

No.84

ON THE MOVE JULY 2024

otm[®]

PENSIONERS' EDITION



They think
it's all over...

CONTENTS

- 03 PUTTING LONDON ON THE MAP**
Often imitated, never duplicated; Harry Beck's iconic Tube map
- 07 FOR THEY WERE TROLLEY GOOD FELLOWS**
TfL pensioner Hugh Taylor's tribute to Bill and Jim: A London Trolleybus Crew
- 08 GOLDEN MEMORIES OF A 'PLUM' JOB**
Bus driver Steve Barker tells us why he's still on the job, 41 years after signing up
- 09 YOUR PCC NEEDS YOU**
Find out about standing for election on the TfL Pension Consultative Council (PCC)
- 12 WOMEN ON THE BUSES**
Yet more letters and emails from our readers

ON THE COVER.

They think it's all over... or it is just the beginning? **Doug Jeyes** looks back on a 58-year career with London Underground as he prepares to begin a new chapter: retirement (**page 10**).



A NOTE FROM THE EDITOR



First things first, you'll notice we've made some changes to your magazine. As well as a re-designed, less 'busy' front cover, we've made the pages clearer and easier to read. There's also a new contents section and some wayfinding banners to help you find what you're looking for.

If you don't agree it's an improvement – or you've got an idea for a new feature or section – tell us (our details are on the back page).

Talking of getting in touch, it's another big thank you from me for continuing to share your thoughts, feedback, letters, and photos. The more you contribute, the more your fellow pensioners will enjoy the read.

With the summer in full swing (as much as it can be in the UK), don't forget to send us your 'otm PE in unusual places' (see page 9) snaps. There's a prize for the best ones, and we love to see where you've been and what you've been up to. With our celebrated 'In Bloom' competition in full bloom, why not send us a photo of what's growing in your garden, balcony or allotment?

Lastly, and following on from our 'Eco Warriors Unite' article in March's issue, this quarter's prize for a paperless subscriber goes to **Ann Voysey**. If you'd like to go paperless, head to cutt.ly/paperless now.

Gordon McDonald
Editor
✉ otmpe@tfl.gov.uk



Thanks for reading, stay safe, and enjoy the summer.



Putting London on the map

With its coloured intersecting lines and easy-to-follow layout, the Tube map is arguably one of the capital's most famous features.

Now recognised across the world, it was originally the brainchild of Underground electrical draughtsman Harry Beck, who produced the imaginative and beautifully simple design back in 1931.

While his idea was originally rejected by the publicity department because it was considered 'too radical', a trial print-run showed it was just what Londoners wanted. Leyton-born Beck finally saw his map issued – to rave reviews – as a pocket edition in January 1933.



Beck was sacked in 1960 by Harold Frederick Hutchison (then LT's newly hired publicity officer).



While Hutchison thought he could do a better job, the critics didn't agree.

Beck died in 1974, and it was only after his death he finally got the recognition he, and his influential work, deserved.

Beck's revolutionary design, with certain modifications and additions, survives to the present day and is set to serve London Underground and its millions of customers for many years to come.

COMPETITION

Be in with a chance of winning a map-inspired goody bag by naming three stations from the following clues:

- 1 "We are not amused," she said.
- 2 Grandland and Mokka.
- 3 Marmalade sandwiches... for emergencies.

Enter at
cutt.ly/onthemap
 or by post to
 ✉ otm PE, IIG6
 Palestra, London
 SE1 8NJ

HOLD TIGHT

Not long after my husband, **Ray Lillie**, retired in 1982, he lost both legs and was confined to a wheelchair; getting on/off a bus was out of the question.

A visit from a welfare officer resulted in him being invited to trial a prototype bus for wheelchairs.

Apparently, it was hilarious. Once on, the wheelchair fell over at the first bend, hence the pole now. An emergency stop threw him out of the chair; riders now face the back. Another emergency stop saw him hit the back of his head; there's now padding. The bell was out of reach... a need for a handle for a feeling of security and no room to turn around.

Sadly, Ray didn't live long enough to try the finished product, but as I am now disabled and blind myself, I appreciate what he and others have done to make buses and trains more accessible. Also, the help we get from staff; they are brilliant (well, most are).

Betty Lillie



Accessible bus



In the driving seat:
Hugh, in the summer of '73.

