



PENSIONERS' EDITION



THE FUTURE OF BUS TRAVEL

A fleet of cleaner, safer buses is arriving at a stop near you, with further improvements close behind.

Ninety new, environmentally friendly Dial-a-Ride buses have taken to the road to coincide with the introduction of the Ultra-Low Emission Zone (ULEZ) in central London.

The vehicles, which feature the latest in clean diesel engines, will be joined by another 200 by October 2021.

A state-of-the-art virtual reality training course for drivers has also been launched as we work towards our Vision Zero target of eradicating all deaths on or by a bus by 2030.

Our Bus Safety Development team is working to achieve this through our Bus Safety Programme, an initiative to

improve operational safety through a package of technological advancements known as the Bus Safety Standard.

The latest improvements include a speed-limiting system to be fitted to 700 buses and a "London bus sound", which recreates an engine noise on quiet modern buses, allowing people walking or cycling to hear them coming.

Other innovations coming to the fleet this year include new anti-slip flooring, blindspot camera monitor systems to replace wing mirrors, and foot-pedal warning lights.

In 2021, there will be runaway prevention and front-end design changes to reduce the risk of injury in collisions between pedestrians and cyclists, while road trials will soon begin on an emergency braking system that can detect people in the road ahead.

TRACKING WITH TECH

An innovative tool is supporting our revenue teams in the fight against fare dodgers.

The Irregular Travel Analytics Platform (ITAP) detects fare evasion by analysing contactless and Oyster card data.

The computer programme can identify where, when and which customers habitually avoid paying or travel with insufficient funds on their Oyster card.

With this information, revenue control inspectors can target specific hotspot stations or even individual fare evaders as they travel.

The team hopes ITAP will soon be able to use CCTV images so inspectors can easily identify and go after persistent offenders.

'CHECK-UP SAVED MY LIFE'

A snap decision to attend a TfL health fair saved the life of a Metropolitan line Instructor Operator.

Father-of-four Mark Renforth, 39, didn't know he was unwell. But a check-up revealed blood pressure so high he could have had a heart attack at any time, while blood and protein in Mark's

urine identified kidney problems. He was later diagnosed with chronic kidney disease IgA nephropathy, which often goes unnoticed in its early stages.

"Few companies offer this kind of care," said Mark. "If I worked elsewhere, I possibly wouldn't be here any more."

He spent five months on dialysis,



waiting for a donor, while continuing to train as an Instructor Operator during his treatment.

Thankfully, Mark's niece was found to be a match, and a successful kidney transplant took place. He returned to work five months later.

ACCESS ALL AREAS



Work to make Finsbury Park station step-free is almost complete, providing a major boost for accessibility at this busy hub

The completion of a new west entrance and two thoroughfares, due in the autumn, will put the finishing touches to an ambitious upgrade that includes two new lifts and a spiral staircase to help ease congestion.

With 55.5 million customers annually, Finsbury Park is the fourth busiest station outside Zone 1. It's the gateway to Arsenal's football ground and the nearby public park, which hosts major events attracting up to 50,000 customers a day.

The Finsbury Park area is home to a vibrant community and the new lifts have made it easier for locals to move, mingle and interact.

Customer Service Manager Victoria Bruce said: "We used to see a lot of elderly

customers and people with buggies struggling on the stairs. This is going to do a lot for the local community."

Customer Service Supervisor Daniel Eastwood said the renovations will be a big improvement for mobility- and visually impaired customers [MIPs and VIPs].

"We get a lot of VIP customers making their way to Heathrow," he said. "Before the lifts, they needed to go out of their way to get there. It's made their lives a lot easier."

The renovations to provide a seamless interchange between National Rail and the Piccadilly and Victoria lines also form an important element of our pledge to work towards 40 per cent step-free access on the network by 2024.

HEAR TO HELP

A deaf awareness toolkit has been developed to allow London Overground employees to better communicate with customers affected by hearing problems.

One in six people in London is hearing impaired. The toolkit focuses on improving service for these customers.

The project comprises a deaf awareness training course and a mobile device app for colleagues called Sign It, which teaches users a series of useful messages in sign language.

If station colleagues are having difficulty communicating with deaf customers, they can now show them the app messages on their iPads.

