

A cool way to beat the heat

An innovative cooling system is being trialled this summer in a bid to help Underground passengers and employees fend off the heat.

The groundwater system currently being installed at Victoria station will provide an environmentally friendly way of cooling platforms on the Victoria line.

It uses a water supply that has a temperature of about 12°C which is pumped through a network of pipes to feed three heat exchange units.

Each of the units has fans which will draw in warm air and cool it before it is released back into the station. The movement of trains will spread the cooled air to the platforms.

The project is just one of Transport for London's initiatives to tackle heat.

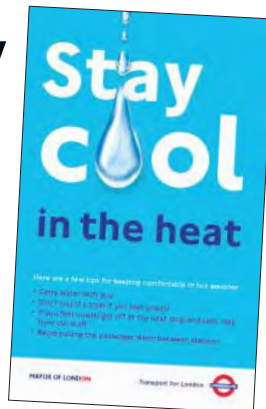
New trains for the District, Circle, Hammersmith & City and Metropolitan lines will come with air-cooling. The first air-cooled trains are due to arrive in 2009.

Refurbished District line trains also now benefit from improved ventilation.

And the smart ideas aren't confined to the Underground – buses too are benefiting.

More than £1.5 million has been invested in the last two years to make the capital's buses more comfortable in summer. Almost 1,500 buses have been fitted with additional upper deck opening windows, air ventilation systems or air-cooling systems.

All new buses must have heat-reflective white painted roof panels, body insulation, more opening windows, tinted glass and heaters that switch off automatically when the bus gets too warm.



An innovative system at Victoria should cool things down a bit this summer.



Just the ticket: (from left) Station Supervisor Ram Patel and Customer Service Assistants Vic Yarnell, Thomas Muriuki and Liz Powell are delighted with their new home at King's Cross.

New ticket hall doubles capacity

The new western ticket hall at King's Cross was officially opened in May, doubling the station's capacity and, according to Ken Livingstone, "bringing it into the 21st century."

The building, which cost the best part of £400 million, provides step-free access to the Circle, Hammersmith & City and Metropolitan lines, as well as new bigger public subways and additional routes to street level.

The Mayor said: "More than 250,000 people a day will use this ticket hall, and a further 400,000 will use the northern ticket hall when it opens. It will be a vital hub for London's 2012 Olympics, with the Javelin shuttle service linking King's Cross to the Olympic venues."

The ticket hall now features new service windows, which are lower to give disabled customers and employees better access to ticket counters. And the station now has a state-of-the-art control room.

"The staff have coped very well with all the works, so hopefully this will be a big boost to their morale," said Peter Sanders, Group Station Manager.

PENSIONERS' FORUM UPDATE

MAIN POINTS OF MEETING HELD ON 22 MAY 2006

- **Hugh Hood, Director of Group HR TfL, attended the meeting with Michele Martin-Taylor, Head of HR Services, to report on the progress of the appointment of a Pensioner Liaison Manager. An interim Project Manager has been appointed and will work with three nominated pensioners' representatives to set up the scheme and shape the Pensioner Liaison Manager role for the future**
- **It was noted that, at its meeting on 22 March, the TfL Pension Fund Trustee Board endorsed the transfer of the Staff Welfare Fund to the Transport Benevolent Fund. The Trustee Board had decided that the 2005 review of staff in ill health pensions would not now be completed. Pensions confirmed that they would endeavour to send out payslips for 2007 to arrive in advance of the first payment going into the bank**
- **Positive feedback was received following the role of the pensioners' representative in the April edition of *otm*.**

Council nominations due

Nominations are being sought for this year's TfL Pension Consultative Council (PCC).

Five representatives need to be selected to replace those who have to retire on 30 November 2006 under the PCC's constitution.

Representatives due to retire are:

■ **David Biggs** and **Tom O'Callaghan** from Section One, which represents pensioners and deferred pensioners

■ **David Marshall** from Section Two, which represents employees of TfL, its subsidiaries or contractors

■ **Aftab Adamjee** and **Ray Watts** from Section Three, which represents employees of London Underground, its subsidiaries or contractors.

Any TfL Pension Fund member may nominate another member as a candidate for election or re-election to the section that represents them both. Retiring representatives can also be nominated.

