



JULY 2008
NUMBER 20

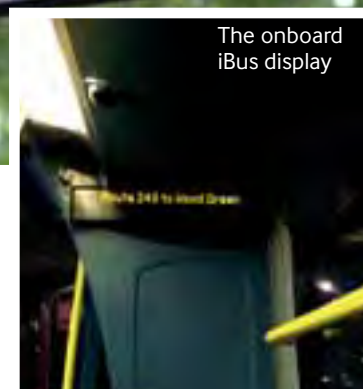
otm PENSIONERS' EDITION

ON THE MOVE

iBUS WINS TOP AWARD



The Countdown board as seen at bus stops



The onboard iBus display

Transport for London (TfL) has had its innovative iBus system recognised by the Intelligent Transport Society (ITS). The Annual Award for Excellence was presented to TfL at an awards ceremony held in May.

Don't be put off by the technical-sounding innovation, the iBus allows you to enjoy route-related service information while travelling on London buses. Automatic announcements related to service diversions or affected routes are conveyed to passengers, who also receive information on upcoming bus stops, final destinations and even nearby places of interest.

Martin Davey, Head of London Buses' Technical Service Group,

said: "As well as having useful information for passengers on board, those waiting for buses will also benefit from more accurate predictions on Countdown signs, which indicate when the next bus is due to arrive."

iBus uses a combination of technologies, including satellite tracking, GPRS data transfer, Automatic Vehicle Location (AVL) and a specialised radio system, all of which help the city's buses deliver a more reliable, consistent service. Bus controllers can also track and pinpoint every bus on a particular route and are able to take action to ensure that a good service is maintained.

The iBus system has already

been installed on more than 1,800 buses and the aim is to upgrade all of London's 8,000 buses by early 2009.

Steven Norris, the ITS President who presented the award, said: "The iBus system makes bus travel easier for everyone, including the elderly, visually or hearing impaired passengers or those with learning disabilities."

The feedback from passengers so far has also been positive, and the success of the project is highlighted by the award. Martin Davey added: "We are making great progress in improving London's bus service for the millions of people that use them every day."





FORUM UPDATE

Here are the main points of the meeting held on 19 May 2008

■ Pensioner Liaison

There has been some increase in interest from people wishing to become Pensioner Liaison Representatives, but more Representatives are needed. New leaflets are being issued to bolster recruitment and these will be included in future mailings.

■ Calendars

A complaint has been made to Royal Mail about the undelivered calendars, and TfL are awaiting a response. However, all pensioners should have now received a copy of the calendar. The team were thanked for their efforts in issuing replacements.

■ TfL Pension Fund

The meeting was informed that the proposed amendment to Rule 18 (Late Retirement) had been approved and implementation plans are being compiled. All affected Deferred members would be contacted during July and an article will be included in a future mailing or in *otm*.

■ Reception Cover

Pensioners' representatives raised concerns about difficulties they had been informed of by pensioners in contacting the Pensions Office. This will be investigated further and the voicemail system will be changed to inform callers how they may leave a message.

■ On the Move

There was agreement that the Forum Update in the last issue was inaccurate on some items, and that actions would be taken to ensure that it regained its usual quality. The July edition will be the last one produced by the current publishers. The new publishers will be announced at the next meeting. The meeting was assured that advertisements were necessary to help to cover costs.

Crime is down on the Underground

Proving that we are making progress in ensuring our customers are safe while on the network, crimes on the Underground and Docklands Light Railway have gone down by 11 per cent this year, with robberies on the network cut by more than 50 per cent.

Continued investment in safety and security across the Tube network has played a key part, resulting in additional reductions in incidents of pick-pocketing, criminal damage, violent crime and public disorder offences in the past year.

Mayor of London Boris Johnson welcomed the news but said more

needs to be done: "We have made tackling transport crime one of our priorities, and I will be working with the British Transport Police and TfL to further reduce crime and restore Londoners' confidence in the safety of public transport."

Tim O'Toole, Managing Director of London Underground, said:

"Crime is low on the Tube, but is important that our passengers also feel safe while travelling around London. We will continue to invest in safety and security as we refurbish stations and upgrade the network."

