

LOST PROPERTY FINDS A NEW HOME

Transport for London's famous lost property office has upped sticks (scarves, skirts and suitcases) in a move from South Kensington to West Ham.



Fola

Customer Service Delivery Manager **Fola Olafare** explains: "We're made up of three teams. Property Handling and Restoration sort deliveries from across our network and input them onto the system to be searched for and matched.

Customer Contact get in touch with customers to reunite them with their property, handling thousands of inquiries. And, last but not least, we have Quality and Assurance who report on all our items and ensure property is being safely handled.

"Now we're together at West Ham, we can support each other better, sharing activities across the team. It makes moving and organising lost property seamless, it's easier for our delivery partners too, and we're saving money because it's a TfL property."

Performance Manager **Diana Quaye** says: "Moving crates of lost property in Pelham Street's narrow lifts and poky stairwells was no mean feat! We're very much an operation and were never suited to an office building.

"Weird and wonderful items? A didgeridoo – and cooked frogs' legs that didn't age well," Diana laughs.

They certainly haven't hopped over to the team's new pad...



A team effort, L-R: Diana Quaye, Mariangela Sito, Abdinur Abdi, Sarah Finch

It's all about London, isn't it?



Crafted on... the Isle of Wight

When talking about TfL's spending, the answer is a resounding 'no' – or so says an independent report commissioned by the business.

With a whopping £5.9bn (gross value added) investment in its UK supply chain (over 2022/23), the

company's cash goes far and wide, supporting more than 100,000 jobs from Falkirk to Farnborough. Looking at the North West and North East alone, 180 suppliers benefited from £810m of investment that's supporting 14,000 jobs.

Despite multi-year financial settlements to other devolved city regions often being termed 'London-style funding deals', the capital itself still has no such long-term arrangement.

Next time someone tells you TfL's all about London, you know how to respond.



Fitted out in... Falkirk



Made in... Scarborough



A LETTER FROM THE EDITOR

otm PE has been around (in various guises) for years and, of late, we've been asking for readers to get more involved. Given the magazine 'belongs' to you, it's only fair more of the content you want to see is included.

You've responded – in droves – and our inbox is well and truly brimming with stories and letters. Thanks to those of you who've been in touch.

We recently had some feedback from a pensioner comparing this publication with the regular TfL colleague otm. He felt there wasn't enough content (because it's a shorter publication) and that it could often be a little biased towards London Underground.

Taking feedback like this on the chin is important, so I wanted to share my response, and how you can be part of the story.

More transport-related content

Simply sign up to go paperless and we'll send your quarterly otm PEs – plus the monthly staff mag – direct to your inbox.

More variety

While we'll keep an eye on this to make sure the balance is right, you can also help by telling us what you'd like to see included. Drop us an email or letter (our details are on the back page) to let us know.

More feedback

We're keen to make the mag a better read for you, so please get involved and tell us what you think.

Thanks for reading.

Gordon McDonald
Editor

SUPER TROOP DELIVERING SUPERLOOP

TfL has been hard at it, delivering an unprecedented number of improvements across the London bus network, most notably the launch of Superloop, the capital's new orbital express service.



Super speed...

Once fully delivered, 90 per cent of outer London borough residents will be directly within 400m of a Superloop stop – or one interchange by rail or bus route.



Public Transport Planner **Daniel Nichols** designed the routes and concept of the Superloop: "Its aim is to reduce journey times for customers and to increase bus ridership by serving locations that don't have a direct rail connection."



Super style...

Alongside an efficient service, a unique, instantly recognisable brand is important too.

Bus Development Analyst **Shana Alexander** says: "Every Superloop route is made up of different bus models, so a lot of

time goes into checking each design is fit for purpose. We had over 100 buses to wrap in the new branding.

Ridden a Superloop bus? Let us have your verdict

✉ otmpensioners@tfl.gov.uk

A NEW DAWN FOR THE CENTRAL LINE

The air was filled with excitement and anticipation as the first upgraded Central Line Improvement Program (CLIP) train made its debut journey from Hainault to Woodford station in November.