The 240 ran between Edgware and Golders Green. Fare stage four was Hendon Bell Lane, with stage three being at Brent Bridge; there was an intermediary stop at Shirehall Lane, meaning those who boarded there had to pay the fare from Bell Lane.

One morning rush hour, there was a big traffic hold-up, and a commuter boarded the bus about 50 yards away from Shirehall Lane, but only offered to pay the fare from Brent Bridge. Colin was adamant that he should pay the fare from Shirehall Lane and, after some haggling, Colin won the day and London Transport had an extra penny or two in its coffers.

I became a driver in July 1970 – at the time only routes 240, 292 and 292A were crew operated with RT buses. In January 1972, the lowest numbered bus in the fleet – RT 192 – was allocated to Edgware, and I had the privilege of driving it for 18 months. As many readers will agree, the RT was a 'driver's bus', with most having a different feel about them. Colin retired after 42 years' service; I did so after 57. Crew operation was the best time to work for London Transport.

Hugh Taylor
Author and Preservationist

EVERY PENNY COUNTS

I was interested in the article submitted by **Colin Hudnott** as I was a conductor at Edgware garage at the same time as he was. One of the routes we both worked on was the 240 and Colin related to me, one day, a passenger incident which I would like to relate to otm PE.

JUST THE TICKET

In the March 'Pensioners' forum summary' it stated online booking arrangements for free/Priv National Rail Services has slipped down the RDG's priorities.

This surprised me, as I registered with National Rail's Rail Staff Travel online service on 12 June last year and have been buying priv rate tickets and booking seats, where permissible, regularly since.

The service is excellent and is very useful when, like me, your nearest NR station has no ticket office.

Jeff Dent



Please note: you **must** hold a Staff Travel Card (Box Ticket) in order to register for this service; it is **not** available to all PTAC holders. Any updates to this will be shared in future editions of otm PE.



STRAIGHT TALKING

I worked for London Transport and its successors for 51 years, one month, and one week. I started in October 1966 and retired just before my 70th birthday in November 2017.

I had spent the last fourteen years as a driver with Arriva, mainly on route 176 (Penge-Tottenham Court Road) from Norwood garage but had begun my career at 55 Broadway in the Public Relations Office. Before moving on to the Round London Sightseeing Tour driving open-top Routemasters, I was with LT's Disabled Passengers Unit, where we introduced London's first wheelchair-accessible buses (adapted Leyland Nationals which we called 'Mobility Buses').

After retirement, I wrote a light-hearted book about my many years on the buses – 'Are You Going Straight?', which people used to ask me if they weren't sure which way my 176 would be going beyond Camberwell Green!

This illustrated hardback has undergone several reprints, but I still have a few copies: proceeds from sales go to local charities through my Rotary club (Addiscombe/Shirley). Anyone interested should contact me at [✉ john.wagstaff176@gmail.com](mailto:john.wagstaff176@gmail.com)

John Wagstaff

THE WINDSOR CASTLE

I started my career at Palmers Green (AD) depot in 1973 as a conductor (first grey uniform wearer), then a driver and – finally – as a one-person operated bus driver.

As a child I lived in Victoria and would regularly visit the bus and coach station which were really close to where I lived, hence this letter.

I lived in a big pub – the Windsor Castle – on the corner of Victoria Street and Vauxhall Bridge Road, as my father was the manager there in the 50s.

While the place has long since been knocked down, I'm hoping someone has a picture of it as I'm desperate to show my grandchildren.

If anyone can help, I would be so very grateful.

Alan Smith

Dear Alan

As it happens, I might just have found a snap of that very same boozier – albeit pictured behind a tram – and will send you a copy. But if any of our readers can also help put you in the picture, they can let us know [✉ otmpe@tfl.gov.uk](mailto:otmpe@tfl.gov.uk)

Gordon McDonald
Editor



ONCE RIDDEN, NEVER FORGOTTEN

Just a line in response to your announcement of the ROUTEMASTER'S 70th...

Having actually worked for LT and AEC (Southall) I'm aghast that the old company is never mentioned! AEC (Associated Equipment Company) built the RM in association with PRV (Park Royal Vehicles) yet they never get any credit.

David Luck



Dear David

It's a fair challenge, and I'm sorry AEC/PRV didn't (and rarely does) get a mention. To make amends, I'd love to include an article in a future edition of otm PE about the LT/AEC/PRV collaboration on what is a much-loved and incredibly iconic vehicle.

