

№.90 JANUARY 2026

ON THE MOVE PENSIONERS' EDITION

otmc®



Lest we
forget

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HAPPY NEW YEAR



Like many, I can't believe we're staring down the barrel at a new year and 2026 is already upon us. Looking back at January 2025's *otm* PE foreword, I talked about getting my affairs in order. Did I? *Mostly*.

Having had to deal with the death of someone who *hadn't* prepared for the inevitable, I sorted out my Lasting Power of Attorney (LPA) last year. Of course, if my encouragement isn't enough, the erudite Martin Lewis tells us 'You'll never regret putting an LPA in place – but you may really regret *not* doing it'. See page 15 for a reminder on how to set one up.

On Remembrance Sunday, we remembered those lost during World Wars I and II as well as all subsequent conflicts.

Commissioner **Andy Lord** joined the London Transport Old Comrades Association (ltoa.org.uk) to lay a wreath at St James's Park station, before seeing them off to the Remembrance Sunday parade to the Cenotaph.

As ever, we're keen as mustard to hear your stories, tales and memories. It's easy to get in touch, so why not drop us a line? otmpe@tfl.gov.uk
11G6 Palestra, 197 Blackfriars Road, LONDON SE1 8NJ.

Finally, this quarter's paperless subscriber prize goes to pensioner **Ian Sturton**. If you'd like to go paperless – and get the staff edition as part of the bargain – sign up at cutt.ly/paperless

Gordon McDonald

Editor

otmpe@tfl.gov.uk

“ Until the spring,
thanks for reading,
and stay safe.

UNMISTAKABLY OURS

Many of us won't have heard of a moquette – but almost everyone has sat on it. This tough, woollen fabric, from the French word for 'carpet', covers the seats on our trains and buses, making it one of the most recognisable features of our network.

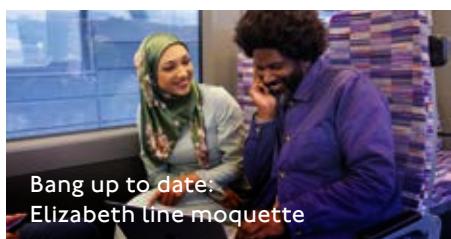
Moquette has been part of our transport journey for more than a century. The first pattern, Lozenge, appeared in 1923, reflecting the art deco fashions of the time. In the 1930s, visionary transport chief Frank Pick championed good design, commissioning artists like Enid Marx and Paul Nash to create bold, geometric patterns that helped give each vehicle its own personality.

By the 1950s, moquette had become integral to design classics like the Routemaster bus, while the 1960s brought fresh creativity with designs proposed for the new Victoria line. Though not all were used, they paved the way for today's distinctive, line-themed patterns.

The tradition continues, with our in-house designers and creative partners keeping our seats stylish, practical and unmistakably ours.



Lozenge moquette, 1995 © TfL



COMPETITION TIME!

Can you name two Underground lines that have their own unique moquette designs today?

Email your answers to otmpe@tfl.gov.uk for a chance to win a moquette-inspired gift from the London Transport Museum shop.

HOP ON THE BAKERLOOP!

The Bakerloop service (BLI) now connects key parts of south east London and follows the proposed Bakerloo Tube line extension route, stopping at Elephant & Castle, New Cross Gate, and Lewisham stations.

The electric double-decker service operates every 12 minutes during the day, and every 15 minutes in the evenings and on Sundays.

For many of our readers, the route may stir memories of the 136 which once ran between Elephant & Castle and Lewisham, and the 53, which served New Cross, Old Kent Road, and Greenwich.

Whether you're heading to the market or visiting family, the BLI could be your go-to ride. And if you're passing through Waterloo, don't miss the Bus Cafe (tucked inside London's first all-electric bus garage), serving hearty meals at 1990s prices – think jerk chicken for £6.50 and fry-ups for just £5.50!

Bus Customer Development Manager **Ashley Mayers** said: 'The BLI is instantly recognisable with its unique design features inspired by the Bakerloo line: the brown and white branding, a route map on the exterior and the Bakerloo line moquette on interior seats.'