London Underground's Director of Asset Performance Delivery **Richard Jones** told us: "I was very proud seeing CLIP's upgraded train roll out of Hainault. The teamwork and commitment behind this has been incredible. It's moments like these that make us proud and excited about the future of the Central line."

Key contributors, from planners, to technicians and fitters witnessed the upgraded train's first run,



celebrating a new dawn for the Central line.

The 1992 stock is being stripped to its bones, with upgrades including Rail Vehicle Accessibility Regulations compliant flooring, new train computers, Alternation Current traction motors to replace the old Direct Current traction motors, CCTV cameras, LED lights, and more.

Let us know if you've spotted one out in the wild, or if you've got your own Central line memories.

✉ otm@tfl.gov.uk



The A-OK from Richard

WINTER WARMERS

Your 20 per cent pensioner discount* offers the perfect excuse to nab a bargain at London Transport Museum's award-winning gift shop. Beat the chill with the exclusive range of stylish clothing and homeware accessories.

Moquette scarves – £40

Wrap up in a beautifully soft lambswool scarf. Available in four moquette patterns.



Moquette throws – £110

Brighten up your home with these vibrant lambswool throws. Available in four moquette patterns.



Routemaster pyjamas – £60

Soft, 100 per cent brushed cotton, and ideal for wrapping up on those cold winter nights.

Moquette mugs – £12

Hot tea solves all! Vibrant bone china mugs. Available in four different moquette prints.



Tube lines sweatshirt – £30

Made out of 80 per cent organic cotton and 20 per cent recycled polyester, this stylish charcoal number is the ideal lightweight layer for all-year-round wear.



Use the discount code **RETIREDSTAFF** to claim your online discount at ltmuseumshop.co.uk or bring this magazine to the Museum store in Covent Garden.

*Cannot be used in conjunction with any other offers or discounts.

RETURN TO SENDER, ADDRESS UNKNOWN

When you see a business with an address in a swanky part of town, it's hard not to think it's legit. But what you may not know is that some companies use a 'virtual' office. These are akin to modern-day PO Boxes.

While most firms with virtual addresses are honest and above board, fraudsters can use them (instead of their own home or business addresses) to hide their identity and true whereabouts.

While you may think you're dealing with a well-established, professional individual or business because of a prestigious address, all may not be as it seems.



Victims of fraud – often out of pocket – have been known to turn up at these addresses only to find the people they've been scammed by aren't based there at all.

Protecting yourself

- Don't assume the address you've been given/seen in print is the actual premises where the business or individual is based – if in doubt, ask more questions
- While virtual offices are regulated by the HMRC under money-laundering rules – meaning their users' details should be verified – check the Financial Conduct Authority and Company House website for more information

Been a victim?

Act quickly: report it.

 actionfraud.police.uk
 0300 123 2040



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COME FLY WITH ME



At the controls: Martin

Interested in a bit of plane spotting? Or are you more at home in the cockpit? Join the London Transport Flying Club!

Martin Hare – a retired TfL engineer – has been flying as a member of the club for more than 57 years.

Martin says: “I started my career in 1964 as an electrical engineering apprentice. We wired components for the buses and did electroplating.”

Martin tells us it wasn’t unusual for other apprentices to bring their Vespa scooters in to be plated: “They had to be red, green or country cream, mind you, as they were the only colours we had for the buses,” he laughs.

Throughout Martin’s accomplished career, he’s earned licenses for buses, coaches, haulage vehicles – and planes.



Fair Oaks Flight Instructors, 1942

He says: “The flying club was set up in 1931 and officially opened by Lord Ashfield, the first Chairman of London Transport. He was so

impressed that he and his wife became members! It has a rich history – beginning as a London Omnibus Company club, but now it’s open to all TfL staff and pensioners.

“During the Second World War, many of our pilots went into the forces. Back then, our chief flying instructor was even involved in the Battle of Britain!

