

No.88

ON THE MOVE JULY 2025

otm[®]

PENSIONERS' EDITION



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We won't ever bore of reading your memories and tales. Keep them coming, please.

ON THE COVER.
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A NOTE FROM THE EDITOR



While I'm very much in the 'one swallow does not a spring make' camp, it's hard to moan (in typical Brit style) about the weather we've seen in the run-up to summer. Yes, we've had some rain (even though we've seen the driest spring in 69 years), but our gardens are looking all the better for it. And while thousands of you are reading this in much warmer climes (the Caribbean seems to be a favourite for TfL pensioners, as does Thailand and Australia), I challenge you to find a better city than London on a glorious summer's day.

Given we're celebrating 25 years of TfL this month, you'll come across references to how the organisation came about and what's happened since. As ever, we're keen as mustard to hear your tales and memories, so please share them with us (by email or post). The very least you can expect in return is a TfL 25 tote bag and the knowledge you'll be helping others reminisce about their time as part of London's transport history.

If there's a particular part of the organisation you'd like to hear about – perhaps one where you used to work – drop us a note and we'll get on it.

Finally, this quarter's paperless subscriber goes to **Keith Leakey**. If you'd like to go paperless – and get the staff edition of *otm* as part of the deal – sign up at cutt.ly/paperless

Gordon McDonald
Editor
✉ otmpe@tfl.gov.uk

“ Thanks for reading,
and enjoy the summer.

25 years in the making



TfL was created out of the Greater London Authority Act 1999 in July 2000. The first Commissioner, **Bob Kiley**, successfully set about laying the foundations of what would become (and still is, by far) the country's largest local transport operator.

In the 25 years since Bob began to 'build' TfL, we've had some notable successes worthy of celebration. We launched the pioneering Oyster contactless smart card; helped 'Inspire a Generation' by getting millions to the 2012 London Olympic and Paralympic Games; we opened the Elizabeth line – the result of the biggest infrastructure project in a generation, and more besides.

We've also witnessed some very dark days, notably the 7/7



bombings and the Sandilands tram derailment.

Throughout the highs and lows – including during the lockdown days – colleagues have kept London moving, day in, day out.

Remembering the creation of TfL, Communications Manager **Mary Strydom** (pictured) told us there was a lot to take in: 'Getting to grips with the Greater London Authority Act [part 4] – and interpreting what it meant in practice – wasn't easy, especially with so many lawyers in the mix.

'The biggest change? We weren't *just* about buses and trains anymore; taxis, private hire, roads, river services and more were all part of our new world.'

TfL isn't just about moving people from A to B, it's also helping Londoners make connections with each other.

Our people – past and present – have helped us make the TfL brand globally recognised, locally loved.

Thank you for playing your part in making London's transport special.

2003
Oyster card launched
Revolutionising the
regions of people
and the London

2006
Bully on board badges arrive
Helping to let everyone
know you're carrying a
passenger of your own.

2012
We help millions attend
the Olympic and Paralympic
Games. Well, you can't have
the greatest show on Earth
without an audience.

2016
Night service launches on
the Tube. Because there
are some nights you never
want to end.

2021
Northern line
extension to
Barnes opens,
to find new
attractions
and even new
best friends.

Win an iconic TfL poster

You may have seen these five posters (pictured) celebrating iconic moments in TfL's 25-year history dotted around our network – now's your chance to win one for yourself.

Head to cutt.ly/TfL25otmpe and tell us what you think has been the greatest achievement of either TfL, yourself, or a colleague over the past 25 years, and you'll be entered into the draw. Postal entries also accepted. Entries close at 23:59 on Wednesday 30 July 2025. Winners will be announced later this year.

A DESIGN LEGEND

150 years ago – on 12 May 1875 – **Charles Holden** was born in Great Lever, a Bolton suburb. Charles would go on to become an architect (some would say ‘design legend’) and play a major role in shaping London between the 1920s and 40s.

