



PENSIONERS' EDITION

Depot open day draws thousands

A chance to see District line stock through the ages and catch a glimpse behind the scenes at Upminster depot was enjoyed by hordes of train enthusiasts in August.

It was the first time a depot has been fully opened to the public since 1993 – and more than 2,300 took the rare opportunity to tour the location.

They got the chance to see Q and R stock carriages, which ran on the line through the 1970s and 1980s, as well as

steam locomotives and a mock-up of the new S stock, which will replace the current D stock carriages.

Retired engineer Peter Bissell said: "I've been obsessed with trains for most of my life so there wasn't much chance of me missing this.

"It was fantastic to see everything up close and sit in the cab. Everyone was so knowledgeable and helpful – it was a great event."



Heritage on show: visitor Peter Bissell (left) takes a closer look at the 38 Tube stock carriages with open day volunteer and friend of the London Transport Museum Bradley Sainsbury.

New stock makes its debut

The new Victoria line 09TS stock has made its debut in passenger service.

The first train left Northumberland Park depot at 23.54 on 21 July. It's a major milestone in the Victoria line upgrade. The 09TS has been running a late night path ever since, and was

due to be joined by a second 09TS train in passenger service as *otm* went to press.

Passengers will benefit from a smoother, faster journey. The carriages are cooler as the air is pumped in a

different way and there's more space inside.

There will still be closures on some weekends as upgrade work continues on the line.



BATTLE STATIONS

London's transport and its workers made a huge contribution to the war effort in both world wars.

We highlight just a few of the areas in which our predecessors played their part
ON PAGES 4-5 >>

Pensioner Forum update

Items discussed at the latest Pensioner Forum on 3 August 2009 included:

- the Pensioner Liaison Representative database is now up and running
- Head of Pensions Stephen Field reported that the 2009 actual pensions increase is fully disclosed on the Pension Fund website, and it also includes a section on deflation, confirming that a zero increase would be applied
- Niki Malik from Staff Travel reported that more information about travel facilities is now available on the website at www.tfllpensionfund.co.uk including Eurostar and Country Buses
- Head of Employee Relations and HR Policy Martin Boots informed representatives that the position of director of Organisational & Skills Development (O&SD) will be advertised in early autumn, with an organisational review in the O&SD function starting from September.

Noticeboard

Annual carol services

This year's TfL Carol Service will be held at St Martin-in-the-Fields Church, Trafalgar Square, London on Wednesday 9 December 2009 at 19.00. It is organised on behalf of TfL by the Transport Benevolent Fund (TBF). The TBF also organises the annual rail industry-wide carol service – this year's is at St Mary's Church, Eversholt Street, London NW1 on Wednesday 16 December 2009 at 12.30.

Hendon reunion

All ex-Hendon workers are invited to a reunion on Saturday 14 November from 14.00 at The Greyhound pub at Burroughs, Hendon. For more details, contact Ann Power on 01425 273512.

Calling former chief clerks

All retired chief clerks are welcome to join functions on the first Fridays in December and June. Meet at the Skinner's Arms pub at 114 Judd Street, King's Cross, London from 16.30. Sandwiches will be provided. For more details, call Tom Kelly on 07801 643203 or Juliette Blackett on 020 7918 8248.

New Southeastern high speed service

Please note that there are no free or reduced rate facilities for PTAC, Oyster or retired employees on the trial new Southeastern Trains fast service between Ashford and London.

Upgrade updates

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

Join the PLR team

Have you ever thought of becoming a Pensioner Liaison Representative (PLR)?

It's a great way to meet other retired staff, help them if they need advice or simply offer someone to chat to.

Your expenses will be reimbursed

and there is plenty of support available from Pensioner Liaison Manager Yvonne Kerchhoff to help you carry out your duties.

Some PLRs only visit a few people in a small area, while others cover hundreds of miles.

Yvonne said: "We currently have

77 PLRs, but we are always keen to increase the number. Reps are needed for all areas of the UK and beyond, but especially in the south of England."