Gordon McDonald
Editor

Send us your memories, transport tales, thoughts, or feedback: [✉ otmpe@tfl.gov.uk](mailto:otmpe@tfl.gov.uk) to be in with a chance of winning a prize.

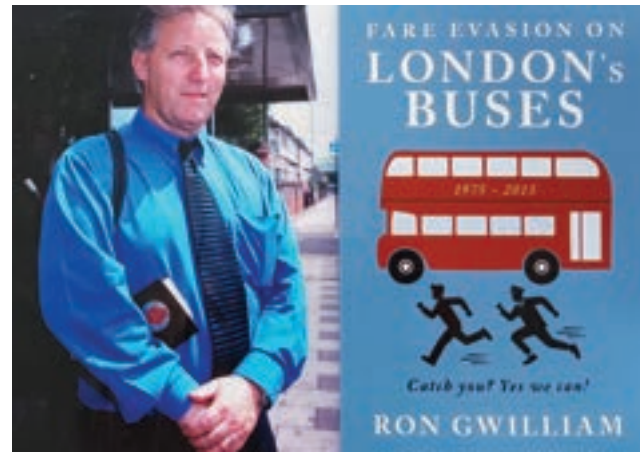
You can also write to us – our address is on the back page.

Catch you? Yes we can!

Fare Evasion on London's Buses

TfL pensioner and published author **Ron Gwilliam** began his 'On the Buses' journey as a conductor out of Tottenham garage back in 1975. Having spent 40 years climbing the corporate ladder, Ron went on to play a major role within the firm's revenue protection services, seeking out altered, forged, fake and counterfeit passes and tickets on the capital's buses.

His latest book, 'Fare Evasion on London's Buses', offers a candid account of Ron's experiences, including the "tricks, scams and fiddles that many passengers – and some unscrupulous members of staff – devised to either evade paying their fare or avoid getting caught with their fingers in the cash tray." It also includes photos of altered versus genuine tickets and passes, RPI/Spot badges and other revenue-related items.



It is a cracking, nostalgia-filled read and reminds us fare evasion isn't the Johnny-come-lately of modern-day London; it's been going on (and will undoubtedly continue to) for years.

While Ron handed back his badge in 2015, Steve Burton (Head of Bus Enforcement at the time) wrote: "many of the things you see in the [revenue protection] role today have a touch of influence from Ron."

If you'd like to get your hands on a copy of Ron's book, search for 'Fare Evasion on London's Buses' on eBay (£9.95 + P&P), or register your interest online at cutt.ly/RonGwilliam



Trustpilot
★★★★★
Rated 'Excellent'

"An efficient & professional service from start to finish, using Stiltz builders ensured slick project management & all VAT-free as I'm registered disabled. House cleaned by on-site team every day. No hesitation in recommending Stiltz."
Mr S. Dec 2023 Via Trustpilot

Advertisement Feature

Why have a **stairlift** when you could **have a real lift?**

A Stiltz Homelift is an ideal and affordable alternative to a stairlift. You can now safely travel between the floors in your home while keeping your stairs the way they have always been.

Neat, discreet, affordable and elegant

A Stiltz Homelift can be installed into almost any room in your home.

A Stiltz is uniquely compact with the smallest model taking up just over 1/2sqm (the size of a small armchair).

At the touch of a button a Stiltz Homelift turns your now home into your forever home.

Free, no obligation survey

A Stiltz Advisor can visit your home to discuss the best location for your homelift. They can answer any questions you might have, as can our UK-based phone team.

Stiltz are proud to provide the friendliest and most responsive service from the first phone call to the moment we hand over your homelift after installation.

The UK's #1 Homelift

- Rapid service
- Cost-effective
- Small footprint
- Freestanding design - no wall needed
- Wheelchair model available
- Manufactured, installed and fully guaranteed by Stiltz
- 3-floor travel available
- Finance options available*

* ask an adviser for details

Call FREE 0808 189 4475

For a FREE brochure or no obligation survey call us or visit stiltz.co.uk





FOR THEY WERE TROLLEY GOOD FELLOWS

The inspiration: Bill and Jim

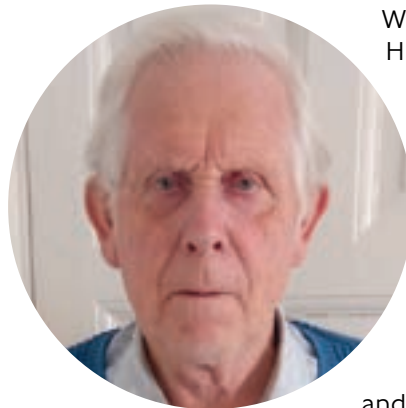
In the year JF Kennedy became US President, and Yuri Gagarin was the first human in space, a teenage boy took a photograph of the trolleybus 1277 crew at Moorgate.

