



Time to talk

A series of events called *time to talk* saw Tim O'Toole, London Underground Managing Director, address almost every tube employee in November and December 2005.

Presentations, videos and exhibition displays focused on recent events such as those on 7 July, the current situation and future direction and conveyed three key messages. This inspired round-table discussions and probing question-and-answer sessions.

The first message was that the customer and getting the basics right are at the heart of the current tube renewal programme.

Tim said: "A safe, reliable, clean railway is what customers want above all else and now, three years into a 30-year rebuilding programme, we're beginning to deliver more train services, more engineering

work completed and the highest customer satisfaction scores ever."

Tim reminded everyone that taking the time to talk to create an atmosphere of openness, respect and teamwork will help achieve the goal of creating a world class tube for a world class city.

Finally, this new way of working marks the first step in reviving the sense of excitement and purpose that the 2012 Olympics announcement inspired. By then, £7 billion will have been invested to improve the track, trains, staff facilities and technology.

John Rowlinson, Service Control Operator on the Northern line, said of the event: "When I came I was sceptical about what I would hear, but overall I thought it was a useful event. It came across that Tim really wants the best for the Underground, like we do."

Passengers benefit from 7th-car project

An extra carriage has been added to all Jubilee line trains, increasing the line's capacity by 17 per cent.

To ensure the safe and reliable introduction of the seven-car trains, the Jubilee line service was gradually reduced from 11 December 2005 and the line was closed completely for five days between 26 and 30 December.

A replacement bus service ran for the duration of the closure and Metropolitan line trains stopped at Willesden Green for the first time.

George McNulty, Jubilee line Service Director, said: "The extra car is a real boost for all Jubilee passengers, increasing capacity by nearly a fifth across the whole line, or an extra 6,000 passengers in both directions every morning and evening peak.

"We chose to reduce the service in December and close the line over Christmas as statistically this is the time of the year when the tube is most lightly used. It is not possible to run six and seven-car trains at the same time."

With the introduction of seven-car trains and an extra four trains also being introduced onto the line, a new timetable was put in place in January 2006.

Bob Naidoo, Customer Service Assistant, helps a customer plan their journey at Willesden Green.



PENSIONERS' FORUM UPDATE

MAIN POINTS OF MEETINGS HELD ON 3 AND 24 NOVEMBER 2005

- Hugh Hood, Director of Group HR TfL, attended the meeting with Michele Martin Taylor, Head of HR Services, and Sheema Desai, a specialist in the area, to report on the review of the Pensioner Liaison Scheme and discuss recommendations for the future. It was agreed to restructure the scheme and to appoint a dedicated Pensioner Liaison Manager
- Peter Hendy, Managing Director of Surface Transport, gave a presentation on current and future developments in the bus business
- The pensioners' representatives welcomed the fact that the improved standard of the pensioner edition of *otm* had been maintained. Management clarified that pensioners were entitled to the discounts under the *Everyone's London* campaign.

Your contacts at your magazine

Do you have something you'd like to include in the next pensioner edition of *otm*? Let us know! Please remember to include a telephone number with your letter.

Your contacts at London Underground

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PCC election results

November 2005 saw a number of changes to the TfL Pension Consultative Council (PCC).

The longest serving quarter of council members must retire on 30 November each year, although they can stand for re-election.

In Section One (pensioners and deferred pensioners), the retiring councillors were Cliff Bonnett and Paul Murphy. Linda Arwood and Vic Lane became their successors following a postal ballot of the TfL Pension Fund members of that section.

Also in Section One, David Biggs and Tom O'Callaghan were appointed to the two casual vacancies arising from earlier resignations. Their term of office will end on 30 November 2006, although they may stand for re-election at that time.

In Section Two (TfL and its subsidiaries

or contractors), Ray Spiteri was the retiring councillor. He was re-elected unopposed.

In section three (London Underground and its subsidiaries or contractors), the retiring councillors were John Robson and Mark Harding. They were re-elected following a postal ballot of the TfL Pension Fund members of that section.

- For more information about the PCC, please visit the TfL Pension Fund website at www.tflpensionfund.co.uk or contact Sarah Parsons, PCC Secretary, on 020 7918 3018 or by email at sarahparsons@tflpensionfund.co.uk



Cash for carriage conditioning

The Friends of London's Transport Museum organisation has been awarded a £45,000 grant from the Heritage Lottery Fund to restore four Q-stock Underground carriages to their former glory.

