



The Victoria line celebrated its 40th anniversary on 7 March. The Queen officially opened the line on 7 March 1969 and travelled in a driver's cab.

Forty years later to the day, Managing Director Tim O'Toole dropped in to Victoria station to cut a celebratory cake with staff – one of his last engagements before he leaves the company in April.

Vern Millington has worked for LT and TfL since 1965, and he joined the cake-cutting ceremony on his last day as a station supervisor before retiring.

He said: "Time has flown by working on this line. It really doesn't feel like 40 years. I could write a book!

"There's great camaraderie on the Victoria line and I'm sad to leave."

- Turn to page 5 for more photos and memories of the Victoria line over the years.

Victoria celebrates 40 years



Turn of a century for Norwood

Norwood bus garage celebrated its centenary on 11 March, with staff past and present dropping in to the garage.

A centenary flowerbed was planted at the front of the garage and an extensive photographic exhibition for staff was on display.

A birthday cake competition was held on the day to raise money for Demelza House Children's Hospice and St Christopher's Hospice in Sydenham, south London. Two Routemaster buses from the heritage fleet also ran between Norwood and

Brixton to mark the occasion.

Norwood Garage Operating Manager Ken Robinson said: "I was a bit concerned about the weather as some of the activities were out in the open! But it all went well on the day.

"We put some lavender plants and grass in part of the flowerbed outside the garage to spell out the dates 1909 – 2009. It attracted quite a lot of local interest.

"Specially invited retired and long-serving staff attended and everybody really enjoyed it."

PRESERVING TROLLEYBUS MEMORIES

Trolleybuses enjoyed a relatively short spell as part of the Capital's transport network, but they can still be seen plying their trade beneath the wires at several museums and heritage events in the UK.

In some cities around the world, they are enjoying a new lease of life as environmentally friendly transport becomes a bigger issue.

Find out more about their history and their future on page 4.



Pensioner Forum update

Items discussed at the latest Pensioner Forum in February included:

- Forum members said *otm* readers would find it useful to see a selection of Frequently Asked Questions on pensions in the magazine. These will be included, space permitting – the first selection is on page 8 of this issue

- Head of Pensions Stephen Field reported that, since online viewing of payslips and P60s had been introduced, 115 payslips and 81 P60s had been viewed and more than 300 pensioner and deferred Pension Fund members had registered for the service

- the pensioners' representatives asked Niki Malik from Staff Travel how pensioners could find out about PTAC restrictions. These are now on the Pension Fund website (see page 3 for more information)

- attendees asked whether anything was happening with National Rail train operating companies that could affect pensioners. Martin Boots, Head of Employee Relations and HR Policy, replied that the 1999 agreement between London Transport and the Association of Train Operating Companies (ATOC) related to safeguarded employees and he was not aware of anything that would impact on pensioners.

Noticeboard

Guest seeks reunion

Colin Guest, who used to work in the lighting department at Whitechapel depot, would like to organise a reunion for colleagues.

To get in touch, please call him on 01708 451921.

Calling Chalk Farm colleagues

Barry Wilson would like to organise a reunion for former Chalk Farm staff. Barry worked at Chalk Farm bus garage from 1981 to 1989 and would love to hear from anyone who also used to work there.

Please contact Barry via email on bling-time@hotmail.com

Fund update on the way

With the current economic downturn and the impact on savings and investments on many people's minds at the moment, how is the TfL Pension Fund faring?

Look out for your copy of *Pension news* 5, which will update you on the Fund's investments and funding position.

Time for a Chiswick chinwag

If you were employed at Chiswick Works, or had contact with the former bus depot, why not pop along to this year's annual get-together?

The dinner takes place on 30 May at Twickenham and District Masonic Centre, Middlesex, and will start from 18.00 for dinner at 19.00. Anyone who would like to come but can't make the dinner is welcome to call in for drinks after 21.00.

Contact Don Robson for more details on 020 8570 3136.

