

No.91 MARCH 2026

ON THE MOVE PENSIONERS' EDITION

otm[®]



In Memoriam

CONTENTS

- 04 OVER (STATION) AND OUT**
We've been building over-site developments since the early 1900s, and it continues today.
- 05 FROM PROTOTYPE TO PLATFORM**
The fourth Central Line Improvement Programme (CLIP) train entered passenger service on the Hainault to Woodford shuttle in December. Seen it?
- 06 TIME TO DIAL-A-RIDE?**
TfL's free-to-use shared transport service keeps older and disabled Londoners moving.
- 07 ANY COLOUR (AS LONG AS IT'S RED)**
London's buses have always been red, right?
- 13 MODEL BEHAVIOUR**
You're a talented lot, and many of you have railways in your blood.

ON THE COVER.
TfL's Director of Buses, **Lorna Murphy** and **Lord Hendy** of Richmond Hill CBE attend the unveiling of a war memorial at First Bus London's Fulwell Depot (P3).



SPRING IS IN THE AIR

With the welcome arrival of daffodils, crocuses and snowdrops in our parks, and Easter eggs appearing (far too early) on supermarket shelves, we'll soon be enjoying longer days and (hopefully) slightly warmer nights.

It's also time for TfL staff to 'seed it, sow it, grow it' for the annual In Bloom competition. The District Railway company floated the idea back in 1910 and gave staff money to buy seeds to grow plants. More than a century on, and that initial acorn of an idea continues to grow. Were you involved during your time here, or do you now enjoy cultivating a smart garden or planting up fancy hanging baskets? Send us your pics 📧 otmpe@tfl.gov.uk (we'll award our very own In Bloom pensioner's award!).

As ever, we're keen to hear tales, tidbits and memories of how it was when you worked here. While we hear from lots of bus folk, we don't get quite so much from ex-London Underground pensioners. Don't be shy; if you've got something to say, an idea for a subject you'd like us to include, or just some feedback (good or bad), drop us a note 📧 otmpe@tfl.gov.uk 📧 **IIG6 Palestra, 197 Blackfriars Road, London SE1 8NJ.**

In September 2025's edition, we printed an article in which we confirmed there were no fees for Retired Oyster card eligibility checks. While this is correct, fees may apply if you hold an additional Oyster card (issued by your local borough).

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

Gordon McDonald
Editor
📧 otmpe@tfl.gov.uk

“ Until you hear from us again in the summer, stay safe and well.

IN MEMORIAM

In December, TfL Director of Buses, Lorna Murphy, was invited along to First Bus London's Fulwell depot for the unveiling of a refreshed war memorial.



Lorna said: 'First Bus London (Fulwell) engineer **Daniel Morris** (pictured left) had found an old memorial on site, tucked away, and decided to research it. He went and looked into every single name on the memorial (drivers and engineers from Fulwell and Hounslow depots) and learnt their stories. He then refreshed the memorial.'

Daniel said: 'Verifying every name and confirming the units the men served in has undoubtedly been the biggest task I've ever undertaken. The individuals listed gave their lives to protect this country, and they deserve to have their names recorded.'



'The purpose of the memorial has always been to present their names as accurately as possible, using the archival access we now have, far more than what was available over the past 80 years.'

Lorna concluded: 'First Bus was obviously and rightly proud of Daniel's work and invited **Lord Peter Henty** and me along for what was a really poignant unveiling event.'



OVER (STATION) AND OUT

The shape of Places for London's new eight storey office development, 10 King William Street, has now become clearly visible to Londoners.

Places for London (TfL's property arm) and joint venture developers Helical plc were joined by funders of the project to celebrate finishing the structure by adding the final bolts to the steel structure as part of a traditional topping out event.

Located above the new entrance to Bank station, construction work started in June 2024 and is due to complete by December this year.