“We welcome new members. If you hold a pilot’s license, you’re welcome to join, too. Since I got mine, I’ve flown planes all over the world. If flying planes isn’t for you, become a social member. Come along for the day, make friends, have a chat and a cuppa as you watch the planes take off from the comfort of the clubhouse sofa.

“The club’s really allowed me to continue my passion in retirement – a big thanks to our members, our Chairman and Director **Andy Raymond**, and our Director **Bob Welfare**. Andy’s even written a book, *The Sixpenny Pilots*, about the history of the club.”

Communications Manager **Nadia Georgiou** visited the club in Fair Oaks to learn more. She says: “It was an amazing experience to be at the cockpit, but I was probably more at home relaxing in the clubhouse! It’s the perfect spot to watch the



A clubhouse with a view

planes go by. If you’re interested in membership, get in touch with the club – it’s a great opportunity.”



Chocks away: Nadia and Martin

Full annual membership, including pilot training and use of the planes and facilities, is £200 for the year. The social membership is £40 a year – you’re welcome to use the facilities, enjoy refreshments in the clubhouse and bring your family along to see the planes. The club’s not-for-profit, so any surplus cash is spent on barbeques and social events for members.



A visit from the then-Minister for Aviation Lord Pakenham in the early 1950s

Interested? Contact
✉ bobwelfare@gmail.com

LETTERS

This is a bumper edition for letters, but please, keep them coming!

Dear **otm PE**

In 1983, very few Night Buses ran on Saturday nights. One of the few routes was the 90, through Trafalgar Square and terminating at Potter's Bar station (where I had previously been employed in 1979 as a Clerical Officer in the Booking Office).

I remember boarding the 90 for the first time in the early hours of a Saturday night/Sunday morning in October of 1983; after leaving Heaven, the gay night club under the arches at Charing Cross.

The bus would drop me off at King's Cross where I could catch the first train to Stevenage at around 06:00. I remember the conductor commenting to a man sitting on the bench seat just inside the saloon adjacent to the platform: "The queers have been very quiet tonight", referring to the other gay men who had left Heaven and made their way to the bus stop in Trafalgar Square to travel to various parts of north London. How times have changed!

Shane Carter



Dear **otm PE**

I started with London Transport back in 1968 as a bus conductor at Edgware garage. I worked through the ranks, from driver to one-person operator, then silver and gold badge inspector to acting garage manager. I was a garage manager until 2001 when I and two others, one being Andy Stroud, was asked to form the Metroline Night Bus team.

We controlled five garages with just 30 buses, and our Metroline Night team went from strength to strength.

More garages came into our team – and even more vehicles, reaching nearly 100 buses.

In 2006, we were delighted when our Metroline Night team won the Customer Service Champion Award!

Our team still only consisted of three supervisors – me, Ron Tagg and Pat Dignam – but we all gave 100% effort and were top of the Night Bus league table most months.



What a great team – a huge thank you to the Night Bus drivers – we couldn't have done it without you. So many great memories, so much pride we all took in giving it our best to be the number one Metroline Night team.

I retired in 2010 after 42 years' service. I'm fully enjoying my retirement, and still have such wonderful memories of my Night Bus days.

Colin Hudnott

Dear **otm PE**

I was interested to read the front cover article regarding the Night Bus 94. In my very younger working days, I used to live in Orpington, Kent (Elmcroft Road) and remember the daytime bus 94 operating from Orpington (Perry Hall Road) to Lewisham bus station. This route has now changed to bus 208. I now understand that the 94 operates in and around west and central London again.

Are you aware that the 94 in 1913 also ran the same route as a daytime service as well as the night bus before it moved over to Orpington? I believe it used to operate out of either Bromley or Catford bus garages.

From memory, the 208 has operated the route for some years now.

Peter Imms

Dear **otm PE**

Reading about the Piccadilly line in September's edition brought back fond memories of the time I worked at Cockfosters depot. The production manager called the team leaders (me being one of them) in to attend a meeting. We were told a VIP would be riding a train and opening the Heathrow extension.