Holden was commissioned by the Underground’s Managing Director **Frank Pick** to design a series of new buildings for the expanding network that would change the face of London. Pick demanded a ‘new architectural idiom’ to transform stations from uninspired ‘holes in the wall’, to bright, welcoming beacons of modernity. Did Holden meet the brief? You tell us.

The first of Holden’s circular station designs – Chiswick Park – has a semicircular drum ticket hall sitting on a curved brick base, with a shopping parade at street level. A brick tower with the Underground’s logo stands loud and proud to help customers spot the station from afar.



The rebuilt Chiswick Park station, designed by Charles Holden, opened in 1933

Holden designed around 44 iconic stations all over London with a distinctive style, echoing Pick’s desire that stations passed a ‘fitness for purpose’ test, were well-designed and easy to use.

To this day, Holden’s ground-

breaking station designs are regarded as some of the finest examples of British commercial architecture.

Share your stories; did you like or loathe Holden’s stations, and did you work in or around one?

✉ otmpe@tfl.gov.uk

A new home for a new train



In the wee small hours: a Siemens Mobility-built train trundles through North Ealing
©Jude Pirkis

The first of our new Piccadilly line trains has reached its Northfields ‘home’ after testing at Ruislip.

We spoke with two colleagues closely involved in the line’s upgrade programme:

James Basley, an operational engineer at the start of his career, and **Mark Galvin**, a production process engineer with 30+ years of experience.

James’ role was created specifically for the new fleet, and he’s currently learning directly from Siemens as he develops into a future expert: ‘It’s a chance to work with cutting-edge technology. We want to be the gurus of these trains.’



James

Passing of the torch

Helping to shape the depot and testing infrastructure, Mark is sentimental about the 73-stock and sees this as a passing of the torch: ‘These trains have served London for 52 years. Now it’s time to share our knowledge with the next generation and get the new stock ready for service.’



Mark

With air conditioning, step-free access, and modern features, the new trains promise a safer, smoother journey for our customers. And with more on the way, the journey is only just beginning.

Ring in the changes

Remember the days when the only way to make a phone call was via the operator – or grabbing a load of change and nipping to the local phone box?

Times have certainly changed – and now there's another major change taking place on the phone network; the old landline telephone system is being replaced with newer digital technology.

The full switchover has already started and is expected to be complete by 2027. While it'll be straightforward, you'll need an internet connection to make calls.

What's changing?

For decades, landline calls have been made using an analogue network. This is being replaced with 'Voice over Internet Protocol' (VoIP) – it may also be called digital landline or 'Digital Voice', the name of BT's new home phone service (BT is one of many network providers making this change).



What you'll need to do

You don't need to do anything until your provider contacts you to tell you your service is changing. If you already have broadband (high-speed internet access), the new digital landline system will use this. If you don't have broadband, your network provider (such as BT or Virgin Media) will supply it to support the new digital landline system. You shouldn't pay extra for this if you don't choose to take up a broadband service.

For more information visit cutt.ly/switchover

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YOU RAISE ME UP

Knightsbridge Tube station becomes latest addition to step-free network with three new lifts.



The new step-free route – via Hooper’s Court – re-introduces some parts of the station shut for nearly 100 years. The 17-person lifts now provide street-to-platform access to the Piccadilly line for the first time at the station.

Designed by architect **Leslie Green**, Knightsbridge station opened on 15 December 1906 as part of the Great Northern, Piccadilly and Brompton Railway – the forerunner to today’s Piccadilly line.

The station now sees more than 13 million journeys each year as people travel to tourist destinations like Harrods, Harvey Nichols and Hyde Park.

TfL Chief Capital Officer **Stuart Harvey** said: ‘The installation of lifts at Knightsbridge means another important Zone 1 station is now step-free, something that’ll benefit millions of our customers every year.’

Interestingly, Knightsbridge originally had lifts (albeit not street-to-platform), but these were removed as part of major

renovations in 1933 that also created a new passageway leading directly to Harrods.

The main entrance to the station is on Brompton Road, and customers who don’t require step-free access are encouraged to continue using this entrance to ensure the lifts are available for those who need them.