The Bakerloop offers a modern, eco-friendly alternative while echoing the routes of the past.

Do you have memories of the 136, 53 or even the good old Bakerloo line? Share them with us otm@tfl.gov.uk



GRUB'S UP!

Steaming fried fish, pies, hot eels – remember those? In the early twentieth century, London's transport companies offered staff nourishing meals (and seemingly endless tea) at an affordable price, despite often very basic facilities.

Crowds of men would make their choices from the offerings scribbled on huge blackboards while women would serve plates of hot food and other 'delicacies' from hatches at the side room.

An apprentice's first experience of the canteens at Acton's train or Chiswick's bus works could be overwhelming; they were huge, and very noisy.



A more modern London

From the late 1930s, work began to modernise canteens across the company, but it would take until the '60s for technology like washing up machines and microwaves to make a very hard job a little easier.



All mod cons – 55 Broadway, May 1950 © TfL

On the move

By the 1950s, canteens ranged from large halls feeding hundreds to smaller garage canteens and shelters.

Mobile canteens – firstly converted buses, later custom-built trailers – also ran across the capital until the late 1970s, feeding hundreds of workers every day.

Today, few large-scale operations remain, and many of us (the editor included) have very good memories of fish and chips at 55 Broadway on a Friday.



Share your memories of the canteens, or the food served in them, good or bad.

 otm@tfl.gov.uk

DON'T GET SCAMMED THIS WINTER

F

These communications falsely inform recipients they must register or apply to receive the £300 payment.

What can I do to protect myself?

- Don't click on links in unsolicited messages
- Forward suspicious texts to **7726** (free on any UK network)
- Hang up (politely) if you receive what you believe is a suspicious call
- Contact the DWP directly or check  [gov.uk](https://www.gov.uk) if you're in any doubt

If you think you're a victim of fraud, report it to Action Fraud at

 **0300 123 2040**
 [actionfraud.police.uk](https://www.actionfraud.police.uk)



APRIL 2026 PENSION INCREASE

The increase (payable to all eligible pensioners on 7 April 2026) is based on the Retail Price Index rise over the 12 months to September 2025 which was 4.5 per cent.

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

A breakdown of your pension increase will be provided in your April 2026 P60.

If you've been receiving your pension for less than a year you may receive a pro rata increase, as shown to the right.

Date pension commenced

Date pension commenced	Increase (%)
Up to 1 April 2025	4.500
2 April 2025 to 1 May 2025	4.125
2 May 2025 to 1 June 2025	3.750
2 June 2025 to 1 July 2025	3.375
2 July 2025 to 1 August 2025	3.000
2 August 2025 to 1 September 2025	2.625
2 September 2025 to 1 October 2025	2.250
2 October 2025 to 1 November 2025	1.875
2 November 2025 to 1 December 2025	1.500
2 December 2025 to 1 January 2026	1.125
2 January 2026 to 1 February 2026	0.750
2 February 2026 to 1 March 2026	0.375

TRACING LONDON TRANSPORT'S LGBTQ+ HISTORY

The 1970s and 1980s marked a significant period of change for LGBTQ+ Londoners with the partial decriminalisation of male homosexuality (1967), the advent of Pride and the Gay Liberation Front (1970s), the AIDS pandemic (1980s) and the passage of S.28 (1988). London's public transport system occupies a significant place in the practical, social and cultural lives of Londoners, and yet there's been little scholarly work to bring these two histories together.

Pride, Passengers and Personnel – a doctoral research project by Zoe Few, Doctoral Researcher, London Transport Museum and University of Westminster – seeks to address the gap.

Want to help by taking part in oral history interviews and/or focus groups that'll contribute to the research? Travel expenses will be reimbursed and a gift card provided on completion of study.

Interested? Get in touch now.

Z.Few@westminster.ac.uk

Zoe Few, Curatorial Department, London Transport Museum, 20 Cranbourn Street, London WC2H 7AA



PCC ELECTION RESULTS 2025

The term of office for the longest serving quarter of the TfL Pension Consultative Council (PCC) ended on 30 November 2025, with the new appointments commencing 1 December 2025, ending 30 November 2029.