The train was a 1973 Tube stock, and I was in charge of making sure it ran smoothly and didn't stall. I was told if the train stalled or broke down I wouldn't have a job at London Underground!

The depot cleaners spent a week ensuring the train was spotless. It was now my turn to check the train was in good repair and running order. Unfortunately, it wasn't, but after finding a fault and repairing cables we were good to go.

We eventually found out the VIP was Diana, Princess of Wales. Needless to say, I kept my job and remained at Cockfosters until I retired due to Multiple Sclerosis. I still believe Cockfosters depot was the best depot on the line, although Northfields depot engineers might beg to differ!

Tom Mears

Dear **otm PE**

When working for Dial-a-Ride, I was driving two regulars who'd known each other for a long time. A chance remark sparked an unusual happening; it turned out that – unknown to either of the women – they both worked as 'clippies' out of the same Catford bus garage at approximately the same period, but at that time not a clue of the other.



Further chat revealed their wage at that time – one shilling and eleven pence halfpenny an hour. My first thought? How on earth do you work out the overtime rate!

Alec Dempster

Dear **otm PE**

As a Loughton Guard in the early 70s I was often a half-hour late for early duties but never booked. My driver knew my house backed the Central line and blew his whistle to wake me – which I never heard, but my mum did, waking me with "Dennis, you're late again!". Hurriedly dressing, grabbing my guard's bag, I'd be down the stairs, out of the kitchen door, down the garden and over the low fence, up the embankment, crossed the eastbound to the westbound cess where my driver picked me up and dropped me off – where I took off the spare guard.



I imagined the exchange between the manager and spare would have gone something like: "What are you doing here?", "Dennis took me off.", "He hasn't booked on yet!", "He couldn't do that 'guv as he got picked up off the track.", "WHAAAATTTT?!", "Don't book him 'guv as he stopped me going west."

Dennis Bostock

WHEELY USEFUL



Pete gets the green light

Olympic rowing champion **Pete Reed OBE** collaborated with TfL to introduce wheelchair user traffic light signals to represent disabled people and mark International Day of Persons with Disabilities.

The new green wheelchair user traffic light signals were installed at five prominent pedestrian crossings across London: Earl's Court, King's Cross, Liverpool Street, Tower Hill and Whitechapel. These locations were selected based on their

proximity to busy Tube stations with step-free access.

The idea was floated by three-time Olympic rowing champion Pete, who experienced a spinal stroke in 2019. He approached TfL with his idea of a wheelchair user traffic signal because he wanted to draw attention to the large disabled population in London and beyond. For this community, access and ease of travel is essential to make the most of the city. Pete also wanted to ensure traffic signals are representative of disabled people in what's a diverse and inclusive global city.

"As an Olympic athlete and naval officer, I spent my early adult life at the peak of human fitness. In 2019, in one day, everything changed for me. My life now as a full-time wheelchair user has a whole range of new demands, which can be dramatically helped by better access and transport for wheelchair users, just as there should also be for the wider disabled community.

TfL's Commissioner **Andy Lord** says: "It is vitally important that we do more to increase awareness of disabled Londoners across our city alongside continuing to improve services for people who have accessibility needs.

"These new traffic signals along with our commitment to looking at how we can help make traffic signals easier to use, our work to provide more stations with step-free access and to keep streets free from clutter are all part of many different ways that we're making London a more accessible city for all."



Green means go: Liverpool Street station

There's a new bus around town...

These brand-new, state-of-the-art, and fully electric buses are hitting the road this year. The new-look 2024 Electroliners – manufactured by Northern Ireland-based Wrightbus – come with features to make them compliant with TfL safety standards, including front and nearside blindspot warnings, a tyre pressure monitoring system, automated emergency braking system, and dynamic stability test.

