



FEELING HOT, HOT, HOT

The Underground was once advertised as a place to keep cool, but over the years the temperature has slowly risen as the clay around the tunnels warms up, creeping from 14°C when the infrastructure was first built to 19-26°C today, depending on the line.

We're tackling the tropical temperatures on the Tube with a new station cooling system for the Deep Tube Upgrade Programme; we're also upgrading and replacing tunnel ventilation systems in three locations on the Jubilee line.

Senior Project Manager **James Norris** said: "Most systems take hot air out of the tunnels with ventilation fans. With the newer technology we're [instead] starting to pump really cold air into the tunnels, so it's like having air conditioning on the platform. That's what we're moving towards."

BIG GREEN MACHINES



The Mayor of London has pledged to tackle the city's toxic air by making our entire bus fleet zero-emission by 2037.

Our 9,000-strong bus fleet will soon be joined by 68 fully electric double-deckers in a bid to create the largest stock of its kind in Europe.

We already operate over 2,600 diesel-electric hybrid buses, which are quieter, cleaner and more fuel efficient than standard diesel buses. All new double-decker buses entering the fleet are of this kind, but now we are going one step further to meet or exceed the latest European emissions standards, known as Euro VI.

Head of Bus Contracts and Development **Tom Cunnington**, said: "We have a big part to play in influencing emissions standards and technology on buses because we buy so many vehicles. About half of all new buses in the UK come into the Capital."

He added: "We didn't set Euro VI, but we were at the table. We can encourage the bus manufacturers to deliver what we need because we are buying in volume."

Electric bus technology has improved hugely thanks to the introduction of greater capacity batteries, meaning it has edged closer to providing the 150 to 200-mile range required by some London buses.

The new electric buses will enable two routes run by Metrolino from Barnet to central London to be covered entirely by electric vehicles. Some of these will be based at its Holloway and King's Cross garage.

JUSTICE IS SERVED

Two offenders have been sentenced after carrying out sexual and physical assaults on passengers on our network.

A 37-year-old man was sentenced to two years in prison and banned from sitting or standing near women on public transport after sexually assaulting two women on two separate buses within the space of half an hour in Lambeth.

A second man, aged 28, received



a nine-month jail term after he admitted grabbing a young woman around the waist and then punching an Overground employee at Canada Water station. The offender was also ordered to pay compensation and legal costs and placed on the Sexual Offenders Register.



END OF THE LINE

Hammersmith controllers bid farewell to their cabin after 67 years

The new state-of-the-art Hammersmith Service Control Centre represents a technological leap forward under the Four Lines Modernisation programme.

But while the facility will revolutionise the Hammersmith & City (H&C), District, Circle and Metropolitan lines, it also means big changes for colleagues controlling train movements using older technology.

In June, the cabin that managed the Goldhawk Road to Hammersmith section of the H&C line became the first of the line's

nine signal boxes to close. The cabin had been in continuous use since 1951. Its future is yet to be decided, but the frame and other equipment are likely to be reused on a heritage railway.

Shortly before the cabin was decommissioned, Service Operator **Gaby Channing** (pictured) said how much she enjoyed her five years there. "It's been a wonderful place to work," she said. "It works beautifully and is the ultimate in safety and simplicity. I could stand with my back to the levers and tell you what is happening just from the clicks and the noises."

VIRGIN MEDIA FINED

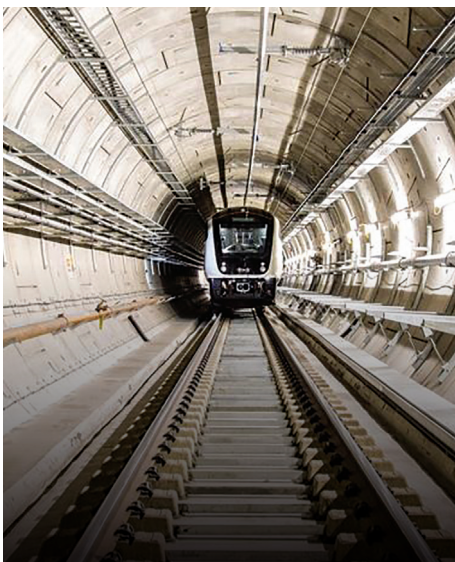


Virgin Media has been slammed by a magistrate for its 'pattern of carelessness' after failing to comply with streetworks procedures.

We took the telecoms company to court over unpaid fines when it carried out works in Wandsworth High Street, Stonecot Hill and Wickham Road last year.

