

No.89

ON THE MOVE SEPTEMBER 2025

otm[®]

PENSIONERS' EDITION



Love on
the Met

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ON THE COVER.

Paul and Tania share their 'Love on the Met' story (page 3).



A NOTE FROM THE EDITOR



Here in London – as we approach the end of summer – the makeup of tourists on the street is changing, much like the leaves on our trees. Gone are (most of) the children and concert goers as they're rapidly replaced by 'empty nesters' here to enjoy a *slightly* quieter experience.

While the demographic has changed, the sheer numbers using our network to get around hasn't. Getting on a Tube during the midweek peak isn't for the faint of heart, and there's many a tourist who'll try the 'I'll wait for a quieter train' trick, only to find it would be easier to pull the proverbial rabbit out of a hat.

Of course, the tourist/commuter love/hate relationship continues. Standing on the left of escalators (when squished to the right is the 'law'), fumbling for an Oyster card when there's someone about to rear-end you, and making video calls on the Tube or bus without headphones. If only there was a rule book for London...

Is this a modern-day thing, or were there similar issues back in your day? Share your tales of yesteryear London – we'd love to hear them.

Thanks to those of you who entered our 'TfL 25 years in the making' competition, and congratulations to our two winners, **Francis Thomason** and **Patricia Gregory**.

Finally, this quarter's paperless subscriber prize goes to **Heather Tarbard**. 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 keep safe as the
winter approaches.

LOVE ON THE MET

There's a lot of love surrounding Train Operators Paul Spinks and his partner Tania Walker. Together (at home and in work) for more than 40 years, they've barely spent a day apart. Then there's the 50 years Paul's clocked up with us, and Tania's 45 – spent mainly on their cherished Met line – 'it's the best line' they both chime together.

Paul joined London Transport on 2 June 1975 at just 18: 'I always wanted to be a driver on the Bakerloo. I grew up near Queen's Park and used to sit on the wall watching trains go by.'

Starting out as a guard on the old Bakerloo line to Watford Junction, he moved to the Jubilee line when it opened properly in 1979, becoming a Neasden-based train op.



Paul comes from true London Transport stock – his mum, Margaret Gardner (who we've featured before), worked for the firm in the '50s; later becoming its first woman guard.

Love blossomed when Tania joined as a guard in 1980 – initially working with Paul's mum! Working nights, they bonded over tea and shared shifts. 'It was love at first sight for me,' she chuckled.

She later became a train op and recalls the comments flying around she was 'taking a man's job'. Generally, though, she was treated 'like a daughter' by the men she worked with.

It was physically demanding back then too – having to lift the emergency coupling adaptor, sitting in cold cabs; there were no women's toilets (which meant nipping to the public loos when the need arose) and zero promotion for women.

With the years come a flood of



memories – from the heartbreak of losing 'one of our own' in the Kilburn crash, to the camaraderie of the old two-person crews. 'You knew

how each other worked. We had tea teams – someone was always on kettle duty!' remembered Paul.

There's no talk of retirement – yet: 'We still love it,' said Tania. 'We work the same shifts, leave together in the mornings and come home together – I can't imagine it any other way.'

What's their secret to such a long home/work partnership? 'Of course we argue,' said Paul, 'but we're not just very much in love, we're also 'best mates' – it may sound daft, but we just enjoy each other's company.'

Did you meet your love on the line? Let us know.

✉ otmpe@tfl.gov.uk





L-R: Production Process Manager John McCairn and Richard

50 NOT OUT...

While we may call the current Piccadilly line trains '1973 stock' or '73TS' – marking their year of production – it wasn't until 1975 that they saw service. Strengthened by regular upkeep, the hard work and ability of our teams means they're still serving London today.

Lift Shop Team Leader
Richard Gregoire began his London

Underground career at Acton Works as an apprentice mechanical fitter in 1978.

'My first role was in the motor shop where I first worked on the 73TS assembling traction motors and compressors. During my time as an apprentice, I always did things my own way – I've carried that throughout my career.'

'After 47 years of service for the Piccadilly line, my aspiration is to break 50 – to see some of the 73TS out, and some of the 24TS [new Piccadilly line trains] in.'