Director and Chief Executive at Places for London **Graeme Craig** said: 'This is a fantastic milestone to reach at our first development through the Platinum Portfolio joint venture between Places for London and Helical. Here, at 10 King William Street, and working together with McLaren, we are bringing about new, valuable and sustainable office space in the heart of the City of



Graeme (centre) alongside project funders as they add the final bolts

London – building and realising a vision for the future.'

10 King William Street is one of three new over-station developments including office space above Paddington and student accommodation above Southwark, by the partnership of Helical plc and

Places for London, all offering high-quality and sustainable office space above or close to Tube stations. This maximises revenue for TfL's network and supports our goal of making better use of the spaces we own, while improving the customer experience.

Competition Corner

In January's edition, we asked which two lines have their own unique moquette designs. Congratulations to **Stephen Sparkhall** and **Dave Stuart** who correctly answered the Victoria and Elizabeth lines (most others are takes on the S Stock or Barman designs). (Don't come for me on the Elizabeth line argument!)

While most got our Unscramble the Stops anagrams correct (Hawk Tours = Southwark, German Hunter = Turnham Green and Ankle Rap = Park Lane), only **Angela Gavin** and **Les Pilgrim** spotted the 455 won't take you anywhere (it's no longer a London bus route!)

Answer these three questions correctly to be in with a chance of winning this time around:

1. What's the UK's busiest railway station?
2. Which London Underground station is built over a plague pit (said to contain more than 1,000 bodies)?
3. What were the first (windowless) Underground trains nicknamed?



Email your answers to otmpe@tfl.gov.uk or post to: **otm, IIG6 Palestra, 197 Blackfriars Road, London SE1 8NJ.**

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

FROM PROTOTYPE TO PLATFORM

The fourth Central Line Improvement Programme (CLIP) train to enter passenger service began running on the Hainault to Woodford shuttle at the end of December. While it's an important step for the programme, the train – known as CLIP 2 – has a particularly interesting story behind it.



CLIP is the largest intervention project undertaken by engineers in the history of London Underground, with more than 200 colleagues working on it full time. The innovative work includes installing wheelchair bays and LED lighting to improve accessibility, new screens in carriages to enhance customer information, additional CCTV and refreshed seating in a newly designed moquette. Alongside the new AC traction system and replacement Data Transmission System, these changes will improve the reliability, accessibility and safety of the Central line fleet.

CLIP 2 was used to develop and test several of those new features. Partway through the project, the original design contractor was no longer involved, which meant there was no design solution in place for

how some new equipment would be fitted.

To keep the project moving, the LU Rolling Stock Engineering team stepped in and took on the design development work themselves. With suppliers ready to test their equipment and limited time available, the team had just a few months to design, fit and test the new systems so the train could be safely tested on the Central line.

The design work took place back during the pandemic, which brought extra challenges like new site safety rules and remote working. Despite this, the team installed the trial equipment on CLIP 2 at Ruislip depot and supported the full testing programme. Once testing was complete, the train moved to Acton, where the final versions of the equipment were installed.



Have you spotted one of the CLIP trains out in the wild, or did you work on fleet refurbishment in your time here? [✉ otmpe@tfl.gov.uk](mailto:otmpe@tfl.gov.uk)

Time to Dial-a-Ride?

Live in London and need help getting to an appointment, meeting a friend, or visiting family? We've got your ride!

Dial-a-Ride is a free, door-to-door transport service for older and disabled Londoners.

The London-wide service operates seven days a week between 07:00 and 23:00. It's a shared service, meaning you may travel with others, but it's designed to make getting out and about easier and more comfortable.

How to become a member (it's free)
☎ **0343 222 7777** (select option three)
✉ **dar@tfl.gov.uk**

Once you've registered, bookings can be made through the same number. You can make one advance booking per week (up to seven days ahead), but you can also request same-day or next-day trips with no weekly limit. Phone lines are open daily between 08:00 and 21:00 for same-day bookings and 09:00-16:00 for advance bookings.