The toolkit is being rolled out following a successful pilot scheme. It features videos filmed at Norwood Junction station, and was delivered to frontline staff by a deaf trainer.

A TON OF COLOUR

This year marks the centenary of Underground in Bloom and the contest is proving as popular as ever, with a bumper crop of 104 entries bidding for the 2019 trophy.

The special milestone provided the inspiration for the theme of this year's competition – heritage – with employees across the business eager to scoop prizes in various categories.

From July, judges will be inspecting buzzing flower beds, colourful hanging baskets and decorative window boxes, with winners set to be announced at a ceremony in September.

Points will be awarded for the garden's visual display, design, impact, community engagement, innovation and environmental considerations. Extra marks will go to teams who incorporate the theme with bold and inventive displays.



Judging at Ealing Broadway

POWER TO THE PEOPLE

A network of rapid charging points is spreading across London to meet increasing demand from electric vehicle users.

Our Rapids project team aims to install 300 of the devices – which can give electric car, van and taxi batteries an 80 per cent charge within 30 minutes – by the end of 2020.

Since the project began in 2017, 178 of the 50kW devices have been delivered across 30 of the 33 boroughs, with another 25 coming online every four months.

The team is also providing guidance to independent providers who are



installing their own charging points to give motorists more reason to ditch diesel and petrol engines.

“We want to encourage the switch to electric vehicles,” said Lead Sponsor **Hayley Falls**. “We are also converting our bus fleet to electric and putting in the infrastructure to support that, as well as providing funding to boroughs through the Mayor’s Air Quality Fund to invest in improving air quality.”

IN BRIEF:

TUNING IN

London’s 9,500-strong bus fleet can now boast the biggest private mobile network in Europe after every vehicle was equipped with a new digital radio.

The new system offers faster connections and better sound quality, and is already handling around 70,000 calls per day.

Service Delivery Manager **Thomas Brewster** said: “Soon it will be possible for other parts of the business to come on to the network, leading to improved communication, integration and cost savings.”

SIM YOU LATER

Tram drivers are using a high-tech simulator to learn new cab controls required after the Sandilands crash.

The device, installed at Therapia Lane Tram Depot in Croydon, also gives drivers a risk-free environment in which to practise driving in all conditions and test their reactions to unusual scenarios like protests or a car jumping a red light.

“It’s about making sure they expect the unexpected,” said Duty Manager **Danny Stephen**.

The new features include an automatic brake to physically prevent speeding.

CANDID CAMERA

Body-worn video cameras are being trialled at 12 Tube stations with the highest number of antisocial behaviour incidents.

The recording devices, which can be clipped on to a jacket or shirt pocket, are part of a new campaign supporting colleagues affected by begging, alcohol and drugs, rough sleeping and verbal or physical abuse in the workplace.

The stations are Leicester Square, Piccadilly Circus, Camden Town, Brixton, Edgware Road, Uxbridge, Walthamstow, Fulham Broadway, Upney, Earl’s Court, Dagenham Heathway, and Becontree.



BACK ON THE BAKERLOO

A five-year project to extend the life of the Bakerloo line train fleet has been completed, ensuring another 16 years of service.

The 1972 stock was suffering from corrosion and needed crucial repairs. Trains started to be taken out of service systematically in 2014 and, at the end of April, the 36th and final train was completed.

A derelict building at the Train Modification Unit in Acton was refurbished and turned into a workshop for the project’s 110-strong team of welders, fitters, inspectors, charge-hands and engineers.

Head of Fleet **David Caulfield**, whose team led the project, said: “We ramped up to working on two

trains at a time instead of one, which saved around £10m.”

Production Manager **Dave Johnson** said the fleet required critical repairs to ensure they reach their forecasted replacement date in 2035.

“It was only when components were removed from the first train that the extent of the corrosion became apparent,” he said. “The project has been challenging and I’m fortunate to have had such an excellent team supporting me.”

Once repaired, trains travelled by road to Stonebridge Park for general maintenance before returning to service.

David added: “This has been an excellent project. The whole team can be justly proud.”

A BYGONE ERA

District line employees were treated to the rare sight of an original 1930s train travelling on the network.

The 1938 stock is the last working unit of its kind (although some still operate on the Isle of Wight), originally making journeys on the Northern and Bakerloo lines more than 80 years ago.

