

No.92 JULY 2026

ON THE MOVE PENSIONERS' EDITION

otm[®]



Clippie's Victory

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FAMILY CONNECTIONS



When mulling on leaving my previous job of 20 years (at BT) ten years ago, I'd convinced myself I'd only move to an organisation that did something that 'mattered'. TfL was at the top of my list, closely followed by British Airways. Thankfully (especially given what happened during COVID-19), the job here came up trumps and, well, the rest is history.

What was immediately evident about this place when I joined is the genuine interest (dare I say 'geekiness') about what we do, and the difference it makes to millions of Londoners. Sure, there's plenty of big cities with equally big networks, but can any hold a candle to ours? I'm not sure.

Of course, organisations like ours are all about the people, present and past. We have a ridiculous ratio of people with family ties to transport. In this edition alone there's our amazing cover girl **Grace Webber** (P3) who was introduced to her husband by someone at her garage, and *otm* sub **Madi Bruce** (P7) and Transport Services Product Manager **George Fraser** (P9) sharing their transport family connections.

As for my own personal geekiness, I'll continue to bore anyone who'll listen by pointing out my Charles Holden favourite designs, explaining just how frequent the Victoria line is, and reminding people Routemasters were 'just better'.

Finally, this quarter's paperless subscriber prize goes to **Philip Roe**. 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

“ Enjoy the summer, and don't stay out in the sun too long without protection!

Clippie's Victory



A beauty contest for bus conductors? Who'd have thought it. But 1950's London was a very different place to what it is now, and the 'Prettiest Clippie' cup was a mightily coveted award.



The birthday girl with a very special card

One such winner, **Grace Webber**, was crowned 'Miss Clippie' in 1949 and 1950. Chosen from dozens of hopefuls, Grace – a conductor out of Middle Road (North Kensington) garage – triumphed at two Clippie Balls held at London's Seymour Hall.

Grace – who recently celebrated her 100th birthday – became a clippie in 1946, aged 20.

'I knew London Transport was short of staff, so it seemed like the perfect opportunity for me to get out of retail and onto the buses. It was a great little job, and I loved meeting people and seeing different places. Every day was different.'

Although Grace only stayed on the buses for five years, she was introduced to the man she'd later marry by the Float Office manager.

Grace told us she'd seen 'Miss Clippie' competition posters in the canteen and was encouraged to enter by the other bus crews.

'The competition balls at Seymour Hall were amazing – a very glamorous affair, and we all got to wear long dresses before being judged.


'Although I hadn't ever expected to win – and I was shocked when I did – it was an amazing experience, and I've got great memories of hearing my name being announced as the winner.'



Cupwinner Grace



Amazing Grace

Did you enter (or win) any competitions back in your day? Let us know  otmpe@tfl.gov.uk



L-R: Volunteers Aaron, Steve, Jamie, Val, Bob and Peter



Signal lever frame



OO gauge model railway

THE YELLOW LOCO

If you haven't been to the Epping Signalling Museum yet, why haven't you?

After its winter spruce-up, the free-to-enter museum is open and ready to receive visitors, especially *otm* PE readers, on Saturdays until the autumn. While you might be forgiven for thinking its gorgeous yellow loco (LII) – with a shiny new paintjob – is the main attraction, there's loads more to see, and you don't have to be a train geek... sorry, rail enthusiast, to enjoy what's on offer.

Situated alongside the Central line on the approach to Epping station,

the museum's signal cabin is the only one on the network in preservation and open to the public.

As the museum continues to evolve, volunteers Steve and Graham are especially proud of an 11-lever air-worked signal lever frame (pictured) based on the North Acton IMR, built from the ground up.

As with all large heritage projects, we're reliably informed the frame has 'fought most of the way through construction and the air motors are still putting up a fight and leaking air!'

Into your model train sets? They've got your ride with a (pictured) 'OO' gauge model railway. It hosts several Tube stock trains as well as yellow plant – and of course a bespoke model of the Museum's very own Locomotive LII, the former Acton double ended shunter. Not confined to Tube stock, it includes main line Bubble cars and steamers – all in service.

Appetite suitably whetted? Find all the details you'll need at the newly revamped website.

eppingmuseum.com

The end of an era: no more printed Greater London Bus Maps

After 30 years of producing The Greater London Bus Map, **Mike Harris** has ceased production of the printed versions of his maps. He cites the increasing difficulty in obtaining accurate and up-to-date information – not least from TfL – coupled with his advancing years, prompting him to call time

on something that he has enjoyed creating and maintaining.

Thankfully, the digital versions of The Greater London Bus Map – with more frequent updates – can be downloaded. Those wishing to stay up to date with digital releases can subscribe to the newsletter at busmap.co.uk

Mike's grateful to everyone who has supported the map over the years, especially those who have purchased the map, helping him raise £30,000 for various charities.