Prefer using a smartphone or tablet? Book through the free Dial-a-Ride app (available on the Apple App Store or Google Play) or through our web portal at
🌐 **tfl.gov.uk/modes/dial-a-ride/**

Dial-a-Ride is part of Tfl's On Demand Transport team, which also offers a Travel Mentoring Service to help you plan accessible routes and build confidence using public transport. See below for more info.

☎ **020 3054 4361**
(09:00-16:00, Monday to Friday)
✉ **travelmentor@tfl.gov.uk**



VISION 2126



100 years ago, artist Montague Black imagined today's London. What will the next 100 years look like?

Flying cars. They're a mainstay of many 'vision of the future' artworks of yesteryear. And Montague's vision of 2026, displayed at the London Transport Museum, is no different. 'This is all in the air' sees a fleet of airborne vehicles above the city, with today's 'solid comfort of the Underground' marked by a Roundel that draws the eye.

Today, the sky remains the domain of birds (and aircraft, of course). Which begs the question: what will transport look like in another 100 years?

We'd love to hear your ideas on what transport in London will look like in 2126.

✉ **otmpe@tfl.gov.uk**

ANY COLOUR

(as long as it's red)



The iconic red of London's buses dates back to 1907, when the London General Omnibus Company painted its entire fleet red to stand out. Since then, these buses have become part of London's culture and heritage.

However, recently retired **Malc McDonald** told us: 'During the earlier years of tendering, London's buses got quite colourful as operators weren't mandated to use red livery. Even some of the Routemaster fleet got a new look, as they were leased to Kentish Bus

who had won the tender for route 19 (there were some orange ones too, used by BTS on route 13).

'Different colours weren't confined to the private operators. London Buses introduced some 'low cost' operations, to retain work in the face of competition. Some of these had their own liveries, not least Bexleybus which might have looked like a private operator but was part of London Buses Ltd.'

Our thanks to Malcolm for sharing some of his non-red bus shots with us.



Don't be duped by purchase fraud



Purchase fraud occurs when a fraudster deceives a victim into paying for goods or services that either don't exist or are never delivered. These frauds commonly involve high-demand or emotionally appealing items like concert or football tickets, games consoles, pet deposits, electrical goods, and children's toys.

Fraudsters often hide their identity by creating fake personas, posting convincing adverts on auction sites or social media, or even cloning genuine websites.

BUYER BEWARE

- **Research the company:** look up the business to check whether it's genuine. You can use official sources such as *Get information about a company* on GOV.UK
- **Read about it:** search for feedback and online reviews from other customers
- **Be cautious** of 'too good to be true' offers, unrealistically low prices or high-pressure deals – all of which are common red flags
- **Check that site:** legitimate website addresses should begin with <https://>. The 's' simply means the connection between you and the site is secure – it doesn't guarantee the website itself is genuine
- **Verify images:** fraudsters often use stock photos or images. You can run a reverse image search on Google to see if the same pictures appear elsewhere online

