

No.87

ON THE MOVE MARCH 2025

otm[®]

PENSIONERS' EDITION



Q-quietly
moving
forward

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ON THE COVER.

London Transport Museum Depot (Acton) volunteer **Nigel Keens-Douglas** working on a Q stock car (**page 3**).



A NOTE FROM THE EDITOR



I'm very glad the winter is behind us and that the days are getting longer. I'm a morning person, and my daily routine begins with a walk from Westminster Tube station to Southwark (where our head office is). Of course, I could take the District line from my home in west London direct to Blackfriars, but the walk is: a) good for my mental health, b) even better for my waistline, and c) the views are absolutely cracking – and while I never bore of them, they're much better when it isn't dark!

TfL celebrates a big 'birthday' this year, having been established in 2000. A lot has happened over the past 25 years, including a new radio communications system for the Underground, bringing in Oyster and contactless payments, Night Tube became a thing, and the Elizabeth line transformed (and continues to transform) journeys in, across and around, the capital.

But while there have been many highs, there have also been some very dark days, like the 7/7 bombings in which 56 died and hundreds were injured.

We'll be marking TfL's anniversary throughout this year and you'll see some competitions in July's edition. If you've got any memories from when TfL was established, share them to be in with a chance of a prize [✉ otmpe@tfl.gov.uk](mailto:otmpe@tfl.gov.uk)

If you're heading into London anytime soon, please remember TfL pensioners in possession of a TfL Retired Staff pass (Oyster) or a Retired Privilege Ticket Authority Card (PTAC) get free entry into the Museum. You can find full details online [🌐 ltmuseum.co.uk/visit/tickets](https://ltmuseum.co.uk/visit/tickets)

Finally, this quarter's paperless subscriber goes to **David Tarrant**. If you'd like to go paperless – and get the staff edition as part of the deal – sign up at [🌐 cutt.ly/paperless](https://cutt.ly/paperless)

Gordon McDonald
Editor
[✉ otmpe@tfl.gov.uk](mailto:otmpe@tfl.gov.uk)

“ Until the summer,
stay safe and well.

Q-quietly moving forward

You'll remember our feature on London Transport Museum's Q stock restoration project back in 2024. Over recent years, volunteers have worked diligently at the Museum Depot in Acton to fully restore the interiors of the three cars, overhauling door mechanisms and updating the electrical and lighting systems to modern safety standards. This work has been delivered by a mix of retired London Underground train operators, guards, engineers, and people passionate about preserving London's history.

The completion of this work marks an exciting milestone. Now, each car needs to be lifted to allow work to be undertaken on their underside and to the bogies and wheels. On the back of a specialist low loader, they've made their way to Chesterfield's Rampart Engineering – a specialist in this type of work.

Once the work is completed, the cars will be returned by road to a TfL train depot where they'll be thoroughly tested to ensure they get back on track to operational condition.



Some of the support team

This project is reliant on the ongoing and dedicated support – including donations – from London Transport Museum Friends, volunteers, and former transport professionals remembering the Museum in their wills. This includes a generous bequest from the late **Bob Greenaway**, a well-respected Underground mechanical engineer.

Find out more about supporting London Transport Museum's heritage projects:

✉ supportus@ltmuseum.co.uk

🌐 ltmuseum.co.uk/donate



Teamwork makes the train work

MOORGATE: 50 YEARS ON

The tragic Tube crash in 1975 resulted in the deaths of 43 people. 74 more were injured. To this day it remains the worst accident in peacetime on the Underground.

The 08:37 Northern City line train from Drayton Park was packed with commuters when it overshot the platform and ploughed into a dead-end tunnel

at 08:46. The front three cars were crushed together, and the station left in complete darkness. A six-day rescue operation followed involving 1,324 firefighters, 240 police officers, 80 ambulance workers and countless volunteers.

Never forgotten

While the cause of the accident remains a mystery, a 10mph speed limit was soon introduced

on all trains entering passenger locations. Additionally, in 1978, the 'Moorgate Protection' system was introduced which automatically applied the brakes if the driver failed to do so.

We remember the driver, **Leslie Newson**, 55, and everyone else who died following the crash.



Don't be SPOOFED

New rules from Ofcom aim to protect against fraudsters who call from abroad and imitate UK numbers, something that's known as 'Caller ID spoofing'.