COMPETITION

Answer three questions to be in with a chance of winning a TfL25 goody bag. Enter at cutt.ly/liftmeup or post your answers to **otm**, 116 G6 Palestra, 197 Blackfriars Road, London SE1 8NJ

1. Where might you find incline or ‘sideways’ lifts on the TfL network? Hint: there are two in Zone 1 and one in Zone 4.
2. At which TfL station will you find the longest escalator in London?
3. If you brave the stairs (versus the lifts), which London Underground station has the most steps to street level?

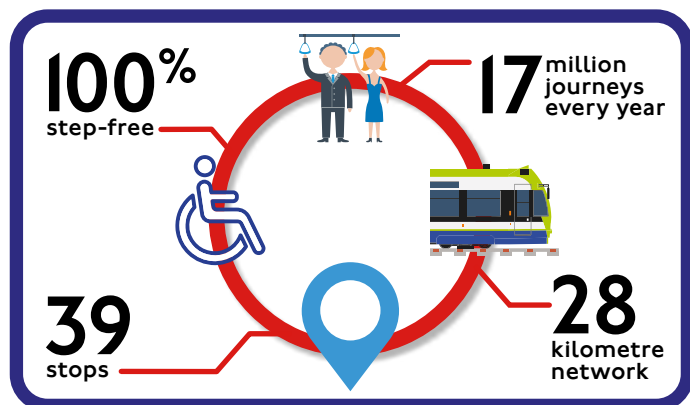
Entries close on 31 July. The three winners (along with the answers) will be announced in September’s edition.

TRAMS 25

The first generation of trams in London started in March 1861 when a horse tramway began operating between Marble Arch and Notting Hill Gate. Just a month later (in typical bus fashion) another route – along Victoria Street – was introduced.

Trams would ultimately be phased out of London for several reasons; their perceived outdatedness, high maintenance costs, and the growing popularity of buses and private cars. 29 June – 5 July 1952 was designated as 'Last Tram Week' with the final one trundling between Woolwich and New Cross on 6 July 1952.

On 10 May 2000 – 25 years ago – the very first London Tram (2550 – in FirstGroup livery) rolled out of the depot. Since then, trams have become a



vital and indispensable service to Londoners and the communities in and around Croydon.

With TfL and London Trams both celebrating 25th anniversaries, we're offering three TfL 25 goody bags for the best tram-related letters. ✉ otmpe@tfl.gov.uk
✉ **otm**, IIG6 Palestra, 197 Blackfriars Road, London SE1 8NJ

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Mr S. Dec 2023 Via Trustpilot

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Q stock: Patterns of the past

As work on three 1930s Q stock London Underground cars nears completion, one of the final steps is re-upholstering their seats in iconic and historical moquette.

As part of London Transport Museum's work to return the cars to their former glory, its curatorial team has been working hard to determine the moquette design to be used in each of the cars. This includes carefully examining more than 300 photographs from 1920 to the present day, and the Museum's archive of more than 400 moquette samples.

Honouring the women behind the iconic train designs

The chosen moquette designs highlight the central role women – and in particular designers **Joy Jarvis** and **Enid Marx** – played in deciding how train and bus interiors would look.

Car 4416 will feature a design by Joy – a textile designer during the 1940s who was responsible for the iconic 'Roundel' and 'Bullseye' moquette which, until recently, was incorrectly attributed to a man.

Car 4417 will use the 'Shield' design created by Enid, an influential artist and designer whose wide-ranging work included textile design, printmaking, book illustration and even postage



stamps. 'Shield' (pictured) – originally produced in 1934 – featured a green and red design which appeared on sub-surface trains on the District line towards the end of the Second World War.

Each carriage will also tell a different chapter: life in wartime London, post-war austerity years, and the third will illustrate the growing optimism of the 1950s, including stories of direct London Underground recruitment from the Caribbean.

