



CHANGING WITH THE TIMES

A decline in bus usage is prompting the business to reassess where and how our buses will operate, particularly in central London, to simplify the bus network and ensure our resources are invested in the right locations.

A recent consultation proposed changes to 33 bus routes, including alterations to night services and the introduction of a new route, while other routes may be restructured, shortened or withdrawn. Any changes will take place this spring.

Bus Network Planning Manager **Bob Blitz** explained: "We increased the size and scope of the bus network considerably 15 to 20 years ago. Today, because of improvements to the London Overground and Tube, and a shift to other modes such as cycling and walking, bus patronage has tailed off on

some central routes by as much as 12 per cent."

Principal Planner **Angela Martin** added that buses are currently experiencing 'a perfect storm' of socio-economic factors, including people having less money to travel, switches to healthy modes of transport and falling bus speeds due to congestion.

"It's more evident during off-peak times for casual journeys like shopping. During the peaks, our buses tend to be full," she said.

The effect of the proposals should be a reduction in bus route kilometres of nine per cent in central London. But that doesn't mean streets will be left unserved by bus services. Overall, the routes we propose changing cover nearly 500km, but of this, only 0.4 per cent of roads – around 2km – would no longer be served by buses as part of the changes.



DLR BOOSTS HOUSING

In the Autumn Budget the government pledged £291m to upgrade the Docklands Light Railway (DLR), making us the first, and so far only, recipient of the Housing Infrastructure Fund.

The grant will fund 14 new DLR trains and the expansion of Beckton depot and will also contribute to the redevelopment of Poplar depot and a new DLR station at Thames Wharf. The resulting

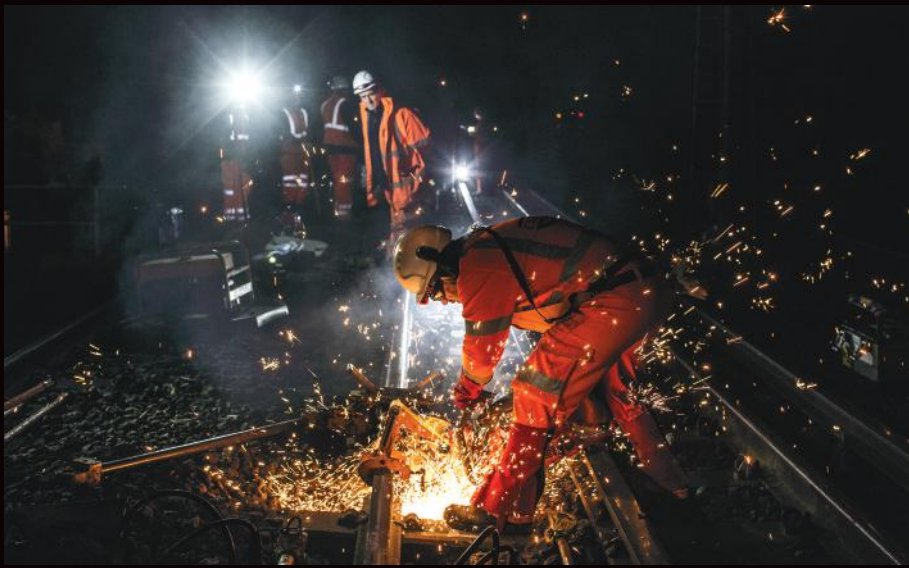
increased capacity on the DLR means planning permission has been granted for 18,000 new homes in east London, intensifying the regeneration of Tower Hamlets and Newham.

"We made a clear and compelling case to the government that if the DLR wasn't upgraded, many sites that could provide the homes Londoners need wouldn't be developed," said the bid leader, Principal City Planner **Claudia Peñaranda**.

JOINING FORCES

As part of our commitment to helping armed forces veterans and reservists gain employment, a TfL Ex-Military and Reservists Careers Day was held earlier this month. This was our sixth annual industry day, providing a valuable opportunity to learn what roles are available and which military skills are transferable.