Sixty-three years on, that boy – **Hugh Taylor** – has written a book paying tribute to the very same crew – Driver **Bill Ryder** and Conductor **Jim Feirghley**, of Wood Green depot.

“I always loved trolleybuses,” says Hugh. “They were such grand looking vehicles.

“Bill and Jim were kind men who invited me into their working environment for eight months. I was only 16, but they were very good to me.

“They will be long gone now, but it would be wonderful if any of their relatives, friends or colleagues could get in touch with me.”



While Bill and Jim are the heroes, Hugh also gives a fascinating insight into the history of trolleybuses as well as hundreds of excellent photographs. He has already written 18 books about London’s electric vehicles.

His career with London Transport and TfL spanned 1964 to 2022, starting as a conductor in 1964, becoming a driver in 1970 and a one-man operator in 1973.

If anyone knows anything of Bill and Jim, contact otm PE and we’ll put you in touch with Hugh.

‘Bill and Jim: A London Trolleybus Crew’ costs £35 and is available exclusively from the London Transport Museum. Employees and pensioners are entitled to a 10 per cent discount.

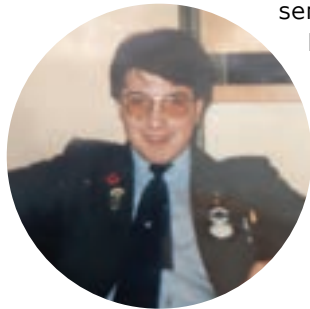
“ I always loved trolleybuses, they were such grand looking vehicles.

Golden memories of a 'plum' job

As a boy growing up in Plumstead, **Steve Barker** dreamt of becoming a bus driver. Now he's completed 41 years' service, the majority based in Plumstead itself.

In 1982, Steve, then 17, joined London Transport as a junior trainee based at Chiswick and Plumstead. In 1983 he became a conductor at Plumstead before becoming a driver at 20. In March 1986 he started driving one-person operated (OPO) buses.

"For many years I drove the old Routemaster buses on route 53 plus all the OPO routes out of Plumstead before working on route 453 between 2002 and 2008," he says.



In June 2016, after 33 years, he left his beloved Plumstead garage to move to Arriva at Dartford...

but his love for the job remained: "I enjoy the job to this day, even after 41 years of unbroken service. The friends I

have made over the years keep me happy.

"The memories of Plumstead are golden, such as the Christmas discos and the Derby Day trips – brilliant times.

"Dartford is a small friendly garage. Working with such nice people really helps."

Steve says the outstanding power steering on today's buses makes life easier and he also likes that drivers no longer handle cash.



I'd recommend bus driving to anyone.

10% OFF*
BASE PREMIUM
Quote code: OTM10

Travel Insurance
Medical conditions? No Problem!



We do medical screening differently. Give us a try, you could get a better price!

Call free:

0808 175 6418

totaltravelprotection.com

- + Cover for all types of conditions
- + No upper age limit

★ Trustpilot
Excellent

Total Travel Protection is a trading name of Ancle Insurance Group Limited. Authorised & Regulated by the Financial Conduct Authority No. 471641. T & C's apply. *Discount applies to base premium only and not to any medical screening premiums or optional extras. Discount valid until 31st December 2024.



Liar, liar... pants on fire

Know the risks of committing insurance fraud

The rising cost of insurance premiums can be a reason people fabricate or fail to disclose information to save money. If you falsely declare a 'named driver' as the main driver to reduce the premium, because they're a lower risk, you're committing fraud. Even stating your car is parked on a driveway when it's kept on the road, could invalidate a policy, meaning a claim is rejected and not paid.

Insurance fraud extends across every type of insurance. It can be committed by an opportunist inventing or exaggerating a claim, or deliberately providing false information when applying for insurance. The consequences are honest policyholders pay higher premiums as the cost of fraudulent claims are passed on to customers.