Dear Member

After every edition of *otm Pensioners' Edition* goes out, I receive quite a few calls from people who are considering becoming a Pensioner Liaison Representative. They are sent a pack with an application form to fill out and, once completed and processed, can become an active Rep in their area.

Some of our older members, who have been active Reps for the past 15 years, have asked if I can find younger volunteers to take over from them. So do you think you have time to spare? Would you like to get to know other retired London Transport/London Underground staff who live locally, and be paid £4 for each visit you do? If so, write to me, Yvonne Kerchhoff, at 4th Floor, 237-239 Western House, Oxford Street, London W1D 2LS, phone Freephone 0800 015 5074, 020 7027 0520, or email pls@tfl.gov.uk, and I will send you details.

The more people who join the ranks, the more members will benefit, and the stronger the scheme will become. As a Rep, you will also benefit from meeting former retired colleagues – as well as new ones – and share your experiences.

We need to recruit in many areas, and there are very few female Reps, so ladies, please let me know if you are interested.

Kind regards

Yvonne Kerchhoff, Pensioner Liaison Manager

CONTACT DETAILS FOR PENSIONER ENQUIRIES

TfL Pension Fund
020 7918 3733

Staff Travel
0800 015 5073

Pensioner Liaison
0800 015 5074

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)

We're always keen to hear from you, so send us your news, story ideas and letters by writing to:

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Lisa Mobley
AB Publishing
24-26 Great Suffolk Street
London SE1 OUE
Email: otm@abcomm.co.uk

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Tickets, please!

This year marks the 55th anniversary of the introduction of the iconic Gibson ticket machine.

The self-printing machine was in use for many years on London Transport buses. At its peak, there were 15,000 Gibsons in service.



The machine was named after its inventor, the late George Gibson, a one-time superintendent of Stockwell punch works. It was a simple machine, built for London Transport requirements, with a range of 14 possible fares – which was expanded at a later date. Various dials recorded the numbers of each denomination

sold and the total.

Modifications – including a redesign of the locking mechanism – improved performance. And in an early tree-saving initiative, the ticket length was reduced from four inches to three, producing an enormous saving each year.

The Gibson machine was popular, despite some conductors finding it a little heavy around the neck. They were eventually phased out following the introduction in the 70s of the one-person operated buses.

In 1978, *LT News* – a forerunner of **otm** – reported on the silver jubilee of the machine, which was then still in service.

For conductors and passengers, they have been marvellous. But no doubt many missed the familiar ‘ching’ of the bell-punch, and the collectors’ delight – a kaleidoscope of brightly coloured tickets – that they replaced.

A Gibson machine is on display at the London Transport Museum. Visit www.ltmuseum.co.uk

How to cool the Tube



Electric trains have been running on the Underground network for the past 100 years. The heat generated by these trains has been steadily absorbed into the earth and clay surrounding tunnel walls, leading to the higher temperatures in our tunnels that we feel today.

The problem is worst in the deeper lines, where conventional air conditioning is not an option as it produces heat in the tunnels while providing limited cooling on trains. This is where the ‘Cooling the Tube’ team comes in.

Following research and planning over the past couple of years, a variety of cooling measures will be installed in stations by summer 2008, while work continues on longer-term solutions.

Kevin Payne, Cooling the Tube Programme Director, said: “As London grows rapidly and demand for the Tube increases, we are upgrading every Tube line to deliver more capacity. More trains and more people mean that parts of the Tube will become even warmer if we don’t tackle the problem now.”

The Cooling the Tube team works alongside the line upgrades teams to ensure that energy efficiency is maximised – less energy used results in less heat

to be removed from the tunnels.

The programme has already conducted a successful trial at Victoria station, which uses ground water to provide cooling to the Victoria line platforms. This energy-efficient and sustainable solution has won an Innovation and Carbon Trust award and has seen a reduction to temperatures on the Victoria line platforms.

The team has also delivered a number of smaller projects that are already reaping benefits. A mechanical chiller has been installed at Oxford Circus station, providing 100kw of cooling to the ticket hall and reducing the overall ambient temperature to help customers and staff feel more comfortable. A similar chiller will be fitted in the Euston ticket hall and staffing areas in August.