In Section One (representing pensioners and deferred pensioners) **Luke Howard** and **Alexandra Barnes'** terms ended.

Both stood for re-election. Three nominations were received and, following a postal ballot, **Tim Handley** was newly appointed and Alexandra re-elected.

In Section Two (representing TfL and its subsidiaries or contractors, excluding London Underground Limited) two nominations were received for the vacant position and, following a postal ballot, **Etienne Ramsay** was elected.

In Section Three (representing London Underground Limited and its subsidiaries), **Khadija McBain** and **Yetunde Adekola**'s terms ended. Khadija stood for re-election. As one other nomination was received, Khadija and **Christopher De Larrabeiti** were elected.

For more information about the PCC, visit the TfL Pension Fund website tfl.gov.uk/pensions or contact PCC Secretary **Qudsyyah Tahir**  020 7126 1298 or  qudsyyah.tahir@tflpensionfund.co.uk

It's on the cards



When we came across artist and designer **Karen Baker**'s work online, we had to share it; her love of vintage trains and buses is plain to see. We caught up with Karen (pictured) to see what's so special about our network.

'My love of the Underground started when I used to travel with my mum to the Oval, so it's always been the Northern line!

'I love everything about it; the smells, architecture, and the romance of it all. My favourite train?

Without doubt, the 1962 stock (used on the Central line between 1962 and 1995). I'm just as passionate about moquette too, Straub being my number one.

The artwork I currently do with the trains, stations and buses is only a hobby, although my dream would be to make it work for me as a part time job. I've always wanted to house a gallery and cafe... in a disused carriage or bus, naturally!'

Take a look at Karen's work  karenbaker.co.uk. It's available to purchase at  cutt.ly/karenbaker



HOLD TIGHT!

While the iconic Routemaster – with its infamous open rear platform – was phased out in 2005, we've been looking at whether bringing back its 'hold tight' announcement and instantly recognisable bell might reduce accidents on our more modern buses. Sadly, older folk are disproportionately affected when it comes to slips, trips and falls on our buses and, as you'd expect, the majority happen when people aren't sitting down or holding on.



To help, we took a trip (no pun intended) down memory lane to see if the answer might be found after the 'ding ding'.

A sound engineer was dispatched to London Transport Museum's Acton depot where the 1924 Leyland LB5 'Chocolate Express', 1926 NS-type AEC, 1955 RM2 and 1934 STL-type AEC were all fired up, and recordings of their bells taken.

Bus Safety Development Manager **Emma White** (pictured) told us:



'The small-scale trial on the 183 (Golders Green – Pinner) and 94 (Piccadilly Circus – Acton Green) was about gathering customer feedback and analysing behaviours, specifically around whether the nostalgic bell sound and announcements would encourage more to hold on.'



'If the results tell us the trial was successful in prompting people to hold on, we'll look at next steps, and how we might implement the changes on our buses.'

If you were a bus conductor, tell us how you used the bell to keep your passengers safe or communicate with the driver. otm@tfl.gov.uk

Competition Corner

We set three teasers in September; **Unscramble the Stations**: Snob Remedy (Bermondsey), Passenger Ron (Parsons Green) and Plum or raisin (Ruislip Manor); **First and Last** Tube (alphabetically) stations on the network (Acton Town and Woodside Park) and **DING-DING**, London's oldest surviving bus route number (24). Well done to everyone who answered all the questions correctly.

Our three winners are **Les Pilgrem** (postal), **George Mavrias** and **Edward Walton** (online).

Here's another set to test your knowledge with two goody bags up for grabs.

UNSCRAMBLE THE STOPS

Hawk Tours
German Hunter
Ankle Rap

FIRST AND LAST TUBE

What are the first and last weekday services to/from Ealing Broadway?

DING-DING!

Where will London bus route 455 take you?



Enter at cutt.ly/septemberquiz or post your answers to: **otm, II6 Palestra, 197 Blackfriars Road, London SE1 8NJ.**

Entries close on 28 February. Winners will be contacted soon after. Good luck!

