



## PENSIONERS' EDITION

### GETTING YOU HOME SAFE AND SOUND

Night Tube marks an exciting new chapter for the London Underground, as the network extends its service to support customers throughout their journeys across the city after hours.

As preparations for September's launch continue, LU has been working closely with the British Transport Police (BTP) to create a detailed plan to ensure the network is patrolled effectively overnight.

Each station's individual requirements have been assessed – a process which has considered demand forecasts, the nature of nearby businesses, and feedback given by inspectors and front-line staff.

An additional 58 police officers are being recruited, meaning that BTP can deploy a significant number of visible officers every Friday and Saturday night across the whole Night Tube footprint.

"The safety of our staff and passengers is, and always will be, our number one priority," said Gareth Powell, Director of Strategy & Service Development. "It's imperative we get the policing of Night Tube right from the very first train.

"To make this happen, we've worked in partnership with BTP to make sure our customers and staff are just as safe at night as they are on our daytime service."



For more information on safety and security across the Night Tube network, visit [www.nighttube.london](http://www.nighttube.london)

### BIKING BYPASS BEATS THE TRAFFIC

Our latest 11km Cycle Superhighway will run between Tottenham, Stoke Newington, Dalston and the City of London.

Cycle Superhighway 1 (CS1) will run on quiet side streets running parallel to the A10, while linking to the heart of the communities along the route.

Journeys on it will be substantially faster, safer and more pleasant than using the main road.

This new route has only eight sets of traffic lights compared with 54 on the main road and a journey

on it from the City to Tottenham will take about 30 minutes compared with 42 minutes on the A10.

The scheme includes major enhancements to the busy 'Apex Junction' (Great Eastern Street and Old Street) to allow cyclists to cross more safely; new segregated tracks on short stretches where the route has to use a busy road; safer crossings for pedestrians; and improved public spaces along the route, including 1,000sq m of new footway and 60 trees.

# PENSIONERS' FORUM SUMMARY

Main issues discussed by TfL management and pensioners' representatives at the meeting held on 13 May 2015

■ **Communication with TfL Pensioners**  
Following a tendering exercise, the contract to publish otm had now been awarded to Headlines Partnership Publishing and the editor would be attending this and future meetings of the Forum.

■ **Staff Travel**

The takeover of the metro train service between Liverpool Street and Shenfield by 'TfL Rail' with effect from 31 May 2015 and the availability of this service to TfL employees, pensioners and their nominees

holding valid staff/nominee Oyster cards to travel free on this service was noted. It was also noted that, with effect from 31 May 2015, pensioners travelling into London who hold a valid PTAC can obtain privilege-rate tickets on a daily basis without the need for authorisation via Staff Travel. To do so the pensioner will need to show their PTAC at a London Underground station and a customer service assistant will help them to purchase their privilege-rate ticket at the ticket machines. The privilege rate will be valid

for the whole of the day. If more than one day's travel is required, a visit to a London Underground station will be needed each day for the privilege rate to be added.

■ **Pensioner Liaison Scheme**

The recruitment of additional pensioner liaison representatives remained the main priority for the scheme, with Central London being targeted initially as an area where there is no coverage at present. (See below for contact details for anyone requiring further information regarding the scheme.)



## otm ONLINE

You can access otm online on the TfL Pension Fund website at [https://tfl.gov.uk/microsites/pensions/on\\_the\\_move.asp](https://tfl.gov.uk/microsites/pensions/on_the_move.asp) You can also opt out of receiving a paper version, saving money on printing and distribution costs as well as doing your bit to help reduce our carbon footprint. In respect of registering not to receive a paper copy of otm, members can register online at <https://tfl.gov.uk/tfl/microsites/pensions/register.aspx> Please note that you would still receive the October edition by post along with your copy of the complimentary TfL calendar, even if you opt out.