Such calls involve a fraudster – often based abroad – altering the number displayed on your phone's display to make it appear legitimate, trustworthy and more likely to be answered.

Now, phone companies must identify and block calls from abroad that falsely display a UK telephone number as a 'Presentation Number,' except in a limited number of legitimate instances. Find out more by visiting the Ofcom website cutt.ly/scamcallers

BT has already implemented these changes and has been preventing about one million of these calls every day from its network.

While the new rules won't capture all spoofed calls, you can take further steps to protect yourself, including:

- ♦ **Never giving out financial information over the phone**
- ♦ **Calling 159 if you get a call claiming to be from your bank**
- ♦ **Installing a call blocker to filter out calls**



If you become a victim, report it to [actionfraud.police.uk](https://www.actionfraud.police.uk) immediately.



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Build it and they will come



Despite being operational for just three years, the Elizabeth line is now the single busiest railway in the UK. Incredibly, more than 500 million passenger journeys have been made on the line since it was officially opened by Queen Elizabeth II on 17 May 2022.

This milestone is in line with TfL's vision to encourage more people out of their cars and onto sustainable transport modes. The Elizabeth line is also ensuring the railway is capable of delivering a target of **two billion** passenger journeys by 2030.

SUCCESS IN STATS

On its busiest days, there's now more than **800,000 journeys** made on the railway

It delivered its most successful period since opening between 13 October–9 November 2024, with more than **19 million journeys** and a Public Performance Measure of **94 per cent**

Customer satisfaction levels continue to be the highest on the TfL network, with overall satisfaction of the railway in Q2 this year standing at **81.2 points**

Have you taken a trip on the Elizabeth line? Let us know your thoughts, good or bad ✉ otmpe@tfl.gov.uk
✉ otm, IIG6 Palestra, 197 Blackfriars Road, London SE1 8NJ

An Icon of the London Skyline

Most famous buildings are identified either by their name, their occupants, or their purpose. It's rare for a building to be known principally by its postal address. One such building is 55 Broadway, constructed by the Underground Electric Railways Company of London (UERL). It was our 'home' between 1929 and 2020.

Discover the history around the design, build and reception of this much-loved Art Deco icon by visiting TfL's Corporate Archives Google Arts and Culture site

🌐 cutt.ly/55Broadway

Share your 55 Broadway memories with us; we'd love to hear about them

✉ otmpe@tfl.gov.uk



WHO DO YOU THINK THEY ARE?

A little information could unlock the past

Do you have any thoughts or clues to help us identify these former colleagues? If so, you could improve our catalogue entries and possibly help someone connect with their family history. Get in touch ✉ corporatearchives@tfl.gov.uk



Staff Darts at Battersea Town Hall March 1957



Staff Billiards and Snooker 1956



Staff Lawn Tennis Club 1955



Staff Darts at Battersea Town Hall March 1957 Women's Country Buses Team

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THE WAIT IS OVER!

New bus stops finally arrive in Croydon.



Ninety-nine bus shelters will be replaced in Croydon by colleagues in Network Management and Resilience (NMR) and Investment Development Planning (IDP), to help thousands of customers gain better access to the TfL bus network.

Spear-headed by **John Spencer** and **Ross Ferrington**, the teams worked with Croydon Council to obtain TfL funding to replace council-run shelters with our own.

Shelter locations have been chosen according to where there is the greatest need and where they can be most effective at improving journeys for the 88,000 passengers who use the bus network in Croydon.

The new shelters follow other improvements made to the public transport network in Croydon. Last year, route SL5 – between Bromley North and Croydon – was launched in the borough as part of the game-changing Superloop network.

Ross said: “Our first bus shelter is installed and shining bright, with 97 more to deliver by the end of March. This is testament to the incredible teamwork and dedication. Let’s keep the momentum going and finish strong. Together, we’re driving success every step of the way.”

John concluded: “Improvements on this scale are a significant benefit to London’s bus passengers – providing shelter from inclement weather and contributing to a better whole-journey experience. It’s another contribution towards the Mayor’s objective of 80 per cent of trips being made by public transport, walking or cycling by 2041.”

TfL’s more modern bus stops now include up-to-the-minute travel information, letting passengers know how long they’ll need to wait.