CHISWICK WORKS: BEYOND REPAIRS



Aerial view of Chiswick Works, 1966 © TfL



Counting tickets, 1933 © TfL



An NS-type bus on the skid patch, 1934 © TfL

We travel back in time to celebrate the legacy of Chiswick Works, once the beating heart of London's bus maintenance and innovation.

Chiswick Works opened in 1921 and was scattered across no less than 30 garages. The facility revolutionised fleet upkeep, cutting overhaul times from 16 days to just four! But it wasn't just about repairs; Chiswick teams also built complete bus bodies and pioneered assembly-line techniques that boosted efficiency.

Beyond repairs

In 1933, Chiswick Works became the flagship engineering site for the newly formed London Passenger Transport Board. It played a key role in standardising bus production, supporting the iconic RT-type bus known for its interchangeable parts and reliability. Chiswick Works also had a large skid patch (pictured)

where drivers would test their road handling skills during simulated bad weather conditions.

A former colleague reflected: 'I attended Chiswick on the skid patch in 1965 as part of my training. I had a great time and went back there training as an inspector in 1973 – a wonderful experience!'

Bus tickets were once manually sorted, counted, and distributed to garages based on demand. At Chiswick Ticket Office, more than 170 women handled this work, recording ticket values and numbers to match daily earnings. The women (one pictured) used pen ink, and paper to keep records. Eventually, automated machines replaced this process by printing and sorting tickets from rolls.

During World War II, Chiswick Works contributed to the national effort by manufacturing parts for Halifax bombers. Post-war, it shifted focus to parts overhaul for Aldenham Works, remaining vital to London's transport machinery.

However, by the 1980s, changing manufacturing methods and decentralisation policies led to a gradual decline. The site officially closed in 1990, marking the end of an era. Today, the 33-acre site is home to Chiswick Business Park, a modern development with a central lake and event plaza.

Bus enthusiasts still gather here at events to celebrate its rich history, keeping the spirit of Chiswick Works well and truly alive.



Keeping busy in retirement

We asked what keeps you out of trouble now work isn't on your agenda. Unsurprisingly after 38 years in the business, TFL pensioner **Peter Herring** (pictured) didn't stray too far from his day job; he built his own railway, and an impressive one at that.

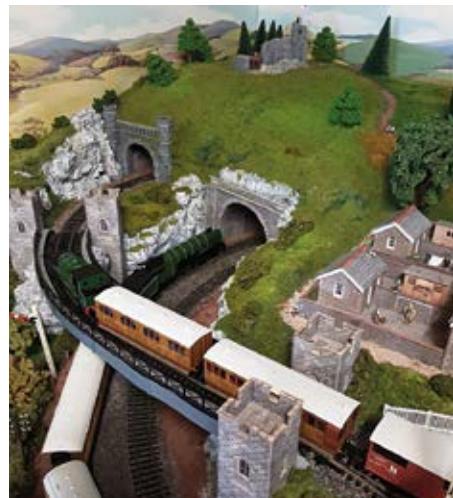
Peter joined the Underground in 1977 as a direct recruit guard and was based at High Barnet on the Northern line for 13 years.

After a short spell as a relief line information assistant, followed by a permanent position at Cobourg Street,

he moved – in 2011 – to the Victoria line SCC at Northumberland Park where he remained until retirement.

Peter's 'Molehouse Junction' is clearly a labour of love: 'My railway is in the garage of my home in Sandy, Bedfordshire, and my grandchildren love it. However, my wife and I hope to be moving soon to Shrewsbury, where I hope to build an even bigger railway.'

Do you love a bit of railway, or any other sort of modelling? Show us yours [✉ otmpe@tfl.gov.uk](mailto:otmpe@tfl.gov.uk).





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A NEW WAY TO NAVIGATE



Need to know which Tube stations are step-free, and those that require staff assistance? Simon says Snowball!

Journalist and podcaster **Simon Sansome** (pictured) created the Snowball app to make the Underground easier to use for disabled travelers.