## CONTACT DETAILS FOR PENSIONER ENQUIRIES

TfL Pension Fund,  
4th Floor,  
Wing over Station,  
55 Broadway,  
London SW1H 0BD  
helpdesk@  
tflpensionfund.co.uk

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B or E 020 7918 4897  
C or F 020 7918 4697  
G, I, J or K 020 7918 4720  
H or L 020 7918 4864  
M or N 020 7918 4895  
O, Q or S 020 7918 3797  
P, T, X, Y or Z 020 7918 4784  
R, U, V or W 020 7918 3322

Staff Travel,  
Transport for London,  
Floor 1,  
14 Pier Walk,  
North Greenwich,  
London SE10 0ES  
0800 015 5073

Simply Health

0800 072 6719

Pensioner Liaison,  
Transport for London,  
4th Floor,  
Wing over Station,  
55 Broadway,  
London SW1H 0BD  
0800 015 5074  
pls@tflpensionfund.co.uk

Hospital Saturday Fund  
020 7928 6662

Transport Benevolent  
Fund  
0300 333 2000

Transport Friendly  
Society  
020 7240 8886

Tax queries – HMRC  
0300 200 3300  
(quote ref 083/LT7 and  
your National Insurance  
number)

You can log on to the  
TfL Pension Fund  
website at [www.tflpensionfund.co.uk](http://www.tflpensionfund.co.uk)

## CENTRAL LONDON HELP NEEDED

If you are retired and are looking for something worthwhile and rewarding to do then the pensioner liaison role could be perfect for you.

There is a particular need for recruiting reps from within the Central London region as the area has no coverage at present.

The role is flexible and can be tailored to work at times that suit you.

If you are interested in becoming a pensioner liaison representative, then call 0800 015 5074 or email [pls@tflpensionfund.co.uk](mailto:pls@tflpensionfund.co.uk)

The October edition of otm will include your free 2016 calendar so make sure you don't miss your copy.

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# IT'S NOMINATION TIME

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

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

**Section one:** Pensioners and deferred pensioners (eight seats);

**Section two:** Employees of Tfl, its subsidiaries and contractors except those covered by Section 3 (four seats);

**Section three:** Employees of LUL, its subsidiaries, contractors and Tube Lines Limited (eight 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 representation. Four Councillors are nominated by the PCC as Trustees of the Fund and regularly report at PCC meetings.

The eight PCC members from Section

one 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 2015.

The Councillors whose terms are ending are Anne Garland and Christopher Sullivan from Section one, Steve Poole from Section two with Paul Murphy and Paul O'Brien from Section three. 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 from Section one
- 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 in 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, London, SW1H 0BD by Friday 14 August 2015. The constitution and further details on the PCC and the Tfl Pension Fund can be found on their website [www.tflpensionfund.co.uk](http://www.tflpensionfund.co.uk) 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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## NEWS FROM AROUND TfL

**1:** A London Overground train has been named in tribute to one of the key minds behind the network's development. Professor Sir Peter Hall was an industry-renowned planning expert and a valued colleague of TfL. Sir Peter contributed to the Enterprise Zones that led to the creation of Canary Wharf, and proposed the concept for an orbital London railway, a vision that led to London Overground.

**2:** Bus routes 55 and 15 have become the 11th and 12th routes to convert entirely to New Routemasters. Route 55 is operated by Stagecoach and runs between Oxford Circus and Clapton; Route 15 runs from Oxford Circus to Woodford Wells.



**3:** Santander is the new sponsor for the Cycle Hire scheme. The new seven-year, £43.75m deal is the largest public-sector sponsorship in the world. There are now 11,500 new red-and-white Santander cycles; 748 docking stations and 32 service vehicles.

**4:** As the temperatures rise during the summer months, an increased number of customers are taken ill while travelling. There were 2,198 Persons Taken Ill on Trains (PIOTs) recorded across the network last year. An awareness campaign has been rolled out to remind customers to keep hydrated and seek assistance at the nearest station if they feel unwell.



## HISTORIC TUBE

A tube station used as a shelter by Winston Churchill during the Second World War is to get a new lease of life.

Down Street Station, between Hyde Park Corner and Green Park, was closed in 1932 due to lack of use.

The site itself is historically significant as it was developed and made bomb-proof especially for the Railway Executive Committee during the war.

Churchill and his War Cabinet set up an underground bunker on the site with room to accommodate 40 people and met there sporadically while the Cabinet War Rooms were being built.

Now, the former Piccadilly line station could become a restaurant, shop or art

## LONDON OVERGROUND SATISFACTION SUCCESS

## HAPPY BIRTHDAY, TRAMS!

Tram employees came together for a special birthday party as the Croydon network celebrated its 15th anniversary this May.

While the original network was suspended in 1951, a public consultation in the mid-80s revealed that 80 per cent of those asked would like to see trams return to their streets. The modern

tram service was reinstated in 2000.