Upgrade updates

Find out which lines and stations are closed for upgrade work by logging on to www.tfl.gov.uk/check for the latest planned closures. If you don't have internet access, you can call 020 7222 1234, or textphone 020 7918 3015.

PENSIONER LIAISON NEWS

Many of our reps are again busy visiting our members, and such visits are greatly appreciated by those of you who are lucky enough to have an active rep in your area.

These are social visits, normally once each year, and we are always looking to recruit new reps, especially in areas that don't currently have one.

Some of our older reps are hoping to take things

a little easier, having acted as a rep for more than 16 years, so if you are interested in becoming a new rep, please get in touch on 0800 015 5074.

Our reps have aided some isolated and vulnerable members to get the help and assistance they need. They are vital to the scheme and much valued by both members and TfL.

Yvonne Kerchhoff
Pensioner Liaison Manager

INVITATION TO LTRSA MEMBERS

All members of the London Transport Retired Staff Association (LTRSA) are welcome to join the organisation's Annual General Meeting on 11 May.

There's no need to pre-book – just come along to the District Room on the 7th floor at 55 Broadway for 13.30.

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
08450 100 500

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.
Send your news, story ideas and letters to:

otm pensioners' edition
Lisa Mobley
AB Publishing
24-26 Great Suffolk Street
London SE1 0UE

Email: otm@abcomm.co.uk
Telephone: 020 7922 5670

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Honours for 7/7 heroes

Two brave train operators have been handed awards for their crucial roles in helping passengers after the 2005 terrorist attacks in London.

Lee Hunt, who was a train operator at Edgware Road and is now a service controller at Cobourg Street, received a Queen's Commendation for Bravery. He helped injured passengers on the tracks and drew a diagram of the scene for emergency services workers.

"You don't do these things to get recognition and a pat on the back later," said Lee. "But it's nice to know people realise what we went through on that day."

Train Operator David Matthews has also been honoured with an MBE for his actions during the attacks.

He rushed from the mess room at Edgware Road to the platform, boarded the end carriage of a train and made his way through to the train operator, reassuring passengers that an evacuation was about to take place.

"It sounds like a cliché, but instinct took over," he said. "I'm honoured to have received this award."

Heroes: Lee Hunt (above right) and David Matthews (below right) have both been recognised for their brave actions.



Pension rise due this month

The full increase from 1 April 2009 was five per cent and was based on the rise in the Retail Prices Index over the 12 months to September 2008.

This will be paid to eligible pensioners on 27 April 2009. If you have been receiving your pension for less than a year, you may receive a pro rata increase, and you can find out how much this is by visiting www.tflpensionfund.co.uk or by looking on the reverse side of your annual payslip when you receive it.

Annual payslips and P60s will be issued to pensioners on 22 April 2009, and the payment made on 27 April 2009.

Staff in the Pension Fund Office are happy to answer any questions you may have about your pension. There are different phone numbers according to the first letter of your surname:

A-G	020 7918 3322
H-O	020 7918 4720
P-Z	020 7918 3648

Snap happy at Upminster



Calling the shots: a selection of the Upminster photos.

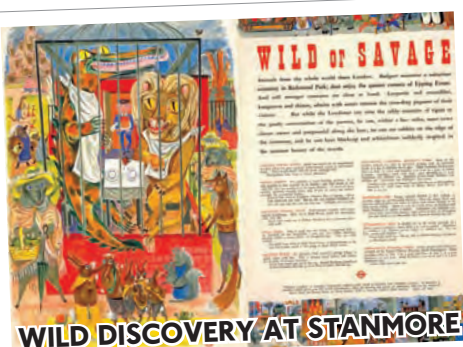
Upminster Train Operator Tim Morris has compiled a website with a collection of his photos, and it's snowballed into a valuable archive added to by colleagues.

Called *Upminster Through the Years*, Tim has pictures ranging from various retirement parties and old black and white images right up to the snowy weather in February.

It started with pictures of drivers and guards and grew from there.

Upminster Instructor Operator Paul Tozer has nominated Tim for an award for the website.