Your PCC needs you!

Nominations sought for TfL Pension Fund members to stand for election on the TfL Pension Consultative Council (PCC).

The PCC is made up of three sections representing Fund members:

Section 1: Pensioners and deferred pensioners (eight seats)

Section 2: Employees of TfL, subsidiaries and contractors except those covered by section 3 (four seats)

Section 3: Employees of London Underground, its subsidiaries and contractors (eight seats)

The PCC meets at least four times a year to discuss the administration of the Pension Fund, picking up issues of concern to Fund members (other than those relating to individual entitlements to benefits under the Fund), commenting on and making formal representations. Four Councillors (two from section 1 and one each from sections 2 and 3) are nominated by the PCC as Trustees of the Fund and regularly report at PCC meetings.

The eight PCC members from section 1 are required to also attend the four Pensioners' Forum meetings each year to meet with TfL management representatives to discuss/be consulted on issues relevant to pensioners and deferred pensioners, such as retired staff travel entitlements.

PCC councillors are elected for four years, so five complete their terms of office each year, although they are usually eligible for re-election. Five seats are therefore to be elected to take office on 1 December 2024.

The councillors whose term of office will end are **Chris Miller** and **Paul Kilius-Smith** from section 1, **Cathy Oates** from section 2, and **Eddie Darroch** and **Jane Gwynn** from section 3. All are eligible for re-election if they wish.

Nominations must be made in writing by a member of the TfL Pension Fund from the same section as the nominee and countersigned by another member of the same section. The information listed below must accompany the nomination:

- Name, as nominee wishes it to appear on the ballot paper
- Dates, if nominee has previously held office as a councillor
- Whether pensioner or deferred pensioner if they are from section 1
- A personal statement of up to 110 words, including the reason for standing for election or re-election to the PCC

A passport-sized photograph may also be provided for inclusion with the voting papers. The information provided must be factual, appropriate, and inoffensive.

Completed nominations must be sent by Friday 23 August 2024 to the PCC Secretary **Qudsiyyah Tahir**, TfL Pension Fund, 8G7 Palestra, 197 Blackfriars Road, London SE1 8NJ

For more details, head to tfl.gov.uk/pensions

or contact the PCC Secretary. If there are more nominations than vacancies, elections will be held by postal ballot among Fund members in the relevant sections.

OTM PE IN UNUSUAL PLACES

While 'Been on holiday?' might be a staple question when at the barbers or hair salon, we're also interested to hear (and see) what you've been up to and where you've been. With a prize up for grabs, why not send us a snap of you grasping a copy of the mag?

Here we've got former Head of Rolling Stock Renewals **David Caulfield** (on the left) and yet-to-retire Programme Delivery Manager, HS2, **David Hampson-Ghani**. The snap was taken atop Aiguille Rouge (Savoie, France) just minutes before they skied down 3,227m of snowy slopes!



Of course, 'unusual places' doesn't just mean on holiday, so get snapping now!

✉ otmpe@tfl.gov.uk

They think it's all over! It is now (nearly)



1966 was a big year for the capital: the Fab Four recorded Strawberry Fields Forever at Abbey Road, Twiggy was plucked from obscurity (Neasden) to become the world's first supermodel, oh, and England won the World Cup at Wembley.

While 1966 is widely noted as the start of 57 years (and counting) of hurt for England fans, it's also the year our current longest serving colleague, **Doug Jeyes**, joined London Underground – two days after Sir Geoff Hurst lifted the trophy at Wembley.

Going Underground

Following the same path as his grandfather, dad and uncles, Doug joined London Underground. He rocked up at the Acton Works depot for his first day with the business on 1 August 1966.

He joined as an Electrical Craft Apprentice before making steps up through the grades to the role of Fleet Manager for the Metropolitan, Hammersmith & City and Circle lines. His vast experience led him to oversee – from a maintainer's perspective – the design, build, acceptance and introduction of the S stock fleet onto sub-surface lines.

His current role – Lead Asset Development Manager – sees him manage the development and readiness of the Neasden depot upgrade, somewhere that's, unsurprisingly, very close to his heart.

To this day (although he's soon to enjoy his very much deserved retirement) Doug's still at that same north west London depot some 58 years later.