**If you're a victim, don't keep it quiet:
report it to Action Fraud**

☎ 0300 123 2040

🌐 reportfraud.police.uk

otm PE in unusual places

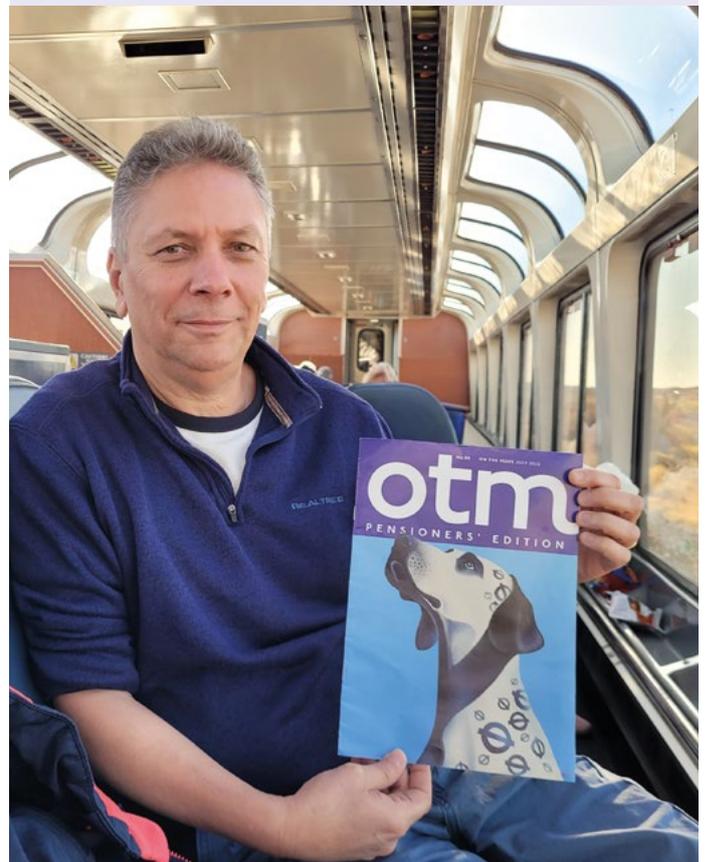
Who doesn't love a nosey at what people are getting up to in their well-deserved retirement? And remember, any photo we print is rewarded with one of our merch bags.

Marcos Augusto was a station assistant on the Victoria South group for two years before getting behind the wheel (yes, we know there *isn't* a steering wheel) of a Northern line train at Morden.

After retiring in 2023, Marcos moved to sunny Brazil where he now lives on a farm. No, we're *not* jealous.

Marcos' photo was taken on the Amtrak California Zephyr from Winnemucca to Reno in the USA state of Nevada.

Show us what you've been up to and where you've taken your otm PE ✉ otmpe@tfl.gov.uk





you're
goodtogo

Travel Insurance

Cover for medical conditions
and no age limits

- ✓ 24 /7 medical emergency assistance
- ✓ Experts in cover for medical conditions
- ✓ Cover for cruise holidays



Special offer
20% OFF*
Base Premium
Save on single-trip and annual cover
Quote: **OTE63**

Call us FREE for
an instant quote

0808 196 2121

Or visit us at

goodtogoinsurance.com

Authorised & Regulated by the Financial Conduct Authority - No. 471641. Terms and conditions apply. 5-star Defaqto rating applies to Platinum policies and Premium Cruise single trip policies only. *Discount applies to base premium only. Discount valid until 31/08/2026.

HOLD TIGHT



What memories... I joined LTB in 1964 as a bus conductor and completed my application and training at Chiswick Works before being allocated to Turnham Green bus garage. My regular route was the 65 from Ealing Argyle Rd (with a mobile canteen at the stand) to Chessington Zoo, or half-hourly to Leatherhead. I believe it was the longest – or one of the longest – LT routes at the time.

On the bell and safety issue (as mentioned in January's edition), my arrangement for signals with the driver were two dings for safe to go (when I'd shout 'hold tight'), three when full as we approached the next stop (unless a passenger needed to alight), and rapid dings for an emergency (to stop immediately). The single ding was for passengers to use when approaching a request stop.

In 1967, a year after the aerial photo (pictured in the mag) was taken, I was back at Chiswick Works doing my driver training. I loved my time on the skid pan (I'd have spent all day on it if I could). The experience came in handy about a year later when, on an early shift, I was slowing down to stop at a set of lights... but the back end of the RT I was driving decided to try and pass me! Thankfully, the training I'd done kicked in and I brought it to a stop at the lights, just as trained... in a straight line.

Those were great uncomplicated days. From there I moved to the inside staff, but that's another story.

Paul Burrows

HOLD TIGHT II

Without conductors, there can never really be safety regarding boarding and alighting... and that was something the old state-run LT made something of... until the 'guardian' of the platform was phased out completely. You either have safety or penny-pinching, but not both...