Also this summer, around 40 powerful Summer Fans will be installed at stations including Liverpool Street, Tottenham Court Road and Green Park. In trials last year, 94 per cent of customers thought the fans were ‘good’ or ‘very good’.

The Cooling the Tube programme has progressed, with good results so far, and aims to build on this success with its plan of using known technologies and innovations to provide an integrated cooling solution across the network.

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Memories of the 1948 Olympics

London's public transport network has always been important in making the Capital work, and never more so than for major events such as the forthcoming London Olympics. Preparations for the 2012 Games are already under way, but what was it like when London last staged the Games 60 years ago?

London beat US cities Baltimore, Los Angeles, Minneapolis and Philadelphia as well as the Swiss city Lausanne to host the post-war Olympic Games of 1948. The Games set many firsts, such as live TV coverage and the tense photo finishes.

But the war legacy meant rationing was still in place and bomb damage was evident. As a result, athletes were encouraged to bring their own food and were housed in military barracks, schools and colleges. Butlins holiday camps were even used as training grounds.

All of this is a far cry from the state-of-the-art legacy that the 2012 Olympic Village, being built in Stratford, will provide. Customers will benefit from a much-improved transport infrastructure that will include better

communication systems within stations and on board buses, and improved security and accessibility.

The athletes themselves will have easy access to the travel and leisure facilities of the adjacent Stratford City complex, and a high speed shuttle service will link the Village to central London in just seven minutes.

Back in 1948, though, RT-Type buses (the predecessors to the Routemaster) were used to ship athletes to and from events. Spectators found their way around London using the 'How to get there' leaflet, which incorporated Harry Beck's revolutionary Tube map.

One thing common to both Games is the use of Wembley Stadium, which remained undamaged during the war. In 1948 it received a temporary running track and became the official Olympic Stadium, hosting the opening



ceremony. Images from Underground stations at the time show enthusiastic crowds, keen to put the war behind them in a show of post-war solidarity.

Perhaps more than any other Olympics since, London 1948 exemplified the spirit of the Olympic Games, as first noted by Baron de Coubertin, that "the important thing is not the winning but the taking part."



NOTICEBOARD

- The Friends of London's Transport Museum want more of you to become members. After a successful campaign conducted at the Museum, they are opening up recruitment to current and former staff. It's a great way to for enthusiasts to get involved. Contact Richard Meads on 01494 771078 or meadsrichard@tinyworld.co.uk, or visit www.ltmuseum.co.uk/getinvolved for more details.
- Thank you your comments relating to the 'Just Skidding' article in the April edition. We accept there were some factual inaccuracies – most notably that it was the RT-Type buses, not Routemasters, that were used – but we hope this didn't spoil your enjoyment of the article.
- TfL Pension Fund members are invited to attend the Annual Members' Meeting being held on 7 October 2008 at 11.00 at: **One Great George Street, London SW1**. Please bring some form of identification with you, such as a staff pass or privilege ticket authority card. You will be able to ask questions on the day, but if you cannot attend you may submit questions to the Trustees, by writing to the: **Head of Pensions and Fund Secretary, 4th Floor, Wing Over Station, 55 Broadway, London SW1H 0BD** or by email to: helpdesk@tflpensionfund.co.uk
- The London Passenger Transport Board (LPTB), the forerunner to London Transport and TfL, came into being on 1 July 1933, 75 years ago. The LPTB brought all bus and Underground services in London under the control of one body.