Nominations must be in writing, countersigned by another Fund member represented by the same section. The information listed below and

a personal statement of up to 100 words, including the reason for standing for election or re-election to the PCC, must accompany them:

- **Name, as nominee wishes it to appear on the ballot paper**
- **Dates if nominee has previously held office as a Councillor**
- **State whether pensioner or deferred pensioner if from Section One.**

Please note that the information provided must be factual, appropriate and inoffensive. A passport photograph may also be provided for inclusion in voting papers.

Completed nominations must be sent to the PCC Secretary, Sarah Pascall, TfL Pensions Directorate, 4th Floor, Wing Over Station, London SW1H 0BD by Friday 18 August 2006. Copies of the PCC constitution are also available from the same address.

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

Meeting venue announced

TfL Pension Fund members are invited to attend the Annual Members' Meeting being held on 3 October 2006 at 11.00.

Please note we have a new venue, at One Great George Street, London SW1P 3AA.

Please make sure you bring some form of identification with you, such as a staff pass or privilege ticket authority card. You will need to show this identification on arrival.

You will be able to ask questions on the day, but if you cannot attend you may

submit questions to the Trustees, which will be answered as soon as possible after the meeting, by writing to: Sue Timbrell, Director of Pensions and Fund Secretary, 4th Floor, Wing Over Station, 55 Broadway, London SW1H 0BD.

Where are they now?

- Bill Brown would like to track down former colleagues from the outside clock section at Lillie Bridge and Earl's Court depots, especially George Robson, Danny Gray, Arthur Tuckfield, Arthur Mulcahy and any others.
- Mrs C McMinn, whose late husband worked for London Underground for more than 31 years, wonders whether it's possible to organise a reunion for people who slept in the Underground during the war.
- GR Williams, who was employed by LTE between 1967 and 1972, would like to attend the annual dinner for ex-service personnel if it is still held.
- Contact *otm* at the address below if you can help, and thank you to readers who got in touch following the last issue – we will forward your information on.

Contact details for pensioner enquiries

TfL Pension Fund
020 7918 3733
Staff Travel 0800 015 5073
Other useful numbers:
Hospital Saturday Fund
020 7928 6662

Hospital Savings Association
01264 353211
Simply Health
0800 072 6719
Transport Benevolent Fund
0870 0000 172/3

Transport Friendly Society
020 7240 8886
Tax queries – HM Inspector of Taxes 0845 300 3939
(quote ref 083/LT7 and your National Insurance number)

***otm* editorial submissions only**
Call 020 7918 3388

or write to Dee Horsman
Employee Communications
5th Floor
55 Broadway
London SW1P 0BD

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Privilege tickets available on Oyster

Privilege Ticket Authority Card (PTAC) holders now have more choice about how to pay for travel.

From this month, you can now apply to buy privilege tickets using the Oyster pay as you go system.

TfL is introducing privilege rate Oyster fares to pay as you go to make it cheaper and more convenient to travel, and you won't have to queue for a ticket.

If you, your partner or children have a PTAC, you can register it to allow you to pay as you go using Oyster.

To qualify, the PTAC holder should apply for an Oyster card – or Oyster photocard for under 16s – with privilege rate concessions added to the card. Retired staff can also apply on behalf of their partner and dependant children.

Once you have done this,

top up the Oyster card and remember to touch in and out for each journey, so the right fare is taken.

- For more information, please see the privilege rate Oyster card single fares application form, available from the Staff Travel Office, 4th Floor, Western House, 237-239 Oxford Street, London W1R 1AB.

Interested? Then follow these easy steps:

- If you, your partner or dependant children already has an Oyster card or Oyster photocard, fill in the application form, get it authorised by the Staff Travel Office, and take it to any London Underground ticket office with the money you want to add to the card
- If you don't already have Oyster, you'll need to take your completed authorised application form to the ticket office together with a £3 deposit to get an Oyster card, plus the money you want to add to the card
- Under 16s must have, or obtain, an Oyster photocard before their application can be processed.

Oyster extends its reach overground

Transport for London (TfL) has agreed to provide Oyster card validation equipment at all London rail stations.

The deal will help London's rail passengers get the full benefit of Oyster cards and also lay the foundations for a national smartcard ticketing scheme.

The equipment – which will be installed at all stations in zones 1-6 – gives train companies the opportunity to accept Oyster pay as you go products on their networks.

TfL has agreed to work with the Department for Transport to ensure that the Oyster equipment is capable of accepting other smartcards. These are currently under development for use on public transport across the UK by the Integrated Ticketing Smartcard Organisation.



