

NO.93 SEPTEMBER 2026

ON THE MOVE PENSIONERS' EDITION

otm[®]



Below Ground

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IT AIN'T
HALF HOT MUM



Met Office research conducted in 2025 suggested we spend – on average – 56.6 hours, or two days and 9 hours, talking about the weather over the course of a year. If anything, certainly when it comes to this year's weather, I'd say that's a conservative number, and I can't remember a day in recent months when I *haven't* talked/ moaned about how hot it is.

While some train operators enjoy air-conditioned cabs, station colleagues – especially those based in deep-level stations – don't, so I always spare a thought for them when the heat is on. Likewise, and while I don't know enough about modern vehicles, London's bus drivers have a tough job at the best of times, more so when the mercury rises. Let us know how it was when you were in the driver's seat, above or below ground.

From next year, we'll be tweaking the months in which we produce this magazine. We'll still publish four editions a year, but to better align with the Pension News and Annual Review mailings, the editions will be badged as Winter (January), Spring (April), Summer (August) and Autumn (October).

As a reminder, the TfL Pension Fund Annual Members' Meeting will take place from 11:00 on Friday 16 October at One Great George Street, London SW1P 3AA.

Finally, this quarter's paperless subscriber prize goes to **Richard Angus**. 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

“ I can't remember a day in recent months when I *haven't* talked/ moaned about how hot it is.

A trip back in
time

Hidden 11 storeys beneath the streets of south London lies an extraordinary piece of wartime history. Built by London Transport during World War II, the Clapham South deep-level shelter was designed to protect more than 8,000 people from air raids in a vast underground complex.

Today, the shelter is one of London Transport Museum's popular Hidden London tours, offering visitors the chance to explore more than a mile of tunnels and learn about the experiences of those who sought refuge there during the Blitz and beyond.

Visitors take the 180 steps down (and back up!) that Londoners – of all ages – took all those years ago. They explore the labyrinthine tunnels, stopping off at the medical station, sleeping quarters and even the loo.

There's also a stop at the canteen, where signage tells you tea is a penny dearer than it can be found on the surface. 'I tell anyone who complains that they are welcome to brave the surface to save a penny,' says volunteer actor, 'Frank', who immerses visitors in the experience.

London Underground Customer Service Assistant **Steve David** works in the Clapham South area and recently took the tour. He was fascinated by uncovering a hidden chapter of London's history: 'Working underground every day, you often don't consider what else might be hidden under your feet,' he said. 'I was unaware there was a network of wartime bunkers below one of the stations I work at.

'Being able to say you've sat where Londoners sheltered from the Blitz is a humbling and slightly creepy feeling.'



Frank and Steve

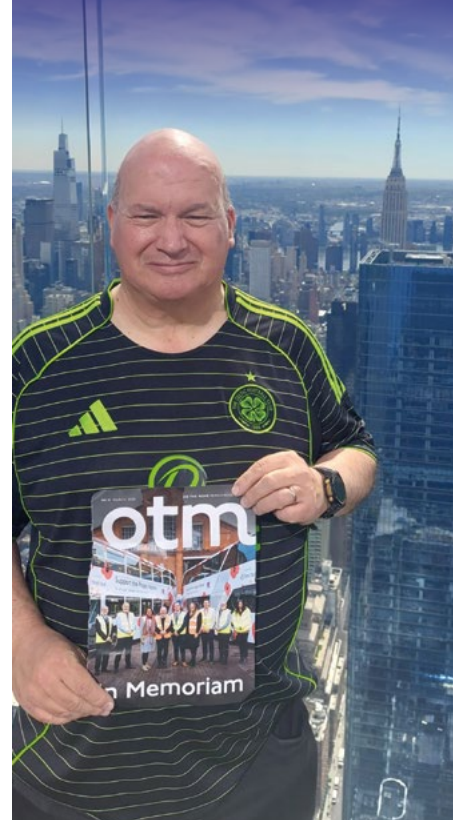
Interest suitably piqued? For more details of this, and other (some more accessible than others) Hidden London tours, visit ltmuseum.co.uk/hidden-london

otm PE in unusual places

Of course we love seeing where you've been, so don't forget to grab the latest copy of *otm* as you pick up your passport.

