



PENSIONERS' EDITION

# TFL PENSIONS INCREASE IN APRIL

The pension increase payable under the Rules of the Tfl Pension Fund is based on the rise in the Retail Price Index over the 12 months to September 2011; this increase was 5.6 per cent. Your pension may be made up of one or more components and some of these are not increased by the Fund but may be increased by the State. Further details can be found on the reverse of your annual payslip.

Members of the fund fall into one of two categories; existing members are those who joined the fund on April 1989 and New Members are those who joined the fund on or after 2 April 1989. For the part of your pension that increased by the fund, there is a 'cap' of 5 per cent for New Members.

If you have been receiving your pension for less than a year you may receive a pro rata increase. See below for details:

## EXISTING MEMBERS

### Effective date

- Up to 1 April 2011
- 2 April 2011 to 1 May 2011
- 2 May 2011 to 1 June 2011
- 2 June 2011 to 1 July 2011
- 2 July 2011 to 1 August 2011
- 2 August 2011 to 1 September 2011
- 2 September 2011 to 1 October 2011
- 2 October 2011 to 1 November 2011
- 2 November 2011 to 1 December 2011
- 2 December 2011 to 1 January 2012
- 2 January 2012 to 1 February 2012
- 2 February 2012 to 1 March 2012

### Increase

- 5.60 %
- 5.13 %
- 4.67 %
- 4.20 %
- 3.73 %
- 3.27 %
- 2.80 %
- 2.33 %
- 1.87 %
- 1.40 %
- 0.93 %
- 0.47 %

## NEW MEMBERS

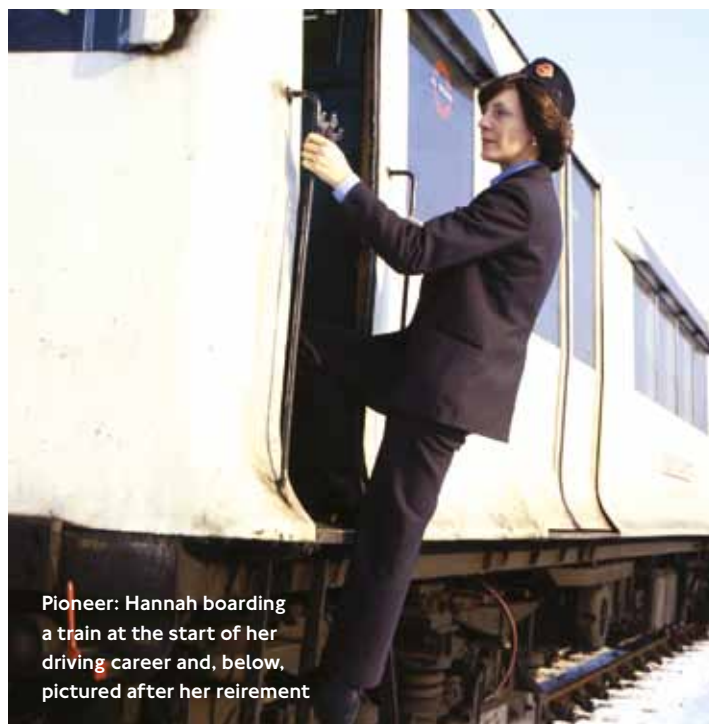
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- 2 September 2011 to 1 October 2011
- 2 October 2011 to 1 November 2011
- 2 November 2011 to 1 December 2011
- 2 December 2011 to 1 January 2012
- 2 January 2012 to 1 February 2012
- 2 February 2012 to 1 March 2012

### Increase

- 5.00 %
- 4.58 %
- 4.17 %
- 3.75 %
- 3.33 %
- 2.92 %
- 2.50 %
- 2.08 %
- 1.67 %
- 1.25 %
- 0.83 %
- 0.42 %

Full details are available on the Tfl Pension Fund website at [www.tflpensionfund.co.uk](http://www.tflpensionfund.co.uk)



Pioneer: Hannah boarding a train at the start of her driving career and, below, pictured after her retirement

# FAREWELL TO HANNAH

Tributes have been paid to the Underground's first female driver who has died at the age of 70.

Hannah Dadds died on 26 November after a long illness.

In 1978 she made history by becoming the first woman to drive a Tube on London Underground.