We also introduced a new ID card for armed forces veterans that will help them access specialist support and services from charities, the NHS and their local authority. Any current TfL staff who left the military after December 2018 will automatically be given one of the new ID cards, allowing them to maintain a tangible link to their career in the forces.



BRIGHT SPARKS

A new piece of kit, the Smart Weld Ace, is helping our welding teams repair our tracks in double quick time, saving money and vital minutes.

The equipment sprays a fine mist of water onto a thermic weld (the

join we use to fuse rails together) and speeds up the cooling process from 30 to 15 minutes. This extra time ensures teams can get more done in an evening and finish quickly – crucial when working overnight.

Project Engineer **George Hennessy** said: “We’ve been using it recently at Chesham. We’re allowed on track at 01:45 and have to be finished by 04:00. With the new kit we’ve been able to go on track, install a new rail and do two welds.

“Before, we’d have installed the rail one night and then gone back the next night to do the welds. That would mean having to pay a whole gang of signal, track and welding colleagues again.”

The Smart Weld Ace was trialled late last year in eight locations. It’s hoped that it can be rolled out across the network this year, with a particular focus on deep Tube parts of the network.



HELPING THE HOMELESS

Frontline LU staff are now able to report rough sleepers at their station via an app on their iPads, allowing us to build a clear picture of what’s happening on the ground and give homeless people access to the right support.

Charing Cross staff were encouraged to make use of the app as they had problems with large numbers of rough sleepers and incidents of antisocial behaviour. Area Manager **Darren Burrows** said: “Reporting it meant that everything was documented, which forced the various agencies to take action and patrol the area.”

CUSTOMER CARE

A caring pair of LU colleagues have been recognised for going the extra mile to look after an elderly customer.

Debden resident Bob Hindley got to know Customer Service Supervisor **Michael St George** and Customer Service Assistant **Lynne Harvie** over several years as he passed through the station. But after Bob was diagnosed with Alzheimer’s, the two noticed a sharp deterioration in his condition.

They cared for him every time he fell or became confused and helped him with his Oyster card, which he would often lose. The pair become so involved in assisting Bob they were consulted by social services to help him get a place at a care home in Warwickshire, near his family.

Bob is now enjoying spending more time with his family, said

daughter-in-law Jo. Speaking of Michael and Lynne, she added: “We were so grateful to have someone so caring in Dad’s local community, keeping an eye on him between our weekend visits.”



SWEET DREAMS

We worked with NHS London and non-profit organisation Good Thinking to develop an app called Sleepio, which was rolled out across the business in January. The app gives advice on sleep health and will be particularly relevant to shift workers who may struggle with broken sleep.

The app asks users to take a two-minute sleep test with questions that include, 'how often do you wake up in the night?' and 'do you wake worrying about the future?' to help pinpoint the source of their sleep problems.

Users receive a score, followed by advice (based on a cognitive behavioural therapy programme) on how to improve their overall health. After clicking a 'tailored advice' button, they can answer a second series of questions to narrow down issues specific to their line of work.

IN BRIEF:

ROUX BREW

A coffee kiosk staffed by former homeless people was opened at Clapham Common station by local resident and celebrity chef, Michel Roux Jnr. He is a supporter of 'Change Please', a social enterprise that helps homeless people get back on their feet by training them to be coffee baristas. It also provides housing and mental health support in a 'hands up, not a hand out' system. It's hoped that the Clapham Common kiosk will be the first of many branches at LU stations.

GREEN AND PLEASANT LAND

Ten of 15 schemes aimed at reducing sources of road danger and creating environments that foster increased walking and cycling have now been delivered. They form part of our Healthy Streets Local Schemes – an annual programme that addresses local issues, such as pedestrian crossings near schools and shops, and widening and decluttering pathways to create a more pleasant street environment and communal areas. The aim is to complete the remaining five schemes before the end of the financial year. Networks Portfolio Sponsor **Dani Rooney** said: "They're a really great example of how the Mayor's Transport Strategy is delivered quickly."