Contact Yvonne on 0800 015 5074 if you'd like to find out more, and turn to page 6 to meet one of our PLRs.

A NOTE ON PLR VISITS

You will have read on this page and on page 6 the heartening tales of our pensioner liaison representative visits, and how much this can mean to the most lonely and isolated members. Please be considerate of our reps – if you get notice of intention to visit, and if you do not want them to come or you will not be available,

please let them know before they are due to come – their details are on the notice.

If you would like to consider becoming a rep in your area, please get in touch, and I will send you the information. More reps are urgently needed.

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
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)

You can log on to the TfL
Pension Fund website at
www.tfllpensionfund.co.uk

We're always keen to hear from you.
Send your news, story ideas and letters to:

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AB Publishing
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London SE1 0UE

Email: otm@abcomm.co.uk
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Broadway on the box



Broadway star: Nick Agnew (right) tells presenter David Heathcote about working at 55 Broadway.

Look out for a documentary about 55 Broadway in your TV schedules in October.

The documentary, part of a series called *Art Deco Icons*, is due to be shown on BBC4.

It looks at some of the building's impressive architecture and what it was like to work in many years ago.

The film crew chatted to Nick Agnew, now TfL Safety & Contingency Planning Manager, who joined LT in

1969, based initially at 55 Broadway.

Nick said: "It was a state-of-the-art building at the time. One of the most amazing features was the original Cutler internal mail system – examples of it are still visible on some floors by the lifts today, even though it went out of use even before I joined."

Documentary director Angus Cameron said: "It's an iconic building with all the period details really well looked after."

Service pattern ready for launch

Staff are gearing up for the transformation of the Sub-Surface Railway (SSR), which will bring major changes to services.

From 13 December 2009, there will be no through services between the west side of the Circle line and the north. Customers will need to change at Edgware Road to get from one side of the Circle line to the other.

This means less waiting time for customers using stations between Hammersmith and Paddington, with Circle line trains every five minutes instead of every eight.

It will have a knock-on effect on other lines too, with extra trains planned on

the Metropolitan and District lines.

Staff have already tested the new pattern during two successful pilot weekends.



Top service: Station Assistant Multi-functional Rizwan Ahmede keeps passengers informed at Baker Street during a pilot weekend.

CARDINALS ON TOUR

The LT Cardinals 3rd XI celebrated their 25th Sussex cricket tour in July with mixed fortunes.

They lost by five runs to Farncombe and by 30 runs to Cuckfield, but comfortably beat St. Andrews at Burgess Hill. Of the pensioners in the team, Nigel Bryant scored 73 runs and Steve Bradley took six wickets, but Warwick Hillman and Terry Baybutt failed to trouble the scorers, and 45 bytes perplexed stumper Dave Field.

Terry said: "We did at least gain some satisfaction from the total of 626 runs scored over the three games."

New, greener buses for London

New, shorter single-deck buses replaced bendy buses on route 521 between Waterloo and London Bridge from 1 September.

Bendy buses were replaced on route 507 in July. Route 38 will convert later this year, and routes 18 and 149 by the end of 2010.

The remaining bendy bus routes – 12, 25, 29, 73, 207, 436 and 453 – will change by the end of 2011.

The new buses on routes 521 and 507 are also more environmentally friendly than their predecessors.

Retired bus driver David Williams moved to Cyprus for an easy life – but couldn't quite give up his former profession.

David joined LT in 1975 at Plumstead garage. He moved to Chiswick as a driving instructor, and then to Selkent, later working freelance for London Central and then becoming Centrewest's driving examiner.

He took early retirement and moved to Cyprus in 2007.