Smarter Driving

For those of you who do drive, why not follow our smarter driving tips below and save up to £100 a year (and reduce your CO₂ emissions):

- **Keep your tyres at the right pressure – underinflated tyres increase your fuel consumption by around two per cent.**
- **Avoid short journeys – cold engines use twice as much fuel as warm engines, and catalytic converters take six miles to become effective.**
- **Speed up and slow down smoothly – this will help reduce fuel consumption and CO₂ emissions.**
- **If you can, try not to use the air conditioning – it's tough on your engine, meaning you burn much more fuel.**
- **Lighten the load – carrying excess weight in your boot makes your engine work harder, burning more fuel.**
- **Don't leave your engine running to warm up – idling engines use 0.5 litres per hour, the equivalent of 3.5 miles worth of fuel.**
- **Change gears at lower revs to save fuel - change up at 1500rpm if you drive a diesel car, or 2000rpm if you drive a petrol car.**
- **Plan your journeys sensibly – combine errands into one sensible trip to cut down on CO₂ emissions.**
- **Service your car regularly – it'll help it run at optimum efficiency, helping to reduce fuel consumption.**
- **Share your ride – giving a friend or colleague a lift means one less car on the road, plus someone to talk to on the way!**



It's as easy as 1-2-3

New names for rail fares will be introduced across the National Rail network in 2008.

The new names bring together commonly used Single and Return fares into three categories, making it easier for you to buy the best value ticket for your journey.

The new names describe when you can buy or use a ticket and will apply to Single and Return fares:



Buy in advance, subject to availability.

These are Single (one-way) fares offering great value for money on many longer distance journeys. You must book in advance and travel on a specific train service.



Buy any time, travel off-peak.

These are cheaper fares for travelling when it's less busy, so they have restrictions on when you can travel. Where there is more than one Off-Peak fare for a journey, the cheaper fare with more restrictions will be named Super Off-Peak.



Buy any time, travel any time.

These are the most flexible fares as there are no time restrictions on when you can travel. Perfect for people who need complete flexibility

Since 18 May 2008, all advance purchase fares are now known as Advance and have common terms and conditions.

From 7 September 2008, walk-up fares (that you don't have to buy in advance) will be grouped into Anytime or Off-Peak.

For those staff and retired staff with a Privilege Ticket Authority Card (PTAC), the privilege rate fares will ONLY apply to the full rate 'Anytime' fares, and NOT to 'Off-Peak' or 'Advance' fares.

It is always, however, worth checking for the cheaper ticket, and the new fare names which describe when you can buy or use your ticket make it easier for you to decide which one best suits you and your journey.

If you have any queries, please visit www.nationalrail.co.uk or call National Rail Enquiries on 08457 48 49 50.



The introduction of the three-tier rail fares will make ticket purchasing a lot simpler

FONDLY REMEMBERED

Victor Collymore (Colly)
2 April 2008, aged 72.
Started at London Transport (LT) in the 1960s as a train operator, and ended his career as a station manager at Baker Street.

David Day
June 2008, aged 84. David

was a market research manager for London Transport.

Bill Dean
18 March 2007. Bill worked for LT for 36 years in several roles, including as a unit adjuster and as a mechanic at Bow and Hornchurch garages.

René Genillard (Reg)
January 2008, aged 87. Reg joined LT as a fitter in 1947, retiring in 1983 as a production engineer based at Acton Works.

Arthur Gerald Jackson (Gerry)
21 April 2008, aged 88. Employed for 38 years at Potters Bar garage

as driver inspector and garage inspector. Gerry served in the Royal Navy during the war, and his bravery earned him a Mention in Dispatches.

Peter Lane
Peter Lane, 15 June, aged 56. Peter worked as a railway signal engineer.



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Modernising Shepherd's Bush

The much-loved Shepherd's Bush (Central line) station closed in February for improvements. It is set to re-open in October after a major upgrade that will include new escalators, a spacious new ticket hall, CCTV and a new PA system.

The bigger ticket hall has been designed to ease congestion following the completion of Westfield London, a major new retail and leisure centre. The 40 acre scheme, some of it on LU land to the north of Shepherd's Bush, is set to transform the west London hub. When it opens later this year, it will double the volume of people coming to the area.

As part of the development, multiple transport investment projects are being undertaken. A new Underground station, called Wood Lane, is being built for the Hammersmith & City line, and a new bus station is also being built in the north western corner, near Wood Lane. A new Overground station, also called Shepherd's

Bush, is being built on the west London line which, together with Shepherd's Bush (Central line) station, bus stops, cycle routes and pick-up points, forms the new 'southern interchange' transport hub in the south east corner, near to the Holland Park roundabout.