- To have a look at Tim's pictures, visit www.upminsterthroughtheyears.fotopic.net



WILD DISCOVERY AT STANMORE

A mystery painting discovered at Stanmore Underground station has been identified by the London Transport Museum.

It's a poster dating from 1954 and it was originally half of a 'pair poster' called *Wild or Savage*, by artist Betty Swanwick.

Pair posters began to appear before World War Two, but became more popular from the late 1940s. They could be shown together or separately and were often displayed either side of station entrances.

Staff discovered the iconic image on the wall behind a framed Tube map when they took the map down for cleaning.

Wild or Savage is featured in a new book called *London Transport Posters – A Century of Art and Design*, which is on sale in the London Transport Museum shop or at www.ltmuseumshop.co.uk.

PTAC RESTRICTIONS GO ONLINE

The travel restrictions for free and privilege travel on National Rail and Stena Line are now available on the TfL Pension Fund website.

These restrictions apply to staff and retired staff who currently hold a Privilege Ticket Authority Card (PTAC) for travel on National Rail and Stena Line.

The information is currently valid from December 2008 to May 2009.

For further information and to view the restrictions guide, please visit the staff travel section on the Fund website – www.tflpensionfund.co.uk, then click on Your Pension and then Staff Travel.

Timeline grabs the attention

Oakwood station will soon be exhibiting a selection of heritage photographs near the ticket gateline.

Passengers and staff will be able to see 16 photos depicting the history of the site from 1932 to 1973.

Customer Service Assistant Neeta Jacob, who is organising the display, said: "Hopefully it will show younger passengers what the area used to look like, and bring back a few memories for our older passengers."



A trolley good invention

Many readers will remember trolleybuses. London Transport operated nearly 1,800 of them. Here, we look back at their history, and look forward to what's next for this transport icon.

With their greater manoeuvrability, trolleybuses were introduced from 1931 onwards to replace the Capital's trams, using the same electrical generation and distribution systems.

The conversion programme was halted by the Second World War, after which the greater flexibility of the diesel bus led to both the remaining trams and, eventually, the trolleybuses themselves, being replaced with buses. The last trolley routes were withdrawn in May 1962.

Today, preserved trolleybuses from around the UK can still be seen operating beneath the wires at The Trolleybus Museum at Sandtoft, near Doncaster; the Black Country Living Museum in Dudley, and the East Anglia

Transport Museum (EATM) near Lowestoft. The latter has three London vehicles, including '260', which celebrates 50 years of preservation this year, and '1521', which was the last trolleybus of all back in May 1962.

Ken Blacker, TfL pensioner and driving force behind the EATM, said: "The museum has been keeping memories of trolleybuses alive for more years than they actually served in London.

"They were fine vehicles for their time and, even today, museum visitors are impressed by their silence, smoothness and comfort. They are often in use during the summer and all three should be in service at the Museum's Trolleybus Weekend on 12/13 September."

What's so good about trolleybuses?

The key feature of the trolleybus is zero pollution at the point of use – in the street. With modern methods of renewable electricity production, it represents a highly sustainable form of road-based public transport.

Many experts believe the overhead line equipment gives citizens the same sense of security as the rails of a tramway and that, as a result, passenger numbers increase with each new scheme. This has certainly been the experience in Salzburg in Austria and Limoges in France, where the modern-day trolleybus is held in high regard.

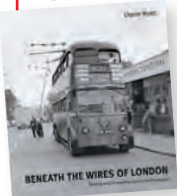
Elsewhere in the world, the trolleybus is still thriving and perhaps even making a comeback.

Andrew Braddock, TfL pensioner and transport consultant, said: "There are 70 separate systems in Europe, with several in Switzerland, Italy and the Czech Republic. The largest network is in Athens, where the total renewal of the 400-strong fleet before the 2004 Olympic Games rejuvenated the city's thinking on trolleybus expansion. It has since converted three further busy diesel bus routes to the wire-bound mode."