Good work on the buses

The improvements in London's bus services and increases in passenger numbers have won praise from the House of Commons Public Accounts Committee.

Bus usage in the capital has increased by 40 per cent since 2000/01, its highest level since the 1960s, bucking the national trend that has seen usage drop by seven per cent.

Transport Commissioner Peter Hendy said: "We have seen in London just what can be achieved by effective regulation, political will, prudent investment and listening to what the

public wants and then delivering it.

"With 8,000 buses on 700 routes, the London bus network is now the most comprehensive public transport operation in Europe."

A recent TfL report also found that bus journeys are quicker and more reliable thanks to effective traffic enforcement and more compliance with bus lanes.

Average waiting times for buses on London's red routes were reduced by 15 per cent and bus journey times were 13 per cent faster in bus lanes compared to non-bus lanes.

New-look station unveiled in whirlwind of media

Wembley Park station was officially re-opened in March, amid a fanfare of national press and celebrity publicity.

Former England and Arsenal goalkeeper David Seaman and Mayor of London Ken Livingstone joined London Underground Managing Director Tim O'Toole and Transport Commissioner Peter Hendy to unveil the new-look station.

"The station will support the wider improvements to the area, as well as the stadium when it's complete," said Ken Livingstone. "The £53 million invested in this station will serve a world-class sporting venue and provides local residents in Brent with a substantially improved transport link."

Children from nearby Chalkhill Primary School tested the new, larger ticket hall



during a penalty shoot-out, with David Seaman returning to his usual spot in goal.

The improvements increase the capacity by 70 per cent in the main ticket hall allowing 37,500 people to use the station every hour.

"The opening of this station is hugely important," said General Manager Penny Hazell. "The space is very impressive and hopefully the staff will feel like we value them with the accommodation they now have, after what was a very testing time."



ABOVE The new-look Wembley Park station was unveiled with events including a penalty shoot-out starring David Seaman.

ABOVE LEFT The media covered the event as Tim O'Toole and Ken Livingstone opened the new-look station.

Better fleet hits the streets

A fleet of state-of-the-art buses has hit the roads of Camden and the West End.

Passengers on route 24 can now benefit from 28 new Enviro400 buses funded by Transport for London.

The vehicles provide an extra seven seats – taking the number of available spaces on the lower deck to 26 – and wider entrances to make it easier for people using wheelchairs or with pushchairs to get on board.

Each bus has a low-floor step-free layout on the lower deck, on-board CCTV, tinted glass, an automatic heating system and wheelchair ramp.

Mike Winter, London Buses Fleet Development Manager, said: "We are very pleased to be among the first cities to use this new generation of buses.

"Their increased capacity will make journeys more comfortable for everybody who travels on route 24."

All 28 vehicles are now in service on the route, which runs from Hampstead to Pimlico.



Regent's Park station is set to close for refurbishment work.

Regent's Park station closes for a year

Regent's Park station will close this month so work to replace both lifts and an extensive refurbishment of the station can take place.

The station shuts on 6 July and will be closed until June 2007.

"The refurbishment has been brought forward so it coincides with the lift replacement, minimising disruption for customers,"

said David Proffitt, Performance Manager.

As well as new lifts, the upgrade will include a new CCTV system, control room and refurbished ticket hall.

"Camden Town is actually nearer for customers going to London Zoo," David said. "Otherwise we are advising passengers to use Baker Street, a 10-minute walk from Regent's Park station, or Great Portland Street."

Promoting public transport

A new combined public transport campaign is under way in cinemas, on TV and on posters.

The ad introduces 'Your Transport for London' and aims to change attitudes towards public transport. It shows customers that the transport system has improved, Oyster has turned it into a more convenient service and it really is a viable alternative to the car.

Elizabeth Norris, Strategic Marketing Communications Manager, said: "If we want to change behaviour, we must first change attitudes. 'Your Transport for London' will link up all TfL's different types of transport and reinforce how integrated public transport can open up London for everyone."

'Your Underground' and 'Your Bus' will also be used for messages that are specific to each transport system.



Badges of honour

Employees who have worked for London Underground for 25 or 40 years are to receive long service badges they can wear as part of their uniform.

The badges are being distributed now to people who have already reached their long service milestones – this covers around 1,500 staff across the network.