AN ICON



We've always believed the TfL roundel is something special, and it turns out the rest of the country agrees. The UK Intellectual Property Office ranked it among the top 10 most iconic British trademarks. This recognition came through a public vote, celebrating the marks that people feel most strongly represent the UK.

First developed in 1908 as a solid red enamel disk with a horizontal blue bar, the roundel is now instantly familiar for millions of Londoners and visitors.

Some describe it as 'glowing in the dark on a wet winter evening, it represents the way home' and 'an absolutely iconic mark known the world over. Simple, adaptable, timeless.'

Despite some saying 'imitation is the sincerest form of flattery', we're fiercely protective of the roundel, but that doesn't stop it being copied by businesses around the world.

Send us a shot of your roundel sightings, and you might just win a (licensed) merch bag.

✉ otmpe@tfl.gov.uk



A legacy continued

Many of you will remember the colleagues who arrived from the Caribbean in the years after the Second World War – men and women who played a vital role in keeping London moving as the city rebuilt itself.



Retired LU Area Manager **Cassius 'Cass' Powell's** late father, Gladstone, was one of them. He travelled from Jamaica to the UK in 1955. Like many, Gladstone relied on family connections when he arrived, staying with an uncle in Luton and taking early work while finding his feet in a new country.

Though Cass (pictured) was born in Bedford, his family returned to Jamaica when he was six years old. He still smiles at the memory of that sea journey: 'If you've heard anything about the SS Bergona, you'll know it was quite something,' he said.

When Cass returned to the UK in 1988, London felt unfamiliar all over again. A missed train at

Gatwick and an unexpected arrival at Victoria Station left him laughing about how easy it was to feel 'totally at sea.'

Finding his sea legs in transport – like so many others before him – Cass joined London Underground soon after his return. He retired in April after 36 years of service. Congratulations on your first edition of *otm* PE, Cass!

Today, the legacy of the Windrush generation is woven into London's culture and our transport network. Their experiences were not always easy, but their contribution was lasting.

'I'm sure my dad had many more stories to tell,' he said. 'I wish I could speak to him again.'

TICKETS, PLEASE!

On a recent journey between Parkstone and Wareham, pensioner **Ian Grainger** couldn't buy a ticket before boarding his train. Not because he didn't want to, but because the ticket office was closed, and the vending machines don't offer privilege-discounted fares.

Could he have purchased a ticket online? No, because Ian is one of thousands of TfL pensioners who have yet to gain access to the Rail Staff Travel (RST) website.

During the journey, Ian was approached by a South Western Railway inspector: 'He set about issuing me with a penalty fare for not having purchased a privilege ticket from the RST website. When I explained I didn't have access to it, he didn't believe me and issued me with a penalty fare.'

Ian successfully appealed the penalty fare and received a full apology.

'To me, it's a total nonsense that thousands of TfL pensioners can't buy a privilege ticket online in this day and age. Access to the RST site would avoid often awkward and potentially embarrassing experiences such as mine.'



OFFICIAL GUIDANCE FROM THE DEPARTMENT OF TRANSPORT

Holders of safeguarded Transport for London Infrastructure Limited Retired Privilege Ticket Authority Cards [better known as PTACs] are able to purchase privilege tickets at National Rail ticket offices, and there is an obligation to do so when the ticket office is open. Where there is no ticket office, or it is closed, train operating companies may sell privilege-discounted tickets on board the train. In these circumstances, you should not be disadvantaged or treated as travelling without valid entitlement.

A poet's farewell

After 30 years with the organisation, Train Operation Managers Administrative Assistant **Anna-Marie Bridges** (pictured) retires this month. Here's her self-penned 'thanks for the ride' ode.



After 30 years my time has come.
To hang up my work attire and have some fun.
No more rotas, training, medicals paperwork or phones.
No more uploads or emails. I have earned this time to rest my bones.
Holidays, art and craft clubs and fitness classes will be me.
Just you wait and see.
I won't miss that walk from the depot to the office in all weathers.
I'm so glad that that will be severed.
25 years at Upminster in an admin role.
It was certainly more fun than being on the dole.
Five train operation managers have come and gone.
It really has been that long.
London Underground you have been a great company to work for.
I know I've become a train spotter, but I'm no bore!
I've spent my entire time working on the District line and the pleasure has been all mine.
To all the people that have crossed my path along the way.
It was the best, that's all I can say.
I've learnt this time and it's been a blast.
30 years, you went so fast.

DON THE BUSES

As the deputy to our Editor, Gordon, I've spent the last year building up a picture of all that goes on across our network and the rich, deep history of London's transport landscape.

Delving through my late grandad Don's treasure trove of bits and bobs, I came across a wonderful map of London's bus routes. Don (pictured) was an advertising executive for British Rail and would've absolutely loved to hear

I'd followed his footsteps into transport communication.