Clutching his copy up a New York skyscraper, ex-Central line driver **Brian Woods** understood the brief. With an impressive 35 years with the firm, Brian retired in 2023. Having joined as a direct recruit guard in 1988, he spent time on the Bakerloo, Northern and Central lines before getting behind of the wheel (yes, we know there isn't *really* a wheel) out of Leytonstone.

Remember: pick up your passport and pack a mag.
✉ otmpe@tfl.gov.uk



ANGLING FOR NO MORE NIGHTS



After 46 years with the business, Track Welder **Gavin Foster** is preparing for a well-earned retirement next year.

Known affectionately as 'GavRail' by colleagues, Gavin joined London Transport at just 18 as a fitter in the machine shop at Lillie Bridge. Nearly five decades later, he remains a familiar face, having spent his entire career at the same location burning the midnight oil.

Things have changed over his tenure: 'I remember the pay van arriving with our wages every Monday night,' he recalled. 'Back then, it was cash in an envelope!'

While our network has evolved, Gavin says the camaraderie has remained constant: 'The people have always been the best part of the job.'

Away from work, he's a devoted West Ham supporter and keen angler. Both hobbies are set to take centre stage when he retires.

'Next year feels like the right time, while I still have my health,' Gavin said. 'It'll be an adjustment, but I'm looking forward to more fishing trips and not having another run of night shifts ahead of me.'

We wish Gavin all the very best as he prepares for the next chapter after an outstanding career of service. He's been quite the catch!

Do you remember your first pay packet?
We'd love to hear from you ✉ otmpe@tfl.gov.uk

JUB Tubers raise more than £900 for Cancer Research UK



In the March edition of *otm* PE, we covered the story of **Mel Shepherd-Wells'** reunion club, the JUB Tubers, and its 40th event – a sponsored cycle ride from Westminster to Stratford.

We're pleased to share the cycling event was well attended and that the team raised £941.56 on the day, bringing their total amount donated to Cancer Research UK to £5366.97.

If you'd like to make a donation, head to cutt.ly/JUBTubers

L-R: Matt Pilkington, John Cox, Florina Cox, Jim Millar, Mel Shepherd-Wells

A busman or woman's holiday?

Whether you've a keen interest in London buses, or you're just keen to keep an active body and mind, the London Bus Museum in Weybridge, Surrey, might just be the ticket.

Open to everyone, young or old, volunteering opportunities at the museum are varied, fulfilling and fun. As well as making a massive contribution to the success of the museum, you'll meet people and learn new skills.

With flexible volunteering agreements, you can give as much (or as little) time as you can manage.

Museum Secretary **Peter Brown** said: 'We're completely run by volunteers, and they're from all walks of life. Some have previously worked in transport-related fields, while others are completely new to it. But everyone enjoys their time with us.'

The benefits of volunteering are well documented, so why not give it a try?

More details are available on the web at londonbusmuseum.com/volunteering



A pension for your thoughts (and your funds)

We caught up with Director of Pensions and Chief Executive of the TfL Pension Fund **Martin Hunter** to find out how he's settling in, his thoughts on the organisation, and what's on his 'to do' list.

When we asked Martin about his impression of TfL, he told us it was all about the people: 'This place exudes pride – colleagues put their heart into everything they do, and it shows. Customers love our network because it *hasn't* been automated to within an inch of its life – walking into a station and seeing someone on the gateline makes a massive difference, especially if you're not used to mass transportation systems.'

Martin told us he was attracted to TfL because of the pension scheme: 'Across our society, there's been a huge shift in retirement provision over the last quarter of a century, with millions moved out of Defined Benefit (DB) schemes into Defined Contribution (DC) schemes. This will leave most poorer in retirement, and many will struggle to make ends meet. I'm a passionate believer in the value of retaining DB pension schemes, like TfL's, particularly in vital areas of the economy like transport. The well-earned pension provides financial security and dignity in retirement – the very least someone deserves after a career of public service keeping London moving.'