For staff who reach 25 and 40 years' service in future, badges will be presented at the same time as their long service certificates.

Wearing the badge is optional, but it's hoped that people will be proud to wear it while they work and it will show customers that the employee has a lot of experience and knowledge.



Launching the badges, from left: Ibbey Patel, Stan Enright, Kevin Bootle, Jeff Dent, John Staples and Jim Tustin.

Last stop for Shoreditch

It was an emotional send-off for staff when Shoreditch station closed its doors for the last time in preparation for the East London line extension.

Invited guests including TfL and London Underground senior managers, councillors and train enthusiasts joined an evening of nostalgia and a chance to see

behind the scenes of the extension project, which includes a brand new station at Shoreditch High Street due to open in 2010.

Guests with special tickets travelled to Whitechapel, where they boarded the last ever train to Shoreditch. London Underground Chief Operating Officer Mike Brown, line General Manager Lance Ramsay and the Mayors of Tower Hamlets and Hackney spoke about the East London line extension plans.

But the stars of the show were Station Supervisors Jo-Anne Joseph and Pat Greaves, whose regular customers came to say a fond farewell.

They were each presented with commemorative Shoreditch plaques.

Pat, who had worked at the station since 1998, said: "We've helped a lot of people and sometimes we've felt more like social workers than Station Supervisors.

"Saying goodbye is really emotional. It's been like a family and I'll miss it."

Pat and Jo-Anne have now transferred to Aldgate.

The line's two longest-serving drivers, Sam Lewis and John Green, who boast 58 years' service between them, shared the honours of driving the last train.

Mike Brown said: "It's always a sad occasion when we close a station, but this time there is a silver lining. The East London line extension will bring fantastic improvements to transport links."



ABOVE Jo-Anne Joseph and Pat Greaves with their commemorative plaques.



Danny Molloy, Customer Service Assistant (left), Commander Andrew Betton and Maria Sheikh, Station Supervisor, at the new mural at Westminster.

Shipshape art for station

A new mural celebrating the relationship between Westminster station and the Royal Navy frigate HMS Westminster was unveiled in April.

The photographic mural features two members of staff, Maria Sheikh, Station Supervisor, and Danny Molloy, Customer Service Assistant. HMS Westminster's captain,

Commander Andrew Betton, and London Underground Chief Operating Officer Mike Brown were there to officially unveil it.

Danny – who was onboard the ship as it sailed from Portsmouth to London in December last year – said: "The camaraderie on the ship is outstanding, just like at the station."



BELOW Train Operators John Green and Sam Lewis shared the driving responsibilities.

■ Former London Transport Chairman **Sir Peter Masefield** has died aged 91.

Sir Peter became LT Chairman in 1980, but before that he was Chairman of the British Airports Authority (BAA).

He was also a co-pilot and air gunner for the USAAF and personal advisor and secretary to Lord Beaverbrook. Sir Peter is survived by his wife Patricia, three sons and a daughter.

■ Staff Sergeant **Geoff Barkway**, who played an important part in the capture of Pegasus Bridge in Normandy on D-Day, has died aged 84.

He was the pilot of one of six gliders which carried 180 men over the Caen Canal in 1944.

Geoff had a long career with London Transport and worked as a Divisional Engineer on the Victoria line before he retired in 1981.

He died on 8 June and is survived by his wife Eileen, his two sons and two daughters.

■ **Gordon Hafter**, one of the principal engineers interviewed in the Channel 4 documentary about the 1975 Moorgate crash, passed away just days before the programme aired in June. He was 85.

He had a long and distinguished career and was Chief Rolling Stock Engineer when he retired. A memorial service for colleagues and friends was held.

Obituary notices and in memoriam

■ **Edward Black**, 10 June 2005, aged 94. He worked as a Store Clerk, Bus Driver and Chief Road Inspector before becoming Area Traffic Manager for south-east London.

■ **Malcolm Bloomfield**, 18 December 2005, aged 54. He worked as a Conductor and Driver at Leyton garage and as a Driver at Walthamstow.

■ **Ted Bolger**, 16 August 1996, aged 49. He was a Driver at Ponders End garage.

■ **Ian Bound**, 18 April 2000, aged 46. He worked as a Booking Clerk and Station Supervisor for 21 years.

■ **Ivy Browne**, 16 April 2006, aged 70. Ivy was a Bus Conductress for 35 years.