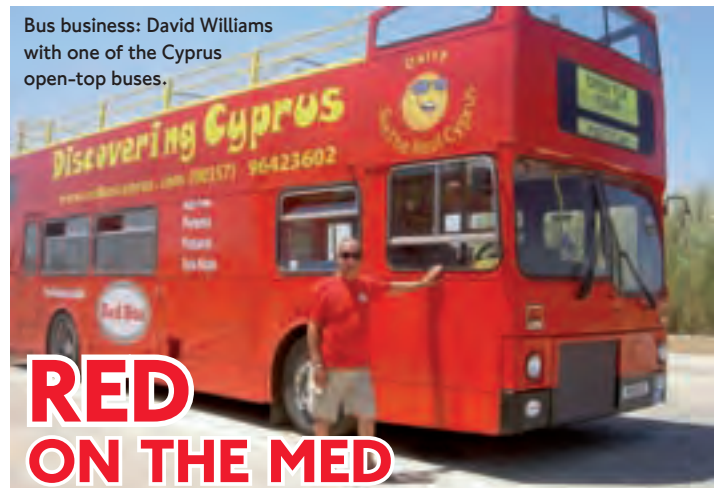
"After five months of doing nothing, and getting very bored, I got talking to a guy in the local bar. I made an off-the-cuff remark about bringing an open-top bus to Cyprus as there were none on the island, and the rest is history!" said David.

"After a few legal setbacks,

our first bus went into operation last year and we now have three working buses doing village tours out of Protaras and Ayia Napa,

with two more being converted."

- Find out more about David's venture at www.redbuscyprus.com



Bus business: David Williams with one of the Cyprus open-top buses.

RED ON THE MED

Recalling our wartime role

Last issue, we asked you for your wartime recollections and any contributions made by LT that you'd like us to explore. Here's just a selection.

LEADING THE WAY FOR WOMEN

Reader **VM Stanley** wrote: "I was a booking clerk during the war, starting at Warwick Avenue. The station was used as a shelter at night. Some people used to buy weekly season tickets and spent nearly all the time going up and down on the trains.

"When the war ended in Europe, I needed to think about getting another job as I was single and the job was temporary. I sent a letter to head office giving all my qualifications and I was then employed at Chiswick.

"I was the first woman to get a job that had always previously been done by men. I was the estimator of all parts made and assembled at Chiswick and Aldenham. By the time I retired, many women had traditionally male jobs and much more senior roles."

WOMEN AT WORK

In the First World War, 16,000 male Underground employees went to fight on the front line. Women stepped in to cover their roles from 1915 – pictured are a painter maintaining a station and a ticket collector at West Kensington. Transport jobs paid up to five times as much as domestic service, which was recorded as many women's previous employment.

On guard: a Home Guard inspection at 55 Broadway. EE Marlow is third from the left.



HOME GUARD HERO

Reader **EE Marlow** wrote: "I joined LT as a junior clerk in 1938 in the Tram and Trolleybus department at 55 Broadway, and I joined the firm's Home Guard battalion.

"Our Home Guard duties involved patrolling the offices at 55 Broadway and it was sometimes quite a job waking up the next shift after our two hours – 'The Feathers' had a lot to answer for!

"When an oil bomb fell on 55 Broadway, I arrived to find Mr SR Geary, the Tram and Trolleybus Superintendent, squeegeeing water down the stairs – everybody mucked in."



HOTFOOTING IT TO NEW HOMES

Reader **JE Robins** wrote: "I was employed in wartime payrolls. The employees who served in the forces had their wages made up by LT.

"We started in an office over Baker Street station until a bomb was dropped on the line, so we sat at St John's Wood station for two days, before being moved to the sports pavilion at Kenton for four days – no heating, and the roof leaked.

"Our next move was to Finchley trolleybus depot. We were put in the sports room, where we used the billiard table as our desk.

"Then we moved to the eighth floor of 55 Broadway.

"We took turns in firewatching on the roof – the view was awesome as I believe it was the highest building in London at the time.

"I am now 90 and my memory is still sharp and retentive. I still keep in contact with a few colleagues."



Photos © TfL from the London Transport Museum collection.