TfL's Senior Bus Safety Development Manager **Kerri Cheek** says: "Our award-winning Bus Safety Standard sets out what technological and physical changes are required on new buses; the enhanced front-end design on these new models is an advanced requirement of our 2024 Standard,

bringing learning from the wider vehicle industry on safety into the bus fleet to reduce road danger."

Red... but green

While – naturally – electric, these models are considered to be the world's most efficient battery electric buses.

TfL's Senior Zero-Emission Bus Development Manager **Lisa Dipnarine** tells us: "It's great to see more zero-emission buses in London, helping to reduce harmful emissions and tackling climate change, bringing us even closer to converting the entire fleet to zero-emission by no later than 2034."



A bus like no other

Share your bus memories with us
✉ otmpensioners@tfl.gov.uk



Lisa



Kerri

DEDICATED TO VCS

Victoria Coach Station (VCS) is a landmark that's seen the ebb and flow of London's vibrant life for more than eight decades. At the heart of this iconic transportation hub, one man has become an inseparable part of its history.

Meet Asset Operations Officer **Brendan Sweeney** who's dedicated 41 years of his life to the place.

His journey with the building began in an unusual twist of fate. Before donning his blue uniform, he was a greengrocer: "It was my sister, already working at VCS, who told me about a job opening."

At 16, Brendan started his career on the ticket hall information desk. Amidst the hubbub of arrival and departures he found love in the station after meeting Rita, who would later become his wife (of 27 years).

A few years later, Brendan seized a secondment opportunity that opened up in the maintenance team: "It just felt right," he says.

Today, he's committed to nurturing the next generation of maintenance experts, imparting wisdom, particularly around electrics.

There's a twinkle in his eye when he warns his apprentice Amarii of "a friendly ghost we call Lady Victoria," who keeps them on their toes on night shifts.

The maintenance team clock an average of 26 miles in steps each week, tirelessly roaming the station's vast premises.

They've played a pivotal role in modernising the station, recently replacing 700 lights with energy-efficient LEDs.

Reflecting on his journey, Brendan speaks with a protective affection for the coach station: "When you spend



Brendan

this long at a place, you become attached to the building. I don't want to see anything bad happen here, so I'm always looking out for things that other people might not notice."

Did you work at VCS? Share your memories with us

✉ tflpensioners@tfl.gov.uk

otm

FONDLY REMEMBERED



Roy Livingstone Burton, 95, passed on 16 July 2023.

Barbados-born Roy joined London

Transport off the back of a recruitment drive that encouraged Caribbean islanders to set sail for the UK as part of the Windrush generation.

After settling in south London, Roy worked out of Camberwell garage as a conductor, then a driver, dedicating 34 years of his life to London's transport. Roy enjoyed his retirement keeping busy in the garden, carrying out carpentry, and visiting friends. He kept in contact with many from his time on the buses and always found time for a laugh or a joke. Jovial in spirit, easy-going and with cavalier style, Roy is missed by his friends and family – especially his wife Edris – 11 children, plus grandchildren and great-grandchildren.



David Bruce Singh, 87, passed on 8 August 2023. David began his transport career as a conductor at

Willesden garage in 1956. He then became a driver on the No. 6 out of the same garage. While David's path took him out of the industry to drive HGVs in the 70s, he returned to Willesden garage where he worked until he retired. David is deeply missed by his extended family.



Colin Taffel, 70, passed on 8 August 2023. Colin began his career at London Transport as a trainee schedule compiler in

February 1972, quickly graduating to

the office full-time in 1973. He was instrumental in the re-organisation of the No. 8 bus route in the 1980s. Colin was also an integral part in the formation of Stagecoach in Glasgow. He will be sorely missed by his mother, civil partner and family, as well as the many friends he made over the years.



Ian Pennington, 61, passed on 18 January 2022 due to cancer of the esophagus.

Ian worked at various stations

after joining the Underground in 1981 and retired in 2016. Ian was an SSI at Embankment station when he retired and is survived by his wife, daughters and three grandchildren.