Kathy Pates, Team Organiser at the Trams Depot, has been with the service since the start and fondly remembers the launch.

"It was a fantastic day. I remember taking my first journey by tram to New Addington, which was really exciting. The new trams were so different to the



## STATION FOR RENT

gallery as the commercial development team at TfL look to offer spaces inside for commercial development.

Niall Broly, Business Development Manager, said: "During a recent review of all of our disused assets we identified eight sites across the network: seven stations and one deep-level shelter with great commercial potential.

"With Down Street, the commercial opportunities outweighed the operational challenges. It was a good site to pick.

"We are keen to work with partners who can offer Londoners and visitors new products and services, generating revenues that can be reinvested into London's transport network."



Sir Winston Churchill: Prime Minister from 1940–45 and 1951–55.

London Overground has come out well ahead of rail services in the Capital and the South East for levels of passenger satisfaction in the latest Passenger Focus survey.

It was given an 88 per cent overall satisfaction rating in the survey, conducted by an independent watchdog during the autumn. This compares with an average score of 80 per cent satisfaction among passengers for all rail operators in the Capital and the South East.

other forms of transport we were used to," she said.

The trams quickly became popular, and the efficient service was used by 18 million passengers in the first year.

Fifteen years on, the tram network continues to evolve. Sixty million customers are expected to hop aboard by 2031, with plans to extend the

network to Sutton and South Wimbledon being discussed. Kathy added: "I think trams are the way forward – they're environmentally friendly, take traffic off the road and are a quick way to get around. If I'm watching a film or TV programme and see the trams in the background, I feel proud to know I'm involved in this iconic part of Croydon."



Managing Director Mike Brown visited the Croydon depot to celebrate the Trams' anniversary.

## SIGNALLING A CHANGE OF HISTORY

Help is needed to preserve a piece of railway history. The Locomotive L11 and Epping Signal Cabin Project was set up a year ago by a dedicated team of retired and current LU staff and volunteers.

Locomotive L11 was constructed from two standard stock driving motor cars, a type built between 1923 and 1934. The passenger compartments were removed to leave just the 'working bits' and these were then joined together to form one locomotive. Like other stock in the engineers' fleet it was painted yellow in the early 1980s.

It was destined for scrap in 1991. However, London Transport Museum secured it a plinth on a section of track near Epping Station and the aim is to now preserve it as a static exhibit.

Epping Signal cabin closed as an operational signal cabin in 1996. The plan is to reopen it in June 2016.

Bob Yeldon works on the project and was a line controller on the Central line for ten years before retiring in 2006. He said: "Work is being undertaken to return the cabin to its original 1949 period look including the lever frames. The relay room will become a museum displaying a range of signalling and other items".

He said: "There are currently ten regular people working on the project with a further 20 as part of an email group we can call on. But the more people we can get to help, the more chance there is of delivering next year. We are looking for dedicated people to help on both projects".

For more information on how you can help and donate log on to [www.eppingsignalcabin.com](http://www.eppingsignalcabin.com)



Locomotive L11: saved from the scrapheap.

## otm FONDLY REMEMBERED

Patrick 'Pat' Power  
1 June 2005, aged 62  
This year marks the tenth anniversary since Pat passed away. He worked on the Northern line first as a guard and then in the ticket office serving for a total of 18 and a half years.

Edward 'Eddie' Poulter  
12 September 2014, aged 67  
Eddie started work as a bus conductor in Essex in his teens. He later became a bus driver at Hounslow Garage in 1992, where he stayed for about 20 years before taking early retirement. He was known as Steady Eddie.

Bill Clarke  
28 May 2015, aged 80  
Bill spent his career in Railway

Operations, rising to become Operations Director and then Development Director LUL.

Arthur Louth  
10 May 2015, aged 79  
Arthur joined London Transport as a Leading Railman in 1993.

He was a very keen gardener and in 1994 won second for gardens at Morden station. In 1995, he gained a first for gardens and seconds for tubs and hanging baskets, and in 1996 firsts in gardens and hanging baskets. Then in 1997 he was overall winner of Merton Commercial in Bloom, featuring in the local paper with the headline 'Morden says welcome home with flowers' and appearing in your own otm

magazine. He retired that year but, restless in retirement, rejoined TfL as a bus checker in 2000, eventually leaving in December 2004.