'Although times have changed, I still love the job more than ever. From full pneumatic control mechanism changes to combined traction braking control assembly removal and refit, there's no job surrounding our old 73TS that I couldn't do.'

'I'm excited for what the near future holds and the challenges it'll bring. I look forward to continuing to work with my colleagues and helping the next generation of advanced train maintainers on this brilliant line.'

In 2026, the most complex train ever introduced on to the Tube network will come into service on the Piccadilly line. Our colleagues on the upgrade are collaborating both internally and with our suppliers to get these trains into service safely and reliably at the earliest opportunity.

Did your work involve a new train stock? Let us know
✉ otmpe@tfl.gov.uk

Wrapping up TfL 25

We're giving eight different transport services a new look as part of our 25th anniversary celebrations. The wrapped designs highlight

the many innovative customer improvements to London's transport network and recognise our impact on the capital's growth since 2000.



These include the launch of the world-first contactless Oyster card in 2003, buses becoming fully accessible in 2005, and the launch of the Elizabeth line in 2022. The design reflects the distinctive style of our year-long anniversary poster campaign and features the words 'Making every journey matter for 25 years' as a nod to our ethos and the milestone anniversary.

The distinctive designs will be in place on a number of vehicles across all types of services: the DLR, Elizabeth line, IFS Cloud Cable Car, London Overground, London Trams and London Underground, as well as on one of London's more than 2,000 zero-emission buses and a taxi. The special 25th anniversary roundel will also feature on Santander Cycles.

Send us a selfie alongside one of the wrapped vehicles to win a goody bag ✉ otmpe@tfl.gov.uk

PAULINE... ON THE BUSES



Having been a lorry driver looking for a career change – still behind the wheel – **Pauline Fletcher** (née Leggett) joined London Transport as a trainee bus driver in 1987.

'I started training in October of '87 at Northfields and, when I passed my PCV, was allocated to Uxbridge garage.

'It was very much a man's world back then; I was one of just three women drivers when I first went to Uxbridge, and proud of it.

'I loved driving and meeting different people. I drove several routes, including the 207 (Uxbridge – Shepherd's Bush), 222 (Uxbridge – Hounslow), 223 (Uxbridge – Heathrow) plus a couple of locals.

'I drove on all routes for just over a year, until an opportunity for promotion into recruitment and training came up: a driving instructor. This was right up my street. I applied and was successful.

'I trained many new drivers and took them to their PCV test. I'm pleased to say the majority passed.'

When LT split into different areas, Uxbridge became Centrewest. Pauline then became involved in more aspects of recruitment and training, working from the Centrewest HQ in Paddington. This included interviewing recruits, preliminary drives, and helping pull together and implement Defensive Driving and Disability Awareness courses for existing drivers.

'I became heavily involved with the recruitment and training of new minibus drivers when these were introduced, like Gold Arrow at Westbourne Park garage – and the opening of Greenford depot for minibuses in that area. Minibus work attracted a lot more women.

'I left Centrewest in 1996 to raise my daughter, but I still have fond memories of work colleagues and time with trainees. I loved the camaraderie and my time with London Transport.

'I have always enjoyed driving whether it was a bus or a lorry or my car. It's in my blood. Although I'm now retired, I still enjoy driving... although I stick to cars now. I keep my memories of the buses in my heart. Good times.'

London's handwriting

Along with the TfL roundel (more recognisable than Mickey Mouse's ears or the Olympic rings), our lettering is as functional as it is stylish. Designed by typographer **Edward Johnston**, the typeface seen across the entire TfL network has a long history.