William 'Bill' Darby, 90, passed on 17 September 2023.

Bill was born in Stepney in 1933 and had a variety of jobs in

the area before becoming a bus conductor on Nos. 8, 8a and 25 out of Bow garage. Bill had lots of great stories about life as a bus conductor in the East End and West End. On retirement, he moved to sunny Southport with his beloved wife of 67 years, Maisie. Bill is deeply missed.



Brian Algar, 86, passed on 7 February 2023 with pancreatic cancer. Brian worked at the Plant Maintenance Depot at Chiswick

Works, as well as being the Health and Safety union rep. Brian was always happy and smiling and well known at work for his great sense of humour.



Paul Read, 63, passed on 27 November 2022 after being diagnosed with bowel and liver cancer just weeks before. Paul worked at

various offices as a Senior Signal Design Engineer for 41 years and was highly respected by colleagues and friends alike. Paul will be dearly remembered by his wife Margaret as the most selfless, caring and charming man and the perfect father to their three children. He is greatly missed.



Bridget Curtin, 86, from County Westmeath, Éire, passed on

13 August 2022. Bridget worked out of Brixton garage as a 'clippy'

before becoming a driver and then an instructor for more than 29 years.



James Curtin, 89, from County Cork, Éire, passed just months after the loss of his wife, Bridget (see above), on

28 November 2022. James also worked out of Brixton garage and retired in 1993 after 29 years and a spotless record.

Bridget and James are sadly missed by son Dave.



Surjit Singh Uppal, 86, passed on 28 April 2023. He was

a committed London Underground Tube driver who served on the Piccadilly line

until retirement. Post retirement, Surjit enjoyed following his team, Arsenal, spending time with his family and keeping himself up to date with current affairs. He leaves a lasting legacy and will be forever missed and fondly remembered by his family.

Send a paragraph along with a photo of someone who has passed ✉ otmpensioners@tfl.gov.uk

PCC ELECTION RESULTS 2023

The term of office for the longest serving quarter of the TfL Pension Consultative Council (PCC) ended on 30 November 2023, with the new appointments commencing on 1 December 2023 and ending on 30 November 2027.

In Section One (representing pensioners and deferred pensioners) **Joel Kosminsky** and **Chris Sullivan's** terms ended. Three nominations were received and, following a postal ballot, **Graham Dean** and **Kim Travers** were elected.

In Section Two (representing TfL and its subsidiaries or contractors, excluding London Underground Limited) **Maria Taylor's** term ended. Two nominations were received and, following a postal ballot, **David Moore** was elected.

In Section Three (representing London Underground Limited and its subsidiaries), **Paul Murphy** and **Paul O'Brien's** terms ended and both stood for re-election. As no other nominations were received, they were both duly re-elected. They have served on the PCC since 2001 and 2007 respectively.

For more information about the PCC, visit the TfL Pension Fund

🌐 tfl.gov.uk/pensions

or contact
Tim Handley,
PCC Secretary

☎ 020 7126 2213 or

✉ timhandley@tflpensions.co.uk



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TICKET TO RIDE



While plans to close up to 1,000 ticket offices have been suspended by the Government, we know buying discounted tickets at your local station isn't always easy, or even possible.

With 43 per cent entirely unstaffed, you might be confused when starting

a journey at your station without a ticket. Rail Delivery Group provides the following advice on its website: 'If the ticket office is closed and it is therefore not possible to purchase the Staff Discounted (Privilege Rate) ticket before you travel, then you must purchase it at the first available opportunity.'



From Train Guard to Home Guard

I spent about half of my working life with London Transport, firstly on the buses. My first garage was Stamford Hill, then Well Street (mainly on the No. 30). After a stint with Royal Mail, I became a guard on the Northern line, then a driver on the Victoria line. I enjoyed my time underground and loved the shift work.

Due to health problems, I retired early and moved to the coast with my wife. As well as volunteering for The Royal British Legion, I joined a local radio station (Dover Community Radio) as a DJ. I'm on-air Sunday mornings at 09:00 and

Tuesday at noon (repeats available too) playing some great music under my handle 'Biro D'.