The carriages will need extensive electrical and mechanical work to get them back on track, along with

interior restoration.

A further £9,000, bequeathed by late Friend Bob Greenaway, will be added to the restoration fund to help to restore the cars in time for the 2012 Olympics.

The cars will be used for public tours and to celebrate historic events and for educational presentations.

LT-funded Spitfire found

Spitfire enthusiast Chris Shelton, Embankment Duty Station Manager, has tracked down an aircraft built with money from the London Transport Fund during World War II.

During the war, London Transport staff contributed to a fund dedicated to paying for the production of Spitfire fighters. Two were built, and both carried the London Transport logo on the side.

"Lord Beaverbrook came up with the idea of a 'presentation' aircraft," said Chris. "Organisations could raise £5,000 to have one built, despite the actual cost to build a Spitfire being closer to £12,000."

Chris discovered that the London



Transport Spitfire flew with the 308 Squadron from 24 August 1942 and the 350 Squadron from 14 March 1944, before being used as a training aircraft from 23 June in the same year. It was, however, involved in a flying accident and re-categorised, and later written off.

"Staff from organisations such as London Transport wanted to be part of the war effort so they donated a contribution from their wages to the fund," added Chris.

Heritage routes begin



Mayor Ken Livingstone (far right) launches the new Routemaster heritage services.

Mayor Ken Livingstone launched the new Routemaster heritage services in November 2005.

The buses have been repainted to look the way they did in the 1960s, down to the London Transport logo and original cream stripe across the side.

The Routemasters run in addition to the existing network over parts of routes 15 and 9 every 15 minutes between 09.30 and 18.30, seven days a week. Standard fares apply and all valid bus passes, Travelcards, Freedom passes, Oyster cards and saver tickets are accepted.

Transport operator Stagecoach operates route 15: Trafalgar Square – Strand – Fleet Street – Ludgate Hill – Cannon Street – Tower Hill.

Transport operator First operates route 9: Royal Albert Hall – Kensington Road – Knightsbridge – Piccadilly – Trafalgar Square – Strand – Aldwych.

The last full route to use Routemasters as part of the ordinary network was the 159, which changed to wheelchair accessible modern double deckers on 9 December 2005.

Bakerloo celebrates 100 years

The Bakerloo line will be celebrating 100 years of service from Lambeth North to Baker Street on 10 March 2006, and on 5 August 2006 it will be 100 years since the extension to Elephant & Castle opened.

Over this six-month period (March to August 2006) we will be celebrating the centenary both with our employees and with the public.

If you worked on the Bakerloo line as a former Underground employee, we'd really like to hear what it was like in your day. Some of the tales could be included in a special employee newsletter.

If you have any amusing and interesting anecdotes from 50, 60 or even 70 years ago, we'd love to hear your stories.

- Please send in your stories to antonia.cutler@tube.tfl.gov.uk or post to: Antonia Cutler, Senior Employee Communications Executive, BCV, London Underground, United Kingdom House, Floor 6, 180 Oxford Street, London W1D 1NN.



Lasting impression: New digital advertising means messages can be changed throughout the day.

Buses get digital screens

A fleet of London's iconic red buses has hit the streets carrying the first-ever full-colour mobile digital advertising screens on their sides.

Travel website lastminute.com is the first advertiser to use the displays, which were devised by Viacom Outdoor and can be remotely updated to show a different message as often as required.

The launch of these 25 digital bus sides complements a trial at Tottenham Court Road station, which has digital panels along the escalators.

Staff visit number 10

Prime Minister Tony Blair invited representatives from London Underground to an event at 10 Downing Street in November 2005, to thank them for their work on 7 July.

Attendee Peter Sanders, King's Cross Group Station Manager, said: "He was very welcoming and thanked everyone for coming and the marvellous job they did. "It was good to have everyone's efforts acknowledged. Obviously they can only invite a certain number of people, so we were there to represent everyone from London Underground who worked tirelessly on 7 July and in the aftermath."



A personal touch: (from left) Cherie Blair chats to Peter Sanders, Group Station Manager, and Robin Mayers, Station Supervisor.

Keeping you informed

Customer information on the Underground is at the heart of a new drive to make it easier for passengers to travel across London.

Each group of lines has come up with a programme designed to make our real-time information world class.