With net assets of more than £16bn, 85,000+ members, and a monthly pay run of almost £50m, there's plenty to keep Martin and his team occupied.

Every month, we take around 3,500 phone calls and receive about 3,000 emails, so it's fair to say we're kept busy

'I'm acutely aware of the years of service members have dedicated to the organisation (and its predecessors), so it's only fair they can count on us to deliver on our side of the bargain. Can we do better when it comes to how quickly we respond to members' questions? Absolutely, and we'll continue to look at ways to make dealing with us – on what are often incredibly personal, stressful and complex issues – easier. Ensuring we invest in the Fund Office and its staff to improve the service levels we provide to our members is my top priority.'

As for what lies ahead, Martin said: 'I've spent a lot of time in my first few months getting to know our 18 dedicated Trustees who look after the scheme, as well as my new colleagues from right across the TfL world. While there will be a lot of critical pensions work to focus on in the years ahead, it's important for me to get out on the network to meet more of the people who make this organisation what it is. I love trains and buses, so can't wait to get under the skin of the greatest city transport network in the world.'

DODGERS BEWARE

Last year, a million viewers got to see the work our investigation and enforcement teams carry out in Channel 5's Fare Dodgers – At War with the Law.

Given its success, the third series began airing in August.

The programme follows colleagues like Operations Officer **Joseph** (pictured right) as they work to detect, deter and enforce against fare evasion, while supporting customers and helping to keep our transport system safe, secure and moving.

From 'not having enough phone battery to pay', to people 'accidentally' picking up their younger sibling's Zip Card, our teams have heard every excuse in the book.

Producing a TV series is a careful balancing act. It gives us an opportunity to showcase the important work our teams undertake every day, while ensuring we don't highlight behaviours or tactics that might encourage fare evasion.

The series showcases a range of enforcement activity, while also highlighting the customer service and dedication our teams demonstrate every day, come rain or shine.

See more of what the team get up to by watching the latest series on Channel 5's catch-up service.

Did you see much fare dodging going on in your day and, if yes, what were the excuses before there were smartphones to blame? Let us know otmpe@tfl.gov.uk



CLONE ZONE



Is that *really* your loved one calling?

Criminals are using artificial intelligence (AI) to clone the voices of family members from social media videos, voicemail greetings, and online recordings. Victims receive a call that sounds exactly like a child or grandchild claiming they've been arrested, injured, or are in urgent trouble and need money immediately. The fraud relies on panic and emotional pressure before the victim has time to verify the story.

How *not* to be duped and protect yourself

- If you are in *any* doubt, or something doesn't seem quite right, hang up and call the family member back using a number you already know
- Agree a family 'code word' for genuine emergencies
- Never send money on the strength of a phone call alone
- Contact another family member to verify the situation

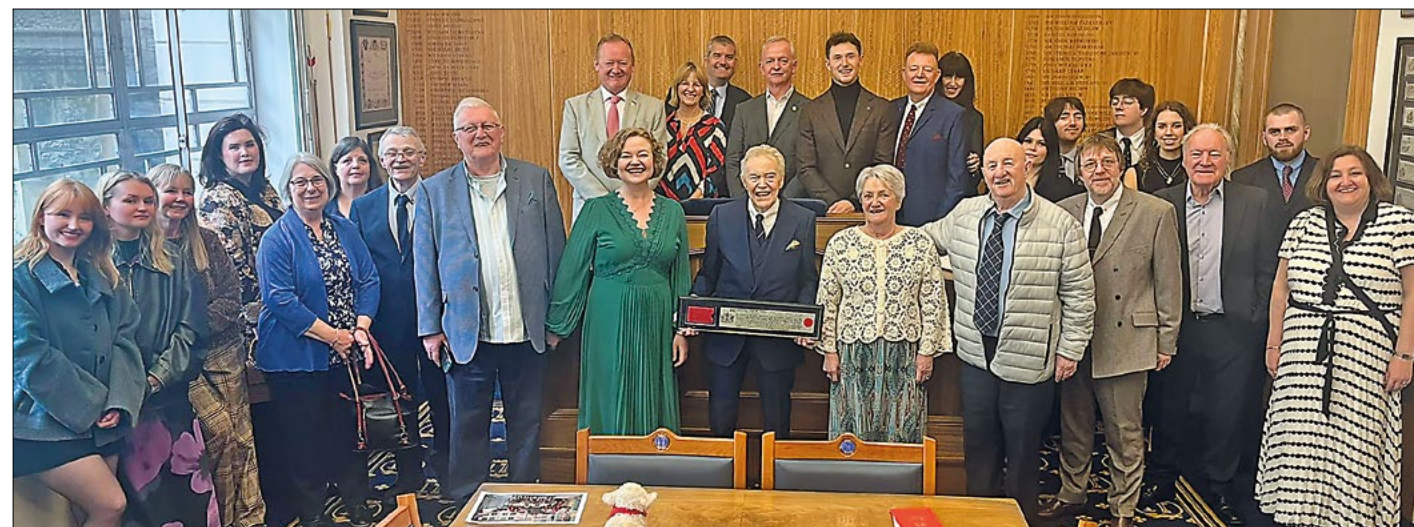
If you're a victim, don't be ashamed or embarrassed, report the matter to Report Fraud: reportfraud.police.uk ☎ 0300 123 2040