1987

While Doug has seen a lot of change, nothing comes close to the repercussions of the King's Cross fire: "What happened on 18 November 1987 – when 31 people lost their lives – changed everything.

"While safety wasn't seen as being that important before the fire, the Fennell Report was the catalyst that would help shape the Underground we know today; it changed everything, including processes, attitudes and behaviors, for the better."

All about people

Doug tells us why he's kept at it so long: "I love the job and I love the people. It hasn't always been smooth-running, but I've loved working on trains, managing people and solving problems. The people who I work with are outstanding.

"I take great pride in my job. I didn't want to leave Neasden until I'd seen the depot all but finished."



.....

Did you beat Doug's record?
Let us know ✉ otmpe@tfl.gov.uk

HERE COME THE DOUBLE DECKERS

In March's otm Pensioners' Edition we ran an article on the AEC Routemaster's 70th anniversary family event at Chiswick Park over the weekend of Saturday 20 – Sunday 21 July. Doors open at 10:00 on both days and it's free to enter.

Getting there

It's come to light – due to engineering works – there won't be a District or Piccadilly line service west of Earl's Court that weekend. However, there are plans to cover the suspended sections with rail replacement buses.

Check out your travel options at tfl.gov.uk/plan-a-journey using the postcode W4 5YA (566 Chiswick High Road). More info: routemaster.org.uk



Travel Insurance | No Age Limits!

Save money on your travel insurance with our reader offer!

- ✓ Experts in cover for medical conditions
- ✓ 24 hour medical emergency support



AS SEEN ON TV

Don't let your age or medical conditions hold you back! **You're good to go!**

Call us FREE for an instant quote - It's easy!

0808 196 2121

Our team are waiting to help, open 7 days a week!

goodtogoinsurance.com

SPECIAL OFFER FOR ON THE MOVE READERS
10% OFF
BASE PREMIUM
Quote code OTM10

Authorised & Regulated by the Financial Conduct Authority - No. 471641. Terms and conditions apply. *Discount applies to base premium only and not to any medical screening premiums or optional extras. Discount valid until 31 Dec 2024.



On the buses, 1976, L-R: Jean and Bob Long, Ken and Pat, Dave and Anna-Marie McLaren

WOMEN ON THE BUSES

To say we were overwhelmed with letters and emails about women on the buses following the March edition is to put it lightly, so much so the next three pages are pretty much devoted to letters about the same. You shared some gems with us!

I'd like to say a massive thank you to Ken and Pat Green for their letter, printed right, and for the fantastic photo and press cutting. Both hark back to days that, while not that long ago, were very different to today.



A SPECIAL PREVIEW

I was reading your article about the first woman bus driver and mention of the 1970s sitcom 'On the Buses'. My late father and fellow bus crews from Walthamstow garage were invited to attend the screening of the film version of 'On the Buses'. I've attached one local newspaper and LT Magazine clipping (below) about their visit to the cinema. My father, Ivor Andrews, is wearing an instructor's cap and glasses.

Paul Andrews

Dear otm PE

My wife was a conductress (badge #116501) out of Sidcup garage between May 1971 and March 1986. I was a driver.

When we got married, she left the print industry to start working on the buses. Together with some other married crews, the likes of Pat and Stan Sexton, Eddie and Joan Whitewood, Bob and Jean... along with a few other couples whose names escape me – it was around 40 to 50 old years ago!

We crewed route 21 (Sidcup to Moorgate) and, in 1977, the Silver Jubilee bus. When passengers asked why it wasn't red, the reply was: "We ran out of red paint!", before reminding them of the Queen's Jubilee celebrations.

After about 15 years' service my wife Pat left – as conductors were no longer required at Sidcup – and started work as a hotel receptionist. We're both now retired and living on the Kent coast.

Ken and Pat Green

Above: Just the Ticket press cutting, Kentish Times, September 16 1976

Above right: Fit for a Queen ©TfL from the London Transport Museum collection

American art student Carolyn Allee wanted to meet a London busman while holidaying in Britain. So Mr Paul Kenna, manager of the Classic Cinema, Chingford, invited her to a party he threw for 150 Walthamstow busmen before showing them the film "On the Buses". "They are marvellous," said 20-year-old Miss Allee, after chatting to the men. "I wish we had people like them back in the States on our public transport. They are so friendly." Since it was a "busmen's premiere" the lucky guests turned up in uniform. The film is adapted from the popular TV comedy series.