Restoring an icon

Q stock trains entered service on the District line in November 1938 as part of London Transport's New Works Programme, which ushered in a new era of modern design on the Underground.

When war broke out in 1939, they were used to aid the evacuation of children from the city. During the post-war years, as London was rebuilt, international visitors and Londoners would have travelled on them to events like the 1948 Olympics.

Donate to the project

The Museum needs help to raise the £30,000 needed to restore the moquette for two of the carriages. Every donation brings these carriages closer to rolling again – and preserves a moving story of London's past.

Donate now cutt.ly/Q-stock



COMPETITION

Be in with a chance of winning a moquette cushion by answering:

1. Moquette is the French word for?
2. When did Q stock trains enter service?
3. What replaced the Q Stock on the District line?

Enter at cutt.ly/qstock or post your answers to **otm**, IIG6 Palestra, 197 Blackfriars Road, London SE1 8NJ

Honouring Jill Viner

Women have always been part of London's transport story, but their contributions haven't always been visible. In May, a blue plaque was unveiled at the London Transport Museum to honour **Jill Viner** who, in 1974, was the first woman to drive a London bus licensed to carry passengers.

As well as celebrating Jill's achievements and legacy, it ensures her pioneering role can continue to inspire the next generation of young people.

As part of the Women in Bus and Coach Blue Plaque initiative, this recognition highlights the vital and often overlooked contributions of women in shaping bus, coach, and community transport sectors.

Were you a woman on the buses? Share your story with us ✉ otmpe@tfl.gov.uk



LONDON REMEMBERS

On Thursday 8 May, we commemorated the 80th anniversary of Victory in Europe (VE) – marking the end of the Second World War in Europe.

A two-minute silence was observed across TfL's network and head offices. The silence was part of the wider VE Day commemoration activity which ran all week and included a wreath-laying ceremony (pictured below) at Charing Cross station by Commissioner **Andy Lord**.



Statues of the Unknown Tommy and Unknown Woman in War stood proud in Balham, Tower Hill, Bethnal Green, Baker Street and Charing Cross stations.

Transport network colleagues played a vital role in keeping our network operational during wartime years, standing strong as London was bombed in the Blitz, and many Tube stations became emergency shelters. This initiative remembers the courage of staff while commemorating those who lost their lives.

TfL has a strong link to the military, going back to the First World War when bus drivers took buses to the Western Front to help carry injured soldiers.

Bakerloo line Service Manager **Alexander Garnett-Scherer** – in conjunction with the TfL poppy team – has designed a special-



edition VE80 pin. Its design pays homage to the insignia displayed within the memorial book noting London Transport workers who served and paid the ultimate sacrifice. Pins cost £5 plus P&P. Proceeds support the Royal British Legion Industries.

Only TfL staff or pensioners may purchase the pins at retiredroundelbadges.co.uk (password roundel1863)

Will I, Will I, Will I?

'Nothing is certain except death and taxes', or so said American polymath Benjamin Franklin in 1789, yet the former is something many of us struggle to prepare for.

We covered Power of Attorney in a recent edition of *otm* PE, but this is about preparing for the inevitable – and making things easier for those who have to pick up the 'admin' when someone dies.

Setting out who gets what

Writing a will now will make things so much easier for those who are left to deal with sorting your affairs when you're gone. If you die without one, you'll be referred to as an 'intestate person', and the process can get mighty messy.

Writing a will lets you call the shots when it comes to what happens to your money, property and possessions after your death.

While it's possible to write your own will (if your affairs are straightforward), there are also paid-for and free will writing services. Don't put it off; get yours written before it's too late.

A taxing situation

On taxes – namely inheritance tax – it's your responsibility to keep



abreast of any changes, especially if the value of your estate is above the (current) £325,000 threshold.

Money in the bank

However you manage your finances – especially if you're a couple – it's important to remember a sole bank account is usually frozen until probate, whereas a joint account becomes the 'property' of the surviving account holder. Having to scramble around to find money for bills

when someone dies isn't something you'll want anyone to experience, so consider whether a joint account might suit the bill.