After several months of careful planning, passengers were treated to a journey from Acton Town to Ealing Broadway in March.

Duty Reliability Manager **Lewis McKenna** was on board. He said: "It's a really nice train which has been remarkably restored by the London Transport Museum."



2019 NOMINATIONS FOR TFL PENSION CONSULTATIVE COUNCIL

Nominations are being sought for Tfl Pension Fund members to stand for election on the Tfl Pension Consultative Council (PCC).

The council is made up of three sections representing Fund members:

- Section 1: Pensioners and deferred pensioners (8 seats)
- Section 2: Employees of TfL, subsidiaries and contractors except those covered by Section 3 (4 seats)
- Section 3: Employees of LUL, its subsidiaries and contractors (8 seats)

The PCC meets at least four times a year to discuss the administration of the Pension Fund, picking up issues of concern to Fund members (other than issues relating to individual entitlements to benefits under the Fund), commenting on and making formal representations. Four Councillors (two from Section 1 and one each from Sections 2 & 3) are nominated by the PCC as Trustees of the Fund and regularly report at PCC meetings.

The eight PCC members from Section 1 are required to also attend

the four Pensioners' Forum meetings each year. This Forum meets with TfL management representatives to discuss and be consulted on issues relevant to pensioners and deferred pensioners, such as retired staff travel entitlements.

PCC Councillors are elected for four years so five end their terms of office each year, although they are usually eligible for re-election. Five seats are therefore to be elected to take office on 1 December 2019.

The Councillors whose term of office will end are Joel Kosminsky and Christopher Sullivan from Section 1, Maria Taylor currently filling a casual vacancy from Section 2 with Paul Murphy and Paul O'Brien from Section 3. All of these are eligible for re-election if they wish.

Nominations must be made in writing by a member of the TfL Pension Fund from the same Section as the nominee and countersigned by another member of the same Section. The information listed below must accompany the nomination:

- Name, as nominee wishes it to

appear on the ballot paper

- Dates, if nominee has previously held office as a Councillor
- Whether pensioner or deferred pensioner if they are from Section 1
- A personal statement of up to 100 words, including the reason for standing for election or re-election to the PCC.

A passport-sized photograph may also be provided for inclusion with the voting papers.

Please note that the information provided must be factual, appropriate and inoffensive.

Completed nominations must be sent to the PCC Secretary Julian Collins, TfL Pension Fund, 4th Floor, Wing over Station, 55 Broadway, London, SW1H 0BD by Friday 23 August 2019. The constitution and further details on the PCC and the TfL Pension Fund can be found on the website www.tfl.gov.uk/pensions or by contacting the PCC Secretary.

If there are more nominations than vacancies, elections will be held by postal ballot among Fund members in the relevant sections.

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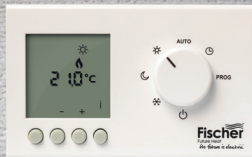


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FONDLY REMEMBERED



Alan Anderson, 92, died peacefully on 5 April 2019. He spent 44 years at London Transport (LT), principally at Lots Road Power Station as

an industrial chemist. His family would love to hear from friends, particularly Ian Buchanan, Trevor Gosling, Brian Topham, Peter Emburey and Richard Bettany, via the editor.



Bernard Bascombe, 77, passed away peacefully in his wife Margaret's arms on 13 June 2018. They met at Thornton Heath Garage, where

Bernard was a bus conductor from 1968, and Margaret a catering assistant from 1965. Bernard also worked at Streatham and Brixton garages, retiring in 2001.



Tom Bennett, 82, passed away on 22 January 2019 surrounded by his family. A Quality Control Manager in the Signal Overhaul Shop at Acton, he was a dedicated LT man and a brilliant husband, father and grandfather.



James (Jim) Betts, 77, was a bus conductor at Bow Garage for 28 years. The husband, father, grandfather and great-grandfather died

peacefully at home, surrounded by his family, on 17 March 2019.



Michael Cleary, 73, passed away on 17 February 2019 after a short illness. A lifelong bus, tram and trolleybus enthusiast,

he worked in the advertising, publicity and marketing areas of LT. He is much missed by all.



John Donoghue, 77, passed away on 1 February 2019 after a long battle with dementia. His 32-year career, which began

in 1964, included Quality & Safety Manager at Lillie Bridge.