‘Going to work felt like a holiday’

That’s how **Larry Healy** remembers his years with London Transport (LT). More than 60 years after joining as a trainee conductor, Larry has been awarded the Freedom of the City of London, recognising not only his years working on London’s buses, but a lifelong commitment to his local community.

Larry joined LT in 1965 after a friend he played football with encouraged him to apply. He went on to work as a conductor, bus driver and a garage support assistant, building a career that spanned more than four decades.

He remembers a time when garages were more than workplaces. Football teams, social clubs and trips to the seaside brought colleagues together, while LT’s flying club even helped Larry earn a private pilot’s licence.



‘It’s the people I remember the most – the camaraderie we shared and the lifelong friendships I made. Going to work made me happy. It felt like a holiday!’ Larry also spent decades supporting his local St Ignatius Church, where he and his late wife Esther helped organise pilgrimages to Lourdes in southern France. His commitment to helping others, together with his years of LT service, led to his Freedom of the City award.

‘It was an honour to receive the award. Within a year of moving to London, Esther and I returned to Dublin to get married. We were married for 55 wonderful years. This award is as much a testament to her as it is to me.’



Larry, (third from left) with sons Aaron and Conor, and daughter Tara

Reimagining London’s transport story

As London Transport Museum approaches its 50th anniversary in 2030, exciting plans are underway to transform its Covent Garden home and bring London’s transport story to life in new and engaging ways.

The ambitious project will reimagine the Museum for future generations while preserving its much-loved heritage. Visitors will see a dramatic new entrance opening directly onto Covent Garden Piazza, improved facilities and an additional 500 square metres of space for enhanced galleries and learning experiences.

At the heart of the transformation is a renewed focus on telling the story of how transport shaped London and continues to drive the city’s future. From Victorian innovation to modern engineering, design and sustainability, the Museum will introduce new interactive experiences and exhibitions that showcase how transport has helped make London the (unofficial) best city in the world.

The Museum’s Director and CEO **Elizabeth McKay** said the transformation will allow us to share London’s transport story ‘in a bigger, bolder and more inspiring way than ever before.’

Visitors will begin to see changes over the coming years, leading up to a major relaunch in 2030. The Museum will remain open throughout the works, with disruption kept to a minimum.

Did you know that TfL pensioners* get free entry to London Transport Museum? Now is the perfect opportunity to rediscover the capital’s transport heritage and experience its exciting new chapter as it unfolds.



An imagined view of the Museum in the future, featuring a new flagship façade. For illustrative purposes only © De Matos Ryan.