After a life-changing injury left him paralysed in 2015, Simon didn't use the Tube for 10 years: 'I was worried about getting stuck or not being able to get off the carriage because it could be overcrowded.'

To help himself and other disabled people, Simon and his team visited every single station on our network to produce a reimagined Harry Beck classic. Each stop is colour coded; stations marked in green are fully step-free from street to train, whereas orange stations require assistance from colleagues. It also includes airport access points, interchanges with London's bus network, and the IFS Cloud Cable Car, as well as all station opening times.

Simon – who recently appeared on the BBC's Dragons' Den – told us: 'The Tube map has helped millions find their way around the capital, and now it's doing the same for the disabled community.'



Download the Snowball app now.



MORE TRAINS, PLEASE



In the East Midlands, construction has begun on the first of an additional 10 new Elizabeth line trains to help us meet demand.

Since opening in 2022, the railway has been a runaway success, with an additional 71,000 trips now made per average weekday across London's transport network, and faster step-free journeys.

+MORE HOMES

70,500 homes now have planning permission within 1km of Elizabeth line stations across London, showing how transport infrastructure drives wider economic growth for local communities.

+MORE JOBS

The railway's rolling stock supply chain supports almost 40 UK companies and more than 1,000 jobs.

+MORE CONNECTIVITY

The benefits of the increased connectivity in southeast London, thanks to the Elizabeth line, demonstrate the importance of TfL's approved DLR extension in this direction to Thamesmead via Beckton Riverside.

Have you used the Elizabeth line? Let us know what you thought. [✉ otmpe@tfl.gov.uk](mailto:otmpe@tfl.gov.uk)





NO MIXED SIGNALS

In September's '50 not out' article, we asked if you'd had experience in introducing new train stock during your career. Retired LU Signalling Principles Designer John Phillips shared his.

When rolling stock destined for automatic operation is introduced onto a line with conventional signalling, the new trains must initially be manually driven, and new signalling cannot be commissioned until all the original trains have been replaced.

In 2011, signalling alterations were required at Edgware Road (Circle line) to facilitate the introduction of brand new (117m) S7 trains. The station has two island platforms and is in a cutting, with point-work and a tunnel at both ends. Although the platforms can accommodate 7-car trains, the services were then being operated by 6-car (95m) 'C' stock. This had allowed the distances between the car stop mark and the end of a platform to be increased for the event of an overrun.

The original signalling at Edgware Road allowed a train to enter a platform while a parallel departure from another platform was occurring. To maintain this arrangement – while ensuring safety – would have resulted in every S7 train being subject to the most severe approach speed control. This would have a detrimental effect on the service; any delays at Edgware Road can quickly spread through the system.

Signalling alterations were necessary to allow S7 stock to enter the platforms without severe speed control (and there was the proviso that the alterations should not increase the workload of the Edgware Road signaller).

If it could be ascertained there was no parallel departure from an adjacent platform, an S7 train could be allowed to enter with minimal speed control.

During entry of an S7 train into a platform, a parallel departure was prevented until the S7 train was proved at rest and therefore at no risk of overrunning. Only if a parallel departure had commenced just before an S7 train entered a platform, would it be subject to severe speed control.

On the approach to Edgware Road from Praed Street Junction (the connection of Circle and H&C lines) trains were 'measured' to differentiate C and S7 stock which had separate car stop marks within the platforms and associated speed control profiles. The speed profile required upon entry into a platform was advised to train operators by switchable trackside signs, capable of displaying various speeds (5mph, 10mph, 15mph and 20mph).

The new signalling arrangements were commissioned in December 2011, and one of the first S7 trains was available to test the new signalling arrangements at the time. The alterations remained in use until the delivery of S7 trains was complete and then, in August 2019, the 4LM Project commissioned automatic train operation through Edgware Road.

Thanks to John for sharing some of the detail of what goes on behind the scenes. We're always keen to share how this stuff works. [✉ otmpe@tfl.gov.uk](mailto:otmpe@tfl.gov.uk).