The relatively short closure period will allow the escalators to be replaced and the new ticket hall to be built in one go, instead of being phased over a longer period.

LU recognises the inconvenience of the closure for passengers, local residents and businesses and has taken steps to minimise disruption. Aside from the regular meetings with locals, a replacement bus service has been running in both directions between Shepherd's Bush and White City.

Thankfully, because of the communication, both staff and customers understand the need for the changes that have to take place for the improvements needed to create a truly world-class Tube.



letters

Have your say

This is the page dedicated to you! Write to: **otm** pensioners' letters, AB Publishing, 24-26 Great Suffolk Street, London SE1 OUE or simply email: otm@abcomm.co.uk – marking your email “**otm** pensioners' edition”

We would like to thank all of you who send us letters. We do read them all, but due to a limited amount of space we are only able to publish a selection of them in each issue.



Dear Editor

In response to Mrs Denton's comment about people on bendy buses not touching in (April *otm* Pensioners' Edition), there are a number of valid circumstances where it is not necessary to touch in. These include One-Day TravelCards and single-trip tickets purchased from the roadside machine.

In addition, whereas those holding Pay As You Go (PAYG) Oyster cards are obliged to touch in, there is no legal requirement for those holding an Oyster card containing a 7-day/monthly/annual ticket to do so. Therefore, the only people using a bendy bus who actually need to touch in are those using PAYG.

Jim Obasa

Dear Editor

Whilst I am happy to receive only one payslip a year, I find it a constant source of annoyance that the income tax deducted each period is not always the same amount even though the gross pension payment is identical. It means I cannot keep my accounts accurately up to date, having frequently to alter amounts when checking them against my bank statements.

As the sum of the pension received each year is divided by 13 to get the four-weekly payment, cannot the same be done with income tax, thereby making the net pay received identical to the penny for each period?

This would surely save time, in as much as

Dear Editor

I am writing this letter in the hope that the driver concerned in an incident, on 9 March 1978 at Oxford Circus on the Victoria line will read this.

This incident involved my mother, who jumped in front of a train while she was suffering from severe depression, and due to the prompt action of the driver she was not injured.

I realise that this episode is now 30 years old, but I have always felt that I wanted to thank the driver for his actions and also to apologise to him for having been subjected to such a terrible shock. The effect on my health due to the shock of what she did was quite profound, and I wanted to apologise if he had suffered trauma as a result. The reason I want to do this now is because my mother passed away peacefully two years ago (aged 94), and I have been reflecting quite a lot on various incidents, which were due to her illness. As a result I wanted the driver to know that because of what he did, I was able to have a mother who eventually got well with treatment and she went on to be a grandmother and had a lot of joy in her life. As a consequence my son knows he had a grandmother to be proud of. All this would not have been possible without the swift actions of the train driver. The whole family are extremely grateful to him. I am only sorry it has taken so long to say so.

If it is not possible to thank the driver personally, then I hope this letter could act as a thank you to all drivers who perform their duties with such professionalism but never get the recognition they deserve. There are people in the general public who do appreciate the difficulties of being a train driver, and they are held in high regard by people such as myself who have experienced the trauma of having a relative take such drastic action.

Mrs M G Villa

If you were involved or know the person who was involved, please contact the editor of *otm*.

record cards would only have to be inputted once, and P60s would present no problem as the figures would be ready for access whenever necessary.

Doreen Murphy

LT Retired Staff Association
Bowes Park

Dear Doreen

The TfL Pension Fund, in common with other pension funds and employers, has to follow Her Majesty's Revenue and Customs' (HMRC) instructions when calculating income tax.

HMRC defines the formula for calculation,

which calculates the tax due using whole pounds only and ignoring the pennies. When HMRC instructs that a code is to be applied on a cumulative basis, the pay and tax from all the previous pay packets are taken into account. Therefore, the pennies that were ignored in an earlier pay period are all added up and can result in a further pound to be taxed. This is when a variation on the tax deducted happens.

We are sorry that our pensioners find this inconvenient and frustrating but regret that it is unavoidable.

Sarah Pascall

Benefits and Communications Manager
TfL Pension Fund