A PLACE TO SHELTER

Second World War air raid shelterers flocked to Underground platforms. Piccadilly Circus, pictured here, held up to 5,000 people at the height of the blitz according to *The Shelter of the Tubes* by John Gregg. As the raids continued, sheltering became more efficient, with a ticketing system, three-tier bunks, toilet facilities and 86 medical posts across the Underground.

Shelterers consumed seven tons of food and 12,000 gallons of tea and cocoa daily, carried by converted Refreshment Special trains. Throughout the war, there were 63 million users of Underground shelters.

Moving moments: (from left) Mayoress of Merton Sheila Draper, Performance Manager Trains Marcia Williams, war veteran Ron Blackman, Mayor of Merton Nick Draper and Sue Wiseman, Morden Group Station Manager.



STAFF REPRESENT TFL AT PLAQUE CEREMONY

Two London Underground employees were invited to the unveiling of a war memorial in south London.

Morden Group Station Manager Sue Wiseman and Marcia Williams, Northern line Performance Manager Trains, helped to unveil a plaque honouring the contribution of people from Merton and Wandsworth in World War II.

They were joined at South Wimbledon Community Centre in June by local war veteran Ron Blackman and the Mayor and Mayoress of Merton.

Sue said: "I feel honoured to represent the efforts of London Underground during wartime London. It was a moving ceremony and I am thankful to enjoy the freedom so valiantly fought for."



A DRIVING FORCE

In the First World War, bus drivers and conductors took their trusty vehicles to some of the most battle-torn front lines of Europe. They transported troops and much-needed supplies, served as ambulances and even as mobile lofts for carrier pigeons. In this photo from the front line, the bus in the foreground still has its Old Ford destination board.

In July 1915, driver **A Phillips**, who was with the 10th Section Anti-Aircraft at Ypres, wrote to Cricklewood garage: "Our poor old B Type has at last given up the ghost under the strain of continual firing; her chassis broke in the middle."

In February 1919, driver **George Gwynn** from Merton garage wrote to the staff magazine: "I left on 22 October 1914 with the very same bus (B.1219) as I had been on service with on Raynes Park to Liverpool Street. She has done good work, taking part in the First and Second Battles of Ypres, the Battle of La Bassée, the Battle of Neuve-Chapelle and the Battle of Loos; did her bit in our Somme offensive, and again at the Battle of Arras, at Cambrai, and also at the Messines Ridge. Then again she did some good work in rushing reinforcements up to Bailleul... And then loaded with some of our brave troops to Mons. Now we are back near the coast and anxiously waiting for the day when we will get our ticket; how pleased I would be to see the old bus in all her glory, with Raynes Park to Liverpool Street on."

You can find out more about London's transport system and Britain at war at the London Transport Museum in Covent Garden or at www.ltmuseum.co.uk

TANK TALK

In the last issue, we mentioned the wartime role played by the Chiswick and Aldenham works, but we didn't mention the Acton works.

Granville Richards wrote in: "I remember a few anecdotal stories from my early days on that site, which started in 1961.

"I was told tanks were overhauled there, and a large chunk of granite had to be imported onto the site and put at the end of a 'carboidy' shop, because when tanks were turned around on their own tracks they were ripping up the concrete.

"Acton works was a target for German bombers from quite early on in the war. The last of a stick of bombs intended for the works fell short and took out some houses (I think just the other side of the sports field), killing my grandmother."

PLR profile



One of our pensioner liaison representatives (PLR) gives us an insight into the role.

Leo Solosy is a PLR covering 140 pensioners in Northern Ireland and the Republic of Ireland. Looking after both areas brings its own set of challenges for Leo.

"When I have a new pensioner to visit in Northern Ireland, I can locate them simply by entering their postcode on the internet. But the Republic doesn't have any postcodes and often no road name or number," said Leo.

"I drive to the general area and then ask in shops, post offices, police stations or just knock on doors.

"But I wouldn't change it – it's a hugely rewarding role and keeps me busy and active."

Leo is the only PLR covering Northern Ireland but co-ordinates with two other PLRs in the Republic.

Because they are PLRs within the Eurozone, they've also helped to resolve problems for retired staff in France and Spain!