IT WAS ALWAYS ABOUT WHEELS!

One morning at New Cross garage in 1987, the inspector came to our table in the canteen and told me "You've got to go driving, to Chiswick on Monday." I had done a lot of driving in the UK, EU, and had even driven to Tunisia via Algeria on my own. So, I thought OK!

Started my test from Catford garage and passed first time. I drove all the routes, with my favourite being the No. 1 along Oxford Street.

I wanted to explore more, so went on the coaches until 2021.

Jane Lawrence

PASSED FIRST TIME

I was among the first intake of women bus drivers in Clacton, Walton, Colchester and Harwich. There was one woman driver before us, but she'd been a clippie and didn't want redundancy. In 1986, Eastern National got a new fleet of midi-buses (called mini-buses but were bigger than usual mini-buses). They thought it'd be a good gimmick to employ some women. So Fran, Julie and I duly passed our tests (Class 3 PSV – now PCV). Within a year or so we'd all applied to drive Class 1s. All passed first time and were very popular, if a bit of a novelty. I once picked up a lady and her young daughter. The daughter put her hands on the coin tray between us and stared up at me when she said: "Mum, can ladies drive buses?" I got in before mum and grinningly said: "Well, I hope so or you won't get to where you're going".

We remained novelties, to some, for years even though many more women were driving. I left seven years later to instruct (cars, buses, Class 2 lorries) then, in 2001, became a Tube driver, for LUL, on the Piccadilly line. By then, surprised looks from passengers were fewer, thank goodness.

I loved driving everything (cars, buses, lorries, trains and motorbikes). Sadly, I was medically retired in 2011 after being diagnosed with Multiple Sclerosis. In itself not necessarily a problem, but I had to use crutches, so LU wouldn't let me drive trains. I suppose the risk when I had to get down on the track would have been too great. 630v and metal crutches, not a good mix!

Anna Reid



Routemaster on skid pan at Chiswick Works ©TfL from the London Transport Museum collection



Still on the move: Anna



George 'Bill' Crowhurst, 89, died on 21 March 2024. Bill started his transport career as a conductor at

Streatham garage in 1955. He later responded to a bus driver vacancy, and this became the first four-wheel vehicle he drove. Bill met and married his wife, Jean, a conductress. They moved to Willesden bus garage where he continued to drive until becoming an inspector at Kensal Rise. Bill finally moved to payrolls at Telstar House where he finished his career in 1992. Sadly missed, Bill leaves two sisters, two sons, four grandsons and four great-grandsons.



Baldeep Singh Kalsi, better known as Bal Kalsi, 52, died on 13 February 2024. Bal began his career as a

ticket collector at Heathrow in the mid-1990s and demonstrated rapid advancement, eventually attaining the role of station supervisor. He had the honour of collaborating with his father at Heathrow, Hammersmith, and Barons Court stations before transitioning to Charing Cross as station supervisor where he dedicated more than 20 years of service before retiring in 2022. His absence leaves a profound void in the hearts of his loved ones and acquaintances.



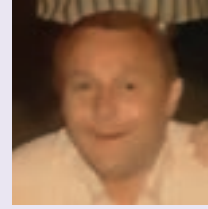
George Cox, 86, died on 20 January 2024. Barbados-born George began his career as a railman at Wapping and

Shadwell on the (then) East London line. He'd moved to London off the back of a recruitment campaign that encouraged Bajans to work on the capital's railways and buses. George's determination and hard work saw him rise through the ranks from guard to driver on the Met and Circle lines, station manager, duty crew manager, then relief station manager on the Northern line. George is greatly missed by his family and many friends.



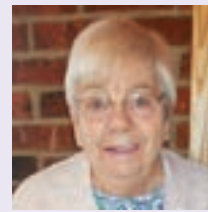
Trevor Bellinger, 63, died on 6 December 2023 after three years of unsuccessful cancer treatment. He worked for

London Underground for 43 years, mostly on the District line. He loved his job, first as a guard and then as a train driver, and was sad to retire early, only a few months before his death. He was friendly, well liked, and got on with everyone. Many colleagues attended Trevor's funeral and celebration of his life in January this year. He's greatly missed by many, especially his wife and son.