Virgin Media failed to provide details of the work, breaching Streetworks Regulations and causing a significant impact on the transport network. The firm pleaded guilty to five offences, and was fined £3,000 and ordered to pay £3,494 towards our legal costs.

Since 2010, Virgin Media has been fined £20,000 for various streetworks offences. Director of Network Management **Glynn Barton** said: "We work hard to keep London moving and, in order to achieve that, we need to secure the cooperation of utility companies."



GOING DEEPER UNDERGROUND

The Deep Tube Upgrade programme took its first major step in June after TfL confirmed its intention to award Siemens Mobility Limited a £1.5bn contract to design and build new trains for the Piccadilly line.

The line's entire fleet – first introduced in 1975 – will be replaced from 2023 with 94 state-of-the-art Inspiro trains. These will allow up to 27 trains-per-hour (tph) to operate at peak times by the end of 2026, up from the current 24tph. This equates

to a train every 135 seconds at the busiest times.

The fleet upgrade will coincide with an overhaul of the line's signalling. This allows an extra 21,000 customers to board trains every hour at peak times, contributing to the Deep Tube Upgrade programme's overall capacity increase of 36 per cent.

Commissioner **Mike Brown** said: "This will transform the journeys of millions of our customers and provide faster, more frequent and more reliable trains for decades to come."

BRINGING HISTORY ALIVE

In January's issue of otm Pensioners' Edition, the London Transport Museum asked for volunteers to contribute memories and stories to their oral history study, 'Back on track: The Q Stock project'.

As part of this project, the Museum has launched an appeal to restore the last three remaining Q Stock cars to operational glory in honour of the 150th anniversary of the District line.

The Q Stock train holds a pivotal place in London's social history, playing a major part in evacuating children to safety in the Second World War, and later transporting spectators to the 1948 Olympics.

The Museum hopes to raise £150,000 to complete work on a remarkable piece of transport

history, ensuring the Q Stock can take to the tracks again for future generations to experience. Once complete the train will be used for the Museum's award-winning heritage vehicle outings programme, alongside the much-loved 1938 stock, the B2737 Battle Bus and the Metropolitan Railway 'Jubilee' carriage No. 353.

To donate and find out more, visit bit.ly/qstockrestoration or call 020 7565 7442.



PRIORITY PIONEERS

Two LU colleagues joined forces to make priority seats more visible after successfully applying to our Customer Innovation Fund.

Product & Industrial Designer **Fernando Solis** and Assistant Project Manager **Catherine Jukes** felt more needed to be done to highlight priority seats, and how they should be used.

The pair designed three new moquettes for priority seats, with phrases including: 'Please offer



this seat', 'This is a priority seat' and 'Don't fall asleep on this seat'.

The moquettes are now being tested to see how they withstand wear and tear, and the winning design will be trialled on the Jubilee line.

CASTING OFF

River services are running smoothly at Greenwich Pier after the facility underwent a much-needed overhaul.

The pontoons supporting the pier platforms date back to the 1930s and 1950s and needed refurbishment to make sure they remained safe and operational.

The work was carried out in two stages, with half the pontoons taken out of the water to a dry dock for cleaning, repair and painting. A new anti-slip surface was also applied to



the pier floor. The renovation will ensure the pier is operational for the next 10 years.

IN BRIEF:

BURGER OFF

Adverts for junk food could be banned from the Underground in a bid to tackle child obesity in the Capital. If approved, the proposal – part of the Mayor's London Food Strategy – would prohibit the promotion of food and drink products high in fat, salt or sugar across our network. The move is backed by healthy food charities and campaigner and chef Jamie Oliver.

NORTHERN LINE EXTENSION

Major civils works on the Northern line extension are reaching completion, and the line is starting to look more like a working railway. The base slab for the new Battersea Power Station has been cast and work is under way to install internal columns, cross beams and pre-cast platforms. The western core structure has been cast from the base slab and is now nearing the station roof, which is the height of an eight-storey building.

MR. COOL

A hero bus driver who stopped a pedestrian getting hit by a biker has told how his quick-thinking gesture is second nature while serving the Capital's roads.

Driver **David Allison** alerted a biker to a pedestrian who was about to step into his path, potentially saving his life. An online video of the encounter has been viewed more than nine million times, and the deadpan fistbump between driver and motorcyclist earned David the nickname 'Mr. Cool'.

He said: "Things like this happen every single day. Not just to me, other drivers too. But with the training we receive, how to react when they do occur comes as second nature."