Several other cities, such as Riga in Latvia and Vilnius in Lithuania, have renewed their investment in trolleybuses in recent years and completely new systems have been installed in Lecce and Rome (Italy), Landskrona (Sweden) and Castellon (Spain). The rapid growth of Bus Rapid Transit systems in South America has also involved the use of trolleybuses in Venezuela and Ecuador. And in the UK, there are plans for trolleybuses in Leeds.

Beneath the wires

If you want to read more about trolleybuses, a new book has just been published by Capital Transport called *Beneath The Wires of London*, written by Charles Wyatt. The author worked out of Finchley depot and chronicles his working life with trolleybuses in a very engaging way. The book is available from the London Transport Museum at Covent Garden or via its online shop at www.ltmuseumshop.co.uk



Sharing Victoria line memories

To celebrate its 40th anniversary, *otm* appealed for readers' tales of the Victoria line opening in 1969, and the responses came flooding in. Thanks to all of you who contributed – unfortunately we can't include them all, but here's a selection.



A life-changing moment: Eileen (right) and friend Molly Bell (left).

"On the day the line opened, I was on duty in the Travel Enquiry Office at Victoria.

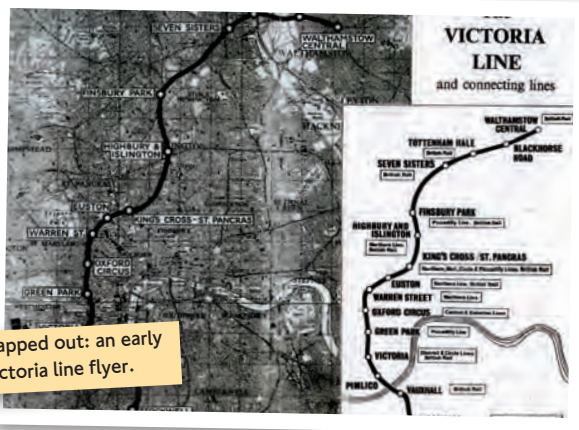
"When I asked the duty inspector if I could take a photograph of the buffet car, he replied: 'Get a move on then, the Queen's train has just left Green Park station'. I thought, what a rude, arrogant man!

"Later, the inspector came to apologise and joined us in a photograph. This was the beginning of a friendship that eventually developed into marriage. On 7 March 2009, my husband Maurice and I celebrated 40 years together."

Eileen Friend



Slice of the action: an anniversary cake was a tasty way for the Victoria line to celebrate. From left: Performance Manager Stations Dean Horler, Blackhorse Road Duty Station Manager Bert Graham, Victoria line General Manager John Doyle, Managing Director Tim O'Toole, Group Station Manager Keith Stacey, Victoria Customer Service Assistant John Haddock, CSA Olivia Blair, Station Supervisors Vern Millington and Andy Tugwell.



Mapped out: an early Victoria line flyer.

"In September 1968, I was appointed one of three depot foremen at Northumberland Park. The depot was new, the trains were new and there were a number of teething problems. The staff overcame most of them, and I became known as Test Train Trotter!"

Peter A Trotter

"My late husband William John Newton (known as Jack) worked in the vegetation section where plants for decorating offices and stations were grown. He decorated the dais for the opening on 7 March 1969.

"He was very proud to be involved in this project and I think about him all the time when I travel around the Victoria line."

Veronica Joel Newton

"Working in the London Transport Estate Office, I was responsible for obtaining possession of many sites in London parks and squares where the engineers built Victoria line tunnels. This included Green Park, Cavendish Square, Fitzroy Square, Gibson Square and Highbury. Care was taken at all sites to ensure that, after the works, the gardens were put back to their original (or better) condition.

"In fact, a mature tree was lifted into Cavendish Square by crane to replace one that was felled for tunnel works!"

Michael Guerin, Former LT estates manager

"I joined the department of the chief signal engineer in 1962 at 15 years of age as an office boy, where I first became aware of the Victoria line. I remember the signal designers in the South Drawing Office working on signal layouts, control tables and circuit diagrams in readiness for signal installation to begin. I was impressed at the efforts to make sure the Victoria line worked from the start.