The early days

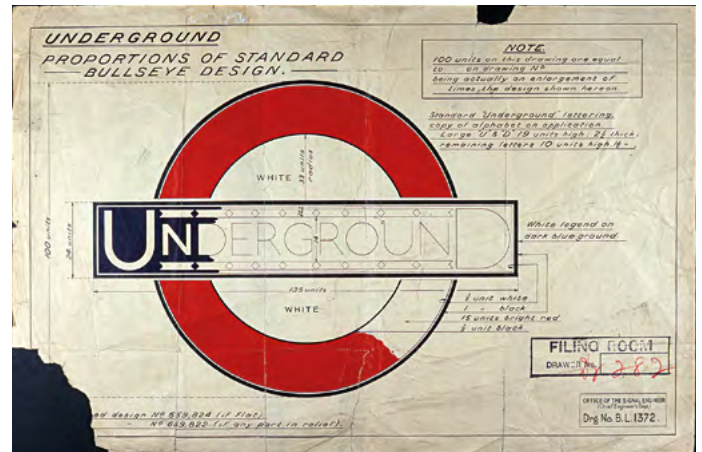
In 1913, Uruguay-born Johnston met with **Frank Pick** (the then Commercial Manager for the London Underground Group). One of Pick's ideas for new lettering was to make the Underground more attractive and recognisable to customers, helping them identify different stations more easily.

The first example of Pick's challenge was the Johnston Capital letter block in February 1916.

The sans serif typeface – characterised by the absence of little strokes on the letters – was first used in wooden block prints for posters and on signs in the new Tube extensions and station refurbishments in the 1920s and 30s.

A modern twist

A review in the 1970s considered whether to stick with the typeface or to replace it with something new. Thankfully, it was decided a slight update was all that it needed, and Japanese designer Eiichi Kono made the changes and created options for bold and italic fonts.



The typeface was reviewed again in 2016, in line with digital developments, and now includes symbols such as # and @, which are widely used in communications today.

A lasting legacy

As well as the Johnston100 typeface that can be seen all over the network (and indeed in the pages you're reading now), the importance of Johnston's work can be seen in the memorial installed at Farringdon (pictured) in 2017.



GET CRAFTY!

Something we often hear from pensioners is they've no idea how they held down a job, because the idea of retiring and taking it easy isn't often what happens in real life. From helping with the grandkids,



getting those (endless) jobs you've been putting off for years done and tidying up the shed, to booking trips away and catch-ups with friends, there just aren't enough days in the week!

Retired L&D Training Manager **Jim Sitch** wrote in to tell us what his wife, Mary (pictured), has managed to squeeze in... and we're very impressed with her work.

'Mary recently joined an upholstery class and, following a visit to the open day at the Acton Museum where we bought a piece of Piccadilly and Central line moquette, she upholstered a kitchen chair – and it looks magnificent! Who knows, maybe a District line covered sofa next!'

We're not sure if Mary's taking orders yet, but we're putting our name down for her first sofa!

Have you managed to fill your 'spare' time with any crafting? We'd love to see what you've been making. There's a prize for any photos/letters we print.

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The next station is... West Ashfield

There's a station on the District line that isn't on the map and only TfL employees can visit. Have you stood on its platform?

Accessed via a locked gate at the eastern end of West Kensington platforms, West Ashfield is London Underground's 'simulated' station. Opened in 2015, the Ashfield House facility boasts a gateline, station supervisor's office, service control room, train cars, train operator's cab, platform and track. Its purpose is to provide a safe environment for operational learning.

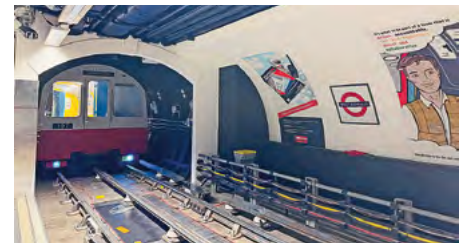


TfL pensioner **Jim Sitch** was tasked with overseeing the initial research and development of a practical training location similar to the hands-on areas at the White City training centre that had been in place some years before.

Jim said: 'From January 2007, I invited key stakeholders such as the [then] COO Mike Brown, directors and LGMs to onsite meetings and break-out sessions to gather ideas. We then opened the research to frontline focus groups, gathering as much data as possible.'

A 'dummy' first draft of the facility was built in York and destruction-tested until – in early 2009 – the entire site was transported to West Kensington and fitted into the building's third floor west-wing.

'West Ashfield was opened in the summer of 2009 in order to take the first intake of trainees through the centre to ensure any snags could be dealt with and the system fine-



tuned for the official opening in January 2010.

'I spent 35 years on LT/TfL, and the West Ashfield project is probably the project I am most proud of.'