Hannah was born in London's East End in 1941 and started as a 'railwoman' in 1969 before moving on to work as a ticket collector and guard.

In 1978, at the age of 37, she became a Tube driver on the District line. She was later joined by her sister Edna and together they formed the first all women crew on the Underground. Hannah left the business in 1993.



Howard Collins, London Underground's Chief Operating Officer, said: "Hannah Dadds changed the working life of women on the Tube and the way in which many people viewed Tube drivers. She was an esteemed member of our workforce."

Catherine Taylor, Chair, Women's Staff Network, Tfl, described Hannah as "a true pioneer," and added: "she continues to be an inspiration to women today."

## PENSIONERS' FORUM SUMMARY

Issues discussed at the meeting on 11 November 2011 included the following:

■ **Change in State Pension Age** – The Head of Pensions said that the Pensions Bill giving effect to the increase in State Pension Age had received Royal Assent. Any implications for TfL pensioners who had taken the variable pension option before the increase was announced would be addressed once further legislative details were available.

■ **Pension Fund Office** – The Pension Fund would shortly be introducing an appointment system for people wishing to discuss their pension options. An assurance was given that provision would be made for individuals with urgent requirements. Also the Fund Office operational team had been restructured with a view to improving the service to pensioners. Revised contact details would be published on the Fund's website shortly.

■ **2012 Actuarial Valuation as at 31 March 2012** – The timetable for the Valuation had now been drawn up and the issue would be included on the agenda of Forum meetings for discussion.

■ **Pensioner Liaison Scheme** – The Pensioner Liaison Manager reported that the Regional Meeting of PLRs in the West Sussex area had been successful and constructive suggestions made during discussion were being pursued.

■ **Staff Travel** – The Staff Travel Business Support Manager said that the reissue of Privilege Ticket Authority Cards was on schedule for the end of the year. She also advised that up to date "Frequently Asked Questions," winter Privilege Rail Travel restrictions and details of privilege facilities available on other services were being published on the Staff Travel section of the Pension Fund website.

■ **On the move** – The Pensioners' Representatives commented favourably on the October edition and made suggestions for future articles.

The Forum is a meeting between TfL senior managers and Pensioners Representatives from the London Transport Pensioners' Association and the elected Pensioners representatives from the Pension Consultative Council.

## STRATFORD BUS STATION REOPENS

The first phase of work to transform Stratford bus station in readiness for the London 2012 Olympic and Paralympic Games has been completed.

Brand new bus shelters and seating, improved footways, better signage and lighting are among the benefits of the new station.

The remaining work is expected to be completed by Spring.

## NEW REPS WANTED

The Pensioner Liaison Scheme has been a crucial lifeline for many members for over 20 years. Some of our long serving reps now need to step down and hand over to somebody else willing to cover their area. Sadly, we now no longer have reps to cover London W6, W3 or W12, Ely, Cambs, and many other areas. If you are able to get around, like meeting people and would like to make a difference, please apply. We are also looking for reps throughout the UK or abroad as we welcome applications far and wide. Please help to make the lives of other retirees brighter by visiting or contacting them.

You should have also received your complimentary 2012 Calendar. If you are interested in becoming a rep or have any queries about the calendar please contact me using the details below.

Happy New Year to you all.  
Mrs Yvonne Kerchoff  
Pensioner Liaison Manager

## CONTACT DETAILS FOR PENSIONER ENQUIRIES

TfL Pension Fund  
4th Floor, Wing Over Station,  
55 Broadway,  
London SW1H 0BD  
helpdesk@tflpensionfund.co.uk

020 7918 3322/020 7918 4720  
or 020 7918 3648

Staff Travel  
Transport for London,  
Floor 1, 14 Pier Walk,  
North Greenwich,  
London SE10 0ES

0800 015 5073

Pensioner Liaison  
Transport for London,  
Floor 15, Windsor House,  
42-50 Victoria Street,  
London SW1H 0TL

0800 015 5074 / 020 3283 4650

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.tflpensionfund.co.uk

For story suggestions or questions  
about otm magazine only – call  
020 7749 0169 or email otm@  
beetroot.co.uk or write to otm  
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# VICTORIAN MEMORIES

Our story about Brixton station's 40th birthday sparked memories for Chris Doyle who joined London Transport in April 1967.