Given our readers are all over the world, we’d love to hear about your bus service and how it measures up to London’s otmpe@tfl.gov.uk

A NEW ERA OF SAFETY: How times have changed

There was a time when dealing with difficult situations on the job meant relying on little more than experience, quick thinking, and perhaps a trusty notebook. Fast-forward to today, and our customer-facing colleagues across TfL are now equipped with Body Worn Video (BWV) as standard – an essential piece of kit that’s changing the way we keep them safe.



A year ago, we rolled out BWV for teams in our Bus Operations, London Underground, River Services, and the Woolwich Ferry. Every shift now begins with a charged camera, ready to wear, ensuring there’s always a clear record of interactions. And the results speak for themselves – physical assaults on staff have dropped by more than 10 per cent.

While identifying offenders could be difficult in years gone by, today BWV footage has helped bring more offenders to justice. At Mile End, a suspect in an assault on a customer

service assistant was quickly identified and sentenced to six weeks in prison. At Golders Green, BWV evidence led to a guilty plea and a three-month sentence.

Times have certainly changed but this small piece of modern technology is giving our colleagues an extra layer of protection.

How were things in your day? Let us know [✉ otmpe@tfl.gov.uk](mailto:otmpe@tfl.gov.uk)



DO THE MATHS

How many people teach mathematics for twenty-seven years and then join TfL? The answer, probably not many... but that's exactly what TfL pensioner **Dr Michael Busk** did.

After retiring from teaching, Michael (known at Brixton, Morden and Acton as 'Rex') spotted an ad on the side of a bus heading to Croydon: 'Do you think you could drive this bus?'

"Being a small bus, I thought 'let's give it a whirl' and – three months later – I found myself a member of the 319-route-cohort operating out of Brixton."

Not content with being on the front of a bus, Michael then spent 15 months as a guard at Morden, followed by service at the "sharp end" of the Piccadilly line fleet out of Acton.

"Retiring at 59, I performed the unheard of stunt of returning five months later and driving for another five years!"

THE NUMBERS

Possessing "a spectacularly mediocre B.Sc. (mathematics)," when he joined TfL, Michael had already started studying part-time at the Open University (OU), gaining a B.A. in music in 2000.

"Ten years later, my husband asked if I'd ever thought of studying again, emboldening me to enrol in the M.A. (music) course at the OU, subsequently gaining the degree in 2013.

"Towards the end of the M.A. course, I stumbled upon an archive in the Henry Watson Music Library in Manchester, relating to a four-day musical festival there in 1828, and based on that, I submitted a proposal for a research project. My proposal was accepted, and, on 3 September 2023, I was awarded the degree of Doctor of Philosophy for my thesis entitled *Manchester's 1828 Musical Festival: Provenance, Planning and Performance*, the degree being conferred at Ely Cathedral on 1 June 2024."



Michael's degree being conferred at Ely Cathedral on 1 June 2024

Did your career take an about turn when you joined? Share your story
✉ otmpe@tfl.gov.uk

THE RESPECTABLE WARRIOR

It was certainly a trip down memory lane watching the video [otm January 2025, page 4]. Just a follow on from that, **Dave Boulton** and I started at the same time, and we both stayed until the garage closed in 1983. Dave (by then a driver), heading to Fullwell for a short time and I transferred to Putney.

In 1986, I applied to be a road instructor in the old Abbey 12 area, working almost every central London point. After a year I transferred to the Revenue Protection section, which is where Dave and I would occasionally cross paths – with me checking his bus.

When the penalty fare was introduced, myself and inspector **Karen Davy** were used as the faces of the campaign, so you'd see our mugshots at every London bus stop, and on every bus!

I had 28 years' service when I was medically retired in 2000, but I enjoyed my time so much, and seeing the video with old friends in it was a joy.

Tony Blewett



REMEMBERING THE DEVASTATION

I was in awe of the photograph of Elmer's End Bus Garage showing the result of the V1 attack. I wasn't alive at this time but born in December of the same year. I was a driver on route 12 there for almost 13 years. I was acquainted with **Bob Cunningham** who was John's son. On a visit to the London Transport Museum, I was delighted to see the large stone tablet recalling the incident – which was on the wall by the main entrance of the garage – had been retained when the building was demolished.

Albert Palmer

In the January issue there was a piece about the Doodlebug that struck Elmer's End Bus Garage on

18 July 1944. I worked at Elmer's End as a bus driver and union rep. I remember that, outside the front door of the garage, there was a memorial wall plaque with the names of the 10 staff who died that day. Each year, as near Remembrance Sunday as possible, a service was held beside the memorial plaque to remember those who died.