Jubilee, Northern and Piccadilly lines (JNP)

JNP's *Tell me about it* scheme is aimed at all operational staff – trains, station and service control. People have been issued with promotional material including prompt cards to help those inexperienced in public addresses, and blue *Tell me about it* hi-vi vests.

Antonia Cutler, Senior Employee Communications Executive, was part of the campaign. She said: "This campaign will never really end – we want excellent information to become part of the tube culture and we will be rewarding people who excel in this area."

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Bakerloo, Victoria and Central lines (BCV)

BCV has a different challenge to JNP, as parts of the Central and Bakerloo lines are way out of the city.

Antonia Cutler, Senior Employee Communications Executive, was part of

a steering group of frontline staff and managers who came up with *Pass it on*.

"*Pass it on* is similar to the JNP and SSR schemes, but has a slightly different focus," Antonia said. "We introduced a booklet that outlines the information responsibilities for every employee grade, so everyone knows what their role is."

Sub Surface Railway (SSR)

SSR covers the District, Circle, Metropolitan and Hammersmith & City

lines. Also called *Pass it on*, SSR's programme has taken a different tack.

Catherine Folan, Senior Employee Communications Executive, said: "While every customer needs real time information, we thought long and hard about who needed it most."

"I got in touch with a blind customer who relies entirely on announcements to know if his journey can be made," said Catherine.

"We took his photograph to use on a poster. It really makes it hit home just how important announcements are as he can't glance at the whiteboard like other passengers, or even ask a member of staff unless they make themselves known to him."

ARE YOUR ANNOUNCEMENTS CLEAR ENOUGH TO HELP ME?



"Blindness means that I rely on announcements to keep me updated. Your prompt PA gives me the confidence and independence to travel in London." Wayne Busbridge and Gibson



THE CUSTOMER INFORMATION PROGRAMME FOR SSR



A nation remembers

A national memorial ceremony for victims of the 7 July bombings took place on 1 November 2005 at St Paul's Cathedral.

As well as survivors and victims' families, the event was attended by the Queen, Tony Blair and his cabinet, Mayor Ken Livingstone, heads of the emergency services, and Tim O'Toole, Managing Director of London Underground.

Steve Goszka, Edgware Road Group Station Manager, helped carry the Edgware Road memorial candle with paramedic Joanne Wiggitt and Paul Dadge, who was pictured helping masked burns victim Davinia Turrell from the scene.

"I was proud and humbled to be able to take part," said Steve, one of 40 London Underground representatives at the cathedral.

"Since 7 July I have showed some of the families of Edgware Road victims around the station, trying to give them a true account of what happened that day, so all around me I could see people I recognised."

Steve added: "We're currently putting together a small garden of remembrance at Edgware Road and some of the victims' families have expressed an interest in getting involved. It's the least we can do."



The team from Northwood Hills celebrate with Mike Brown (left).

Rewarding tube gardeners

Northwood Hills took the spoils in 2005's Station Garden Awards ceremony, held at 55 Broadway.

The competition was split into three categories: hanging baskets, tubs and cultivated gardens. There were also prizes for the three best gardens overall.

Northwood Hills won both the cultivated gardens and hanging basket sections, as well as being named overall winner.

John Wilson, Station Supervisor, said: "Brian Kennedy, Station Supervisor, and I do a lot of the work, along with my wife Cathy, who also works on the group. Two staff from a local florist also help out, and we get loads of comments from customers commending the garden."

The Dennis Sanger Award was presented to Mo Jamil, Station Assistant Multi-Functional, for the garden at Edgware Road which Mo managed to tend against all the odds after 7 July. This award was created in honour of Dennis, a much-respected Group Station Manager who died in 2004.

Dennis's partner Janet Weldon presented the award, which was poignantly dedicated to all who lost their lives in the 7 July incidents.

Mo said: "It was a very emotional moment, remembering both Dennis Sanger and the people who died in the bombings."

"It was a challenge tending the garden after the bombings as it was cordoned off by police, but customers really appreciate it."