Chris worked as a Circuit Installer Grade 2 and recalls that in March 1969 he and his colleagues were presented with a pewter tankard and certificate for their work on

the Victoria line.

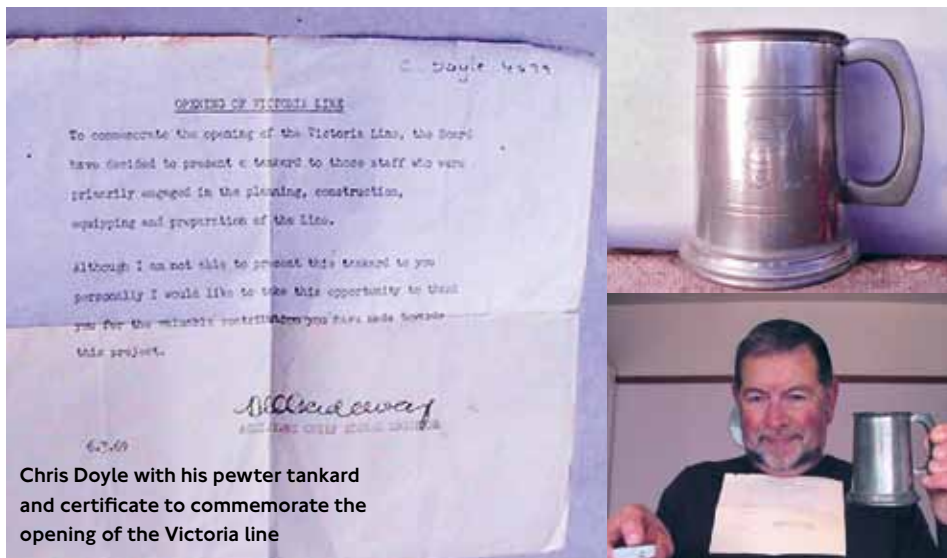
"We were presented with the tankard and certificate at Green Park," he said, "and they were signed by a man called Harry Hadaway who was a top man in the Underground at the time. He was revered in the signalling department."

The certificate, dated

6 March 1969, read: "To commemorate the opening of the Victoria line, the Board have decided to present a tankard to those staff who were primarily engaged in the planning, construction and preparation of the line. Although I am not able to present this tankard to you personally, I would like to

take this opportunity to thank you for the valuable contribution you have made towards this project."

"I know it's a bit of a cliché," said Chris, who is now aged 64, "but they really were golden days. Believe it or not, I've also still kept my donkey jacket and Tilley lamp from that time too."



Chris Doyle with his pewter tankard and certificate to commemorate the opening of the Victoria line

## REUNION LUNCHES ARRANGED

Two reunion lunches for former LT Buses/LBL managers and admin staff have been arranged for 2012.

They are on Wednesday 18 April and Wednesday 24 October at 12:30 for 13:00 at the Lancaster Hall Hotel in Craven Terrace, W2 3EL.

Further details can be obtained from Stuart Smith on 01843 868199, email [Stuarts4830@aol.com](mailto:Stuarts4830@aol.com) or by writing to 36 Yarrow Close, Broadstairs, CT10 1PW.

## FALLEN COMRADES REMEMBERED

The London Transport Old Comrades Association continued the tradition of marching alongside the armed forces and laying a wreath at the Cenotaph in the annual Remembrance Sunday parade.

Transport for London was the only civilian group to be awarded the honour of laying a wreath at the Cenotaph in recognition of the work London Transport workers provided during the War.

Peter Orchard (left), a former Royal Navy Radar Operator, and now a London Buses Area Manager, led 48 men and women from the Old Comrades.

The wreath was laid by Bob Lawrence (right), a former Territorial Army driver and retired London Underground Emergency Planning Manager.



## TUBE VERSE REMEMBERS WAR DEAD

Six war-themed poems went on display on Tube trains across the network to coincide with Remembrance Sunday.

Among the works were the first 14 lines of a new poem 'Passing-Bells' by the poet laureate Carol Ann Duffy, who writes in memory of soldiers lost in wars that continue to this day.





# A SAFE CRAVEN

When the Epping Ongar Central line closed, a small group set out to save the last train to run to Ongar and the Cravens Heritage Trains group was formed. They succeeded in purchasing the three car Cravens Unit and also acquired a four car '62 Metro Cammell tube stock unit and then set about restoring them.