It's always amazing to me how little has changed while so much has moved on, and the map shows all the key transport hubs in their rightful place. Handily, it seems to suggest good local pubs, too – Peckham Rye has the King's Arms, and Tooting suggests a trip to The Mitre. Handy knowledge, I'd say, particularly if you're using public transport.



Deputy Editor Madi Bruce



Don

Overleaf, the map offers all the information a discerning bus user could ever possibly need to know. It includes the service number, route information, regularity and fare – it even includes a time of travel. You just need a looking glass to get into the fine print.

The I81 from Charing Cross to Epsom, for example, would take 111 minutes and cost a quarter. There's even a caveat in the 'general information' section that 'it has not been found possible to insert in this Guide all short workings of routes which traffic requirements necessitate.' Very self-deprecating for a map that really does seem to have everything.

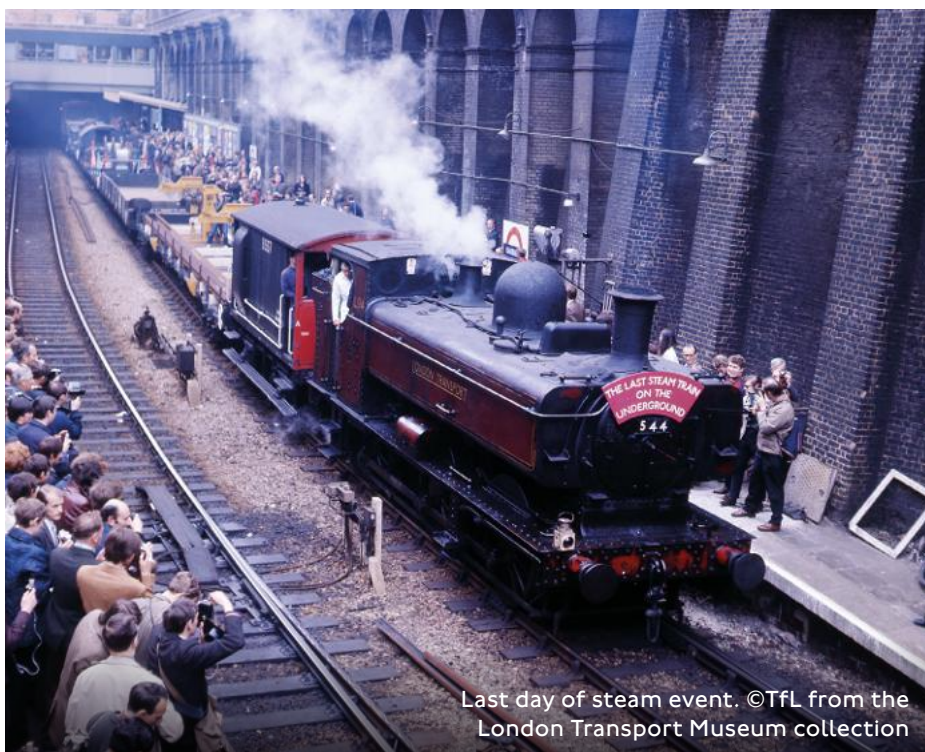
I note with glee that dogs (small and under proper control) were allowed to ride on the top deck back in 1925 – my own dog, Albus, enjoys journeys on the 65 up to Richmond on the weekends.

Did you have a favourite bus route back in the day? We'd love to hear all about it ✉ otmpe@tfl.gov.uk

STEAM ON THE UNDERGROUND



L to R: Kirk Martin with fellow cleaner Ladi at Neadsen steam shed, July 1968



Last day of steam event. ©TfL from the London Transport Museum collection

Long after the introduction of electric trains, some steam engines remained. Eleven small tank engines had been inherited by the company from the Metropolitan and District Railways. These were used to pull engineers' trains and for general non-passenger duties. They were replaced in the late 1950s by 13 ex-GWR 57XX pannier tank steam engines (like the one shown pictured on the 'Last day of steam event' on 6 June 1971).

55 years on – and with thanks to LT pensioner and published author **Kirk Martin's** help – we share some shots of how things *used* to be.

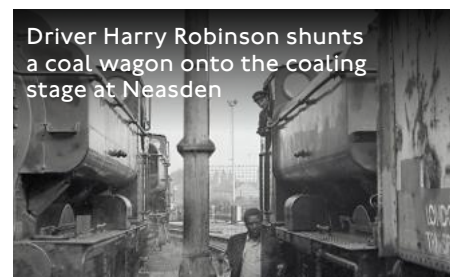
If you have memories of steam trains on the Underground, share them with us [✉ otmpe@tfl.gov.uk](mailto:otmpe@tfl.gov.uk)



The Watford tip (rubbish) train ready to set off from Neadsen yard.



Driver John (known as 'Big John') at Lillie Bridge.



