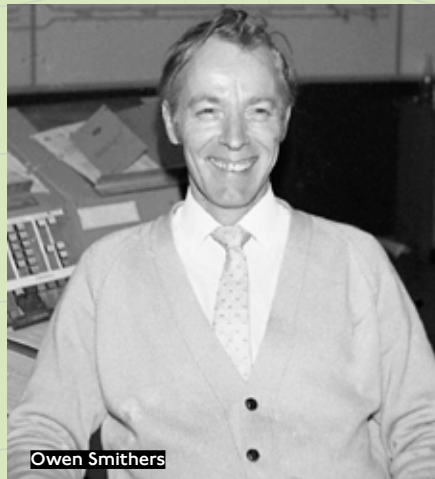
Lionel "Chas" Peisley, 100, sadly passed away on 16 July 2021. Chas joined London Transport in 1950 as a fitter at Ealing Common Depot,

then moved to Acton Works as a millwright. He progressed to a plant supervisor and finally as the section engineer of the Heavy Repair shop, and was responsible for the production of the Tunnel Cleaning Train in the 1970's. Chas retired in 1980. He made many friends over the years and was known for his engineering knowledge and resolute approach to getting the job done. Chas was married to Joan Partington, the leading lady of the London Transport Players for many years.



Owen Smithers, 90, left school in 1944 aged 14 and joined the London Midland & Scottish Railway before joining London

Transport in 1946. He started as a box lad, and after training, he worked through various signalling grades on the Northern line, beginning with manual operation, through to full automotive control, and his last post was a traffic regulator. He worked for London Transport for thirty-two years before taking early retirement in 1977.



Owen Smithers



Brian Harvey Davis, 65, sadly passed away on 14 April 2021 after a long battle with cancer. Brian joined in spring 1998, initially on the

Earl's Court Group as a station assistant, then getting his multifunctional licence before getting his station supervisor role whilst working across the group. Brian moved closer to home in 2003 to the Canary Wharf group, the year of his marriage to his beloved Sheila. He was well loved by all his work colleagues and was a founding and loyal member holding many roles of The Canary Wharf Golf Society. Brian finished his career on the London Bridge group, where he also had a spell as a duty station manager. On his retirement, he helped set up and attend most of the events of the Jubilee line extension reunion club. Brian loved to make people laugh and had a passion for quizzing as a participant or a compere. Brian leaves wife Sheila, step children Steve and Stacey, and grandchildren Jacob and Joshua. Brian will be remembered for being a joker, but also much more as a passionate and fiercely loyal friend to everyone who came across him.

Duncan Williamson, 59, sadly passed away in July 2021, with a heart condition. Duncan was a motorman based at Queen's Park on the Bakerloo line. Duncan's two brothers served on the Bakerloo and Metropolitan lines during their service.

An apology,

A letter in the July 2021 issue of "On the Move" (Pensioners' Edition) refers to the passing of former Chalk Farm bus driver and subsequently London Buses administrator Paul Sutherland. Unfortunately, he was named as Paul Sunderland. Apologies for this error.

POSTAL SCAMS

Fraudsters use postal scams as an alternative means of communication with their intended victims.

Some common types of postal scams include bogus holiday offers, unrealistic investment schemes, lottery and prize draws, hard luck stories, unclaimed inheritance and bogus job offers.

You can guard yourself against postal scams by contacting the **Mailing Preference Service** at www.mpsonline.org.uk to have your name taken

off direct mailing lists in the UK, put a 'no junk mail' sign on your door and/or consult a trusted friend, family member or professional.

If you've been a victim of fraud, report it to the police and **Action Fraud** as this can help track down the fraudster. You can report the fraud online or by calling **0300 123 2040**. If you're concerned about whether a scheme is legal, contact the **Citizens Advice Consumer Service**.

SCHOOLBOY LIFESAVERS

On Tuesday 27 April, Senior Maintenance Technicians **Darren Wheeler** and **Richard Boyce** were walking to **Stepney Green shaft** and came across a group of schoolboys chasing another group.

As they arrived at the shaft, one of the boys was being hit by the others with a bicycle lock and bottles. The boy ran off but then reappeared around the front of the shaft where he was set upon by a group of around 20 boys, hitting him with the items again, and he was

also stamped on. Darren and Richard shouted at the group who ran off leaving the boy on the floor.

The boy was covered in blood, so they called for an ambulance. They gave the boy first aid and put pressure on his wounds to reduce the bleeding. They remained on the phone to the emergency services until the ambulance and police arrived and gave the police information.



DOCTOR IN THE HOUSE



Acton Town Customer Service Assistant **Zak Abdille** swaps his London Underground (LU) uniform for a doctor's gown when not working his night shifts.

Zak – who grew up in the same west London suburb in which he works – was told “someone like him” could never become a doctor by his teachers.

Unfazed, Zak worked hard and flourished at school, resulting in being ranked amongst the highest pupils in the country with his 11 A*-A GCSE grades. He then went on to complete two medical degrees at London's prestigious King's College University.

He worked throughout university to support himself, often holding down two jobs. These included hospital administration jobs, packaging sandwiches and even gruelling

shifts at a fish factory. He eventually joined us – working part-time – to see him through his studies.

Zak says: “Working for LU for the past four years while studying to be a doctor was such a great opportunity. It allowed me to provide for my family while studying, as well as developing key skills necessary for a doctor, such as, being able to explain and communicate to members of the public.”