🌐 gov.uk/make-will

🌐 gov.uk/inheritance-tax

🌐 cutt.ly/freewill (London Transport Museum and the National Free Wills Network – other free will writing services are available).

I LIKE DRIVING IN MY CAR

70 or over? Don't lose your entitlement to get behind the wheel.

When you reach 70, your driving licence expires – but this doesn't mean you have to hand over the keys to



your car (or motorbike). If you want to continue driving, you just need to renew your licence. You'll need to do this – for free – every three years on reaching 70.

You don't have to retake your driving test at 70, but you do have to make a health declaration when renewing your licence. And if you have a health condition or disability, you may need to have your driving ability assessed.

The DVLA should send you a D46P application form 90 days before your 70th birthday.

Don't forget to apply for any extra categories of vehicle covered on your old licence if you want to keep them. There might be extra costs for these, but if you don't apply for the extra categories, you'll only be able to drive a car in future.

If your licence expires and you don't apply for a new one, you won't legally be allowed to drive.

More info 🌐 cutt.ly/keepdriving

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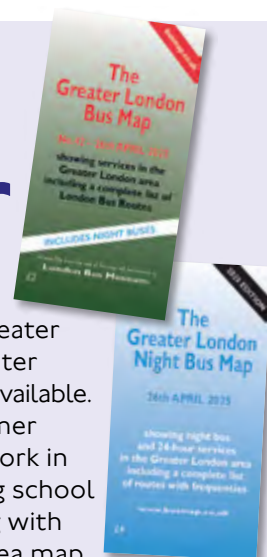
Updated editions of TfL pensioner **Mike Harris'** The Greater London Bus Map and The Greater London Night Bus Map are now available.

The 42nd edition of the former shows the complete bus network in and around London – including school routes and night buses – along with an enlarged central London area map detailing selected places of interest, including the new Silvertown Tunnel.

The Greater London Night Bus Map – now in its 11th edition – includes all night bus and 24-hour services.

20p from the sale of each copy of The Greater London Bus Map No.42 goes to the London Bus Museum.

shop.busmap.co.uk



otm PE in unusual places

'Fly me to the moon', with TfL pensioner **Martin Rowe**, pictured (left) alongside his Texan buddy, Mario Rodriguez. Martin spent 33 years and six months with LU, having started as a railman in April 1984 at Stonebridge Park depot.

Controllers reunited – all seven of them! Enjoying Benidorm's newest Tube-themed bar, we've got retired Service Manager **John Barry**, retired District line Controller **Gary Ambrose**, retired Met line Information Specialist **Graham Jenkins**, retired Met line Controller **Vince Portch**, retired Line Info Manager **Les Williams** (holding *otm*), retired Vic line Controller **Bob Taylor** and retired Met Controller **Dave Nottage**.

Send us your *otm* shots in unusual places at otmpe@tfl.gov.uk to be in with a chance of picking up a prize.



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 (8 seats)

Section 2: Employees of TfL, subsidiaries and contractors except those covered by section 3 (4 seats)

Section 3: Employees of London Underground, its subsidiaries and contractors (8 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), and commenting on and making formal representations. Four councillors (two from section 1 and one each from sections 2 & 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 2025.

The councillors whose term of office will end are **Alexandra Barnes** and **Luke Howard** from section 1, and **Yetunde Adekola** and **Khadija McBain** from section 3. All are eligible for re-election if they wish. There is also a vacancy from section 2.

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 must accompany the nomination:

- Name (as nominee wishes it to appear on the ballot paper)
- The dates if a 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 22 August 2025 to the PCC Secretary **Qudsiyyah Tahir**, TfL Pension Fund, 8G2 Palestra, 197 Blackfriars Road, London SE1 8NJ

For more details, head to tflpensionfund.co.uk 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.

PART OF LONDON TRANSPORT'S BIG FAMILY

I joined London Transport (LT) in 1969 as a driver out of Walworth Garage on RT routes 12 and 176. When the garage was allocated several Routemasters for the 45 route, I was straight in there; I'd always admired them after they replaced the 630 trolley buses in Croydon.