Were you one of the thousands who've stood behind the yellow line at West Ashfield? Share your training tales – be they from Ashfield or other London Transport sites.

✉ otmpe@tfl.gov.uk



Retired Oyster cards: No change

We've seen questions on TfL/LU Facebook groups from pensioners about recent (very modest) increases for Oyster annual eligibility checks and fees for replacement 60+ photocards. We'd like to reassure readers these fees don't apply to TfL pensioners; they're for the general public only.

Caring for Q stock



Reader **Chris Hall** wrote in with a question about July's 'Q stock: Patterns of the past' article.

'I've read about the restoration of three Q stock cars, but what about the Q23 that lives at the depot; why isn't that a candidate? LU has two of these fine cars; one in the Museum, the other at the depot. Surely the depot vehicle can't be passed over; it seems wrong not to make it a runner again, even if just as a trailer car.

Here's the Museum's response:

We're incredibly proud of the vehicles in our collection, though unfortunately, it's not possible to restore them all. Decisions around restoration are shaped by a range of factors, including operational needs, curatorial priorities, available

funding, and volunteer capacity.

In the case of the Q stock project, kickstarting the restoration was made possible thanks to a generous gift left in the will of the late Bob Greenaway, a well-respected Underground mechanical engineer, former President of the London Underground Railway Society (LURS)



and past Editor of Underground News. This gift, together with ongoing support from the London Transport Museum Friends and generous public donations – including further gifts in wills – has enabled the restoration of three Q stock cars which could run together. The Museum's current fundraising appeal is supporting the completion of this project.



While the Q23 car at the depot isn't currently part of any major restoration plans, there is – as you have stated – another Q23 driving car on display at the Museum in Covent Garden, helping to share the story of these remarkable vehicles with the public.

London Transport Museum.

Learn more and donate at cutt.ly/restoration

COMPETITION CORNER

In July's 'You raise me up' competition we asked you to answer three questions: where might you find incline or 'sideways' lifts on the TfL network; at which TfL station will you find the longest escalator in London and if you brave the stairs (versus the lifts), which London Underground station has the most steps to street level.

Hundreds of you correctly answered; Farringdon, Liverpool Street or Greenford; Angel (a 27-metre vertical rise) and Hampstead (more than 320 calf-testing, torturous steps).

Well done to **Robert Welfare**, **Tina Farmer** and **Dennis Ingrey** – there's a goody bag on its way to each of you.

Given you're a competitive lot, here's another quiz to test those brain cells. Again, three lucky winners will pick up a goody bag that'll include a TfL 25 pin.

UNSCRAMBLE THE STATIONS

Snob remedy
Passenger Ron
Plum or raisin

FIRST AND LAST

Which two Tube stations are alphabetically the first on the network and last?

DING-DING!

What is London's oldest surviving bus route number?



Enter at cutt.ly/septemberquiz or post your answers to: otm, 11G6 Palestra, 197 Blackfriars Road, London SE1 8N.

Entries close on 31 October. Winners will be announced in January's edition. Good luck!

A WALK DOWN

We asked you to share stories of your time here, and – as ever – you didn't disappoint.

TRAMS ON MY MIND



Being a true baby boomer – born in 1947 – I have some memories of London trams. We lived in Finsbury Park and sometimes used to see them at the terminal point at Manor House. I was always pestering to go on one, but my parents always wanted to go to Finsbury Park; trolleybus territory.

Opposite where we lived in Blackstock Road was a grocers called Martins, and my parents were quite pally with the staff. One day, one of the workers, Uncle Ted (in those days, everyone was 'auntie this' or 'uncle that', despite not being related in any way) mentioned the trams were coming off soon.

My parents agreed to him taking me on a trip to remember them for the future. Well, that certainly worked; I still have so many vivid memories of that trip all these years later.

Not surprisingly, we boarded at Manor House, and I can remember going past Clissold Park. I was fascinated the driver stood up and – behind him – in the bulkhead, was a panel of amber glass... amazing to me at the time. Alongside the driver was the entrance for when the tram was going the other way and used in the Kingsway Subway. It had a chain clipped across it, and I remember it swinging wildly, especially where the track curved. Funny the things that stick in your mind. The real highlight was going through the Kingsway Subway; my abiding memory was the incredible noise and the blackness.