When the garage closed in 1986, the memorial plaque was taken to the nearby LT sports ground at Langley Park. When that closed, it was moved to different locations and is now housed in the London Transport Museum at Covent Garden.

Brendan Gold



PICCADILLY MEMORIES

Back in my early teens in 1959, I was on an old train (red livery). As it pulled into Arnos Grove station, I spotted a brand new 'silver train' pulling in on the opposite platform. I rushed out and sprinted over the walkway and just got onto the brand-new train as the doors closed.

I had such an enjoyable ride to Leicester Square. So, my earliest Piccadilly line memory as a small child was on the 1922 stock, and we are now four stock generations later. I hope I will be around to ride the new 2025 stock, but I certainly won't be able to sprint up any stairs after it!

By coincidence – in the previous year, 1958 – I was on a bus in Cheapside and spotted one of the Routemaster prototypes on Route 8 stopped opposite. Again, a sprint across the road and I jumped on for a ride to the Terminus at Old Ford.

The driver was happy to chat to me and waxed lyrical about how much better the new automatic transmission was compared with the pre-select gearboxes on the old RT. Unfortunately, most of what he was saying to me went right over the head of a then 12-year-old.

Barry Linton



1959-Tube stock train, Rayners Lane station, Colin Tait, 13 Sep 1960

The term 'silver train' was used by Londoners for many years as most of the other lines retained the red livery into the 1970s.

Got a memory or tale to tell? The best win a prize.

✉ otmpe@tfl.gov.uk

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INTO THE ARCHIVES...

It's Women's History Month: take a dive into the archives with us...

A WIDOW'S GRATITUDE.

In reference to my pension from the War Office, I am writing to let you know that 15s. per week has been settled on me; so I thought I would let you know, as perhaps the 6s. which has been sent to me would go towards helping some other poor woman who is in need of help, as I am sure there is quite a lot to be paid out every week, and every little helps, and I am quite satisfied with the pension the War Office people have settled on me. I must thank you kindly for the help you have given by getting me the extra 6s. for my child, also thanking you all for the kindness and thoughtfulness you have shown towards me and my child, and the help with the outing parties, etc., during my husband's life-time, and since his death. I also thank you for the magazines I have received, and it has given me great pleasure to read about our brave men.

SISTERHOOD: A widow writes to ask that her War Office pension go to a woman who needs it more (1916).

Sisters are Conductors

THREE of our conductors are sisters. They are Mrs. Joan Stone and Mrs. Violet Fraser, Cricklewood Garage, and Miss Ellen Hennell, Thornton Heath Depot. We have named the sisters in the order they were engaged as conductors. The married sisters have been on our buses several months: Miss Hennell has been on the trams since mid-April.

THREE SISTERS: Doing it for themselves as train conductors (1942).

Mrs. Walbanke Shovels Ballast in the Black-Out

SALUTE the gangs of the Permanent Way of our Underground—not overlooking the women in those gangs.



Our first woman longman, Mrs. Amy Walbanke, Eastcote, is still a longman—and equal to almost every longman's job, they say. She oils points and weeds the track; she points gradients and mileage posts, she white-washes sleepers for the black-out. She cleans up the cabin. She does more, in the black-out she boards a ballast train and helps to shovel Mrs. WALBANKE out the contents.

Another time she is look-out man in the black-out and at the correct moment sounds a warning 'foot' on a horn.

BALLAST OFF: Amy Walbanke is recognised for shovelling ballast in the black-out.



Woman Welder engaged on intricate small parts at the Chiswick factory ...

A WHOLE NEW WELD: A woman welds in the Chiswick factory.



COVER STAR: Conductor Ellen Mitchell of Holloway Garage, who works on route 14 (1957).

A woman of distinction

Thenceforth Miss Norah King, right, has been promoted to principal assistant (appointments) in the appointments and welfare office has been particularly welcomed by the women's liberation supporters at 55 Broadway.

For Miss King, a senior executive assistant who has worked in the appointments and welfare office for the past eight years, is the first woman ever to hold a principal executive assistant's post at LT headquarters.

"Several people have telephoned to say that it is nice that 55 Broadway has a female P.E.A. at long last," Miss King said smilingly, "but I must admit that I don't really see my appointment as being a victory for women's liberation. To tell you the truth I have never been all that interested in women's lib."