■ **Carlton George Campbell**, 4 July 2005, aged 64. He worked as a Ballast Motorman at Lillie Bridge depot.

■ **John William Cook**, 22 November 2005, aged 58. He worked as a Conductor at Seven Kings garage before becoming a Driver and moving to Upton Park garage.

■ **Dennis Coombs**, 13 February 2006, aged 76. He was a Finance Manager who concluded his career at London Transport International.

■ **Arthur Creed**, 9 March, aged 90. Born in West Ham, he worked as a Divisional Engineer for London Transport for 44 years.

■ **Vincent George Dias**, 31 October 2005, aged 67. He worked as a Driver at Stockwell and New Cross.

■ **Vernon Dique**, 23 February 2006, aged 75. He worked as a Station Inspector based at Northfields station.

■ **John Dowdeswell**, 8 December 2005, aged 81. He joined London

If you have an obituary notice or in memoriam for inclusion, please send details to Dee Horsman, Employee Communications, 55 Broadway, London SW1P 0BD or email deirdre.horsman@tube.tfl.gov.uk. Please include a contact telephone number in case we need to clarify any information. Please supply no more than 50 words including name, date the person passed away, age, where they worked and their job title. We reserve the right to edit submissions for length and consistency of style and names are listed in alphabetical order. All information is received in good faith and cannot be verified before publication.

Transport in 1974, based at the Parsons Green depot, working as a Chauffeur to the Senior Engineer.

■ **Geordie Falconer**, 2 June 2005, aged 75. He retired in 1992 after 41 years' service, starting at Pinner station in 1951 and including posts at Bromley-by-Bow, Upminster and Dagenham Heathway.

■ **Frank Fisher**, 8 April 2006, aged 82. He worked for 36 years as a Conductor and Driver at Palmers Green garage and Enfield, retiring in 1986.

■ **Harry Foley**, 22 February 2006, aged 93. He worked as a Bus Driver from St Albans garage.

■ **Thomas Forster**, 26 October 2005, aged 77. He had 42 years' service, originally as an Apprentice at Chiswick before becoming Engineering Supervisor at Aldenham.

■ **John Goodfellow**, 25 March 2006, aged 71. He worked as a Trainer and Conductor at Hounslow and Southall garages.

■ **Kenneth William Hansen**, 29 December 2005, aged 72. He worked at Lillie Bridge, Acton and Chiswick during his 47 years as a Wood Machinist.

■ **Stan Hooper**, 1 July 2005, aged 90. He worked as a Bus Engineer, joining at Reigate in the 1930s.

■ **Philip Howard MBE JP**, 21 March 2006, aged 74. He held a variety of jobs in the staff welfare and personnel offices.

■ **Mick Ilbrey**, 23 December 2005, aged 59. He worked as a Driver at Turnham Green before becoming an Instructor.

■ **Tony Ireland**, 12 September 2002, aged 55. He worked as a Driver at Upton Park garage and as a Driver and Garage Support Assistant at Ash Grove garage.

■ **Denis Kelly**, 12 April 2004, aged 65. He was a Conductor at Finchley garage for 31 years.

■ **Harry Lansdowne**, 21 May 2006, aged 79. He worked in various finance department roles and in retirement was Honorary Treasurer of the 55 Society Committee.

■ **Ernie Legg**, 25 December 2005, aged 90. He was Station Master at Elephant & Castle until he retired in 1980.

■ **Albert McCullough**, 20 June 2005. He worked as a Trolleybus Driver at Colindale and a Driver at Willesden garage.

■ **Harry Moon**, 5 November 2005, aged 85. He worked at Parsons Green as a Motorman.

■ **Peter Owen**, 26 December 2005. He worked as a Coachmaker at Charlton, Aldenham, Windsor and Chiswick for 42 years.

■ **Dennis Perry**, 17 March 2006, aged 77. He worked as a Railway Operator and held a variety of roles at London Underground and subsequently a posting in Taipei.

■ **David Price**, March 2006, aged 76. He worked in the LT

Catering Department.

■ **Alan Readman**, 14 June 2006, aged 94 and one of the oldest members of the 55 Society. He started with the Metropolitan Railway and spent his entire career in the LT Chief Electrical Engineer's Department.

■ **Kenneth Edward Sharpe**, 9 December 2005, aged 81. He worked in several posts including Depot Clerk at Edgware, Area Manager at Rickmansworth and transferring wages to the computer system.