Derrick Martin, who retired from The Lifts and Escalators Division in 1992, said: "The Craven is now complete and in working order but the '62 has some way to go yet. It would be rather ambitious to hope they could both be ready to exhibit alongside the Museum's 38 stock at the 150th birthday of the Underground celebration in January 2013.

"However, if you are retired and have caught up with all those home jobs, why not come and join us. Find us online at [www.cravensheritagetrains.com](http://www.cravensheritagetrains.com) or by email [info@cravensheritagetrains.co.uk](mailto:info@cravensheritagetrains.co.uk)"



# FUND IS THERE TO HELP

The Transport Benevolent Fund (TBF) is known to many pensioners. What is not so widely known is that it also runs the TfL Staff Welfare Fund (SWF), which was set up with money from TfL. This fund can help anyone in receipt of a pension from the TfL Pension Fund when problems arise. It is not necessary to be a TBF member to benefit.

Pensioners come to the SWF for many reasons including the payment of bills, illness, help with complementary medicine or towards the cost of medical tests. Some seek money towards the cost of essential medical equipment or living aids.

The TBF trustees decide what help it is possible to offer. This normally takes the form of a non-repayable grant, recuperative break or loan of mobility equipment. There is a long list of types of help that can be offered.

TBF Director Chris Godbold said the charity is not there to judge. He said 'We've all done things we wish we hadn't. The important thing is to try to sort it out and move on. This is where the SWF can come in useful – it can provide the short-term money or other help that can make a real difference, as many pensioners can testify.'

Contact may be made with the SWF through its website at [www.tflswf.org.uk](http://www.tflswf.org.uk) or by calling TBF on 0300 333 2000. All discussions and help are entirely confidential.

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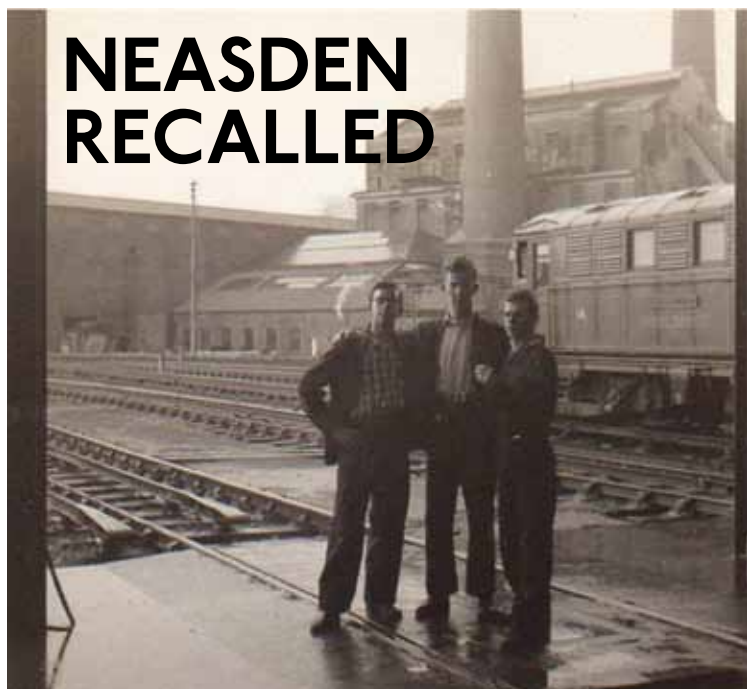


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## NEASDEN RECALLED



Former engineer Mike Nicholls has unearthed this photograph from the late 1950s. He said: "Seeing the article "Arthur's memories" (October) and the old photo sent me travelling down memory lane so I thought you might like this photo taken at Neasden Depot in 1958. It shows myself (left) with two apprentice friends, Gerry Abbott and Terry Badger. I was actually on six months training at Neasden Power Station (shown in photo).

What an experience it was. I have never seen such big spanners!

"On another item, regarding Sid Bowran and the mystery certificate, I also knew Sid at Acton Works during the 1960s and 70s. He was a charming man and quite extrovert. He was a good friend of my father George Nicholls, who worked in the Jig and Tool Office at Acton. I think when Sid retired he and his wife moved down to the Bideford area in North Devon, as did my father, so they all kept in touch during later life."

## CLEAN MACHINES

Up to 1,000 buses will be fitted with innovative equipment to reduce pollution as part of the Mayor's plans to deliver cleaner air for London.