REPTA REWARDS

Many of our older readers will already be familiar with REPTA, the Railway Employees and Public Transport Association. The much-loved transport industry benefits scheme has been running for 125 years, and before the privatisation of British Rail in the 90s it numbered more than 60,000 members.

REPTA's membership may be smaller now, but it's still going strong. It offers fantastic deals and discounts at a wide range of shops, services, events and attractions, including Odeon Cinema, The Shard and Thames river cruises. Among its most popular offers are a 10 per cent discount on bouquets from Rainbow Flowers and a free Love2Shop card with a 7 per cent discount for many high street stores.

The benefits scheme also includes holiday, health and insurance



packages. Peter Davies, REPTA's General Secretary, said: "A lot of our members like to buy insurance with the comfort of REPTA behind them; if they have any concerns or questions we can speak to insurers on their behalf."

Membership is available to anyone from the transport industry (past or present) and their families – and it costs just £4. "In this day and age,

you could spend that much on a single cup of coffee, so it's a no-brainer," said Peter.

"Some people think it's so cheap that it can't possibly be worth it, but it is! We try very hard to keep it good value. It's a family organisation and we want people to be a part of it."

For more information, please visit www.repta.co.uk or call Colin Rolle on 01623 646789.

PENSIONERS' FORUM SUMMARY

MEETING HELD ON TUESDAY 4 SEPTEMBER 2018

The pensioners' representatives were given a brief update on the progress of the 2018 actuarial valuation, with a full update to come at the next meeting in November. It was agreed that information will be provided in advance of the meeting so that representatives have the opportunity to review and discuss it beforehand.

Representatives were also updated on the business transformation programme, learning that the biggest phase of transformation to date has now been completed. Another but much smaller phase launched in July this year.

The representatives spoke positively of the last issue of OTM Pensioners' Edition, noting the variety of stories and appropriate choice of advertising. However, it was thought that more needed to be done to encourage readers to receive the magazine via email. Not only does this option cut costs and unnecessary paper waste,

but it also includes an automatic subscription to the online versions of Upfront (TfL's internal magazine for Surface employees) and the full, staff edition of OTM. For further information, please visit: www.pensionerssubscriptions.co.uk




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otm

FONDLY REMEMBERED



Daniel Graham Hills joined LUL in 1984 as a Railman, later becoming a Duty Station Manager on the Metropolitan line. He passed away at home aged 65 on 28 December 2017. His wife and son thank his friends from LUL who attended the funeral.



Dave Mitchell passed away on 23 January 2018 aged 66. He worked as a bus driver for 30 years at Tottenham Garage and Lea Valley.

Denzil Keith Ware (known as Keith) passed away on 22 March 2018 surrounded by his family. He was a beloved father and grandfather.



George Leonard Favell passed away on 11 February 2018 aged 82, after more than 30 years as a bus driver on the 43, 134, 13 and other routes.

Many will remember him for his drawing and water colour painting talents, as well as his great love of fishing. He will be sorely missed by all who knew him.



John Havies was a former bus mechanic and foreman at Hounslow, Cricklewood, Chiswick, Stamford Brook, and Fulwell. He sadly passed away on 3 April 2018 after battling an illness for nearly five years.



Nicholas Heryet Heath passed away on 2 April 2018 aged 77. He joined London Transport at Seven Sisters and went on to Oxford Circus where he retired as Station Manager. He loved LT and all his colleagues, and will be sadly missed. His wife would love to hear from anyone who knew him.

LETTERS

Dear otm,

I was on holiday last week in Devon, and when I went for a ride on the South Devon Railway (a heritage steam preservation line) I had a surprise. The loco about to couple up and pull us was London Transport's old pannier tank L92! I have absolutely no idea what it is doing down there!

Granville Richards

An old London Transport steam train finds a new home in Devon



In our last issue we asked you to send us your memories of the District line. Here are some of our favourites...

Dear otm

I joined LU in 1955 as a Signal Box Boy at Mansion House. Whilst I was there speed control signalling was introduced. It consisted of multiple signals. On the approach by a train a 25mph sign would illuminate. Provided the train was travelling at the correct speed the signal would clear. If the driver was at the correct speed at each signal, he could get very close to the train in front.

When speed control signalling was first installed at Mansion House, Mr. Dell, the Chief Signal Engineer, and others packed the signal cabin to watch the first train operate the system. Unfortunately, the train was a Circle line, which because of its short length would not allow the system to set up, so the following train was held. Mr. Dell was furious.