A HOLLOWED-OUT OCTOPUS (WITH A LEG MISSING)

You asked about Holden stations, and I managed many of them during my career, chiefly those from Manor House to Cockfosters. They were beautiful to look at, but often dreadful to work in, particularly during the winter. Manor House is a complex wind tunnel – like a hollowed-out octopus with a leg missing. Turnpike Lane, Arnos Grove and Oakwood have enormously high ceilings which means any heat generated has floated away immediately, making them ice boxes when the weather is cold. Wood Green and Southgate ticket halls are far too small for today's numbers.

The only one I truly liked was Cockfosters – but try to get someone to clean the canopy over the platforms! You've probably more chance of finding Lord Lucan.

I worked with some wonderful people who deserved a better work environment. It was always disappointing to me that I couldn't improve it for them – the CSAs, particularly, needed insulated suits suitable for the Arctic from December to March, not a uniform so thin that you could shoot peas through it!

Ian Townsend

Former GSM Arnos Grove and Area Manager Manor House and Cockfosters (these days residing in Hassocks).



NOT TIME FOR A BREW

When covering the position of Headquarters Controller at 55 Broadway one bank holiday, it was customary to begin the shift with a cup of tea made by one of the Information Assistants.

Taking a sip, it tasted strongly of chlorine; it was undrinkable! The water came from the artesian well which must have a measured amount of chlorine put in it. The person responsible for this task was going on holiday (for two weeks I understood) so put in enough chlorine to cover for when he returned!

W Taylor (Bill)

THE BEST PLACE TO WORK

I joined A.E.C. [Associated Equipment Company] on 19 April 1949 as an apprentice. I started in the office – where I worked for six months – before working my way through the factory up to manager level. The factory closed in 1979. It was the best place to work, as were the people who I worked with. I only wish it had stayed open instead of being shut down by the Leyland Group and government in charge at the time... need I say more?

This included Scammell Lorries at Watford. All the buses (RTs at the time) and coaches were well made, and I am sure it would be open to this day had it been an independent company. Its reputation was excellent, and for good reason.

Bernard Tidball

50 YEARS ON

We all heard about the tragic Tube crash at Moorgate on 28 February 1975. I was training at West Ruislip signal cabin around this time for the station foreman position (this was part of the course).

While the cause 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.

The system was introduced at Ealing Broadway on Saturday 2 June 1979. It was ready for the Sunday's start of Central line traffic.

Sometime later, I was working a Sunday late turn at Ealing Broadway when a westbound Central line (1962 stock) train came to a stop approaching platform 5 – two cars of the train in platform limits. The reason for this is it had pulled in too quickly – thus triggering the recently implemented system. As a result (as well as the train being stopped short) the traction current dropped, and the lights went out.

To remedy the situation – and to get the train on the move again – I unlocked the traction override switch box on platform 5, moved the switch's position to 'on', and authorised the train to be moved. Ultimately, the operation went to plan; the train was moved into its correct position on the platform and the passengers and driver got off safely.

Michael P. Farrell

Ex Station Supervisor, Northfields

THE MAIN ATTRACTION

I read your story about Trams 25. Having started work for London Transport back in 1968 as an apprentice vehicle builder at Acton Works, I transferred to Stonebridge Park depot in 1979 when it opened, where I became a shop foreman and ended 42 years' service as the Safety, Quality and Environmental Manager. I moved to Lowestoft in 2020 and, after Covid, joined the East Anglia Transport Museum (EATM) where I was trained as conductor on trams and trolley buses. One of the trams I conduct on is an 1858 (HR2) ex-London Transport. This was built in 1930 for the LCC on hilly routes around the Dulwich area, and its last working day was 12 July 1952. Sometime later it went to Chessington Zoo. It went to the EATM in 1964 where it remains one of the main attractions.

Phil Wilson

HORSEPOWER

Having read the latest issue (July 25), I thought you might be interested in the tram in the Caister Castle Car Collection in Caister, Norfolk. It is believed to be the only known surviving horse-drawn London tram.

It's an amazing collection, and well worth a visit.