FONDLY REMEMBERED

JOAN BEAUMONT
22 August 2008, aged 67

Joan was a general hand at Seven Kings bus garage. Joan left LT to look after her sick husband.

RONALD BISHOP
2 June 2009, aged 78

Ronald worked with LT for 34 years. He was a senior inspector (gold badge) latterly at Kingston garage. He took redundancy in 1988.

COLIN DOCWRA
27 July 2009, aged 83

Colin's career was spent in signalling and railway development. For many years, he was Chairman of the LT Gramophone Club.

TED HAWKINS
25 July 2009, aged 95

Ted held senior posts in the finance and commercial offices.

ARTHUR GERALD (GERRY) JACKSON
21 April 2008, aged 89

Gerry joined LT in 1946 at Potters Bar garage as a driver and a gold badge road inspector and went on to become depot garage inspector. He also served in the Royal Navy from 1939 to 1945. He retired in 1986 after 40 years with LT.

ERNIE RICKMAN
28 June 2009, aged 81

Ernie joined LT as a conductor at Merton garage in 1950 and went on to become a driver.

He was a committee member for the Benevolent Fund and Friendly Society and ran the sea fishing section for many years. He retired in 1989 after almost 40 years' service.

JERRY SCANNELL
8 June 2009, aged 78

Jerry started work as a bus conductor in 1957 at Victoria garage working on route 137 to Crystal Palace. He then became a driver and moved to Hackney garage and Barking garage until he retired in 1994 after 37 years' service.

JOHN (MUDDY) WATERS
29 August 2008, aged 61

John worked for London Underground and then Tube Lines for 30 years.

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Gym fixes it for Andy

Former bus driver and conductor Andy Flanagan certainly isn't putting his feet up in his retirement – he's just qualified as a personal fitness trainer.

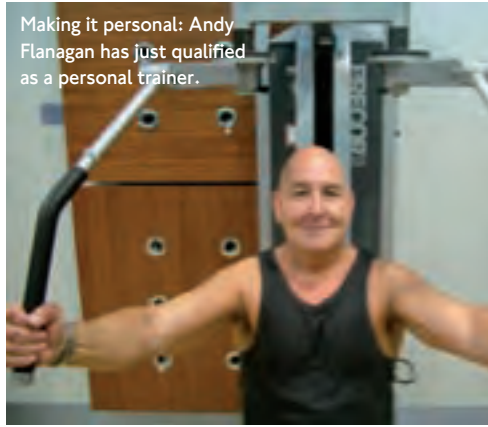
Andy said: "I worked my way through various satisfying jobs with LT. I get a thrill from helping and motivating people, as I did with a small team developing and improving Journey Planner in my last job.

"Having trained in various East End gyms for more than 30 years, after I took early retirement in 2008 I thought it would be nice to have a job that's also your hobby. I looked to become a trainer to help people heading for their golden years enjoy the gym, not see it as a torture chamber."

Andy passed the Level 2 Gym/Fitness Instructor course in March 2009, and then took a kettlebell course. He couldn't find a vacancy for that level, so he took and passed the Level 3 Personal Trainer course.

"I hope to be a personal trainer for many years," he added. "There are a great many people out there who I need to convince that keeping fit is a way of life."

Making it personal: Andy Flanagan has just qualified as a personal trainer.



Andy's top tips for keeping fit

- it's never too late – exercise is for all ages
- check with your GP if you are unsure about exercise
- join a gym or a local council-run sports centre – many of these have discounted rates for pensioners, or specific sessions
- make it a social time to meet new friends
- keep targets realistic, and enjoy it.

Sparking a transport career

The Sparks family has an impressive array of transport industry connections.

First to join LT was Bill Sparks, who worked on the buses at Stockwell and Edgware from 1959 to 1974.

Son Malcolm joined the Edgware team as a bus driver in 1967, and also worked at Wood Green and as a school bus driver at Palmers Green.