Another snapshot is that my parents were returning home on a cold afternoon at dusk and we went to cross Holloway Road at the Nag's Head. There were two trams there and, as a little nipper, I was frightened to walk between them.

Mick Isaacs

ON THE BUSES... IN CHISWICK

This isn't strictly my memories, although I worked at LT's Chiswick works between 1977 and 1979 in the Plant Dept.

This letter concerns my late father Edward 'Ted' Holland. His connection with LT was during WWII when he joined the newly formed Royal Electrical and Mechanical Engineers (REME) in 1942.

As his role was concerned with vehicle maintenance (among other things) he was required to take a driving test. This took place at Chiswick and included a session on the skid pan. Plus 'driving through the streets of London' as he put it.

Now, what I don't know is whether this was in a London bus or an army truck. The thought of an army truck hurtling around the skid pan is quite an image.

Fortunately, we recorded some of dad's memories in 2013, and listening to them reminded me of this story.

John Holland



MEMORY LANE TFL1

A WOMAN OF DISTINCTION

In 1972, I applied for a secretarial role with London Transport Executive. I was successful and went to work on the 2nd floor at 55 Broadway for Mr John Cope, Operating Manager (Staff) Railways. John was an honourable and kind gentleman.

Alas, after six months, the Director of Industrial Relations became very ill, and was medically advised to have a sabbatical. In the meantime, John was asked to fill the vacancy, and he kindly informed me I'd have to stay in the Railway Operations section. I queried this and eventually – two weeks later – we both moved up to the sixth floor.

Because of shortages, I was not given a filing cabinet, so I had a walkabout. I came upon Nora King [the first woman to hold a principal executive assistant post at London Transport HQ – *otm* March 2025, P12], who kindly asked how



I was settling in, as it was a very different environment from Railway Operations. In passing, I asked if she might have a spare filing cabinet. As it happened, her office was being redecorated, so she could help.

The said cabinet had been painted a pale pink – to match Nora's office surroundings. I was extremely pleased because I could now file confidential matters and files.

Whenever I was asked how I'd managed to get a filing cabinet, I always said it was down to Nora's generosity. The cabinet came with me, even when I moved to other positions.

After a stint seconded to Company Plan at Gooch St, I was asked not to take my pink filing cabinet back to the Audit Department and, as nobody else wanted it, it came home with me. Standing strong as ever, it stands proudly in my garden shed to this day.

Alexandra E. Barnes

THE YEAR 2000 'AT BREAKNECK SPEED'

Near enough every year from when I started (in 1979), there was call for volunteers (it paid very well) to work all night on New Year's Eve overnight, assisting with passenger information and bus dispatch. Routes started/terminated (and still do on that night) away from Trafalgar Square.

The new year 2000 was no exception, that night I was at Victoria. Due to the many road closures, night buses started at different places such as Aldwych, Marble Arch, Oxford Circus, Tottenham Court Road or Vauxhall. For that one night only 'route 2000' ran, linking Vauxhall and Marble Arch via Victoria (where the picture was taken at 00:01 on 1 January 2000). The service was run by Metrobus (Orpington).



The Millennium 'bug' was supposed to bring everything to a halt that night... it didn't!

Russell Young



When working as a mechanical fitter at Golders Green depot on the day of the Moorgate crash, I drove the main safety mechanical engineer (Edward 'Ted' Light) to the scene at breakneck speed, ignoring any red lights in our way.

At one point, we attracted the attention of the City of London Police who, when they heard why and where we were going, gave us an escort for the last part of the journey.

Frederick George Aldred
(aged 101 and a half)

STAY SWITCHED ON : PUTTING NAMES TO FACES

I think there are important points to add to a couple of the articles in the July edition of *otm* PE.

As a member of the National Pensioners' Convention Digital Working Party, I know there are significant concerns about the switchover from analogue landlines that you discussed under 'Ringing the changes'. Anybody who has a personal alarm or call system (such as a button to summon help after a fall) will probably need a change to their equipment to use the VOIP service. Most providers will be aware of this and install the necessary kit, but users should make sure their phone provider is aware and has listed them as a vulnerable customer. The other major point is that the old phone system provided power from the exchange to (wired) phones. VOIP does not do this, so anyone without a mobile phone will be cut off if there is a power cut.