NEW RECRUITS NEEDED

We're on the lookout for new talent with more than 130 apprenticeships up for grabs. Engineering, quantity surveying and project management are among the areas where apprenticeships are available. We're also launching two new schemes in building services and vehicle maintenance, and in some areas we're offering degree apprenticeships. If you know someone who'd be interested in applying, please visit tfl.gov.uk/apprentices for more information.



John Caygill and Alf White, the crew on the final RT journey, sign autographs for the hundreds of people attending the 'last rites'

A BUSMAN'S HOLIDAY

Barking Garage will be opened to the public later this month to mark the 40th anniversary of the last RT-type bus leaving service.

Former drivers, conductors and all bus enthusiasts are invited to acquaint themselves with the iconic vehicles as they recreate the old route between Chadwell Heath and Creekmouth.

The RT bus ran from 1939 to 1979, and to this day is still considered by many to be the 'classic' London bus. At its peak the RT fleet numbered around 6,000 vehicles, making it the largest standardised bus fleet in the country, if not the world.

"It was a real driver's bus," said



David Jones, Stagecoach London's Assistant Communications Manager.

"They were the best of 1940s engineering. They had really good air-powered brakes and an air-operated gearbox that allowed you to select gears in advance. The steering was light even with a full load on. The cab had everything the driver needed, which wasn't much in those days compared to all the dials and buttons you get now. It was just an easy bus to drive."

The event will be held at Barking Garage on 30 March from 11am-4pm, and features RF buses too. For more information, visit: www.londonbusmuseum.com/event

otm

FONDLY REMEMBERED



George Akam sadly passed away aged 85 on 8 April 2018 after a short illness. He is greatly missed by his family and many friends. In his 45 years with LT he worked his way up from bus mechanic to Garage Engineering Manager. He was the third generation of his family to work for LT, his father and grandfather being bus drivers. Between them their service record was 110 years!



Victor Braglia passed away on 16 July 2018 aged 82, surrounded by his loving family. He started working for LT in 1965 at Golders Green where he stayed for 28 years. After early retirement he continued working in various places, finishing in Edgware General Hospital as a postman. Victor was a loving husband, father, grandfather and great-grandfather.

Sister Eileen Elliot was a nurse at Acton Works Surgery for many

years. She knew everyone and was an important part of the Works. She was a great character and anyone who worked there will remember her distinctive voice. At home Eileen was dedicated to the lifelong care of her brother, and after retirement she worked for Victim Support. She sadly passed away on 28 December 2018 aged 94.



Elsie May Forsyth MBE, née Frost, passed away on 14 November 2018. A committed Christian devoted to Youth Crusaders

work, Elsie joined LT in 1966 after a dress-making career with Norman Hartnell. She started as a Medical Centre Technician, later becoming Administration Manager for the London Transport Medical Service at Griffith House before she retired in 1992.



Joe McGovern joined LT in 1954. He spent his first 11 years as a bus

conductor before becoming a booking clerk for a further 28 years, retiring in 1993. Joe worked on many lines but mostly on the Piccadilly line as either a rest day cover or leave cover clerk. He passed away on 11 October 2018 aged 87 years.



Jim Platt died aged 73 on 18 August 2018 in Brighton, where he retired aged 55. He was a train operator at the Earl's Court depot, and is remembered fondly by his friend and fellow District line driver, Sean White.

Tony Procter passed away suddenly on 5 November 2018 at the age of 71. Tony was very much liked throughout Aldenham Overhaul Works. He operated the overhead crane and always joked he was on top of his job. He also drove the staff bus from Walthamstow to Aldenham. He worked his last two years at Chiswick. He was a LT man and he will be sorely missed. RIP Tone.