Driver Harry Robinson shunts a coal wagon onto the coaling stage at Neadsen

Red Panniers: Last Steam on the Underground, by John Scott-Morgan and Kirk Martin, is available from Lightmoor Press and online retailers, and tells the story of those last ex-GWR pannier tanks.

He built this city... from rocks and rail

We asked, you delivered. This absolute beauty – ‘Daveland City’ – has been lovingly created by ex-fleet systems engineer (Northern line) **David Dutton**.

For the detail, over to David: ‘It’s an OO scale British outline layout pitched anywhere between 1948 and 1970. It started life in 1994 when I built the first three sections of the baseboard for a Thomas the Tank Engine trainset for my six-year-old son.



‘Between 1996 and 2000, I enlarged the baseboard and changed the track layout to include three running lines and added electrically operated points and signals. It then lay folded against a bedroom wall for 16 years until I resurrected it in 2016, adding the scenery that it has now.

‘In 2023, I decided to install the Hornby HM7000 Bluetooth DCC control system which I completed early this year. I can now operate 25 locos, 20 points and four signals from my Android phone!’



Check out David’s labour of love at [youtube.com/@davelandcity](https://www.youtube.com/@davelandcity)

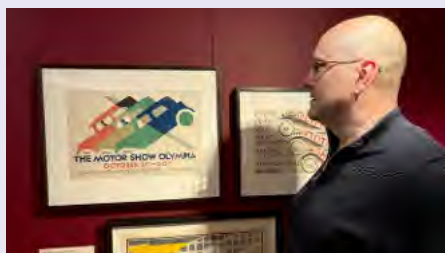


IT’S A FAMILY AFFAIR

While browsing our intranet back in December, Transport Services Product Manager **George Fraser** (pictured) entered our Brand Licensing team’s 12 Days of Christmas competition. To his surprise, he won! Not just that, but the prize included merchandise featuring work by his grandfather, **Eric Fraser**, a noted commercial illustrator:



A self portrait of George’s grandfather Eric Fraser



‘Hearing I’d won was great. I often enter these sorts of things but, like most, I never usually win! I would have been happy to win any of the prizes, but seeing an Eric Fraser design made it just a little bit more special.’

Over the course of his long career, Eric designed several posters for London Transport. One of those posters – promoting travel to the Motor Show in 1928 – is currently included in the London Transport Museum’s Art Deco – the golden age of poster design exhibition, which runs until May 2027. George is



pictured with the framed poster on a recent visit to the Museum.

‘Eric died when I was 12 years old, but I have lots of childhood memories of my grandfather as an artist, as he remained working right up until he died.’

Get yourself along to the Museum for a cracking day out. The exhibition includes more than 100 original posters, including Eric’s, and entry is free for TfL pensioners with a (magenta-coloured) Retired pass.

[ltmuseum.co.uk/whats-on](https://www.ltmuseum.co.uk/whats-on)

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A step-free South Ken

While there was never going to be a quick fix for providing step-free access at South Kensington Underground station, enabling works are set to start later this year.

Work to transform the nationally important station is gathering pace following its inclusion in our latest Business Plan.



Thurloe Street entrance

For tens of millions every year, the station is both a vital local transport connection and the gateway to London's internationally renowned cultural quarter. And for anyone who's used it, especially during the school holidays, you'll know how busy it gets.

As well as improved accessibility – with step-free access to all platforms – the works will relieve congestion. We're also proposing to develop our land around the station to create new homes, shops and office space.

Upgrades will include a new, dedicated, platform for eastbound District and Circle line services, an accessible entrance on Thurloe Street, and an expanded ticket hall.

Share your South Ken memories ✉ otmpe@tfl.gov.uk

SOLAR-POWERED AND READY TO ROLL



While solar-powered trains aren't a thing on our shores (they'd struggle to get started on some of our days), the not-for-profit Australian Byron Bay Railroad Company launched its solar train – a world first – in January 2018. The train runs 3km around the resort areas in Byron Bay. This nostalgic yet innovative train is popular not only among locals but also among tourists, including ex-Central line TM **John Court**.



'While visiting my daughter in Australia, my wife (pictured alongside the train) and I ventured to Byron Bay for a few days and, upon seeing the solar powered train, we decided to have a trip.

'Being an ex-Central line TM, I'm interested in anything railway related and was intrigued to see that the local train was in fact solar powered. It was a 1949 ex-diesel train converted to solar with specially made curved panels on the

roof, but this wasn't the surprising part. During the sedate journey we got chatting to the driver and discovered he was in fact an ex-Piccadilly line driver! He was known at his depot as 'Aussie Baz' – does anyone remember him? I took a photo of him (with his permission) at the controls of the train.



'The 15-minute journey was sedate to say the least, with the two carriages trundling along the single track, at the end of the journey, Baz changed ends and trundled back.'