I also belong to a Dad's Army re-enactment group in the guise of Lance Corporal Jones. We attend lots of events around the Kent area, mainly for anything pertaining to the 1940s.

Although I've just turned 77, I'm still very active and enjoy everything that I do. I get a lot of support from my wife, Christine, who – as the Poppy Appeal organiser – raised north of £51,000 last November.

Brian Walton



Brian with wife Christine

Want to share your story?

✉ otmpensioners@tfl.gov.uk or write to us (see back page) with up to 250 words and your photographs. You might even win a prize!

OPEN NOW:

GLOBAL POSTER GALLERY

Set over two floors, London Transport Museum's new gallery celebrates the important design heritage and global influence Frank Pick kicked off when he took charge of the Underground's publicity in 1908.

Explore the poster-making process behind some of the twentieth century's most influential commercial art and design, from the Tube's very first pictorial poster by John Hassall, 'No need to ask a p'liceman', to Man Ray's iconic work 'London Transport (Keeps London Going)'.

London Transport Museum's Director **Elizabeth McKay** says:



FREE ENTRY FOR TFL PENSIONERS

"We're incredibly proud to have opened the gallery and are ready to welcome our pensioners to marvel in the design classics that are part of our heritage."

Book your free tickets now

🌐 ltmuseum.co.uk



Elizabeth

STAY IN TOUCH. MEET OLD FRIENDS. GET INVOLVED



There are several associations pensioners can join to keep in touch with former colleagues and friends. They hold regular events and offer support when required.

London Transport Pensioners' Association (LTPA) protects and promotes pensioners' interests. Four of its committee members – along with elected pensioner representatives from the Pensions Consultative Council – attend the TfL Pensioners' Forum, a regular meeting with senior managers to discuss relevant matters. Membership is free.

Kevin Hafter

✉ kevinhafter@gmail.com

☎ 07768 703123

LT Superannuitants' Association (LTSA) is open to all TfL/LU pensioners and meets monthly (the next – its AGM – being on 8 February) at TfL's Southwark offices. While its Newslink magazine is currently suspended, it's hoped to be restarted soon – along with visits in and around London, and the yearly day out in Brighton with lunch at the Hove Deep Sea Anglers club followed by tea and cakes at the LTSA Chairman's home. The £10 life membership fee has been suspended for 2024 to encourage new members and much-needed support.

Alexandra Barnes

✉ valdexia68@gmail.com

David Biggs ☎ 07880 714967

The Fifty Five Society, formed in 1949, provides opportunities for former senior managers to meet friends and colleagues informally at lunches (four times a year) in central London. With 478 current members, it's representative of all departments. Members receive lunch notices, regular Society Bulletins and – at intervals – an up-to-date list of members. Life membership: £55.

Paul Kilius-Smith

✉ paul.kilius-smith@ntlworld.com

☎ 07887 823187

Former Bus Operating Department managers and administration staff meet for lunch in London twice a year (2024 dates: 15 May, 23 October).

Stuart Smith

✉ stUARTS4830@aol.com

☎ 01843 868199

otm
IN UNUSUAL PLACES



David

Thanks to retired Trains Manager Frank Davis who sent us some tee-rific shots from his retirement tour with retired Train Operator Terry Browning. Frank told us the PGA National Golf Course at Aphrodite Hills, Cyprus, was an amazing place to play a few rounds, spend a week with his old colleagues – and catch up with otm PE, of course.

Fore! There's a prize on the way to you, Frank.

Another one of our readers in sunny Cyprus – thanks to retired Driving Examiner **David Williams** for sharing this snap of himself enjoying otm PE alongside one of his tour buses. There's a prize wheeling its way over to you, David.

Big thanks to retired Head of HR **Colin Game** for sharing his ballooning shot over Cappadocia in Turkey. There's a prize on the way to Colin for his efforts too.