Having served my electrical engineering apprenticeship at AEC Southall, and when I also drove the crew-operated 207, I had my mind thinking about how safety could be improved – especially on modern one-man operated buses.

It's OK having all of those announcements, but I think the most beneficial thing would be utilising announcements to coincide with bell signals.

David Luck

ON THE BUSES

After reading both Sept and Jan editions of *otm*, I have a curious question about the chassis (as mentioned on page 13 of January's edition). This topic piqued my interest because I'm basically from a family of bus conductors/inspectors, and it's rumoured in our wider family these chassis were sent abroad to countries like Pakistan and India. I'd love to know if anyone has any

information on this... is there any truth in it. And why would a transport company in far-flung Pakistan want to buy these chassis?

R Jawaid

If you know anything about this, let us know and we'll pass it on [✉ otmpe@tfl.gov.uk](mailto:otmpe@tfl.gov.uk)

TICKETS, PLEASE!

It was interesting to see mention of ticket sorting at Chiswick Works. I was an apprentice fitter and turner there in the early '50s and spent a month in the service shop that serviced and maintained the collection of CDS vehicles (which formed part of LTE's distribution service).

During my time in the workshop, I was tasked with collecting four Albion petrol-engined closed vans from the ticket office loading/unloading bay. I was to take them to the internal service bay and ensure they were fully fuelled, oiled and watered before returning them to the loading bay, ready for the night drivers who'd return the ticket boxes to the four divisions for use the following day.



As I was led to understand, the bell punch ticket machine only counted the quantity of tickets issued. However, as different tickets had different prices – identified by the colouring of a stripe down each side of the ticket and bus stage stops numbered – the task of the women (as pictured in the mag) was to calculate the value of the daily tickets issued by the colour, and number of the punched pieces that were collected by the machine. This of course being the need for the use of the Albion trucks.

John Lupini

TRAINS, PLANES AND AUTOMOBILES



My work life isn't wholly 'London Transport' – I left school to work in the state-owned long-haul airline BOAC in 1969 (management trainee, 'traffic', reservations and marketing). That went through to British Airways, and I left in 1982 when we were paid to go under privatisation. Gaining a good Honours Science degree as a full-time adult student, there was no suitable work, so I joined London Buses (schedules, then traffic planning).

Privatisation struck again and I moved to the Underground (station capacity planning, safety systems, graffiti management (topical now – if only we'd been listened to then...), project management, Safety Critical Licencing). Privatisation crashed into my life a third time and I relocated to the South West Trains Control Room until retirement in 2011.

However, these were not my only transport links... my late father became a London cabby in 1969 and I helped him do 'The Knowledge', and around year 2000 I volunteered at the London Canal Museum!

Joel Kosminsky

Keep those letters coming, by email or post (our details are on the back page) – we love to hear your memories and thoughts.

HIS WAY... OR THE TRAMWAY

Having read fellow TfL pensioner Peter Herring's account (*otm* PE January 2026) as to how he keeps busy in retirement, **John Polley** (pictured) shared what he gets up to.



'I joined LU as a direct recruit train operator in 2002 when I was 40 years old – after a career in the electricity industry. I spent a couple of years driving up and down the Northern line, on nights mainly, as they were easier and much quieter! I then moved into the Network Operations Centre at 55 Broadway. Having spent several years at Broadway, I worked at various locations including Pelham Street, Baker Street and Palestra before taking voluntary severance in 2018.

'My wife and I then moved to sunny South Devon where a high percentage of the population is retired and there are many things for us pensioners to do and to get involved with. Thus, it didn't take long for me to get involved in various local groups and also as a volunteer tram driver at Seaton Tramway.

'Seaton Tramway is a popular 50+ year old Devon tourist attraction and a great day out. Running from the coast at Seaton along the River Axe through the Seaton Wetlands and the village of Colyton before ending at Colyton. It's a 3-mile long, 2ft 9inch gauge heritage tramway, mainly running over what was an old British Railways branch line closed under Dr Beeching in the 1960s.