Vicki Grace



HALF A BUS

In response to Sue Foster's letter (September 2025), lots of you wrote in with the answer – here's a couple, below. But thanks to everyone else who put us straight.

Your correspondent is quite right. She would never have seen an RM chassis anywhere – because there was no such thing!

Unlike its predecessor, the RT-type, the Routemaster bus was revolutionary in that it had no chassis as such – just 'A' and 'B' subframes which could not be driven around independently. The idea was to keep down the overall weight of the vehicle, which in turn reduced fuel consumption.

John Wagstaff

LT and successors 1966-2017; author 'The London Routemaster Bus' (published by the Oakwood Press, 1974)



I was interested in the story of Aldenham Works in September's mag as I was lucky to be there around 1973 as part of my four-year apprenticeship at LT. I recall the buses coming in at one end of the plant and the bodies being removed from the two front and rear chassis frames (A&B frames) which went on their separate ways through the factory, not always ending up together at the end. The chassis frames were held together during the reassembly process with steel girders, so I don't think they would have been roadworthy at that stage.

I learnt to drive these buses in the final finish shop where we ran them up and down a dedicated road test lane with a turning circle at the end. I recall that LTE had an arrangement with the DoT that the tax and number plates would be switched from the bus entering the site to the one leaving so there was no need to refund road tax. The factory picture brought back many happy memories of my time at LTE and like many, I felt a sad loss when Aldenham closed.

Barry Gore

Retired Vehicle Engineer, London Buses

FONDLY REMEMBERED



Jean Emmanuel 'Rex' Prodano, 86, died on 10 January 2025. Rex enjoyed his 27-year career as a chief booking clerk and was stationed at various locations, mainly on the Jubilee line, including Willesden Green. Rex was commended for assisting a passenger on the tracks – under a train – in 1992 in Kilburn. He is greatly missed by his wife, daughter, four grandchildren, three great grandchildren, friends and family.



Thomas 'Tom' Seddon, 89, died on 16 May 2025. Tom began his 33-year career with LT as a conductor at Walworth garage in January 1957. On passing his driver test in October 1959, he served route 185, driving RTL and RTW buses from Victoria to Blackwall Tunnel. Tom went on to pass out as an inspector, garage inspector, 'Gold Badge' inspector, chief inspector and, ultimately, road manager based at Sidcup and Bromley Garages. Tom leaves behind his wife of 69 years, two sons, four grandchildren and a great grandson who all love and miss him.



Edmund 'Ed' Sparks, 77, died on 19 August 2025 from chronic lymphocytic leukaemia. Ed joined LU as a porter at Harrow & Croxley in February 1968. In June of the same year, he moved to Edgware as a guard. He went on to train as a motorman and passed out in October 1970. Ed spent most of his driving years on the Met – including the 'Fluffy Link' – before making a move into the offices. He retired from his management job at Baker Street in April 2009 after more than 41 years' service. Ed is deeply missed by his wife of 53 years, Carol.

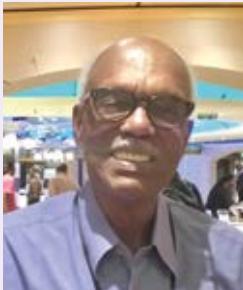


Gary Steadman, 66, died suddenly of a heart condition at his home in Weymouth on 29 August 2025. Gary joined London Underground (LU) on 5 February 1990 as a booking clerk. He worked on the Metropolitan line until the late 1990s before moving to the Bakerloo line as a station supervisor. Gary left LU in May 2016 via voluntary severance. He made many good friends along the way, was taken far too soon, and is sadly missed by family and friends alike. Gary is survived by his wife Donna and two sons, Chris and Stevie.



Stanley 'Stan' Williams, 93, died on 26 June 2025 at his home surrounded by his immediate family. Stan joined LT in 1960, firstly as a track worker and then cable lineman at Whitechapel and Earl's Court depots. When not at work, Stan was a keen snooker and bowls player and – in retirement – enjoyed many holidays with his wife of 65 years, Lena. Stan's funeral was attended by many ex-LT colleagues as well as family, friends and neighbours. He is greatly missed by Lena, their children, family and friends.