The full list of winners is:

OVERALL

Winner: Northwood Hills

2nd: Stanmore

3rd: Loughton

DENNIS SANGER AWARD

Edgware Road

TUBS

Winner: Stanmore

2nd: Northwood Hills

3rd: Loughton

Runners up: Bermondsey; Stratford Market Depot; Barbican; Edgware Road; Watford, Canon's Park; Southfields

CULTIVATED GARDENS

Winner: Northwood Hills

2nd: Southfields

3rd: Epping

Runners up: Elm Park; Theydon Bois; Edgware Road

HANGING BASKETS

Winner: Northwood Hills

2nd: Stanmore

3rd: North Acton

Runners up: East Ham; Loughton; Northolt; Canon's Park; Watford; East Acton

Comrades honoured

Retired bus driver Fred Chapman laid the Transport for London wreath at the Cenotaph, Whitehall, on Remembrance Sunday.

Fred, from Bromley, is a member of the London Transport Old Comrades – the only civilian group allowed to lay a wreath.

"It is a great privilege to do something to mark all my comrades who fought, and those who did not come home," he said.

Fred served with the Eighth Army Royal Artillery 51st Highland Division in North Africa and fought in Normandy on D-Day.

Following his war years, Fred joined Bromley Garage and drove the 227 bus between Chislehurst and Crystal Palace for 28 years. He loved the route so much he bought his very own 227 bus after retiring and uses it for carnivals and shows.



Parson's Green memories

A former tube apprentice is seeking information on Parson's Green depot.

John Goodwin and his two brothers (now both deceased) served apprenticeships in the Works and Building depot.

John worked there from 1964 to 1972 before transferring to the Chief Architect's Department in Aldwych House, clocking up 36 years' service on the Underground.

Anyone who would like to get in touch with John should write: to 1 Thorpedale Road, London N4 3BH, or call 020 7281 6010.

Hendon reunion

2006 marks the 20th anniversary of the closure of Hendon Bus Garage, and former Conductress Ann Power would like to organise a reunion.

Ann worked there until its closure, when she transferred to Chalk Farm. She is hoping to get old colleagues together to share stories and old photographs.

Former Hendon Garage staff can write to Ann at 4 Rosemary Court, Waterford Road, Highcliffe, Dorset BH23 55H, or call 01426 273 512.

Oakwood correction

In the October edition of *otm* pensioners, we invited readers to contact Oakwood Veterans if they wanted to join them on their trips and receive a monthly newsletter.

Membership is restricted to people who worked at Oakwood in the 1960s and 1970s and the newsletter comes out bi-annually. Former Oakwood employees can contact the organiser Chris Thompson on 020 8524 8237. We apologise for any inconvenience caused.

Obituary notices

If you have an obituary or in memoriam notice for inclusion, please send details to *otm* pensioner edition, 24-26 Great Suffolk Street, London SE1 0UE, or email onthemove@abcomm.co.uk. Please include a contact telephone number in case we need to clarify any information, and mark clearly whether it is an obituary or in memoriam. Please note, we reserve the right to edit submissions for space and consistency.

■ **E T A (Ted) Bott** died on 30 September 2005, aged 83. Ted started out as a Conductor at Leyton garage, moved to Romford in 1952 and transferred to Hornchurch garage before returning to Romford when the North Street garage opened. He retired in the 1980s.

■ **Kathleen (Kit) Brown (formerly Duffidd)** died on 12 June 2005, aged 85, after a short illness. Kit worked for London Transport from the war years until she retired at 60. She was the Clippie on the last trolley bus out of Bexleyheath garage and went on to work at Plumstead garage.

■ **Eva Bryan** died on 22 June 2005, aged 79. Eva was a Conductress at Putney garage for 35 years.

■ **Ronald Royston Butcher** died on 4 October 2005, aged 83, after a short illness. Ronald started his 23 years' service as a Driver at Willesden then moved to Cricklewood garage as Inspector. He retired in 1986.

■ **A C E (Chas) Christmas** died of a heart attack on 9 July 2005. Chas joined London Transport in 1942, but was called up into the Fleet Air Arm in 1943 and served in Malta. He returned in 1946 and was Stage Manager with the Theatre Group that put on many musicals at the Scala Theatre. He retired in 1984.

■ **Sydney Arthur Cox** died on 22 September 2005, aged 78. Sydney worked for London Transport for 44 years, starting as a Box Boy and

finishing as a Regulator on the Northern line at Cobourg Street on 9 March 1990.

■ **Dennis (Dougie) Douglas** died on 12 October 2005, aged 77. Dougie worked as a Coachmaker for 38 years in Dalston, Loughton and Leyton garages.