Heading down under anytime soon and fancy a ticket to ride? More info at byronbaytrain.com.au

Have any other retirees made the same journey on the solar train? ✉ otmpe@tfl.gov.uk

YOUR PCC NEEDS YOU!



Nominations sought for TfL Pension Fund members to stand for election on the TfL Pension Consultative Council (PCC).

The PCC is made up of three sections representing Fund members:

SECTION 1:

Pensioners and deferred pensioners (eight seats)

SECTION 2:

Employees of TfL, subsidiaries and contractors except those covered by section 3 (four seats)

SECTION 3:

Employees of London Underground, its subsidiaries and contractors (eight seats)

The PCC meets at least four times a year to discuss the administration of the Pension Fund, picking up issues of concern to Fund members (other than those relating to individual entitlements to benefits under the Fund), commenting on and making formal representations. Four Councillors (two from section 1 and one each from sections 2 and 3) are nominated by the PCC as Trustees of the Fund and regularly report at PCC meetings.

The eight PCC members from section 1 are required to also attend the four Pensioners' Forum meetings each year to meet with TfL management representatives to discuss/be consulted on issues relevant to pensioners and deferred pensioners, such as retired staff travel entitlements.

PCC councillors are elected for four years, so five complete their terms of office each year, although they are usually eligible for re-election. Five seats are therefore to be elected to take office on 1 December 2026.

The councillors whose term of office will end are **Mark Harding** and **David Biggs** from section 1, **Mohan Sukumaran** from section 2, and **Rupert Pickering** and **Tony DeWet** from section 3. All are eligible for re-election if they wish.

Nominations must be made in writing by a member of the TfL Pension Fund from the same section as the nominee and countersigned

by another member of the same section. The information listed below must accompany the nomination:

- Name (as nominee wishes it to appear on the ballot paper)
- The dates if a nominee has previously held office as a councillor
- Whether pensioner or deferred pensioner if they are from section 1
- A personal statement of up to 110 words, including the reason for standing for election or re-election to the PCC

A passport-sized photograph may also be provided for inclusion with the voting papers. The information provided must be factual, appropriate, and inoffensive.

Completed nominations must be sent by Friday 21 August 2026 to the PCC Secretary **Qudsiyyah Tahir**, TfL Pension Fund, 8G2 Palestra, 197 Blackfriars Road, London SE1 8NJ.

For more details, head to tflpensionfund.co.uk or contact the PCC Secretary. If there are more nominations than vacancies, elections will be held by postal ballot among Fund members in the relevant sections.

FRIEND OR FRAUD?



Older and vulnerable people are being targeted by online friendship fraudsters, the TSB has warned. And with the average loss per case of impersonation fraud at around £3,100, you'll want to be on your guard.

Friendship fraud happens when scammers build online relationships before eventually asking for money. It'll often begin quite innocently

via social media, dating or private messaging sites. At first, the scammers will come across as kind and supportive – spending weeks or even months sharing personal stories, gaining trust and offering emotional support. Then, like clockwork, the sob stories begin and the requests for small sums of cash start.

The asks often increase over time and, what starts as a one off payment can turn into repeated demands, with some victims making dozens of transfers over several years.

Older people, particularly those who are isolated or recently bereaved, are at higher risk. As a rule of thumb, any new online relationship that leads to requests for money should be treated with caution.

What can I do?


TURN IT OFF: stop sending money immediately, even if the pressure's cranked up


DON'T SHARE: keep personal and financial details to yourself, and never share one-time passcodes

SPEAK UP: Don't be ashamed, talk about the situation with someone you trust

GET ON TO YOUR BANK: they may be able to help reduce any losses if you've already sent cash

BRING THEM TO JUSTICE: Report it.

 reportfraud.police.uk

 **0300 123 2040**

Competition Corner

In March's edition, we set three questions and, man alive, our in tray (and inbox) has been creaking with the weight of (mostly correct) answers. Thanks to everyone who participated. Here's the answers:


The UK's busiest station? Thanks to the Elizabeth line, that'll be **Liverpool Street**. We asked which London Underground station is built over a plague pit said to contain more than 1,000 bodies. That'll be **Aldgate** (its original opening date was delayed when builders discovered the massive grave). And the nickname given to the first (windowless) Underground cars? That's the **'Padded Cells'**.

With so many entries, we're giving out five goody bags (two for email and three for postal entries). Well done to our winners: **Nathaniel Griffith, Joan Sweby, Jeff McNinch, Paul Dike and Graham Burnell**.

As the last questions were clearly too easy, we've ramped it up with this set of Tube station name teasers:

1. Doll that is able
2. Applaud cured pork joint not posh
3. 17th letter cultivated area
4. Overcooked native tree
5. Broad coastal inlet's aqua
6. 007's road



Email your answers to  otmpe@tfl.gov.uk or post to: **otm, 11G6 Palestra, 197 Blackfriars Road, London SE1 8NJ**.