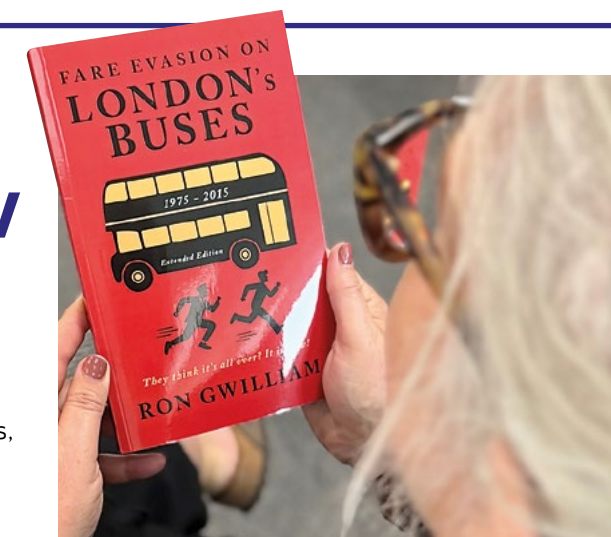
*You’ll need to show your Retired Staff Oyster card to qualify for free entry.

They Think It's All Over? It Is Now

Retired member **Ron Gwilliam** has published an expanded edition of his first book *Fare Evasion on London’s Buses. Catch You? Yes We Can.*

Now subtitled *They Think It's All Over? It Is Now*, Ron’s book contains many new chapters and fifty-one illustrations of tickets, passes, ticket machines, revenue badges, equipment, uniforms and ephemera.

Copies are available on eBay.



Remembering steam on the Underground

In our Steam on the Underground article (*otm* PE No. 92), the main photo should have been captioned 'Kirk Martin (R) with fellow cleaner Laddi at Neasden'. We have apologised to Kirk for this error and are happy to set the record straight.

The article seems to have brought back lots of memories, so we're sharing a selection here. Apologies if we haven't managed to squeeze yours in.

Seeing the article in *otm* PE No. 92 reminded me of hearing and seeing the ex-GWR pannier tanks working on the Underground. The pannier tanks were an iconic GWR design, which I think was enhanced by the red livery applied by LT.

I lived near Sudbury Town station and, in the early hours it was sometimes possible to hear a pannier hauling an engineer's train up the gradient towards the next station at Sudbury Hill.

In mid-September 1966, I enrolled at Harrow Technical College. In those days there was a view from the library across to the Metropolitan line at Northwick Park, meaning it possible see the pannier-hauled Watford tip train passing Northwick Park. Watford tip was a siding beside the Grand Union Canal, but I never knew what happened to the rubbish, was it subsequently taken away by barge? To accommodate the poorer braking capability of these trains, special floodlit disc yellow 'distant' signals were provided to give adequate warning of a stop signal ahead at danger.

Steam trains from Marylebone used to run over Underground tracks through Harrow-on-the-Hill, but the service was progressively reduced and finally withdrawn over the night of 3/4 September 1966, so I just missed seeing these trains from the college. In their heyday, the trains included named expresses: 'The Master Cutler' to Sheffield and 'The South Yorkshireman' to Bradford. Accommodating the Underground trains and these expresses on only two tracks (the four-tracking between Harrow-on-the Hill and Watford South Junction occurred in the 1960s) must have required most careful timetable planning and very punctual working!

Goods yards still survived then at a few Underground stations, for example on the Metropolitan line between Rayners Lane and Uxbridge. These were served by British Rail goods trains originating from Neasden and then running over the Uxbridge branch from Harrow-on-the-Hill. Household coal would have been main commodity, but the whole operation now seems a world away!

John Phillips (LU 1971-2009)



Kirk Martin (R) with fellow cleaner Laddi at Neasden



In the late 50s and early 60s, I was a member of a Sea Scout Troop in Watford. Sea Scouts? In Watford? Yes, really! Being so far from the sea, the majority of our water-borne activities were on Bury Lake, in Rickmansworth and on the Grand Union Canal. On a number of occasions, while canoeing or rowing the 16ft. dinghy near the bridge carrying the Metropolitan line over the canal, I heard a steam locomotive chuffing close by and wondered where the noise came from.

I joined what is now TfL in 1983 as a guard and in the course of road training on the Met line, I learned of the existence of the Watford tip and the use of steam locos on trains to and from the tip and thus solved the puzzle of twenty or more years ago. I was also told that most of the wreckage from the 1975 Moorgate crash was buried in the tip.