'We operate 14 trams – a mix of single and double-deckers of various



origins and vintages. Our oldest tram (No. 14) – an ex-London Metropolitan Electric Tramways double-decker tram (now converted to a single-decker) – was built in 1905 and scrapped in 1935.

'Being an ex-Tube driver, I often get teased when driving a tram. I'm accused of driving too fast and shutting the doors on passengers – but it's all in good spirit. We have a lovely friendly family atmosphere where both volunteers and paid staff keep the service running and more than 100,000 yearly visitors happy. If anyone wishes to visit, details are available via the website tram.co.uk and, if you see me there, do come and say hello!

Anyone else still driving a bus, train or tram? Let us know.

otmpe@tfl.gov.uk



Being an ex-Tube driver, I often get teased when driving a tram. I'm accused of driving too fast and shutting the doors on passengers – but it's all in good spirit.



Model behaviour

In January's edition, we asked if any of you were keen modellers. Of course you are! First up we've got **David Carpenter's** 'Bilton Junction'. John told us: 'It's intended to represent somewhere in the West Midlands in the early 1960s, so I can run both steam and early diesel trains on it. Although train movements are controlled digitally, the points and signals are worked by levers in my attempt to reproduce an old-fashioned signal box.'



Next, we've got 'Ruskin Park' from **Nick Bailey**, who told us: 'I started building in 2020. It is far from complete, but as the picture shows, it is progressing well. The layout is based on the former London Brighton & South Coast Railway network in south London in the 1960s and 1970s. All my buildings are scratch built, along with the retaining walls and other railway structures. The houses are mostly based on real examples around London.'



'I started at LU in 1979, initially in the architect section, then moving to building control in 1992. I took early retirement in 2014 and said goodbye to the daily commute from Worthing to London!'

Thanks to David and Nick for sharing their works with us. Building something yourself? Show us!

✉ otmpe@tfl.gov.uk

JUB-TUBERS REUNITED

Mel Shepherd-Wells (pictured in his younger years) left his job as a London Underground supervisor at Canary Wharf during Fit for the Future in 2016. While he'd happily forget the change programme that saw significant changes across the Underground, he *didn't*



want to lose contact with those he'd met on the Jubilee line. Enter the JUB Tubers reunion club.

'I started a reunion club for anyone working – past or present – on the JLE, Westminster to Stratford, and we've met every quarter since. We even managed to keep it going, albeit virtually, during the pandemic.'

'This year marks our 10th anniversary and includes our 40th event – a sponsored cycle ride from Westminster to Stratford on Friday 15 May.'

As well as raising much-needed cash for Cancer Research UK, JUB Tubers who die are remembered with framed picture of them on the table at events for 'one last drink.'

2026 will see a trip to the Epsom Races in August and axe throwing in November. Want to know more? Drop Mel a line:

✉ shepherd-wells@hotmail.co.uk

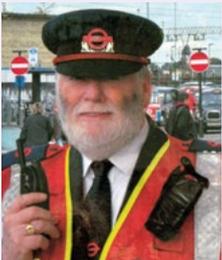


FONDLY REMEMBERED



David Abel, 79, died on 11 January 2026. Beginning his career as a bus driver in 1970, David was behind the wheel of the 19 out of Holloway garage for several years before relocating to Cheshire. Upon returning to London in 1988, he continued his service at Colliers Wood garage and later at Fulwell,

where he remained until retirement – as he faced the early stages of dementia – in March 2016, concluding more than 30 years of loyal service. David met countless people and built a lifetime of stories during his time behind the wheel. David is deeply missed by his beloved wife, Sheila, daughter, Kelly, his cherished grandchildren – who brought him immense pride and joy – and his family and friends.