It will be Europe's largest initiative of its kind and follows a commitment of £5 million from the Department for Transport and equal sum from Transport for London (TfL).

London's bus fleet is the cleanest in the UK but buses are still a major source of NOx – a harmful pollutant – especially in inner London.

The new equipment will cut NOx emissions from buses by around 400 tonnes, around 10 per cent of all bus NOx emissions.

It is hoped that the London initiative will also help promote UK jobs in manufacturing and supplying clean vehicle technology.



## TICKETS PLEASE!

If you have a stash of old tickets at home, they could become part of a major new artwork.

The London Transport Museum is looking for old and used travel tickets to feature in an upcoming exhibition 'Mind the Map: inspiring art, design and cartography.'

It includes tickets for air travel, boat, bus, train and more.

The exhibition will explore the theme of journeys and the role of tickets as a memory or symbolic representation of a journey.

Please send tickets and stories to Michelle Brown, London Transport Museum, 39 Wellington Street, London WCE 7BB or [michelle.brown@ltmuseum.co.uk](mailto:michelle.brown@ltmuseum.co.uk)

## LOVE AND CARRIAGE

The world's oldest Underground carriage will be lovingly restored in time for the 150-year anniversary of the Tube, thanks to funding from the Heritage Lottery Fund.

Built in 1892, the Metropolitan line train carriage will be refurbished to full working order by 2013 – offering an exciting glimpse into the history of the world's first Underground system.

Carriage 353 – the only survivor of 59 built for the first steam-hauled Underground line – used to run on what is now the Circle line.

It was part of a fleet introduced during Queen Victoria's Golden Jubilee in 1887 and was withdrawn from service in 1905 when the Metropolitan Railway was electrified.



## Fondly remembered

### **ALBERT EDWARD 'TED' BLAKE** **2 November 2000 aged 63**

Ted worked for London Underground all his working life starting as a porter before becoming a guard, a driver and then an inspector. Ted, who was married to Patricia, was based at Neasden Depot.

### **WILLIAM 'BILL' CRIPPS** **9 November 2011 aged 82**

Bill joined London Transport during the three-day week in the 1970s and worked as a driver at Wood Green Garage, alongside his wife, Dot, who was a conductress. He finished his working career at Enfield Garage. Bill was well known to many people in his role as secretary of the London Transport Sea Angling Club.

### **BRIAN WILLIAM CROUCH** **16 September 2010 aged 67**

Brian worked for London Transport for 44 years before retiring through ill health. He joined the business as an 18-year-old

conductor at North Street, Romford where he was based for his entire career. He later became a driver/conductor.

### **LES HAWKINS** **29 May 2011 aged 78**

Les was formerly a driving instructor in the army who joined London Transport in 1973, aged 40. He worked as a driver at Seven Kings bus garage for 20 years before his retirement, aged 60, in 1993.

### **JESSICA MARY LINNEY (nee WALKER)** **21 November 2011, aged 92**

Jessica spent all her working life with London Transport. Her exact dates service are unknown but it is believed she worked as an accountancy clerk and served more than 30 years. She married Albert Linney, another LT employee, following her retirement and was known as 'Walker' during her employment. Both were active members of a London Transport Pensioners Group in Eastbourne.

### **CHARLES DANIEL RANDALL** **24 December 2010, aged 73**

Charles worked as a bus driver for 14 years and was based at Wood Green Garage. He retired in 1999 to care for his wife who was suffering from ill health.

### **FRANK STEWART** **23 June 2010 aged 94**

Frank worked for London Transport for 31 years and retired in 1981. He was based at Willesden bus garage throughout his career and was a regular conductor on routes 8 to Old Ford and 52 to Victoria. After retiring, Frank moved back to his native Ireland and settled in Enniskillen.

### **EDWARD 'TED' FRANK TASKER** **26 August 2011 aged 70**

Ted joined London Transport in 1963, aged 22, and was based at Seven Kings Bus Garage until it closed in 1993. He joined the business as a conductor before becoming a driver, working all routes around the Seven Kings and Ilford area. He was also an active union representative in the East London area.