Arthur leaves a wife Fran, two daughters, five grandchildren and a football team of 11 great-grandchildren and will be missed by all who knew him.

Norman Franklin  
30 November 2014, aged 86  
Norman spent his career working for Westinghouse, the major LT supplier, and through that connection played cricket for the LT Admin/Cardinals 3rd XI side from 1954 to 1994 including more than 20 years as captain.

Although Norman never actually worked for London Transport or TfL, he was known to many cricketers within LT and to other LT employees.

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#### 100TH BIRTHDAY

This is a picture of George Benson at his recent meeting with the Mayor of Croydon, Manju Shahul-Hameed, and her husband.

George, from New Addington, was a former inspector for the Croydon, Brixton, Norwood and Crystal Palace area.

As well as the dignitary visit, he was also presented with a hamper to celebrate his birthday.



#### ELECTRIC BUSES

I will probably not be the only one to remind you that your article on 'London's first electric bus route' was somewhat wide of the mark.

Between 1931 and 1962, London operated many electric buses. These were, of course, trolleybuses, which at one time numbered around 1,800 vehicles, making it the largest operator of trolleybuses in the world at that time.

Battery buses are not new either as a few operated around the time of the First World War. Tilling Stevens also operated many hybrid petrol-electric vehicles at the time. Perhaps one day we shall see the return of electric buses that are more than just a niche operation. Jeff White, driver Plumstead

#### ARTICLE ISSUES

My husband is a retired bus driver and we enjoy reading otm and we talk about the entries.

We are pleased to see that you have included a good quota of articles about buses in issue 47 (April 2015) as we have often felt that there have always been more articles relating to the Tube. We also agree with the comments made by Barry White.

However, what brought us down to earth was on page 5 of issue 47 where you have a section regarding the staff edition of otm and the fact that the 24-page monthly magazine is only about London Underground and London Rail, but not other TfL modes. Can you please explain why there is this inequality? Come on now, what about the long-serving bus personnel – don't they count? On behalf of Ron Lewis

Editor's note: There are two staff magazines – otm covers London Underground and London Rail and Upfront covers Surface Transport. The pensioners' issue of otm contains information on both LU, Rail and Surface news. Upfront is being relaunched and we'll be making it available online. In next month's pensioners' issue of otm we will give you more information about where and how you can access it.

#### STICKY EXPLAINED

My father and grandfather worked as bus drivers for London Transport and its predecessors. They used to have to go to a photographer to have what was called a set of Poly photos taken. These

were like passport photos but much smaller, and the photo was usually taken wearing their uniforms. They would then cut off one from the sheet of about 20 photos and stick it on to the pass, hence the term 'sticky'.

I don't know if it was the same for all LT staff, as when I joined bus engineering in 1947 I was issued with a plain pass. This continued until it was decided to have ID cards to go with the pass. This was done to stop passes being loaned out.

I spent 45 years in bus engineering and added to that of my father and grandfather, we clocked up over 120 years. I retired as a manager nearly 22 years ago. George Akam

#### PLEASE CONTACT

I am trying to locate an old friend who I worked with in Hackney Garage in the 1960s. His name is Michael Lieberman and he was a conductor. I was a driver and later promoted to inspector. I changed divisions and lost touch. If anyone has news of him I would be most grateful. A. Davis, former inspector at Tottenham

#### COBOURG STREET CLOSURE

Staff had the chance to say a fond farewell to Cobourg Street control room at a special event in April.

The last movement of the last train under the old signalling system took place in the control room on 31 May 2014 before it closed its doors for the very last time.

The Victoria line moved into the new control room at Cobourg Street in 1968 as the line was then open between Walthamstow and Victoria. The Northern line then moved up from Leicester Square and the two lines shared the same room until 2013 when the Victoria line moved out to Osborne House at Seven Sisters before the Northern line moved to Highgate in 2014.

Pat Dennis, Support Manager to General Manager, Northern line, said: "We are aware that we are very good at opening things but we rarely formally close something so this event was held to do just that. We had the managing director there to formally close the line as well as three members of staff from 1968, Ken Day, Richard Tate and Bob Noon, which was really lovely.

"Allan Hoare, who signalled the very last train to Morden, was also present."

We love your old memories and pictures so please keep them coming. The best thing is to email any pictures to OTM@headlines.uk.com or post them, enclosing an sae, to the address above.