To overcome this, Circle line trains had their stopping mark moved nearly one car's length back. Later as a Train Driver I prided myself that I could get close to the train in front. On one

occasion, I timed it just right, and as the train in front of me departed I entered the platform from the other end. I remember the passengers looking first one way then the other! It's a pity they did away with this system – it increased line capacity and was safe.

W Taylor

Dear otm

I recall the old District line trains in the 1940s; as they crossed Putney Bridge the doors would slide open. Also, on the seat backs there was a metal plate to strike smokers' matches.

Maurice Heath

Dear otm

I've been associated with the District line both as a passenger and part of the workforce since about 1950.

My initial day as a guard and as a motorman was on Q Stock. I picked up my first turn as a guard, knees shaking, ready for any eventuality. When we arrived at Edgware Road, we changed ends and proceeded to Paddington. When I tried to open the doors, nothing happened. I then realised the Q Stock needed an additional key because it had no motor generator, and auxiliary circuits were fed from a battery. I had left the second key at the other end and I was able to close doors with one key, but unable to open them. I had to run the length of the platform, open the doors from the front and then run back to the rear. I was red with embarrassment.

On my first trip as a motorman, aged 18, the compressor contactors had carbonised so every time they opened a bright flash made its way past my eyes. To avoid the arcing, I drove the train all the way from Upminster to Wimbledon, standing looking through the middle window protected by the draught screen, instead of the driver's window.

Leo Solosy



Get in touch: Send your comments, memories and letters to: otm pensioners' edition, AB, Gemini House, 180-182 Bermondsey Street, London, SE1 3TQ (enclosing a stamped addressed envelope if you'd like photos returned) or email otm@abcomm.co.uk, putting 'pensioners' edition' in the subject header.

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Cruise Highlights

- Enjoy landfall in Ponta Delgada. Stretch your legs in the narrow streets and the paved squares with their geometric designs of black & white mosaics
- Despite Antigua boasting beaches, beaches and more beaches, make sure you visit Nelson's Dockyard and Clarence House at beautiful English Harbour
- Delightful Bequia is the largest of the Grenadine islands that dot the ocean between St Vincent and Grenada
- Make the most of your day on lush St Lucia by taking a tour across the island to see the dramatic Pitons and La Soufrière volcano
- St George's, Grenada's capital, is one of the most picturesque ports in the West Indies. Discover the lush interior of palms, oleander, hibiscus, and bougainvillea
- Mayreau, a privately owned island, is possibly the nearest you will get to paradise. Enjoy a barbecue on the smallest of all the Grenadine islands.

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FRAUD CAMPAIGN NEEDS YOUR DATA

The Cabinet Office has requested payroll and pensions information from the TfL Group, including the TfL Pension Fund (and other public bodies), as part of the National Fraud Initiative. Data will be collected from TfL Group in October 2018

WHAT IS THE NATIONAL FRAUD INITIATIVE (NFI)?

The NFI is the Cabinet Office's data-matching exercise that takes data from a range of public bodies, analyses it and cross-checks it to detect fraudulent and erroneous payments from the public purse. We are required under Section 6 of the Audit Commission Act 1998 to participate in the NFI.

WHAT INFORMATION WILL BE GIVEN?

Where relevant, the following data will be collected by the Cabinet Office:

- Employee reference number
- Title or gender
- Surname and forename
- Home address
- Date of birth
- Date started pension
- Date employment ended
- Leaver indicator
- Pensioner's widow indicator
- National Insurance number
- Gross pay to date so far this year
- Date last paid

WHAT HAPPENS WITH OUR INFORMATION?

The data we provide is cross-checked with data supplied by other public bodies to see if there are any anomalies that might indicate fraud. For example, the data will show if someone is in receipt of a payment that only an unemployed person can claim, or in receipt of a pension when other records indicate that the person is deceased.

WHAT IF I DON'T WANT MY DETAILS TO BE GIVEN; AREN'T I PROTECTED BY THE GENERAL DATA PROTECTION REGULATION (GDPR)?

It's a legal requirement and this is allowed for by the GDPR. The Cabinet Office obviously needs to comply with the GDPR in its use of the data.

Further information on the NFI process can be obtained on the Cabinet Offices website: www.gov.uk/government/collections/national-fraud-initiative

PENSION PAY DATES

Pension pay dates for the rest of 2018 are as follows:

- 1 October 2018
- 29 October 2018
- 26 November 2018
- 24 December 2018

CONTACT DETAILS FOR PENSIONER ENQUIRIES

TfL PENSION FUND
4th Floor, Wing over Station,
55 Broadway,
London SW1H 0BD
email at:
helpdesk@tflpensions.co.uk
website at:
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