## NEW BUS UNVEILED

The Mayor of London, Boris Johnson, drives the first 'New Bus for London' off the production line. It is the first bus designed specifically for the streets of London in more than 50 years and has been built by specialist engineers at the Wrightbus factory in Ballymena, Northern Ireland. In December, the bus was put through its paces on the Capital's streets in preparation for full service early this year. A key feature of the bus is the two staircases, at front and rear. Many design features provide a contemporary take on some of the best loved elements of the original Routemaster, including grooved flooring on the stairs and entrances. Other innovative design features include a new lightweight bench seat with specially designed moquette.



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*Michael Parkinson*

Sir Michael Parkinson

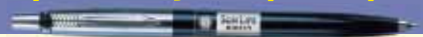
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# PCC ELECTION RESULTS 2011

The longest serving quarter of the TfL Pension Consultative Council (PCC) retired from office as usual on 30 November this year. The term of office for the new appointments, detailed below, started on 1 December 2011 and will end on 30 November 2015.

In Section One (pensioners and deferred pensioners) Christopher Sullivan and Alan Taylor retired. Christopher Sullivan was the only nominee for the vacancies and was therefore re-elected. Christopher has served on Section One since December 2003. The PCC will decide who will fill the remaining vacancy at its first meeting in 2012.

In Section Two (TfL and its subsidiaries or contractors, excluding London Underground Limited) Duncan Delvin retired. Paul Rutland was elected following a postal ballot of the Section Two members of the TfL Pension Fund.

In Section Three (London Underground Limited and its subsidiaries and Tube Lines Limited) Paul Murphy and Paul O'Brien retired and were re-elected following a postal ballot of the Section Three members of the TfL Pension Fund. Paul Murphy has served on the PCC since December 2001 originally representing Section One and from February 2007 has represented Section Three. Paul O'Brien has served on Section Three since December 2007.

For more information about the PCC please visit the TfL Pension Fund website at [www.tflpensionfund.co.uk](http://www.tflpensionfund.co.uk) or contact Julian Collins, PCC Secretary, on 020-7918-3789 or by email to [juliancollins@tflpensionfund.co.uk](mailto:juliancollins@tflpensionfund.co.uk)

# 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. Send your letters to: otm Pensioners' letters, beetroot, 68 Leonard Street, London EC2A 4QX or email [otm@beetroot.co.uk](mailto:otm@beetroot.co.uk). We look forward to hearing from you.**

## '67 REMEMBERED

"When the 1967 TS was built, it was found that there was excessive noise within the carriages while travelling through the tunnels. In an endeavour to reduce the level of this noise it was decided to insulate these carriages by sticking fibreglass sheets on the inside of the body panels. On the top of the longitudinal seat risers they stuck insulation foam and fitted aluminium sheeting on the underside of the carriage above the bogies and alongside the outside of the carriage a capping between the bottom of the outside body panel and the sole bar.

"The work was completed at Ruislip Depot prior to the 1967 TS going into passenger service. A team of skilled staff from Acton Works was situated at Ruislip Depot to complete this work. I was their Supervisor. The later delivered 1967 TS had the fibre glass sheeting replaced with sprayed-on foam. If I remember Joe White was the Line Engineer, Peter Pettit was the Depot Engineer and Dave Bellett was the New Stock Engineer."

**Alan Cloake, Supervisor (retd), Acton Work**



## SID BOWRAN

I too was an apprentice at Acton and remember Sid Bowran as a tall, fit foreman in the wheel area wearing a bow-tie which was unusual in a workshop. He wasn't afraid to "put his shoulder to the wheel" which I recall him doing to lift a pair of wheels back on to the rails with a wooden beam.

**Fred Rutty, Uxbridge**

## TOOLS COMPANY

Reading about the toolkits made by the LT Apprentices reminded me of the set of tools I made during my first year at

the Chiswick Works Apprentice Shop in 1970/71. Like George and Jon, I too still have all the tools including a bench vice. As this was a first off, I had to make two with the second one being retained by the Apprentice Shop for their display cabinet. These tools were the pride of the Apprentice Shop and were always a key part of any guest tour of the facilities. All these tools were made by apprentices over the years and I wonder what happened to them when they closed the Chiswick Works.

**Regards,  
Barry Gore**

**We love your old memories and pictures so please keep them coming. The best thing is to email any old pictures to [otm@beetroot.co.uk](mailto:otm@beetroot.co.uk) or post them, enclosing a sae, to the address on page 2.**