I'd also like to comment on the article 'I like driving in my car'. You mention the possibility of needing an assessment if there are health conditions that might impair a person's ability to drive. I'm sure I'm not the only reader who has had to have difficult conversations with friends or family members who became scary drivers as their eyesight, reaction times or other faculties deteriorated without them realising. It's vital we all face up to this challenge, realistically assess our own abilities, and be ready to confront others if they become unsafe behind the wheel.

Yours in solidarity.

Luke Howard
PCC member



With reference to the 'Memories' article (March 2025) sent in by Eileen Weston, I can help fill in some of the missing names.

Kneeling: **Dicky Cromack**. L-R, front: **Ray Gaskin, Dave Young, Alan Orbel, Eric Fosket, Harry Chambers, Vinu Katochia, Mick Smythe, George Proctor, Wasi**. L-R, back: **Keith Snuggs, Mike Weston, Dave Guest, Bernie Hall, Wally Reeves, Mick Rogers, Tony Proctor, Brian Jeffrey, George Lewis**.

I hope this will be of some help for Eileen Weston and other regular readers.

Brian Jeffrey



© London Transport Museum: Aldenham Works

THE SIGNAL BOX BOYS

My wife and I recently visited the LT Museum at Acton which we have done several times over the years – mainly to see if anything new may have been introduced. As a retired Senior Signaller, I'm naturally drawn to the signalling exhibits displayed and, on one of the walls, I noticed an old colleague of mine, showing him at work as a Signal Box Boy (SBB) – which I was when I first started on the Underground in January 1957. The role of a SBB was to register the trains in and out of the station to pass on any relevant info (out of turn working or cancelled trains) to signal boxes either side.

At the end of his shift, he'd clean the signal box and – of course, the most important job – make tea for the Signaller.

The position of SBB was changed and renamed in 1962 to become Railway Operating Apprentice. The lads started at 16 and spent a period of time in the signal box, train depots, and other parts of the railway until they were 18. This was to give them a broader view of the railway in general (at least that was the idea).

I wonder whether there are any of the original SBBs still out there enjoying their retirement and might want to get in contact to reminisce a little on those halcyon days.

Peter Carter

THE LAST TRAM (MAN)



I started as a tram conductor at New Cross in September 1947. I am now 100 years old and I believe the last London tram man alive. Although registered blind, I attend the open days at Acton to tell people about the tram days.

Jason 'Jack' Massey

LONDON TRANSPORT ALDENHAM WORKS

I read with great interest two letters about Aldenham works; I was there for seven years in the late 70s to early 80s.

The first letter was about the RM bus chassis being driven about without the body of the bus. In all the years I worked at Aldenham, I never saw the chassis being driven into our works.

As the RM was like a big piece of Meccano, on arrival the body would be cleaned underneath and then taken to the high bay where the body was lifted off and carried along by crane. Seat cushions were removed for trimming and the rest of the bus was worked on if needed. Engines and gearboxes were sent to Chiswick works on a flatbed lorry.

Driving a chassis would therefore be impossible. The chassis and body would be reunited (not always the same pair) and painted in the spray booth.

Although I never saw a chassis being driven in, it might have happened in the years before I worked there and I was in the personnel office, not an engineer. My dad worked for LT his whole life but is no longer alive so I can't ask him about this. I would like to know where the chassis were going if anybody knows?

I was at Aldenham until just before the place closed, it was a very sad day.