At the time, my wife and I were renting a damp and draughty one-bed flat near Elephant & Castle with our baby.

One day – as I arrived to sign on – I was summonsed to see the garage manager. Bloody Nora! I thought; what had I done wrong?

It was actually an offer that was to change our lives; LT had started a staff housing pilot and the manager wanted to know if I was interested in a newly constructed two-bed flat with a bathroom *and* an indoor toilet (in green and leafy Harrow Garden Village no less!).

I became an instructor at Chiswick in 1975. I taught using RTs at first but pestered to get hold of one of the centre's first RMLs.

I believe I trained up the first of the women conductors to become drivers as – until then – the old RT (no power steering) was considered to be too heavy for most women at the time. Yes, they were different times!

I had one of the highest pass rates due to my tenacity in never giving up on anyone. In those days, new entrant drivers had an early progress check by a Gold Badge team. Any sign of nerves was likely to get them terminated before even going to test.

I would use any excuse to avoid and delay my Gold Badge team leader getting hold of me if I had a slow starter... hence my nick name, 'The Pimpernel' (they



seek him here, they seek him there). I would often take them out to the old war-time airfield at North Weald – driving round and round until they were nearly dizzy!

In the school holidays – if I only had one trainee – I'd sometimes take my wife and three sons on the bus, and all would get a drive on the airfield (to give the trainee a rest). My eldest son went on to be a driver, and an official out of North Weald.

It was a standing joke that if you looked to the top of my training bus, you'd see my family there!

I owe London Transport a great deal for all they did for me, and we'd be among the first to be given accommodation in the early 1970s before buying our own house.

I've only got to see a picture of an RM bus, and those special memories come flooding back.

Ron Brooke

Ex LT driving instructor

A LETTER OF THANKS FROM ERNEST 'ERNIE' SYMMONS

Ernie was an engineering training manager for twenty-five years, starting as a craftsman fitter at Chiswick in 1972, then as a garage supervisor, garage manager and technical mechanical advisor. An accident in Stockwell garage in 1996 saw Ernie take early retirement in 1997.

Ernie wrote in to thank London General Transport engineers **Dave Bareham** and **Andy Sheede**, 'for all the support they gave me setting up the London General Training Centre from January 1, 1996, until 1997. Without their help, we certainly wouldn't have had the success we had giving engineering staff a chance to reach their full potential. What an achievement!

I did not get the opportunity to thank them both, so thank you very, very much for all their expertise, and I do hope I have not missed the opportunity'.

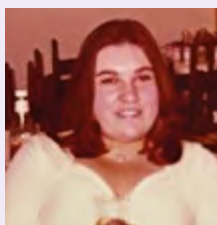
Yours in brotherhood, **Ernest Symmons**.

Share your memories with us (by post or email); there's a prize for the best letters.

✉ otmpe@tfl.gov.uk

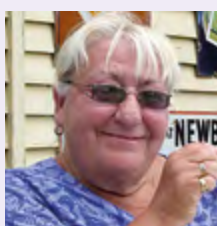
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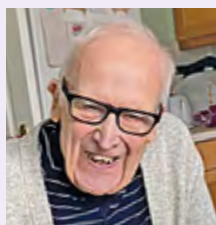
Melody Susan Aldridge, 64, died on 10 February 2021 from Covid-19. Melody, along with her mum,

Eileen Haynes, joined London Transport (LT) as a clippie in 1974 – at just 18. They both worked at New Cross and loved the job, but three years later – having given birth to her first daughter – Melody found it too hard to manage. She was well known through the garage because of her lovely name. She's sadly missed by her five daughters and one son, grandchildren, and her heartbroken mum.