"Just before the opening of the line, I recall the signalling staff who would meet the Queen being sent to the tailors to be fitted for new suits."

Edward (Ted) Rolfe



"Construction on the Victoria line began at Oxford Circus late one evening. The cutting of the first sod was not performed by a Lady, as was the custom, but by the chief civil engineer. A ceremonial spade being out of the question, he used a pneumatic drill."

John Wymer

"I remember the opening day very well; I had to organise it!

"At the time, I was in public relations. I recall vividly that, as the Queen went to buy a sixpenny ticket for her ride north, the coin wouldn't work. Our senior people tried their luck with two or three more sixpences before the machine worked – a salutary lesson that one should always have a plan B!"

Derek Fisk, former District General Manager, Wandle District, London Buses Ltd



Prince Charles inspects tunnelling work on the Brixton extension in July 1968.



Royal approval: the Queen travelled in the cab of the launch train 40 years ago.

FONDLY REMEMBERED**ERIC (HARRY) BOFFEE****16 December 2008, aged 91**

Harry worked for LT for 51 years. He started as an apprentice welder at Chiswick Works in 1931 and then moved to Aldenham Works, where he retired in 1982.

LAURIE BOYCE**19 January 2009, aged 83**

Laurie spent a long career in Railway Operations.

IRWIN CARTER**12 February 2008, aged 61**

Irwin started work with LT on the buses in June 1969. He worked at Seven Kings, West Ham, Bow, Barking and Upton Park Bus Garages.

SIDNEY CHARLES CLEMENTS**10 December 2008, aged 79**

Sidney worked as a conductor and driver at Hendon Garage for 38 years. He was also boxing secretary for LT for 22 years.

TOM COULSON**19 March 2007, aged 88**

Tom worked for LT/TfL for more than 38

years as a driver, silver badge and finally a gold badge.

COLIN DIX**4 November 2008, aged 81**

Colin was District Manager, Selkent District at Camberwell. Before that he was training school manager at the Bus Training Centre in Chiswick.

EDWARD ERNEST DREDGE**4 December 2008**

Edward drove the number 2 bus from West Norwood Garage to London Victoria and Baker Street. He had a reputation for being a caring driver as he would wait for passengers to sit down before pulling away.

LEN GANDERTON**February 2009, aged 95**

Len was a panel beater for Park Royal Vehicles. When this closed, he moved to Aldenham Works until he retired. He moved to North Carolina, US, in 1989.

COLIN (EDWIN) HARRISON**25 December 2008, aged 74**

Colin worked as a bus driver for 26 years

at Mortlake, Riverside, Stamford Brook and Shepherd's Bush Garages.

ERIC HERBERT**8 August 2008, aged 83**

Eric worked for LT in the engineering department, Chiswick, for 40 years until he retired in 1987.

JOYCE KEMPSTER, NEÉ THEOBALD**22 August 2008, aged 75**

Joyce worked for LT for 35 years until early retirement in 1984. She was an audit clerk on loan clubs at Baker Street and Oxford Circus.

LARRY MCDONNELL**25 February 2009**

Larry retired as deputy divisional chief clerk at Earl's Court. Before that, he was leave cover senior clerk at Liverpool Street.

GEORGINA PORTER**10 December 2008, aged 85**

Georgina started work on the buses in 1942 as a 'clippie' (conductress) and stayed with LT for 41 years.

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Full steam ahead

When Gerry Abrahams retired in 2005, he swapped trains for boats and now helps to run the UK's last working coal-fired paddle steamer.

Gerry's father was involved in restoring the paddle steamer – *PS Kingswear Castle* – when it was taken out of public service in 1967. Gerry started volunteering in 1985 but, as he says, “the day job got in the way”.

He became a full-time volunteer on retirement. The paddle steamer operates regular sailings on the River Medway from Chatham and Rochester between Easter and October, but for the rest of the year there's maintenance and restoration work to be done, so it's a year-round labour of love.

“I get a tremendous reward from running the boat, and I love working with the public, as my career showed,” said Gerry.