Miss King joined London Transport as a graduate trainee in 1947 after gaining an honours degree in modern languages at Oxford University.

She succeeds Mr Ron Adams, who has been appointed industrial relations officer (pay and conditions).



Miss Norah King — top-ranking woman at LT headquarters

Norah King: The first woman to hold a principal executive assistant post at London Transport HQ. Well, we think it's very interesting indeed.

Dolores was London's first woman bus driver

DOLORES RENNIE'S colleagues at Victoria garage thought she was joking when she told them: "I'm London's first woman bus driver." Why? Because it was April 1—All Fool's Day—and they thought she was trying to catch them out. But it wasn't a joke. For Dolores proudly showed them the certificate and said: "Well, see for yourself then."

APRIL FOOLS?: Dolores Rennie really did drive buses at Victoria.

This Woman Made a Bit of Bus History

FIRST woman to drive London Transport buses in the streets? The honour is shared: Mrs. Kathleen Healey and Miss Jes Jewiss, assistant craftswomen, both of Northfleet Garage, took the wheel in public on 15 May 1942. Since then they have had the responsibility, as other women drivers have, of ferrying buses to and from garages; but no woman drives passengers, in Central Buses first drive in public was Miss Dolores Rennie, Victoria (aged 42), 1 April 1944; then followed Mrs. Daisy Kettle, Havant, 2 May; Mrs. Funnings, Victoria, 10 May; Mrs. Rogers, Tottenham, 31 May.

Mrs. Kettle, aged 26, is married to Gun. Fred Kettle, litter at Acton Works and player in the football team; he is in Italy. Miss Rennie is only 5 ft. 1 1/2 in. and was a chambermaid.

BIT OF BUS HISTORY: Kathleen Healey and Jes Jewiss take the wheel.



DANCING QUEEN: Ticket Sorter and dancer Pauline Hall features in London Transport magazine (along with her age and weight!) (1957).



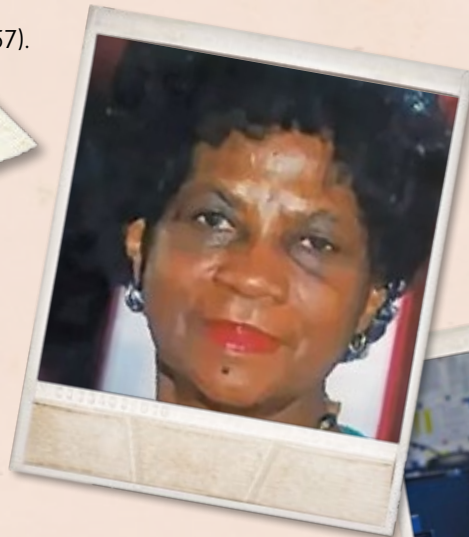
BULLSEYE! Conductor Ivy Clark wins at darts (1957).



WINNER: Phyllis Cornish is the first woman to win a line prize.



Winifred Harrison: First woman TU Secretary.



Joan Saunders-Reece: The first woman to be a train operator on the Victoria line, fleet instructor, and Emergency Response Unit manager.



WOMEN OF WINDRUSH: Gloria Bailey is among the first Black women to work in London Transport, beginning her career as a clippie in the 1950s.



THE BOMBI! A woman builds Halifax bomber parts and women work on the wings.

A free ride

The London Bus Museum will be offering free rides on heritage buses between 10:00 and 17:00 on Sunday 8 June between Epsom and Kingston. No need to book – just put your hand out at any 418 stop and jump aboard. You might even get an old-type ticket as a souvenir of your free ride.



Along with RT-types and Routemasters, there will be a selection of the more modern buses used on route 418 over the years.

More info  londonbusmuseum.com

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otm PE in unusual places



To kick things off, we've got **Chris Woolf** on the slopes in Gressoney, Italy. Chris began his career with the firm back in 1975 as a trainee car examiner at Upminster. His last role before retirement was on 4LM.

Our second contender is **Jeff Steed** aboard the MV Glen Sannox – Caledonian MacBrayne's newest vessel of the Western Island ("albeit seven years late and £9m over budget!"). Jeff moved north of the border on retirement in 2022 having worked with Track and Stations teams during his 40 years at London Underground.