Entries close on 31 July. Winners will be contacted soon after. Good luck!

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A decade after dark

It was a dry and balmy day on 19 August 2016. As the sun set on another scorcher, our teams dug out their party hats and readied for the launch of Night Tube.

At 23:52 on the dot, Train Operator **Omar Sherif** pulled the very first Central line Night Tube train out of Epping station. 'This should be a fantastic night,' he told *otm* at the time.

The groundbreaking move to launch a weekend after-dark service was part of our commitment to serve Londoners. As with all capitals, London often stays up past its bedtime, and as its lifeblood, expanding our service meant getting even more customers home safe and well.

Today, Night Tube runs on Friday and Saturday nights on the Central, Jubilee, Northern, Piccadilly and Victoria lines. It's there for those finishing up on a late shift; the partygoers who have danced their socks off; the night owls taking in the sights by the musky streetlights. And we're so proud it's ours.

Did you ride Night Tube back when it launched, or more recently? We'd love to hear from you. ✉ otmpe@tfl.gov.uk

OXFORD CIRC

A new plaque for Helen

Commissioner **Andy Lord** and Director of Buses **Lorna Murphy** recently joined Stratford bus station colleagues for the unveiling of a new Women in Bus and Coach blue plaque, celebrating the incredible Helen Clifford.

Helen made history in 1984 as London Transport's first female bus mechanic at just 18, working across garages from West Ham to Upton Park, and mastering everything from Routemasters to Titans. She broke barriers in a male-dominated field and helped open doors for the women who followed.

Andy said: 'By placing these plaques in meaningful locations, we're not just honouring individuals, we're also celebrating progress, representation and the future we want to build. My hope is that these stories inspire more women to join and stay in our industry, helping us create a workforce that truly reflects the city we serve.'



L to R: Andy, Helen and Lorna

Lorna added: 'It was a real honour to meet Helen – an unbelievable trailblazer. I still can't believe our first female mechanic was only in 1984 – we have so much work to do to encourage more women to try for careers in our great industry.'

Helen had one piece of advice for people looking to make a move into a role like hers: 'Go for it!'

Yet again, we've been absolutely bowled over by the number of wonderful letters and emails you've sent in. But don't stop – we love hearing from you. The writers of every published letter receive a merch bag as a 'thank you' for getting involved.

✉ otmpe@tfl.gov.uk ✉ otm, IIG6 Palestra, 197 Blackfriars Road, London SE1 8NJ

DINE FINE FOR ONE AND NINE



I spent the best part of three decades covering all aspects of London Transport (LT) life – from Board room to billiard hall – with staff in-house publications LT Magazine and LT/LRT News.

'Grub's up' (*otm* PE, January 2024) reminded me of my days with LT, and how things were then. I recall queuing up for lunch at 55 Broadway's canteen and hearing a cheery 'Hot plates, luvvy!' from the server as we shuffled forward to select our meals.

LT Catering was ahead of its time back then with its initial fixed price meal offering (in addition to the chalk board a la carte special): 'Dine fine for one and nine' (9 pence in today's money) exhorted the promotional flyers.

They also created a cook-freeze unit at Aldenham Works to prepare platters for a 'Dial-a-meal' service for some locations where staff could pop one in a microwave for their dinner.

And who could forget the Griffin Bar opposite the ground floor restaurant? It was a favoured gathering spot for trade union reps attending meetings at 55.

Tony Russell
(With LT 1958-1991)

IS IT SOMETHING I SAID?

I started work with London Transport in September 1955 at the age of 15 as a Signal Box Boy (SBB), after training at Lambeth North (Training and Clothing Centre) I was sent to Bow Road station for platform and signal box training, from there I was then sent to Mansion House signal box as a SBB. Sunday shifts were at Charing Cross signal (now Embankment) cabin. After a few years, I applied for and was accepted as a porter signalman at St James's Park. Approximately six months later I progressed to a train guard and was sent to East Ham depot, then onto Upminster depot – where I became a motorman.

I applied to become a line controller at Leicester Square; after qualifying I became a District line controller.

LAMB'S NOT BORING!



I joined 55's restaurant in late 1976 as a catering assistant. I worked on that exact washing up area (pictured in January's edition) and various other jobs. One Monday – about nine months after starting – Bob, the chef at the time, handed the keys to the storeroom

to me and said, 'you are now the storekeeper.' I was also asked at the same time if I'd take over the breakfast service, along with a colleague, because we both got in early. We raised the takings from £10 a day to £30.

One morning, no manager had come in and people started to panic as the legs of lamb hadn't been boned out. I got my little sharp knife out and promptly boned five of them so they could be sliced. One of the upper management came in to check on us and, after taking one look at the lamb, asked who'd been 'tunnel boning'. Me, I said. He was very surprised. What I hadn't told them was I had spent nearly six years before I got married with David Greig, where I was trained to bone sides of bacon and carve ham. I left in 1980 to join Hounslow engineering depot as a General Hand. Got asked if I could cater for the upcoming open day. Spent 28 years there, ending up as assistant storekeeper. I was the only lady there. Finally retired in 2008.