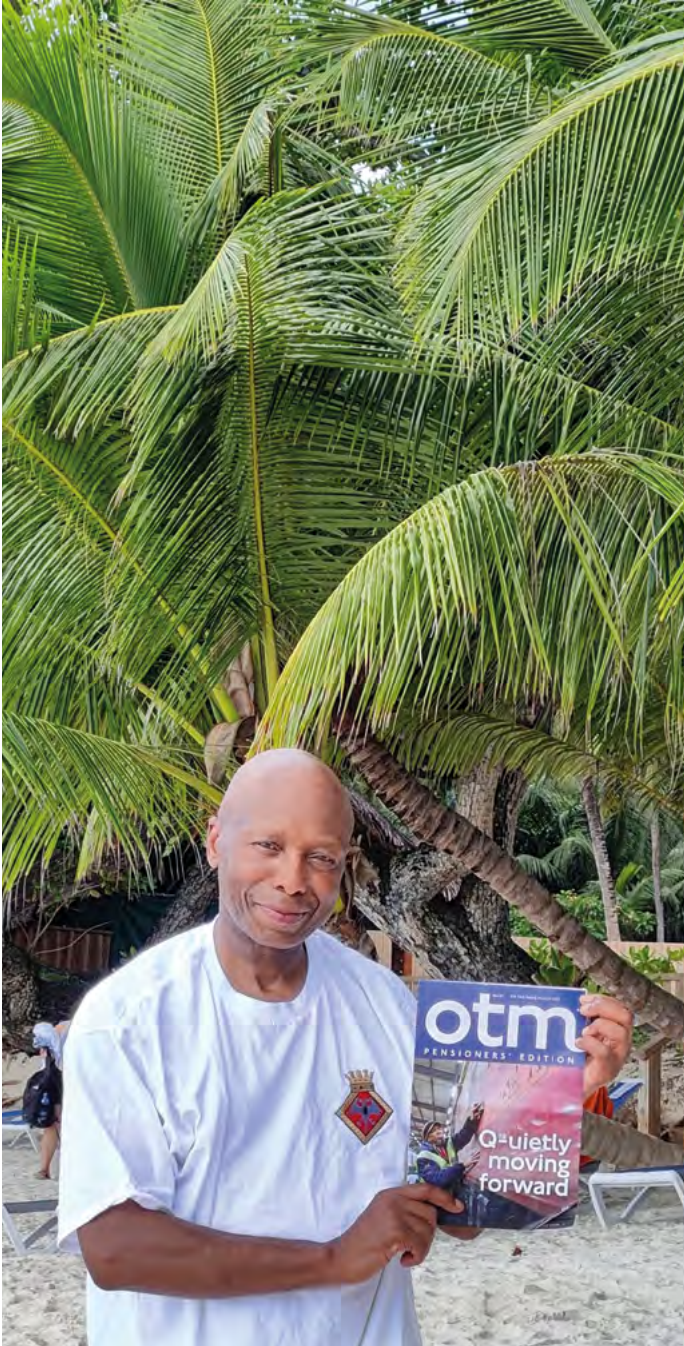
Sue Foster
(daughter of Bert Foster)

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

✉ otmpe@tfl.gov.uk

✉ **otm, IIG6 Palestra, 197 Blackfriars Road, London SE1 8NJ**

otm PE in unusual places



It's all about the summer breeze for retired Metropolitan line driver (Neasden) **Trevor Hamilton** who took his copy of the mag on a trip to the Seychelles. After serving six years in the Royal Navy, Trevor joined the Underground as a guard on the Jubilee line. After passing his driver's exam, he worked on the Bakerloo and Jubilee lines and spent 35 years on the Met. After 40 years with the business, he's loving his retirement.

'Pay here', but don't get scammed here



Quick Response (QR) codes – patterned squares you scan with your smartphone – are increasingly being exploited by scammers, with car parks and ticket machines becoming frequent targets.

Fraudsters place their own stickers on ticket machines or signs. Scan them, and you'll be redirected to fake payment websites that resemble legitimate ones. In some cases, victims have signed up for fraudulent subscriptions services that repeatedly withdraw funds from their accounts.

Spotting a fake QR code may not be easy. Inspect it for tampering; does it look like a sticker placed over another code, sign, or surface?

If you're in any doubt:

- Use the official parking app or company/authority website instead of scanning the QR code
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FONDLY REMEMBERED



Inez Barnett, 86, died on 24 June 2025. Jamaica-born Inez started as a bus conductor at Victoria Bus Garage in January 1967. She retired in May 1993 and enjoyed her long retirement going on many cruises, spending time with her family and being an active member at her church. Inez is survived by her three siblings, four children, 18 grandchildren, 12 great grandchildren and one great-great grandchild.