UNEXPECTED ARRIVAL

Colleagues were on hand to help with a very special delivery when an expectant mum gave birth just metres from a Northern line platform

The mother, **Lainie**, was in labour and on her way to University College Hospital in January when her baby boy decided he couldn't wait any longer.

She managed to get off the train at Warren Street but couldn't get further before she desperately

called for support at the help point.

Customer Service Assistant **Dean Keenan** and Customer Service Manager **Martin Orsich** were on duty and dashed to the northbound Northern line platform to help. Dean said: "We had a call on the help point but all Martin

could hear was shouting and screaming so we went to investigate. It was a little surprising when we arrived to say the least."

Dean stayed with the mum to support her and was quickly joined by an off-duty junior doctor, while Martin called 999 and alerted the control centre, which mobilised the Network Incident

Baby on board!



Response Team (NIRT). Dean and Martin

kept the mum calm and diverted

customers to protect her dignity as emergency responders helped her through the birth.

"I honestly feel I did what any other colleague would have done," Dean said.

By the time the NIRT arrived 10 minutes later, baby Lucas had already been safely delivered.

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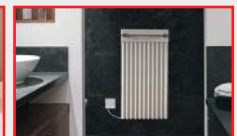
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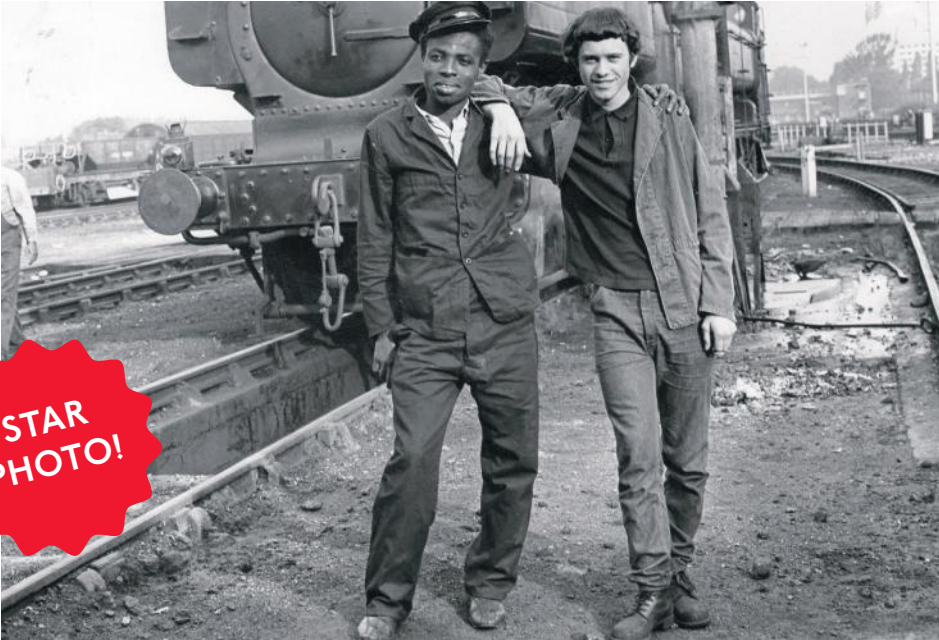
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LETTERS

We love to hear from you! Send in your questions, comments, pictures and memories and we'll print our favourites in the next issue



STAR
PHOTO!

Dear **otm**,
Granville Richards came across a former LT steam engine on the South Devon Railway (Letters, issue #60). I worked on these ex-GWR pannier tank engines at Neasden and Lillie Bridge when I joined LT in 1968.

They were excellent engines and very capable for the work they were designed to do, which was running engineers' trains. They also had the advantage of fast running when on the Met or District lines, and being easy to shunt with. I attach a photograph of me (above right) aged 18 with fellow engine cleaner Laddi at Neasden shed. I went on to fire trains from Lillie Bridge depot out to Barking, Upminster, Acton, Ealing and Neasden – many of the trains running at night, returning to Lillie Bridge when the first passengers were on the platform at Earl's Court to witness us clanking through!