Brenda Muston

After a period I was transferred to Earl's Court control room. From there, I progressed to become a relief line controller (which meant I could cover all lines), eventually covering the Headquarters' controller at 55 Broadway. Lastly, I was seconded to the New Rule Book team at Lambeth North (full circle).

All the above places I worked (except Upminster depot) no longer exist: Lambeth North, Training and Clothing Centre (later New Rule Book Team); Signal Cabins: Bow Road, Mansion House, Charing Cross, St James's Park; East Ham depot, Leicester Square control room (incidentally, I was the last controller to work at Leicester Square on the Central line control desk... that's now in the Museum); Earl's Court control room... and lastly, 55 Broadway. As I said at the beginning: 'Is it something I said?'

Bill Taylor

ON THE BUSES

I started my career with London Transport in 1967 as a garage trainee. I remained on the engineering staff until 2015. I drove many different types of buses but never had much interaction with the public. After more than 48 years on the buses and being on the running shift, I retired and moved to a small village in rural Norfolk that only has five buses going, but only three coming back weekdays, one on Saturdays each way and none on Sundays.

I thought I was getting away from buses and bus work. Then, in 2019 I was asked if I'd like to go five miles down the road to see three buses that were privately owned.

I jumped at the chance. They turned out to be a 1952 ex-London Transport Green Line Regal 4 (RF), 1966 ex-London Transport Routemaster (RML) that's been red and green throughout its working life but is now in London Country livery, and a rare 1959 Bedford C4Z2 coach (pictured) which needed some work to get her roadworthy. It is believed to be the only working petrol model in the UK.

I am now actively involved with these vehicles and take them to various shows throughout Norfolk. These include the 40s weekend between Holt and Sheringham where we transport people to and from the venues free of charge. The big bus show at Stonham Barns where we won the best single deck bus in the 2024 show, The Ipswich to Felixstowe Classic vehicle run and a few local shows. We also use the buses when the North Norfolk Heritage Railway have an event.

I drive all these vehicles but prefer the RF and Bedford as you have to work at driving them. The RF has a pre-select gear box which I started my career with, so I knew how to operate the gear system although it was on the RT and no power steering and the Bedford a crash gear box and again no power steering. The Routemaster has the semi-automatic gear box and power steering and has a Cummins engine. Now and again, I get to drive a 1952 Guy Special (GS) that belongs to another group.

Who says that retirement is easy? But I do enjoy working with these old buses and have met many new good friends.

John Heath



BUDDING TALENT

I'm writing to you after reading the March edition's 'Spring is in the air' article.

I worked in the booking office for LT between 1957 and 1992. I was medically retired in August of 1992, having had a double bypass in January of the same year. I finished my career as Chief Clerk, Grade C at South Kensington and Sloane Square. At times, it was quite eventful, as the IRA was planting bombs on the Underground, especially in waste bins.

Sadly, I have just lost my wife, Maureen. She also worked for LT at 55 Broadway when she was 16 and was responsible for adverts on the side of buses. On the 21st of April we'd have been married 70 years, having had a wonderful life together with two daughters, four grandchildren and nine great grandchildren.



I have included a photo of Roding Valley's winning garden. At the time, I was rest day cover at Grange Hill, Chigwell and Roding Valley. It was Maureen's dad – a driver on the District line – who told me to apply for the booking office.

The photo of me was taken as I served on the window at Leyton where I was rostered for six years.

D.A. Budd

FONDLY REMEMBERED



Charles Brazil, 88, died on 18 December 2025. Charles began his employment on the buses at Wealdstone garage around 1952, before joining London Underground and then becoming a regional stores manager. Having sadly lost his wife, he became the sole carer of his seven children. Retiring in October 1995, Charles enjoyed retirement at his holiday home in Spain, joining his good friend Brian Snell. He is sadly missed by his children and friends.



Kelvin Thompson, 88, died on 23 June 2025. A dedicated bus driver and inspector, Kelvin began his career in the 1960s, eventually becoming a garage inspector before his retirement in the mid-1990s. Known for his generous spirit, Kelvin often volunteered to drive local groups to the seaside and took immense pride in transporting the Pearly Kings and Queens to their events. He is missed by his devoted wife, two sons, daughter and granddaughter.



Frederick George Aldred, 101, died on 5 January 2026, just days before his 102nd birthday. He joined London Transport (LT) after WW2 as a mechanical train fitter at Golders Green depot. After taking a break in the early '70s, Frederick rejoined LT and, although stationed at Neasden, often went on loan to other depots including Chiswick and Ealing. Frederick retired in 1984 and was credited with 34 years and two months of service. He's very much missed by family and friends.