Zak took an extra year out of his degree in medicine to complete an additional degree in anatomy and developmental health.

After completing his final exams at the end of January, Zak has been working in a COVID-19 Intensive Care Unit. From the end of July – after the last part of his training – Zak started working as a doctor at Hillingdon Hospital.

LETTERS

Dear **otm**,

The other day I watched on the television a film about the hidden history of the Underground and it was at Euston. It went into the Underground section of the museum and much to my surprise there was my desk that I worked at 50 years ago. Back in the 1960s London Buses worked on controlling the buses by computer and I worked with Marconi at Chelmsford developing a new system for this, which developed



As seen on TV - Bryan's old desk at the museum



Bryan operating a similar desk in the 1970s

over the years into the system you now have.

The first route to use this system was Route 11 and it became operational around 1971/2. It was so advanced we had people from all over the world come to see it including Prince Charles.

I worked on the system for the next ten years at Mansion House Station Chambers with the computers stored on the platform of Mansion House

station. The computers in those days filled what looked like six double wardrobes and after nine years of service had long been superseded by much smaller and more efficient ones but this was the forerunner of what is in use today.

Bryan W. Hunter

Dear **otm**,

Just a brief reply to the article regarding blocks on windows to prevent them shutting completely. When AEC in Park Royal built London's buses, the windows opened at the front on the lower and upper saloons providing a through draft ventilation, something that present-day assemblers of other manufacturers parts do not, simple but effective.

David Luck (Former AEC apprentice and PSV Driver)



Get in touch: Send your comments, memories and letters to: Employee Communications & Engagement, 10B4, Palestra, 197 Blackfriars Road, London SE1 8NJ (please don't send originals as we're unable to post anything back) or email otmpensioners@tfl.gov.uk



Anthony with some of his artwork

ART FOR WELLBEING

Canning Town Customer Service Assistant **Anthony Jannece** has been creating some incredible artwork on station notice boards to help with his mental health.

Anthony has been suffering from Obsessive Compulsive Disorder (OCD) most of his life and wanted to find a way to reduce his symptoms by doing something creative. Anthony says: "What tends to happen when there are not enough people going through the gates is my mind tends to wander and ruminate

and get negative.

"I needed something to distract my mind."

In a bid to overcome his OCD and improve his mental health, Anthony started writing funny quotes on station whiteboards, not realising at first how much more he could do: "I never thought I could draw like this. Luckily, one day one of my colleagues encouraged me to draw some pictures and add to the quotes. It was only from then on I realised I could draw, and I haven't stopped ever since."

So far, Anthony has created over 20 notice boards with anime-inspired art which customers also seem to love. He says: "It's great to see customers at Canning Town responding positively and enjoying my work. It just cheers people up and we all need some cheering up, now more than ever."

Anthony's artwork has drawn a lot of attention both in real life and on social media. Known on Twitter as **@TownTube**, Anthony has reached over 900 followers and his work has been featured in the local news.

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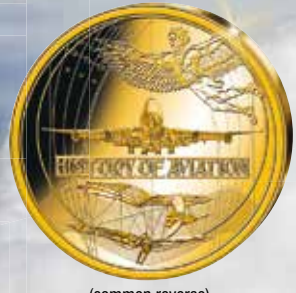
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PENSIONERS' FORUM SUMMARY

Meeting held on Thursday 2 September 2021

The Forum continues to be held virtually due to social distancing measures. Representatives requested that information be published on how and when PTAC and Status Passes, that are expiring on 31 December 2021, will be renewed.

TfL's Funding Agreement, agreed on 1 June 2021, included a requirement by Government for TfL to carry out a review of our pension scheme and options for reform with the explicit aim of moving TfL's Pension Fund into a financially sustainable position (the Pensions Review).

The Pensioners Forum has been invited to take part in the phase one call for evidence as part of TfL's Pensions Review. The Pensioner

representatives agreed at the meeting that they would submit a response. It is important to note that accrued benefits are not impacted by the review and all pension payments will continue to be paid.

The TfL Pension Fund team continue to work from home and while some enquiries may take a little longer than usual to respond to, representatives welcomed the efforts being made by all of the staff to keep a high level of service operating and to ensure the payment of pensions on time.

HAVE YOUR SAY

Pension Consultative Council (PCC) postal ballot

In our July edition, the Pension Consultative Council was seeking nominations for councillors. They received more nominations than positions in Section One (deferred and pensioners), Section

Two (TfL employees) and Section Three (LUL employees), so as you are represented by section One, a ballot form will sent to your home address in early October.

PENSION PAY DATES

- 25 October 2021
- 22 November 2021
- 20 December 2021
- 17 January 2022
- 14 February 2022
- 14 March 2022
- 11 April 2022
- 09 May 2022
- 06 June 2022
- 04 July 2022
- 01 August 2022
- 30 August 2022
- 26 September 2022

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CONTACT DETAILS

The Pensions team is working remotely. All numbers are being diverted and the team continues to take calls. This is reliant on the mobile phone network and, at times, a weak signal can cause difficulties in getting through. The team can also be contacted via helpdesk@tflpensions.co.uk or, if you have registered, you can submit enquiries via the Pension Web Portal at pensions.tfl.gov.uk

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