■ **Denis Fairman** died on 7 May 2005, aged 74, after a short illness. Denis worked as a Bus Mechanic at Sidcup garage between 1951 and 1986.

■ **Sydney Hill** died on 16 October 2005, aged 89, after a short illness. Sydney was a Conductor then Driver at Swanley garage in the 1950s. He transferred to Sidcup as a Driver and stayed until he retired at 65.

■ **Francis (Frank) Miles** died on 9 June 2005, aged 83. Frank worked at Baker Street Underground station from 1970 until his retirement in 1986.

■ **Dennis W F Morgan** died on 21 November 2005, aged 82, after a long illness. Dennis was an Area Traffic Inspector at Aldgate.

■ **Albert (Bert) Munns** died on 11 February 2005, aged 83. An ex-RAF man, Bert spent 29 years at Wood Green garage as a Driver and Inspector.

■ **Leslie John Noel** died on 7 July 2005, aged 70. Leslie clocked up 39 years' service, first as a Driver on the Bakerloo line and then as Station Inspector at Piccadilly Circus. He ended his career as Station Manager at Charing Cross.

■ **Albert Simon** died suddenly on 22 September 2005 from a heart attack, aged 63. Albert joined the Traffic Office (buses) in 1965 and spent most of his career there until his recent retirement. He played a large part in designing the new standard bus stop in the Infrastructure Section.

■ **John Smith** died on 16 April 2005, aged 77. John retired in 1990 after 43 years' service on the Underground, ending up as a Senior Ticket Inspector.

■ **Frederick White** died on 25 September 2005, aged 79. Frederick was a Sheet Metal Worker at Acton Works and served more than 50 years with London Transport.

In memoriam

■ **Cyril Benjamin** passed away on 4 October 2004. Cyril started out as a tube Driver and later became an Inspector. He retired as a Station Master at Morden station.

■ **Nicky Bradley** passed away on 29 November 1999, aged 76. Originally from Dublin, Nicky came to England in 1949 and joined London Underground in 1951 as a Booking Clerk at Kilburn. He later became Relief Clark on the Central line, covering various station manager and booking clerk positions.

■ **Don B Cutter** passed away on 22 November 2000. Don worked for London Transport for 19 years, first as a Bus Driver then as an Instructor. He greatly missed the job and his colleagues when he had to take early retirement on medical grounds.

■ **Derek Stanley Flood** passed away on 23 November 2004. Derek started as a 16-year-old apprentice in the machine shop at Chiswick Works. He completed 43 years' service progressing to the rank of Senior Executive.

■ **Greenfield (Ron) Glasgow** passed away on 23 October 2004, aged 61. Ron started as a Conductor at Dalston garage in 1961. He moved to Ash Grove garage in Hackney and retired from Clapton garage due to ill health in 1996.

■ **Gladston Neville Harrison** passed away on 16 October 2004, aged 72. Gladston was recruited from Barbados in 1961 and worked as a Conductor and Driver at Merton garage rising through the ranks to Inspector and Manager.

■ **Carol Jones** passed away on 25 May 2004. She worked as a Conductress for 25 years at Stockwell garage, first on the '2' group of routes and then on the '88s'.

■ **Nigel (Tom) Miles** passed away on 3 November 2002. Tom worked as a Motorman at Seven Sisters for 28 years.

■ **Albert (Sid) Webb** passed away on 9 September 2003, aged 61. He worked as a Driver at Bow bus garage and at Seven Kings.



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Got an issue you want to sound off about? Want to ask a burning question about London Underground? That's where the *otm* letters page comes in. Send your letters to *otm* letters, 24-26 Great Suffolk Street, London SE1 0UE, or email onthemove@abcomm.co.uk
Please note we can only include your letter if you supply your name.

Alive on the isle

Dear Editor,

The item in October 2005's *otm* pensioners' edition, 'Preserving our Heritage', made very interesting reading.

As a former employee of London Transport, I worked on the Northern line for most of my long service and was privileged to work on both stocks mentioned, both as a Guard and also driving.

I was a great enthusiast of

steam railways on the Isle of Wight, and was sad at its eventual closure. But I was also delighted to find that the London Transport trains were given a new lease of life there.

Reading the article revived many happy memories of my days spent with the 'new transport' for the Isle of Wight.

I'm sure many people who currently use the lines appreciate its regularity and

Preserving our heritage

Where do old trains go when they're withdrawn from service? Well, the lucky ones retire to the seaside.