Susan Gilbert, 72, died on 30 December 2024. Susan joined LT straight from school and progressed

from trainee shorthand typist to the important role of secretary to several senior Underground operating managers, including Charles and John Cope. Later in her career, Susan broadened her horizons by joining the International and European Affairs section and, latterly, the TfL team organising visits to the organisation by senior officials from around the world. On retirement in 2011, Susan took on the voluntary role of Honorary General Secretary to the London Transport Museum Friends, where she became a friendly, welcoming face at Acton Depot Open Days and at Friends' meetings. Susan was also actively involved in several other voluntary roles, including the LT Choral Society, Railway Study Association and the TfL Industrial & Social History Group.



Kenneth 'Ken' Bishop, 83, died on 16 December 2024. He joined LT in 1956, following in his father's

footsteps, as a sheet metalworker apprentice at Acton works. He stayed with LT for more than 20 years and moved into air ventilation and ductwork engineering. During this time, he played a key role in the extension of the Piccadilly line to Heathrow. Ken was also part of an early response team that worked tirelessly in the wreckage following the Moorgate Tube crash. Ken is greatly missed by his wife of 60 years, Elaine, two daughters, six grandchildren and the wider family.



David Goldup, 86, died on 26 March 2025. He started his 21-year transport career in LRT in 1972. He went

from driving Routemasters through the ranks of inspector, going on to become garage manager within the regions of Enfield/Tottenham. He was also a union rep for some of his early days at TfL.

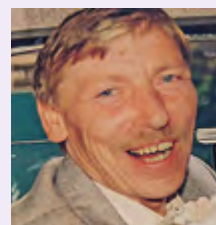
David was a kind, hardworking, gentle man who will be sadly missed by all his family and friends.

Peter Fitch died on 5 November 2024 after a short illness. He joined LT as a guard in 1974 and qualified as a motorman. He worked mainly on the Metropolitan line but, not liking the idea of a one-man train operation, joined the Timetabling Department, of which he later became manager. Peter is survived by his wife, Linda, and two stepdaughters.



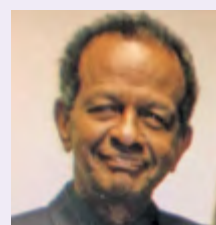
William 'Bill' Christie, 91, died on 22 December 2024. Cork-born Bill moved to London in 1957 to join LT.

A ticket clerk for more than 35 years, he worked all over the Tube network, but mainly on the Central line. He was good at maths – an important skill in the days of selling little cardboard tickets for cash and totting up the sales at the end of each day. It took a long time to convince him that a calculator might make his job easier. After retirement, Bill worked as a TfL Pension liaison officer, enjoying the camaraderie. He'll be greatly missed by his three daughters and five grandchildren.



Joseph Hall, 75, died following a long illness on 28 March 2024. He arrived in London from Belfast and

started work with LT in 1973. He worked on the permanent way laying tracks, mainly on the Central line, until he retired due to ill health in 2001. He is missed by his family and friends.



Cedric Philip Terry, 85, died on 15 January 2024 while on holiday in Goa, India. He was proud of the

work he did for LT as a metal plater at Lillie Bridge. He spent many years in various roles and finished his working life as a bus driver for TfL. Cedric will be missed by his five children, Deborah, Sandra, Thomas, Jennifer and Colin.

MEMBERED



Stephen 'Stevie' Karl Rapley, 96, died on 10 March 2025. Stevie started at LT as a ticket collector on the Tube in

1956. Latterly, he was stationed at Aldwych on the Piccadilly line until retirement in 1988 – having served more than 32 years. He spent his retirement years back home in Jamaica with his wife Dawn. Stephen leaves a sister, three sons, three daughters, 11 grandchildren and 13 great-grandchildren. He'll be sorely missed.



Percy Herbert, 86, died on 12 January 2025. He started his career as a conductor, then driver

in High Wycombe working for London Country. When the garage closed in 1977, Percy joined LT at Uxbridge garage until retirement in 2002. Throughout his career, he accumulated several safe driving awards. He will be greatly missed by family and friends.