After qualifying as a driver and eventually securing a driver's position at Rickmansworth depot, I was privileged to work as pilot-man to the steam drivers on the 'Steam on the Met.' events.

Rodney Salter

Interesting to read the Steam on the Underground. In 1961/2, as an apprentice mechanical fitter, I was sent to the Lillie Bridge steam shed for three months of my training. Lillie Bridge had steam locomotives and cranes to maintain. One of the regular jobs was to go to 'Croxley Tip', a landfill site at the end of the Metropolitan line. The site had a steam crane which had a vertical boiler and jib with a grabber to unload the steam pulled rubbish train and ensure the land fill was used correctly.

The day's job was to test the crane as a safety / maintenance activity. As I remember, there was only a single crane operator on the site whose 'office' was the corrugated iron structure on the crane, and the cup of tea was from the crane's boiler!

Trevor Davey

I read with interest the 'Steam on the Underground' article. My father (deceased) was Philip Greenslade, and he was a divisional manager, I think on the Metropolitan line in the 1970s. He took my brother and I on the last steam train to Neasden in 1971, I remember standing at the back of the train and I could just see over the back rail, I would have been six. I remember my father kept the formal 'brochure' for the day for many years. He loved steam! My mother (Beryl Greenslade) who is also a TfL pensioner has fond memories of working with the Windrush arrivals for the welfare department. Beryl and Philip met on a training course in the 1950s.

Pippa Greenslade

As ever, we're grateful to everyone who takes the time to write in. It makes the magazine more about you, and we know readers love hearing about the 'good old days'. Keep them coming, please.

✉ otmpe@tfl.gov.uk ✉ otm, 11G6 Palestra, 197 Blackfriars Road, London SE1 8NJ



ON THE BUSES

What a marvellous vehicle *otm* is for dredging up memories from the deep recesses of our minds.

The Grace Webber feature reminded me that, when I was garage manager at Middle Row [pictured just before it closed] in the mid-1970s, one of our clippies was Ella Pledger – one of the first women employed by LT as a conductor during World War II – who, by 1971 had already chalked up 30 years' service. She too would now be over 100 if still alive, and I wonder if Grace remembers her, or indeed if she remembers Grace.

Your previous issue included an obituary of former Turnham Green bus driver Brian Ilbrey. As a management trainee, I was offered the opportunity to conduct a bus for three months, and Brian Ilbrey was my driver on Christmas Eve 1964. That shift is still memorable 60+ years on.

It was a middle turn on the 65 and, in bus parlance, we were 'slaughtered' from Kew Bridge to Leatherhead and back to Ealing, so much so I sold 590 tickets on our first half. The return journey was memorable partly

because one passenger ignored my advice that his suitcase would not fit the luggage compartment under the stairs, and as Brian piloted our RT round the Kingston one-way system at some speed, it fell out of the bus while I was collecting fares upstairs. Of course, it was all my fault!

Later, at the Popes Lane stop in South Ealing, I only had room to take on three passengers, and as I gave Brian the obligatory three bells, a very inebriated passenger fell flat on his face on the pavement, mercifully without coming into contact with the bus (thereby removing the need for a time-consuming Accident Report). However, one of the three passengers we had picked up turned out to be the drunk's wife, and I got a decidedly un-festive ear-bashing all the way to Ealing Broadway.

Had you not published Brian's obituary, none of these memories would probably ever have resurfaced, so, once again, thanks to *otm* for rescuing them.

Warwick Hillman
(LT/TfL 1964-2003)

A FAMILY BUSINESS

I joined London Transport in 1960 as an apprentice mechanical fitter at Acton Railway works. My family had worked for the Underground over the years; my grandfather, Albert Fruin, joined the Piccadilly and Brompton Railway when it opened in 1906 as the assistant in the 'bill posting' office where he progressed to becoming head of the Publicity Office, retiring in 1953 (he also produced the artwork for a number of posters on the Underground, which are still sold in the LT Museum shop). Albert's father was the station master at Crow Park – when my grandfather was a young boy circa 1894 – and later transferred to Market Weighton, Yorkshire. My father, Leslie Davey, was a group station manager on the Underground having started as a booking clerk and promoted through the ranks.