Why not send us a selfie of you clutching a copy of otm PE?

✉ otmpensioners@tfl.gov.uk

APRIL 2024 PENSION INCREASE

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 2023 which was 8.9 per cent.

Depending on the period of

membership of the Tfl Pension Fund, your pension may comprise of various components, some of which are not increased by the Fund at the above rate but may be increased by the State.

Fund members fall into one of two categories; Existing Members

are those who joined the Fund on 1 April 1989, and New Members are those who joined the Fund on or after 2 April 1989. For the part of your pension that is increased by the Fund, there is a 'cap' of 5 per cent for New Members.

Effective date	Existing Members Increase (%)	New Members Increase (%)
Up to 1 April 2023	8.900	5.000
2 April 2023 to 1 May 2023	8.158	4.583
2 May 2023 to 1 June 2023	7.417	4.167
2 June 2023 to 1 July 2023	6.675	3.750
2 July 2023 to 1 August 2023	5.933	3.333
2 August 2023 to 1 September 2023	5.192	2.917
2 September 2023 to 1 October 2023	4.450	2.500
2 October 2023 to 1 November 2023	3.708	2.083
2 November 2023 to 1 December 2023	2.967	1.667
2 December 2023 to 1 January 2024	2.225	1.250
2 January 2024 to 1 February 2024	1.483	0.833
2 February 2024 to 1 March 2024	0.742	0.417

If you have been receiving your pension for less than a year you may receive a pro rata increase, as shown in the table, above. The increase will be paid to all eligible pensioners on 8 April 2024.



Frank



Colin

PENSIONERS' FORUM SUMMARY

Meeting held on Thursday 9 November 2023

Senior TfL managers attended to provide an update on the latest position with the Pensions Review. Discussions on any potential changes have continued with the Government, however, no specific changes have emerged to date.

The next milestone is for formal consultation to commence no later than 1 July 2024. A commitment was given to attend all future Pensioner Forums in order to gain pensioner representatives input. We emphasised the benefits to all members of the current scheme and that, in our view, the

'No Change' option should be the preferred way forward.

Representatives would encourage all pensioners to join the associations that exist to provide support and promote the interests of members. There is an article in this magazine (see page 14) that provides more information and contact details.

Improvements have been proposed to the Internal Disputes Resolution procedures to make it easier for members who wish to make a formal complaint to the Pension Fund. Representatives welcomed and expressed their support for the improved process.

There was a 50 per cent increase in the number of members attending the 2023 Pension Fund Annual Members Meeting (AMM) in person compared to 2022. Feedback was positive and, if you missed it, the meeting can be viewed online @ cutt.ly/2023AMM

The 2024 AMM will be held on **18 October 2024**.

CONTACT DETAILS

PENSION FUND

The TfL Pension Fund Office team are always pleased to help with your questions. Choose from the following options to get in touch.

Email

✉ helpdesk@tflpensions.co.uk

Submit an enquiry (if registered) via the Pensions Web Portal

🌐 pensions.tfl.gov.uk

Post* 📧

TfL Pension Fund
8G7 Palestra
197 Blackfriars Road
London
SE1 8NJ

Call

☎ 01737 235298

STAFF TRAVEL

📍 Floor 1, 14 Pier Walk
London
SE10 0ES

☎ 0800 015 5071

✉ 1729Helpdesk@tfl.gov.uk



HOSPITAL SATURDAY FUND

☎ 020 7928 6662

TRANSPORT BENEVOLENT FUND & STAFF WELFARE FUND

☎ 0300 333 2000

TRANSPORT FRIENDLY SOCIETY

☎ 020 7833 2616

TAX QUERIES – HMRC

0300 200 3300 (quote ref 083/LT7 and your NI number)

OTM PE MAGAZINE

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PENSION PAYMENTS

Payments will be made directly into your bank or building society account on **12 February, 11 March, 8 April and 6 May**. More info and future dates: 🌐 cutt.ly/pensionpayments