Malcolm's brother Edmund opted for life on the Tube – he joined at Edgware in 1968, before moving to the Metropolitan line team at the Baker Street offices, retiring earlier this year.

Third brother Michael worked on the buses, also from Edgware, for a couple of years from 1965.

And their uncle John Brewster started as a trolleybus conductor, then worked as a booking clerk on the Underground for more than 30 years at Edgware, Camden Town and Colindale. His father also worked on the trolleybuses.

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FREQUENTLY ASKED QUESTIONS

A selection of the most frequently asked questions to the Pension Fund office.

Q. I have not received my pension payment (UK and overseas).

Pensions are paid into pensioners' UK accounts on the dates shown on your annual payslip. Pensions paid to overseas accounts, via the Bank of Scotland's TAPS system, usually credit your account between five and seven working days after the pay date shown on your payslip. If, for any reason, your pension is returned to the Fund Office, you will be informed that your payment has been returned to us and that all further payments will be held for safekeeping until you confirm your bank details in writing.

We apologise for the error in last edition's FAQs – the question and answer are printed correctly below.

Q. I have not received confirmation that my bank account or address has been changed.

All changes of bank account details are acknowledged in writing by the Fund Office. Due to the large volume of post received, we do not acknowledge changes of address. However, you can now change your address online by registering for our Member Self-Service facility via our website at www.tflpensionfund.co.uk

You can also view all your four-weekly payslips – not just your annual payslip or any issued because your net pay has changed by more than £5.

For security reasons, we regret that we can only accept changes of bank details in writing.

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.

Not just the ticket

Having joined LT in 1987 and opting for a Privilege Ticket Authority Card (PTAC) for myself and spouse, I was entitled to one free National Rail trip per year, but while working I wasn't able to take advantage every year.

Having retired, I was looking forward to enjoying the trips. However, after contacting the travel department to request the form, I was told that after retirement the entitlement is withdrawn.

I feel absolutely crestfallen.

Joan Loftus

I'm sorry to hear how disappointed you are to lose this benefit.

Unfortunately, under our current agreement with ATOC, this facility is only retained by eligible employees who are retiring. Each individual record is reviewed to assess eligibility.

If anything is amended regarding the arrangement, people will be notified. Sorry for not being able to give you a more favourable reply.

Elaine Horwood, Staff Travel Business Support Manager

Postbag brimming with bus views

The article in issue 24 about the new bus made me wonder if there will be a return to having buses specially built for London (as were the Routemaster and the RT before it), with a platform at the back, and whether London will see the return of conductors.

Alan Chandler

So a new design of London bus is to be built. Let's hope the designers think of different types of people: workers, schoolchildren, shoppers.

These do not mix. One type of bus will not work.

W Warwick

I would like to think that when the contract to design and build the new bus is settled, some thought could be given to the problem of prams on buses.

The original scheme to allow buggies has escalated to full-size prams that can only



board by using the exit doors. Sometimes there are three prams between the exit doors and the forward gangway, making it an assault course for passengers trying to alight. Some people get on with their prams used as shopping trolleys – no kids, just shopping.

L Sargeant

When Mayor Boris Johnson launched the competition to design the new bus, he indeed called it *A New Bus for London*.

He wanted entrants to take inspiration from the iconic Routemaster and come up with a design appropriate for London today and in years to come. So the new bus will be tailor-made for London, and does indeed need to cater for different types of passenger. That's the challenge laid down to the designers!

We will keep you posted on progress with the project.
otm editorial team



IT'S SUBSCRIPTION TIME FOR STAFF EDITION

Would you like to receive the staff version of *otm*?

The 28-page monthly magazine is available to retired employees for £12 for the issues from November 2009 to October 2010. Please note the staff version only contains articles about London Underground, not other TfL modes.

Please fill in your details and send with a cheque or postal order (not cash or credit cards) for £12 payable to London Underground to: *otm* subscriptions, Employee Communications, London Underground, 5th Floor, East Wing, 55 Broadway, London SW1H 0BD.

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