Barry Haynes died on 26 October 2010 after a long illness. He worked at LT in New Cross

garage for 28 years as a foreman on the engineering side; day foreman for a few years, then night foreman. Barry met his wife, Eileen, at the garage where he was a driver – they married in 1986. In 2003, Barry took early retirement. He is sadly missed by his family and all who knew him.



Annie Caesar died in December 2024 after a short illness. A much-loved member of the transport family,

Annie dedicated more than 35 years to serving the people of London. She began her career in the booking office, where her warmth and friendly nature made her a favourite among customers. Through hard work and dedication, she progressed to become a Customer Service Manager, always leading with kindness, patience, and a deep commitment to helping others. Annie's passion for excellent customer service earned her several awards, but more importantly, she left a lasting impact on everyone she worked with.

She will be deeply missed by her daughter, partner, friends, colleagues, family and all those whose lives she touched.



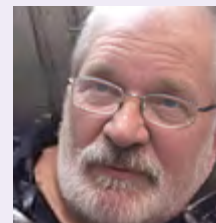
David Gregory, 82, died on 1 March 2025. David worked at Uxbridge Bus Garage, first as a bus conductor,

and later as a service controller for 42 years and 10 months. He received an award for his loyal service from (then mayor) Ken Livingstone before he retired in 2007. He leaves his wife, three daughters and four grandchildren.



Rukhsana 'Ruby' Rizvi, 88, died in May 2024. Upon joining LT, Ruby was one of very few Asian women

who worked on the Tube in the 70s. Based at Heathrow, Ruby enjoyed the hustle and bustle of the place and meeting international customers. When Queen Elizabeth II opened the station, Ruby was so proud to be greeted by her while she was in the yellow ticket box. A manager supplied flowers for staff to wear in their lapels for the occasion (see photo). Ruby leaves three children, five grandchildren and identical twin great-grandchildren.



Ross Eades, 71, died on 4 July 2024. Ross began his London Underground career in

the 70s on the Sudbury Town-based Vegetation Cuttings & Embankments gang. He'd later join the Northern line track team at Finchley Central. Ross could identify every tree and shrub from station to station. Even though he retired in 2003 – with more than 30 years' service – Ross remained in contact with colleagues and attended many of the work socials. A big QPR fan, Ross will be fondly remembered for his 'You Rrrrrs' call.

If you'd like us to include an obituary, 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 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:

✉ 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).

SUPPORT ASSOCIATIONS

🌐 cutt.ly/supportassociations

STAFF TRAVEL

✉ 1729Helpdesk@tfl.gov.uk

✉ **4th Floor**
5 Endeavour Square
London E20 1JN

☎ **0800 015 5071**

HOSPITAL SATURDAY FUND

☎ **020 7928 6662**

TRANSPORT BENEVOLENT FUND AND STAFF WELFARE FUND

☎ **0300 333 2000**

TRANSPORT FRIENDLY SOCIETY

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TAX QUERIES – HMRC

☎ **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

PENSIONERS' FORUM SUMMARY

MEETING HELD ON
TUESDAY 8 MAY 2025

Annual payslips were issued in April. They include a breakdown of pension increases illustrating different parts of each member's pension and the rates that apply to the Guaranteed Minimum Pension (GMP) element. We welcome these changes as they'll help members better understand the makeup of their pension payments.

The Fund Office reported work to reconcile GMP records held by TfL and the Department of Works and Pensions has been completed; the process to implement equalisation between men and women is now underway. Further information on how this may impact individual pensioners will be discussed at a Forum meeting later this year.

Representatives are aware of the work underway in Rail Staff Travel to increase online access for Privilege Ticket Holders. With the number of ticket office closures, it's becoming more difficult for some to purchase tickets prior to travel. Progress has been slowed due to the complexity of contractual relationships between the relevant parties. We know this issue is important to many of you, so we'll continue to make representations and provide further updates as soon as progress is made.

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2025 PENSION PAY DATES

Bank and building society accounts will be credited on **28 July**, (Tuesday) **26 August**, **22 September**, **20 October** and **17 November**.

More info and future dates at cutt.ly/pensionpayments