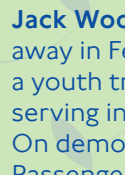
Matt Doyle, 84, who passed away on 12 June 2018, worked for LT as an electrician for 16 years. He was a proud husband, dad and

grandad who loved his job.



Robert Nye, 87, died on 20 December 2018. During his 35 years, he was based at the Ticket Machine Works in Brixton and became

a Vending Engineer with many friends among the catering staff.



Jack Wooldridge, 96, passed away in February 2018. He was a youth trainee in 1938 before serving in the Second World War. On demob he joined the London Passenger Transport Board for 45 years, finally becoming Divisional Engineering Manager. His family can be contacted via the editor.



Mary Zalewski (née McCarthy), 89, passed away on 19 March 2019. Born in Tipperary, she moved to London in the 1950s and worked

in LT's Morden canteen. She left to have children, but returned in the 1970s as a Railwoman on the Central line, mainly at Oxford Circus. She later served as Leading Railwoman at Whitechapel, Wapping, Aldgate and Angel. She is survived by two children, five grandchildren and three great-grandchildren.

LETTERS

Dear otm,

I am not a Pensioner, but I always read your magazine as my 95-year-old mum regularly receives it.

I worked for London Transport Executive, from 1972 until 1978. My first six months was spent at Kingsway College of Further Education, studying shorthand and typing.

My first 'proper' job with LTE was

working at Chiswick Works for Charles Greystock, Mechanical Engineer (Rolling Stock - Buses) between 1973 and 1978. I've never forgotten him.

I would like to let Mr Greystock or his family know I've always been grateful for my time working for him. I was a young, inexperienced secretary and he gave me a chance and taught me such a lot.

I've had a varied career since those times, continuing to work as a PA for many years before leaving that world due to repetitive strain injury and joining the NHS as a Speech and Language Therapy Assistant.

Thank you for taking the time to read this.

Maggie Taylor (née Johnson)



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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MUTUAL APPRECIATION

Bus industry veterans who are still of working age are eligible to enjoy the benefits of membership of the **Bus Employees Friendly Society**.

The organisation was founded in 1918 as a non-profit-making society offering financial advice and savings plans to people employed in the bus and coach industry in London and the South East.

Development Support Manager **Adam Powell** said: "It became an integral membership organisation of London Transport (LT) when it was formed in the early 1930s.

"It has changed names a couple of times and was open for membership to staff who worked principally



within the country bus sector of LT, which became London Country Buses in the early 1970s. We're still thriving as a not-for-profit mutual."

For more information, write to Bus Employees Friendly Society, Suite 2, Alma House, Alma Road, Reigate, Surrey RH2 0AX, call 01737 226060 or visit www.busemployees.co.uk

PENSIONERS' FORUM SUMMARY

MEETING HELD ON THURSDAY 16 MAY 2019

Information was provided confirming that the 2018 Actuarial Valuation discussed at previous meetings had now been completed.

The Public Sector section had a deficit of £603m, equating to a funding level of 94.5 per cent. TfL has agreed the Schedule of Contributions to pay the deficit by May 2026. The results are on the Pension Fund website. The outcomes have been submitted to The Pensions Regulator.

The March 2019

otm Pensioners' Edition was discussed. Representatives welcomed the efforts made to increase the range of articles to make them of more interest to pensioners from all parts of the business and the increase in lifestyle advertisements. If readers have an area of interest they would like to see covered, please let the editor know.

There have been no further changes to staff travel arrangements. The schedule of Staff

Travel Restrictions for Summer 2019 is on the Pension Fund website.

The number of readers signing up for the online version of this publication has increased to 375. Representatives would like to encourage as many retired members as possible to sign up to help reduce the environmental impact of production and distribution, reduce costs and help ensure the magazine's future viability. Please visit www.pensionersubscriptions.co.uk

PENSION PAY DATES

- ♦ 8 July 2019
- ♦ 5 August 2019
- ♦ 2 September 2019
- ♦ 30 September 2019
- ♦ 28 October 2019
- ♦ 25 November 2019
- ♦ 23 December 2019

CONTACT DETAILS FOR PENSIONER ENQUIRIES

TfL PENSION FUND
4th Floor, Wing over Station,
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London SW1H 0BD
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