■ **AWT (Peter) Smith**, 19 May 2006. He joined London Underground in 1945 and was TSSA Staff Side Representative on Sectional Council No.2 with responsibility for booking office staff on the District and Piccadilly lines and retired as C Division Chief Clerk in 1989.

■ **Arthur Tame**, 19 January 2006, aged 93. He was a Senior Bus Engineer when he retired.

■ **Alf Thomas**, March 2006, aged 80. He worked in Signal Engineering and Railway Development.

■ **Kenneth Ernest Waters**, 5 January 2006, aged 78. He had 40 years' service, starting as a Station Porter and retiring as a Ticket Inspector in 1991.

■ **William (Bill) Ewart Wilsher**, 3 March 2006. He started work as a Booking Office Clerk at Blackfriars and later became a Station Master and Yard Master.

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HAVE YOUR SAY

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Please note we can only include your letter if you supply your name.

Dear Editor,

It was wonderful to see the Queen paying tribute to the boys (issue 1.1, Queen's honours), but what's happening for all the civilians?

The one who stands out for me was the homeless man who travelled on the Circle line – I remember the driver and some of the passengers saying how he was marvellous at helping people.

Tony Tolan

Dear Editor,

On reading my *otm* pensioners' edition, tucked up in bed this morning, I suddenly realised how lucky we all were to have such a good company to work for.

One cannot name any individual persons for looking after their staff; all we can all do, both present and retired employees, is to thank TfL/London Transport for taking an interest in the welfare of staff, in particular the retired staff.

I am writing this letter because how many companies in this day and age would have your name on their file after you have retired? Not many, I can assure you.

So I think we should all stand up and thank London Transport for being such a good company looking after our welfare in all respects. I'm sure present staff will one day be thinking, like me: "That was a good company to work for."

Terry Owen, former Northern line Train Driver and Station Inspector, Amersham

Dear Editor,

It is a great pleasure to receive my old company's pensioners' edition. I feel very happy to go through it and note what's happening day to day. Thank you *otm*.

Premnath Seal, Kolkata, India

Dear Editor,

I read with interest the article in *otm* April edition 'Gone but not forgotten'. My husband Leslie (Les) Waring also worked the steam trains at Neasden depot and Lillie Bridge and was the driver of the last steam train that ran from Moorgate to Neasden on 6 June 1971.

That day was one of great excitement for my family and we could not believe the number of people who turned out to witness the last steam run. Sadly Les passed away in January this year, but I am sure he would have been glad to know that this never-to-be-forgotten day for my family will still be remembered by others.

Mrs S Waring, Witney, Oxfordshire

Dear Tony,

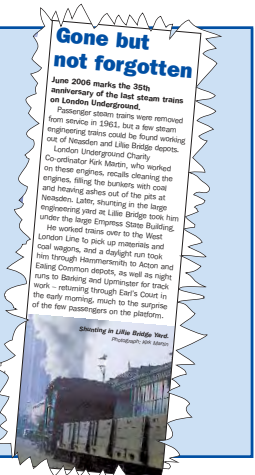
Employees were honoured from a range of organisations including the emergency services, but thank you for raising this point about members of the public.

London Underground has no plans to reward members of the public

as we do not have a record of all individuals and we do not have any say about who receives recognition. People's details would have been collected by the British Transport Police or Metropolitan Police rather than ourselves as they collated the names of all the people involved as part of their investigation.

Howard Collins

Service Director
London Underground



Coastal trip for charity cyclists

Underground staff past and present teamed up for a charity bike ride spanning 100 miles of the Kent coastline.

The 18-strong team and a support driver travelled from Gravesend to Dover over the course of two days last month and hope to raise £3,000 for the National Society for Epilepsy.

Operational Support Service Improvement Manager Roger Seaward said: "The team enjoyed the two days of cycling, although it was tiring, and we're

delighted to have raised so much money for a very worthy cause."

Retired staff Paul Kelly (former Duty Manager, Network Control Centre), Steve Daunt (former Duty Manager Trains, Circle and Hammersmith & City lines) and Bob Howard (former Line Controller, District line) joined current London Underground and Metronet staff for the charity ride and Keith Chater, former Line Controller on the Jubilee line, was the support driver.



On their bikes: Underground staff who took on the charity cycle ride.