Kirk Martin

Dear **otm**,
Hello to all. Just read the January edition and Joan's comments (Letters, issue #62), and would like to let her know about my husband who used to work on the Bromley/Lewisham buses and moved to Whitstable to work on the buses in Herne Bay/Canterbury.

He turned 80 in Spain in October, I think it's something they put in the water here as he gets younger each year! And he's not on any tablets either. I'm sending a photo. Long live pensioners!

Mary Burnett



Dear **otm**,

Thanks for the opportunity to get in touch with friends and mates of L.T.E. I am Leon 'Boysie' Husbands, retired driver of Acton Town and Parson's Green depots.

On the subject of smoking: After I gave up smoking in the 70s, to my surprise I could not stand the smell of cigarette smoke. I once got a dressing down for refusing to take an R-Stock train at Barking East because the cab was full of cigar smoke. I understand there is now a policy of no smoking anywhere on L.T.E, or rules to that effect. It's the full circle.

I will be 91 years young this August – wonder how that happened.

Many thanks,

Boysie

Dear **otm**,

Could you please print this request? John Granville was a driver based at Rickmansworth some years back. He could well be described as a "Gentleman Train Driver." I have heard that he died fairly young, but no more news. John's interests included re-enactments of English Civil War battles and photography.

He had a particular photographic project. If he saw an old picture of the Metropolitan Railway, he would try to take a modern equivalent. If such a collection still existed, it would be of great interest and be a memorial to John. I'd be glad to hear from anyone with information. Yours faithfully,

Eric Stuart

Email address supplied - please contact the editor for more information.



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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Come evening time we have a good variety of entertainment for you to enjoy or you could just sink into a comfy sofa in the quiet lounge with a little night cap or two!

If any of this sounds appealing why not check out our website www.rch.org.uk or facebook page Bridge House or give us a call on 01626 866850/863303 for more information. Hope to see you soon!

*Discounted rates for retired Railway and London Transport personnel - please mention at time of booking.

Please visit our website for more information and to view our gallery

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STAFF TRAVEL UPDATES

Last year, TfL rail took over the stopping service between Paddington and Heathrow. Free or discounted travel passes are now accepted on this service for staff and retired employees.

Privilege rate pay-as-you-go Oyster cards can now be used on the Heathrow Express service.

And finally, if you have a Retired Staff Oyster card, you can buy discounted tickets to travel on Eurostar for yourself and five companions, including the new route from London to Rotterdam and Amsterdam.

For all the latest information

and updates, please visit: www.tfl.gov.uk/pensions/your-pension/staff-travel.

If you have any further questions, you can contact the Staff Travel team (see details listed in the blue box below).



PENSIONERS' FORUM SUMMARY MEETING HELD ON THURSDAY 14 FEBRUARY 2019

Further information was provided on the 2018 Actuarial Valuation, and in particular, responses to the points raised at the November 2018 Forum. Representatives noted the good progress being made to reach a finalised valuation and were content with the responses to previous questions.

Several pensioners had raised questions concerning the Guaranteed Minimum Pension following a High Court case involving Lloyds Bank.

This was discussed and the Pension Fund will be providing further information in the next Pension News.

The content of OTM Pensioners' Edition was discussed. Representatives welcomed the efforts 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 would like a particular area of interest to be included in future issues, please

contact the editor.

It was noted that the number of readers signing up for the online version of the magazine continues to increase albeit at a slower rate. Representatives would like to encourage more readers to sign up as it will reduce the environmental impact of producing and distributing OTM, reduce costs and help ensure the future viability of the magazine. For further information, please visit: www.pensionerssubscriptions.co.uk

PENSION PAY DATES

- 18 March 2019
- 15 April 2019
- 13 May 2019
- 10 June 2019
- 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

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London SW1H 0BD
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