Like trains that once ran on the Northern line have found a new lease of life ferrying commuters and tourists around the coastal towns of the Isle of Wight.

Steve Wade, Island Line General Manager, said: "When steam trains stopped running on the Isle of Wight, we needed a transport solution."

"Normal mainline stock wouldn't work here because

of the curvature of the tracks and the size of the tunnel at Ryde Esplanade.

In the early 1960s, London Underground was getting rid of its pre-1938 standard stock trains from the Northern line, so we bought these and set about preparing them for their journey to the island."

The cars needed re-cabling and converting to earthed negative instead of the fourth rail negative on the tube.

London Transport did the conversions at Acton Works

and service began on the island on 20 March 1967.

Consisting of two cars back to back with a driver's cab at each end, these trains were finally withdrawn from service in 1991, being replaced by 1938 stock, which is still running today.

In 2000, Stagecoach took over the running of the line.

Steve added: "The Isle of Wight is famous for its dinosaurs, so five of the six trains were painted with an eye-catching dinosaur livery. One train, however, was preserved in its original London Transport livery."



ABOVE: A former tube train in action on the Isle.



The dinosaur livery is popular with youngsters.

reliability in providing the passenger rail service.

One is set to wonder just how long these great trains will serve the island, but if they give such good service as they did

for London on the Northern line, I'm sure it will be long into the future! Well done Island Line and Steve Wade!

E Harwood
Stanmore, Middlesex

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Birthday for busman Bert

Former Bus Conductor and garage football manager Bert Waters celebrated his 80th birthday in November.

Bert worked for London Transport for 33 years and certainly got about a bit, working out of garages including Upton Park, Forest Gate, Bow, Barking, Seven Kings, Leyton and even some south of the river.

He was involved with many garage sports and social clubs, and was known as Sir Alf when he managed the football team.

Bert's son James said: "I can remember many exciting Sunday trips on Routemasters to the coast with our family and the social club."

Bert now lives in St Helens, Merseyside. Anyone who would like to get in touch should contact James at Elmhurst, Upland Road, Thornwood Common, Nr. Epping, Essex CM16 6NJ.



Bert Waters.



Ian Miller shows off his haul of medals.

Putting pen to paper

Poet pensioner Sydney Sargeant has written more than 120 poems and countless songs.

Sydney, from Tottenham, north London, enjoyed an eight-year career in cleaning services for London Underground, at stations including Turnpike Lane, King's Cross and Liverpool Street, before he retired in 1992.

Here is one of Sydney's latest poems:

Poem for the Underground

Syd worked on the Underground

Few years ago

And every station he worked

You would know.

With bucket and brush

And cloth in hand

He'd keep the place spick and span.

His favourite station

Was Regent's Park

People passing through

Asking the way to the zoo

And he'd keep the place

Shining like new.



Medals galore for champ

Hammer throwing champion Ian Miller took a record haul of medals at the 2005 World Championships in Ireland.

Former London Transport employee Ian entered five events in the veteran category and came away with three golds and two silvers. The previous day he won 10 medals in the Irish championships.

"Taking a medal in all five of my events in Ireland was the highlight of my sporting career," Ian said.

Ian started throwing the hammer as a child in the Scottish Highlands, where he also practiced shot put and tossing the caber.

He gave up the sport when he moved to Glasgow, but started up again in the army in the 1950s, when he travelled the world as part of the British team.

Ian then became a London Transport Bus Driver based at Potters Bar Garage.

He was promoted to Inspector and then moved to Holloway Garage, where he stayed for five years.

"I loved London Transport. We took real pride in our jobs and I truly enjoyed driving passengers around the capital," said Ian.

"In 1998 I was due to retire, so I took up the hammer, and other throwing events, once again for something to do. I found myself competing with people I knew from the 1950s!

"To my surprise, I started winning, and now I have more than 300 medals and some British and world records under my belt."

Ian trains every day and is usually away at weekends competing. When he isn't, he drives buses for a Hertfordshire-based bus company providing rail replacement bus services in London and operates Routemaster buses for weddings and special occasions.

"I believe the Routemaster is the best bus you can get. I enjoy driving so much, I have no plans to give up," he said.

"On 7 July, I drove a bus to King's Cross on behalf of TfL. I ferried hundreds of people out of London and helped out for three days. My excellent London Transport training all came back to me."