Our third podium spot goes to **Mick Cavendish** – former CSM at Bank – for taking his copy of otm PE to the Romanian Darts Festival.

Be prizewinners like Chris, Jeff and Mick by sending your snap to us at  otmpe@tfl.gov.uk

FONDLY REMEMBERED



Joseph M Lundy, 87, died on 14 January 2025. He proudly worked as a well-known and recognised bus conductor for London Transport for 38 years on route No. 12. Initially based out of the then Peckham Garage, he then moved to Camberwell Garage, eventually retiring, whereby he still enjoyed his bus journeys throughout London post-retirement. He is – and will forevermore – be very dearly missed by his daughters, siblings, cousins, nieces, nephews and many, many friends as the one-off special character that he will be remembered as.



Ronald French, 75, died on 8 August 2024. Ron was part of a true London Transport family. His Dad Harry drove trolleybuses, he met his wife, Lin, when they were working together at '55' and in turn followed their daughters, Laura and Julie. His 39-year career began aged 16 at Broadway and he is especially remembered for his time as a manager including on the District and Piccadilly lines and when leading the New Rules team. He was much respected and liked by his friends and colleagues, and loved and missed by his family.



David 'Dave' Allan Drury, 71, died on 28 May 2024 after a short illness. Dave began working at Seven Kings Bus Garage as a conductor in 1971. At 22 he became a driver and, in 1986, an inspector. He also worked at Walthamstow and Barking garages during his time with London Transport. Transport was 'in his blood', meaning he joined other bus companies until retirement, which he spent happily on the Isle of Wight. He's sadly missed by his wife Val of 51 years and daughter Joanne.

Michael Christopher Wilkinson, 76, died on 7 November 2024. Michael worked as a bus driver out of West Norwood, Brixton Hill, South Croydon, and Thornton Heath garages for many years before going on to become a controller for Arriva London South. He was also a union rep in his last few years of employment. His daughters' earliest memories of him were at the wheel of a Routemaster on the No. 12 route. Michael is sorely missed.

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

MEMORIES...



Opening in 1956, Aldenham Works (on the edge of Elstree and *not* in Aldenham) was the main London Transport bus overhaul works. In its heyday, the team overhauled 50 buses a week – making it the most comprehensive operation of its type in the world. It closed in 1986 and was demolished 10 years later.

We'd like to thank **Eileen Weston** for sending in this wonderful photo. She points out **Dave Young** (wearing glasses) second from the left, and her late husband, **Michael Weston**, behind him. Michael's friend **Vinu Katochia** is on the far right of the photo.

Eileen told us Michael – who died in 1999 – was a man of many interests and "loved Aldenham Works".

Can you spot yourself, or anyone you know, in the snap? Let us know
✉ otmpe@tfl.gov.uk

CONTACT DETAILS

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TfL Pension Fund Office colleagues are always pleased to answer your queries. 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:

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

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2025 PENSION PAY DATES

Bank and building society accounts will be credited on **10 March, 7 April**, (Tuesday) **6 May, 2 June, 30 June** and **28 July**.

More info and future dates at cutt.ly/pensionpayments

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197 Blackfriars Road
London SE1 8NJ

PENSIONERS' FORUM SUMMARY

MEETING HELD ON
TUESDAY 6 FEBRUARY 2025

The Mayor and TfL Commissioner wrote to Pension Fund Trustees to advise the company has disbanded the Pensions Review team and have confirmed no further work is planned by the company or the Mayor's office. There has been no further communication from the Government on this matter.

This level of assurance provided enough confidence for the Trustees to finalise the 2024 Actuarial Valuation and to agree reduced future contribution rates with TfL. After further de-risking and the reduction in TfL contributions, the Fund has retained a surplus of around £2.5bn as a buffer against any adverse movement in the markets. More details cutt.ly/pensionupdate

TfL Staff Travel was impacted by the 2024 cyber incident. They reported the resulting backlog of enquiries has been cleared, and they are now operating at normal service levels. This news was welcomed by representatives.

For pensioners who've retained a level of free travel on National Rail, 2024/2026 Staff Travel Cards (box tickets) will be sent directly to holders by the Rail Delivery Group during March 2025.

The London Transport Pensioners Association has updated their constitution to reflect changes to the affiliated associations. This was reviewed and ratified at the Forum. The updated version can be found on the TfL Pension Fund pages cutt.ly/supportassociations