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



Cecil Joseph, 92, died on 14 September 2024. Antigua-born Cecil came to the UK in 1956 and joined London Transport (LT) soon after, proudly working as a station porter at Paddington, then as a guard on the Circle line. He later became a Tube driver on the Met line. In the late 1970s, Cecil moved to Lillie Bridge to drive the traction maintenance and construction trains where he remained until early retirement in 1994. Cecil is greatly missed by his wife of almost 68 years, children, grandchildren and great grandchildren.

.....



Roy 'Ron' Huckle, 87, died on 10 August 2025. Ron started at Acton works in 1977 before moving to Northumberland Park where he was a carriage sprayer. He later moved to Griffith House and then to the stores at Cockfosters until retirement in 1993. Ron went on to be an active Pensioner Liaison Officer where he thoroughly enjoyed catching up with other retired members of staff and reminiscing. Ron is sadly missed by his family and friends, especially his son Vic and daughter Linda.



HAVE SOME CONTROL

Q. When's the best time to make your lasting power of attorney?
A. Years ago.
Q. The second-best?
A. Today.

Having a lasting power of attorney (LPA) in place means someone you trust is in charge of your affairs when you need it the most. It provides peace of mind that someone's looking out for you when you might be unable to yourself.

There are two types:

- A **health and welfare LPA** gives your attorney the power to make decisions about your daily routine (washing, dressing, eating), medical care, moving into a care home and life-sustaining medical treatment. It can only be used if you're unable to make your own decisions
- A **property and financial affairs LPA** gives your attorney the power to make decisions about your money and property. This includes managing your bank or building society accounts, paying bills, collecting your pension or benefits and, if necessary, selling your home

You can choose to make one type or both and, once an LPA is registered with the Office of the Public Guardian, it can be used immediately or held in readiness until required.

There's a different process in Scotland and Northern Ireland.

Don't leave it until it's too late. Find out more at [gov.uk/power-of-attorney](https://www.gov.uk/power-of-attorney)

DEALING WITH DEATH...AND YOUR PENSION

Your pension doesn't need to die when you do – but making sure your loved ones know what to do when the time comes is essential.

When you die, your adult dependants and eligible children may be entitled to pension benefits.

Losing someone close is never easy. Alongside the emotional weight, there are practical steps to take. One of those is to let the Fund Office know when a member has died. Thankfully, just a phone call or email will get the job done.

📞 **01737 235 298**

✉️ **helpdesk@tflpensions.co.uk**

Eligibility and more details

🌐 **cutt.ly/tflpension**

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@tfll.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)

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2026 PENSION PAY DATES

Bank and building society accounts will be credited on **9 February, 9 March, 7 April and 5 May**.

More info and future dates at  cutt.ly/pensionpayments

There will be 14 pensioner paydays in the 2026/27 tax year. It's a rare occurrence and arises roughly every 23-25 years. To find out more, head to  cutt.ly/taxyear

PENSIONERS' FORUM SUMMARY

MEETING HELD ON
THURSDAY 13 NOVEMBER 2025

As previously communicated, 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 next actuarial valuation. Some initial options were shared with us at the meeting and the scheme's actuary (in attendance) advised on the costs and other implications there might be taking ideas forward. It was agreed all suggestions should remain open at this time and the working group will assess the full impacts over the next few months.

The Annual Members Meeting took place on 17 October 2025. Representatives fed back their mainly positive views on the event. A video of the meeting, slides used and responses to questions raised by members will – in due course – be published on the TfL Pension Fund website.

Representatives asked what the implications might be if Inheritance Tax rules are changed to include pension amounts. We were advised interpretation of current government proposals indicates defined benefit schemes are largely excluded from these changes. Any impacts will be communicated to all members once the legislation is finalised.

No further progress was reported with the work underway in Rail Staff Travel to increase the number of Privilege Ticket Holders who can access their online services to purchase tickets. Representatives will keep pressing the company on this matter and will provide further updates on progress as it becomes available.