Arthur Balch, 78, died on 2 January 2026. Arthur was a bus station controller at Stratford and Canning Town and a panel network traffic controller between 2004 and 2012. An extremely popular team member, he brought an immense wealth of knowledge and personal experience to his role. A keen sailor, he was the

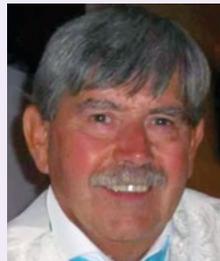
steady hand at the tiller, with a very dry sense of humour, a ready smile and a kind word – a true gentleman. Deeply missed by his family, friends and colleagues. We raise a mug of tea and a slice of bread pudding to you sir!



Garfield Augustus Clarke, 95, died on 27 November 2025. Barbados-born Garfield came to England in 1959 and began working for London Transport (LT) at Upton Park bus garage. He started as a conductor and later became a driver, proudly navigating London's streets long before GPS existed. He and his wife settled in

Forest Gate where they raised three children. Garfield retired in 1995 and happily took on a new role: 'Grandad Taxis', the full time, unpaid, first-on-call childminder for his six grandchildren. If there was a school emergency, everyone knew to call Grandad first.

Although his body grew tired, his mind stayed sharp to the end. Garfield is dearly missed by family and friends, near and far.



Derrick Best, 75, died on 14 March 2025. Derrick started as a bus conductor with driver Ted Baldock before becoming a Routemaster driver himself. He later became a one-man driver out of Catford, mainly on the 54 and 1, before being medically retired. Derrick was a keen sportsman, playing football, cricket

and ten pin bowling for Catford garage. He also used to drive the buses down to the coast in the summer, where the journey would always end with an ice cream.



Grantley Alvin Small, 80, died on 7 December 2025. Grantley came to the UK as part of the Windrush generation. After settling, he began his career with LT, qualifying first as a bus conductor and later as a driver – a role he carried out with pride and dedication until his retirement at the age of 69. Grantley was known for

his love of bringing people together. He enjoyed hosting friends in his home, where he could often be found cooking, playing dominoes, and sharing a bottle of rum or whisky late into the evening. In his younger years, he was a keen cricket player and throughout his life remained an avid follower of Test cricket and the West Indies team.

Affectionately known by many as Smallie, Silver, Grey Goose or Alvin, Grantley left a lasting impression on all who knew him. Grantley is survived by nine children and is deeply missed by family, friends, and all whose lives he touched.



Andrew 'Andy' Worstencroft, 81, died suddenly on his birthday, 9 June 2025.

Based at Leyton Green bus garage between 1978 and 1990 (badge no. 112410), he drove many routes including the 48, 55, and 69, but mostly the 38 to Victoria. After leaving LT, Andy became a Passenger

Services driver for the London Borough of Waltham Forest. His hobbies included building a model railway and making fine scale models of naval ships and military planes. He is sadly missed by his wife of 58 years, Lesley, and son Andrew.



Brian Ilbrey, 84, died on 30 October 2024. Brian worked as a bus driver at Turnham Green garage from the early 60s, where he often volunteered to drive the social club Sunday trips to the coast. After moving home, Brian worked for a while at Alperton garage but – following an illness – was transferred to the

offices at Hanwell depot. On medical retirement, he moved to Devon where he was able to follow his interest in model buses and trains, and preserved railways. He was also an expert jigsaw solver. Brian is sadly missed by his wife, Angela, son, daughter-in-law, daughter, and his grandchildren and many friends.



Peter Haines, 80, died on 16 June 2025. Peter joined London Underground (LU) in 1991. He was also a member of the Worshipful Company of Firefighters and was made a Freeman in June 2014. Peter was a retired Fire Engineer with LU and was involved in the repercussions of the 1987 King's Cross fire. Although

he retired in October 2011, he continued his interest in fire safety with the Institute of Fire Prevention Officers (IFPO) and served as their chairman for several years before becoming president. He also represented them on the Fire Sector Federation. Peter was a gentle and professional man, always sincere, and is missed by his family, many colleagues and friends.