Gordon Godfrey, 66, died on 7 February 2024. Formerly a DSM on the Bakerloo line, Gordon was a much loved and

respected London Underground employee. He's remembered for his conscientious attention to detail and passion for staff welfare. He will be sorely missed by his widow Jane, family and friends.



Judith Meaker, 81, died on 23 December 2023 after a two-month stay in hospital. Judith was based out

of Turnham Green as a 'clippie' (bus conductor). She was part of a husband-and-wife team with Routemaster driver Edward Meaker, her husband of 62 years. Judith had a 'blue badge' as a trainer and trained other clippies. She's greatly missed by her husband, two daughters, five grandchildren and seven great-grandchildren.

Dennis Bellinger, 96, died on 7 April 2024. Dennis joined London Transport after his National Service, first as a conductor, then as a driver at Catford Bus garage. He married in 1955, moved to Orpington, and transferred to Bromley Bus garage. He took early retirement in 1990 and moved to Bognor Regis where he enjoyed good health until a fall in January. Dennis is sadly missed by his wife, Jean, and his son and daughter.

FONDLY REMEMBERED

If you'd like us to include an obituary for someone who has died, please send us a paragraph and a photo ✉ otmpe@tfl.gov.uk

CONTACT DETAILS

PENSION FUND

TfL Pension Fund Office colleagues are always pleased to answer your questions. While they can't provide financial advice or deal with tax matters, they can tell you who to contact for help. Get in touch via the following options:

✉ helpdesk@tflpensions.co.uk

🌐 Submit an enquiry (if registered) on the Pensions Web Portal pensions.tfl.gov.uk

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

☎ **01737 235298**
Lines open 09:00-17:00, Mon-Fri. Have your member and NI number to hand before calling.

🗂 Personal appointments at Palestra are available but must be booked in advance (by phone or email).

STAFF TRAVEL

✉ 1729Helpdesk@tfl.gov.uk

✉ Staff Travel, Floor 1, 14 Pier Walk London SE10 0ES

☎ **0800 015 5071**

HOSPITAL SATURDAY FUND

☎ **020 7928 6662**

TRANSPORT BENEVOLENT FUND AND STAFF WELFARE FUND

☎ **0300 333 2000**

TRANSPORT FRIENDLY SOCIETY

☎ **020 7833 2616**

TAX QUERIES – HMR

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

OTM PE MAGAZINE

✉ otmpe@tfl.gov.uk

✉ IIG6 Palestra 197 Blackfriars Road London SE1 8NJ

WANT TO SIGN UP TO THE E-VERSION OF OTM PE?

Just enter your member number, surname and email address at cutt.ly/paperless. After signing up, you'll also receive the monthly TfL colleague magazine by email.

Opinions and views expressed in this magazine (including within advertisements) don't necessarily represent the views of TfL or the editorial team. All rights reserved. No part of the magazine may be copied or reproduced in any form without consent of the copyright holder.

Need more information about advertising – including policies and relevant terms and conditions? ✉ otmpe@tfl.gov.uk

PENSION PAYMENTS

Payments will be made directly into bank and building society accounts on **29 July, 27 August, 23 September and 21 October**.

More info and future dates at cutt.ly/pensionpayments

PENSIONERS' FORUM UPDATE

MEETING HELD ON THURSDAY 9 MAY 2024

We met with senior TfL managers to discuss the latest Pensions Review position.

Discussions on any potential changes continue with Government, however no specific changes have emerged. The next milestone: 'consultation process to commence no later than 1 July 2024' seems unlikely to be achieved. A commitment was given to attend all future Pensioner Forums to gain pensioner representative input.

A number of pensioners have been raising questions relating to the impact of the Guaranteed Minimum Pension (GMP) on the actual increases members are receiving, and apparent differences in these between men and women. Representations were made to improve the way the impact of GMP increases are communicated to members. In response, the Pension Fund office is undertaking work seeking to incorporate a breakdown of the different elements of each member's pension, as well as the increase that applies to that pension into the P60 and annual payslip from April 2025. Additionally, the Fund Office is working through the complex 'GMP Equalisation' process which should result in any inequalities being corrected. The details of how GMP affects pension increases is described in 'A Guide for Pensioners (November 2023)' on the TfL Pension Fund website. Direct link to document: cutt.ly/tflpensionerguide

We also discussed a range of ideas for future articles in the magazine with a focus on contributions from members, and also further advice concerning reserving seats on National Rail services for members with privilege facilities.