George Edwards, 87, died on 22 November 2025. George drove many routes in his time behind the wheel of a London bus for LT, but his favourite was welcoming his own daughters on board for trips to and from school. George later became a maintenance engineer at Hainault, where he spent 20 years before retiring in 2002. A family man through and through, George is sadly missed by his wife of 64 years, two daughters, four grandchildren and one great grandchild, Ruby.



David Hugh Dudley Pearson, 84, died on 4 January 2026. David joined LT in the 1970s as a conductor and, when driver-only buses were introduced, he passed his PSV test and became a driver operator until his retirement in 1998. He spent his driving career at Sutton bus garage. If anyone has any information on David, please contact his son-in-law Andy.
✉ ajmanuel69@icloud.com



Richard Scudder, 82, died on 4 February 2026, following an illness. Richard joined LT in 1961 as a bus schedules compiler, working at 55 Broadway, the Cardinal district and Fulwell. Though he retired in 1993, he continued to work in part time roles back with LRT until 2003 and was active in the trade union TSSA through both career and retirement. His funeral was attended by more than 50 colleagues and friends.



Leslie 'Oscar' Lane, 93, died on 16 March 2026. Arriving from Barbados in 1958, Leslie had a long career as a bus conductor at Camberwell garage from 1969 until his retirement in 1995. He enjoyed photography and watching sport in retirement, until illness left him partially sighted. Affectionately known as Oscar, or Laynie, Leslie is deeply missed by his beloved wife of more than 60 years, Monica, his daughter, Cynthia, and family and friends.



Trevor Muir, 71, died on 15 October 2025. Trevor trained as a bus conductor with LT in 1979, a role which suited his personality. After many years on the buses, Trevor joined London Underground in 2004 as a customer service assistant, retiring two decades later in December 2024. An avid transport enthusiast, Trevor helped organise heritage bus experiences, raising more than £10,000 for charity. He is greatly missed by his family and friends.



Vasu 'Robbie' Gopinadhan, 84, died on 1 March 2026. Born in Kerala, India, Robbie moved to London in 1968. He joined LT as a bus conductor, working out of South Croydon garage on the 68 from 1969 to 1984. A proud union member and advocate for people's rights, he is deeply missed by his beloved wife, Sulochana, four children and two grandchildren.



Robin 'Biggles' Gibson, 90, died on 19 January 2026. He joined LT in 1975 as a direct recruit guard on the Piccadilly line based at Acton Town. He was promoted to motorman in the late '70s before crossing the canteen at Acton to join the District line with the introduction of OPO in 1985. Biggles retired in 1995 at 60, enjoying 30 very happy years of retirement.

If you'd like us to include an obituary, please send us a paragraph and a photo
✉ otmpe@tfl.gov.uk or ✉ *otm* PE, IIG6 Palestra, 197 Blackfriars Road, London SE1 8NJ

CONTACT DETAILS

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TfL Pension Fund Office colleagues are always pleased to answer your queries. While they can't provide financial advice or deal with tax matters, they can tell you who to contact for help. Get in touch via the following options:

✉ helpdesk@tflpensions.co.uk

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

✉ **TfL Pension Fund**
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London SE1 8NJ

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2026 PENSION PAY DATES

Bank and building society accounts will be credited on **27 July, 24 August, 21 September and 19 October**.

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
TUESDAY 9 JUNE 2026

Martin Hunter, the recently appointed Fund Secretary chaired the meeting in his capacity as TfL Director of Pensions. Representatives welcomed Martin and expressed our wish to work with him to continuously improve members' experience with the operation of the Fund. We also welcomed **Luke Howard** back as a representative nominated by the London Transport Pensioners Association.

The working group set up by the Trustees to identify and assess potential options to improve member benefits – should there be a significant financial surplus at the conclusion of the 2027 Actuarial Valuation – have finalised the range of options to be considered. These will be evaluated in terms of costs and feasibility by the Scheme's Actuary and the Trustee Board ahead of the 2027 Actuarial Valuation. The Pensioners Forum will be consulted on the outcomes before the Valuation is finalised.

Privilege Ticket Authority Cards (PTAC) held by eligible members will expire on 31 December 2026. Staff Travel confirmed replacements are expected to be dispatched before the end of the year. Further details will be published in September's *otm* Pensioners' Edition.

Pensioner annual payslips and P60s have now been dispatched. The information in these documents has been improved, thanks to member feedback, over the past few years. It takes a little longer to prepare these due to the complexity of the data required after the end of the tax year, but members can expect to receive P60s in the post by the end of May each year. A simplified version is available via the Pensions Portal early in April each year.

By the time you read this, the 2026 World Cup will be reaching its final stages. The *otm* team would welcome memories, experiences and photographs you may have of any World Cup tournaments you've been to and would like to share with others. Submit to otm@tfl.gov.uk