Shipping was Gerry's original career, but when the industry tailed off he decided to pursue a childhood ambition of being a Tube driver.

“I walked into Aldgate East station master's office, as it was then, in 1982 and said I wanted to apply,” said Gerry. “He said I ought to work on the stations first, so I joined as a railman (the equivalent of a customer service assistant today).

“I then worked as a guard/driver at Elephant & Castle, before moving to the travel information service. I worked in all but one of the travel information centres – and there were about 20 back then. I also looked after RCL2221 – a preserved Routemaster bus that provided our mobile information centre.”

Find out about *PS Kingswear Castle* sailings at www.kingswearcastle.co.uk or call 01634 827648.



All aboard:
Gerry Abrahams has swapped trains for boats.

When Ian Bell joined London Transport as training aids assistant in 1974, little did he know it would present an opportunity for his hobby of photography to flourish.



He started taking photos for use in presentations, and later the company magazine. He became TfL's official in-house photographer.

In 2008, Ian, who is now Visual Image Services Manager in TfL Group Marketing, became involved with the pensioners' calendar for the first time. Ian took most of the photos you'll see in your 2009 calendar too.

“Every photo was taken in the month it represents,” said Ian.

“I tried to cover all modes within the calendar and to choose photos that I thought retired staff would have an association with and would be happy to have on their wall for a month.”

Most of Ian's jobs are commissioned, specific shots, but he often spots the potential for a great shot for the collection while he's out and about.

“Even though most of my commissioned jobs are what you'd call industrial photography, I love landscapes and scenery,” said Ian. “Hopefully, the calendar captures a blend of the two.”

Love of landscapes: one of Ian's non-TfL shots.



Picture perfect career for Ian

Memories from Alperton

A couple who used to work for LU and have now retired to Australia wrote in to *otm* to recall their childhood at Alperton.

Laura and Ronald Smith were reminded of their childhood memories when they received their 2009 calendar.

The April photograph of the Grand Union Canal at Alperton was where they both lived as children and where they used to watch the horses pulling the coal barges and other goods along the canal.

This was also roughly the spot where Laura was rescued by her sister when she fell in the canal!

The couple intend to frame the photo as a memento.



Driving to SUCCESS

Prompted by our request for memories of the Central Road Services (CRS) cricket team tours, designated driver Jim Knight contacted *otm*.

Jim used to drive the team to tournaments around the UK and on trips abroad, including Brussels and Barbados, in the 1990s.

“I really enjoyed travelling with the team as they were such fantastic people,” said Jim. “When we got to the destination, I would always watch the match and help keep scores.

“They were an excellent team.”

Jim also drove a Routemaster for the Queen's Golden Jubilee and a green Routemaster for the St Patrick's Day parade.

FREQUENTLY ASKED QUESTIONS

We'll be running a selection of the most frequently asked questions to the Pension Fund office – it might save you a call!

Q. Have you received my new tax code?

The Fund is automatically advised of all new tax codes electronically by Her Majesty's Revenue and Customs (HMRC), which are usually applied before the payroll closes for each payment (generally this is two weeks before the pension pay date). Please note that the Fund is unable to deal with any tax queries on your behalf, so you should always contact HMRC in the first instance.

Q. What happens if my tax code changes again through the year?

Your tax code advises us of the amount of pension you can receive tax-free and the basis on which to deduct tax on any pension over the tax-free amount. A change in tax code could increase or decrease the amount of tax you owe; therefore, in the first payment after the new code is applied, your tax for the year to date will be corrected, with the standard revised tax being deducted on the following four-weekly payment after the adjustment is made.

Q. Can I change my account details over the phone?

No, you are required to put in writing your change of bank account details (remembering to quote the sort code, account number and roll number where necessary). You will be sent an acknowledgement to confirm when your account details have been updated.

Have Your Say



Thank you to everyone who has sent us a letter. We do read them all, but due to limited space we are only able to publish a selection each time. If you would like to write to us or raise an issue, send your letters to: otm pensioners' letters, AB Publishing, 24-26 Great Suffolk Street, London SE1 0UE, or email otm@abcomm.co.uk, marking your email otm pensioners' edition. We look forward to hearing from you.