Alan Flitton, 82, died on 27 August 2024 after suffering a heart condition for many years. He joined London Transport's New Cross Bus Garage in 1975 where he worked as an engineer, keeping our buses on the roads for 27 years until being medically retired in 2002. Alan, a lifelong Spurs fan, was married for 60 years and is sadly missed by his wife, Margaret, two children and five grandchildren.



Anil Jani, 75, died on 20 March 2025 following a short illness. Born in Nairobi, Anil moved to the UK in 1967. After four years' service in the RAF, he joined LT in 1972. Starting as a ticketing clerk, Anil worked on the Northern line stations – predominantly at East Finchley – and progressed to station supervisor. Anil retired in 2008 following 36 years of stellar service. He'll be deeply missed by his wife of 48 years, son, daughter-in-law and two grandchildren who he loved dearly.



Joe Stedmon, 84, lost his battle with dementia and died on 6 February 2025. Joe began his career with London Underground in 1967 as a length man in Upton Park. He became a track inspector in 1983, before retiring as SMT in 2002. Joe was very proud of his career on the Underground and always spoke fondly of colleagues. Joe loved nothing more than spending time with his family and enjoying a good laugh with friends. He's greatly missed by his wife Maisie, his children, son-in-law, granddaughters, and great-granddaughter.



William 'Bill' Garwood, 80, died on 11 February 2024. Bill joined London Transport (LT) in 1974, firstly in the Signals drawing office before moving to the Electrical Engineering Department where he had several roles before becoming a HV cable engineer. During his time at LT, he was an active first aider and member of the Baker Street first aid team who won the bronze medal at the national competition in 1983; the medals were presented by Princess Margaret. Due to a long-term illness, Bill was medically retired from his much-loved work at LT in 1994. Fondly remembered by his long-standing partner and fellow first aid team member, Janet.



Thomas (Bomber) Webb, 78, died on 11 July 2025 surrounded by family. Tom worked at Chalk Farm Bus Garage in the 70s, mainly on the route 24 (Hampstead Heath to Pimlico). Tom was well known in the garage and local community and will be missed by family and friends.

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

EUROSTAR

☎ **03448 224888**

Call at least seven days before travel. Tickets subject to availability.

HOSPITAL SATURDAY FUND

☎ **020 7928 6662**

TRANSPORT BENEVOLENT FUND AND STAFF WELFARE FUND

☎ **0300 333 2000**

TRANSPORT FRIENDLY SOCIETY

☎ **020 7833 2616**

TAX QUERIES – HMRC

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

OTM PE MAGAZINE

✉ otmpe@tfl.gov.uk

✉ **IIG6 Palestra**
197 Blackfriars Road
London SE1 8NJ

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PENSION PAY DATES

Bank and building society accounts will be credited on **22 September, 20 October, 17 November, 15 December, 12 January** and **9 February**.

More info and future dates at cutt.ly/pensionpayments

PENSIONERS' FORUM SUMMARY

MEETING HELD ON
TUESDAY 2 SEPTEMBER 2025

The Trustees have set up a working group to identify and assess potential options to improve member benefits should there be a significant financial surplus at the conclusion of the 2028 Actuarial Valuation.

Initial options were shared with us at the meeting and our ideas for others sought. We are very early in this process, and each option would need to be assessed for impact on costs and future sustainability.

Discussions on this matter will continue at our November meeting and we'll provide an update in the subsequent *otm* Pensioners' Edition.

Any changes to member benefits would be subject to the agreement of both Trustees and TfL.

We asked TfL Staff Travel colleagues for an update on the work underway in Rail Staff Travel to increase the number of Privilege Ticket Holders with access to online services (to purchase privilege tickets). Senior level negotiations are taking place to agree the approach. We were assured the company understands the importance of this issue for members. We will provide a progress update following our next meeting.

A DATE FOR YOUR DIARIES

The TfL Pension Fund Annual Members Meeting is being held at 11:00 on Friday 17 October 2025. Members can attend in person or online. Full details are included in the Pension Fund Annual Review.