Thomas 'Tom' Wickam, 84, died on 20 December 2025. He started his career with LT in the late 1980s and retired in 2015. Tom used to drive the 268 bus out of Cricklewood. He's missed by family and friends.



Denis Galvin, 89, died on 23 December 2024. Irish-born Denis started as a bus driver at Tramway Avenue Edmonton bus station in the 1960s and finally finished with LT as a bus cleaner at Palmers Green bus station in the late 1970s. He enjoyed a long retirement running a B&B in Southbourne, Dorset, as well as

driving coaches between Bournemouth and London. His later life was sadly plagued by ill health which eventually led to his death. He is sadly missed by his wife, son, daughter, and grandchildren.



Donal 'Don' O'Donnell, 81, died on 29 October 2025. Dublin-born Don moved to London in the 1960s and – after a short stint in banking – became a surveyor with LT at Baker Street. He was involved in the major extension of the Piccadilly line from Hounslow to Heathrow, and later the early work on the [then] new

Jubilee line. Don captained the Osterley-based LT rugby club and played in Dublin, Edinburgh, Cardiff and Paris. After marrying an Aussie girl, Diane in 1977 – and having a daughter, Clare, they moved to Adelaide in 1984. Don defied his prognosis after being diagnosed with non-Hodgkin lymphoma and kept going. He's missed by friends and family scattered around the world.



Geoffrey 'Geof' Slater, 92, died on 7 October 2025. Geof joined LT in 1953, working in the Underground's timetable office as a schedule compiler, he then went out as an area manager before returning to the timetable office as a manager in the early 70s. He moved outside once again as a traffic manager on the

Central line, during which he was given a Royal Humane Society Award for rescuing a person trapped under a train. Geof retired in 1993, after nearly 40 years with LU. Geof's public service extended to include considerable voluntary work locally for many years. Geof is sadly missed by former colleagues and his family of three children, six grandchildren and eight great grandchildren.



Irvin 'John' Snell, 103, died on 25 November 2025 after a short spell in hospital. John joined LU in 1982 and worked for five years at Waterloo station before retirement. He continued to work part-time elsewhere for a further 22 years. John was blessed with good health and remained active and independent

at home until four days before he died. He's sadly 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

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

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

Enter your member number, surname and email address at cutt.ly/paperless (you'll receive the TfL colleague magazine every month too) and we'll sort it.

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

Need more information about advertising – including policies and relevant T&Cs? ✉ otmpe@tfl.gov.uk

2026 PENSION PAY DATES

Bank and building society accounts will be credited on **7 April, 5 May, 1 June, 29 June and 27 July**.

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 26 FEBRUARY 2025

Representatives identified additional options to be considered by the working group set up to identify and assess potential options to improve member benefits (should there be a significant surplus at conclusion of the 2027 actuarial valuation). The option-gathering stage is ending, and – over the next few months – these will be evaluated by the Schemes Actuary and the Trustee Board.

For members unable to attend the 2025 Annual Members Meeting, a video of the event is now available at cutt.ly/AMM2025

Privilege Ticket Authority Cards expire on 31 December 2026. Representatives asked Staff Travel to advise on the process to be used and the timetable for their renewal. This will be communicated once finalised.

No progress was reported on work to increase online access for Privilege Ticket Holders. However, Staff Travel has been asked to publish details of train operating companies who do offer the facility for staff and pensioners (with free/privilege tickets) to reserve seats on their websites.

The Chair recorded a note of thanks to Luke Howard for the significant contribution he has made to the Pensioners Forum, and we look forward to Luke standing for re-election in the future, should he choose to do so.

Lastly, representatives noted this was the last forum for outgoing Director of Pensions, **Stephen Field**, and thanked him for a long and positive working relationship. **Martin Hunter**, Stephen's successor, joins on Monday 16 March.