Are fares fair?

I wonder if you can tell me why my paid ticket is quarter fare, yet Southern Trains will only give me half fare?

If I buy a return ticket from East Croydon to Polegate, it costs £8.90 for my wife and I, but if I buy a return ticket from Polegate to East Croydon, I have to pay £17.10 for my wife and I.

It is the same journey on the same train. I have queried this at Victoria and Eastbourne, but no one can give me an answer.

R Irving

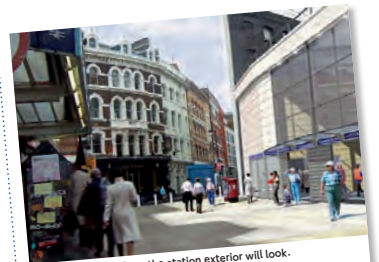
Dear Mr Irving,
The fares concerned are set by the train company, Southern, and are outside TfL's control. You are experiencing a market pricing practice that is followed by many National Rail train companies – return fares when the outward journey is away from London are lower than the opposite direction return fares, to encourage more custom on trains that are generally less well used.

Harold Godwin,
Ticketing Development Manager

Creating a monster?

Reading the January edition, I see great puffs for the updating of Farringdon, Blackfriars and Cannon Street. Necessary though these surely are, I cannot be the only one to view these projects as architectural monstrosities. They all demonstrate the modern need to appear to be prefabricated American pig barns.

The architectural nomenclature



Future Farringdon: how the station exterior will look.

Transformation begins

Blackfriars and Farringdon stations are undergoing complete transformations as part of the Thameslink Programme, which will boost overground services running between destinations north and south of the Capital. Work is already under way at Farringdon to build a new footbridge to ease platform congestion. Extra staff have been drafted in from stations on the King's Cross group to help with customer information.

of brutalist glass and steel is now surely dated. Can we please move on to creating buildings that generate visual pleasure as well as pure functionality? The possibilities generated by the use of modern materials and our better understanding of their physical behaviour surely warrant greater imagination than the usual curtain walls of glass hung on exposed metal skeletons. Oh for the detail and exuberance of bygone artists and architects!

John Davidson (Senior), former
Signalling Department employee

REPTA clarification

On reading Yvonne Kerchhoff's article in the January issue, concerning up to half-price travel in Europe and worldwide, as I am a member of REPTA I did in fact try to obtain this concession some time ago, but without success. Has the situation changed, and if I re-apply, might I have more success?

Robin Jaensch

Dear Robin,

My apologies to any of you who were misled by my remarks about REPTA in the last edition of otm.

Unfortunately, most TfL retirees would not qualify for the reduced rate European and world train travel. However, it is worth checking the web for offers for such travel, as money can be saved by shopping around.

Yvonne Kerchhoff,
Pensioner Liaison Manager

Routemasters alive and well

Without wishing to be unkind to Victor (January issue, 2009), who wrote: "I find it very sad without any of the Routemasters (in London)", I have to ask – which London do you visit, Victor?

I also drove Routemasters, from Uxbridge depot to Shepherd's Bush Green during the 1970s. Over the ensuing years, I have visited London frequently. To date, I have never failed to see Routemasters in service in London.

Lee-Jon



Elaine Horwood,
Aff Travel Business
Support Manager

In – in the why do you have Especially one want to live a DE Montague

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Dear Editor,

When I joined LT in 1974, I was able to satisfy one of my childhood dreams – driving a passenger bus. I left on medical grounds in 1992, after nearly 20 years, and enjoyed every minute of it. Indeed now, every time I come to London, I find it very sad without any of the Routemasters – so thank you to James Parvis for the photos in the last issue. RM1 was also on the front page, but RM2 was part of Stockwell's fleet, and personally one of the best to drive as the mechanics seemed to have it in top form.

Victor Corvella, former bus driver at Middle Row Garage, Stockwell and Victoria