I worked at various locations, completing my training in the lifts and escalators drawing office, then progressing through various engineering/management roles. This involved the project engineering for replacement of lifts, escalators and other engineering equipment, including the re-instatement of King's Cross after the fire in 1987. I also worked as the training manager for the technical engineering department devising training modules and training materials. Also working in the chief engineer's department; working with universities and others on collaborative transport projects. I was elected as a Fellow of the Chartered Institute of Logistic and Transport, in recognitions of the level of work I was involved with over the years.

Trevor Davey



NIGHT TUBE

It seems hard to believe a whole decade has gone by since Night Tube was introduced (*otm* PE July 2026).

I'm proud to say I was the first Night Tube driver to qualify on the Northern line. We became operational in November 2016, and I happily continued operating on Night Tube out of Golders Green for two years.

My career with what was London Transport when I joined in 1984 has been incredibly varied. I started in the Recruitment Centre at Baker Street in 1984 recruiting bus conductors, bus drivers, general hands and bus mechanics. From there I went to LT Builders at Parsons Green working on the report desk.

From Parsons Green I went to Abbey District Buses who were at that time based in Hobson House in Gower Street, having been relocated from Baker Street. From there, I went to the Lost Property office in Baker Street and remained there for 10 years until 1998 when I left what was then London Regional Transport following the birth of my second child.

In 2015, I happily returned to what is now TfL as a customer service assistant based at Wembley Park. Upon seeing that drivers were being recruited for Night Tube, I jumped at the opportunity and, as I say, was the first operator to qualify for Night Tube on the Northern line in 2016.

I finished my career earlier than expected in 2024, having to take medical retirement, at which point I had been a full-time driver on the Jubilee line for six years.

I am still super, super, proud to have been part of the initiation of Night Tube on the Underground, and to have seen such a positive impact on London, first-hand, from the cab of the 95-stock train as I journeyed up and down the Northern line on Friday and Saturday nights.

Liz Fromant



WHERE THERE'S A WILL, THERE'S A WAY

Free will writing workshop

Remembering London Transport Museum in your will is a powerful way to help safeguard London's iconic transport heritage and inspire the next generation of young people to become transport professionals.

Gifts in wills play a vital role in sustaining the Museum's work as a registered education and heritage charity. They help us plan with confidence, protect irreplaceable objects, and continue telling the stories of the people, vehicles, and innovations that have kept London moving for more than 160 years.

Many of our most transformative projects are only possible because supporters chose to leave a legacy.

To make legacy giving as accessible and straightforward as possible, we're hosting a free will writing workshop at London Transport Museum Depot (Opposite Acton Town Tube station), 118-120 Museum Way, Gunnersbury Lane, London W3 9BQ on **Tuesday 20 October between 13:00 and 16:00.**

Throughout the morning, you'll hear from London Transport Museum's Head of Development, as well as local solicitors Hanne and Co, with time for questions and optional behind-the-scenes insights at the Depot.

There is no obligation to leave a gift to the Museum; the workshop is about information, choice and peace of mind.



To register, email supportus@ltmuseum.co.uk by Wednesday 13 October.

If you've already pledged a gift to London Transport Museum in your will, thank you. Your support will have a significant impact on our work. Please notify us at supportus@ltmuseum.co.uk so that we may thank and recognise you appropriately.

Competition Corner

Despite turning the dial up in July's edition, loads of you got the answers (below) correct.

- Doll that is able = **Barbican**
- Applaud cured pork joint not posh = **Clapham Common**
- 17th letter cultivated area = **Kew Gardens**
- Overcooked native tree = **Burnt Oak**
- Broad coastal inlet's aqua = **Bayswater**
- 007's road = **Bond St**

The postal entry winners are **Greg Butler, Miss A Swan** and **Nathaniel Griffith**. Email entry prize-winners are **Frank Davis, Gordon Attwell** and **Linda Martin**. Well done to everyone who got 6/6.



Let's see how you fare with the next set of questions.

- To the nearest 100, how many RT type buses were built?**
- The Bakerloo line once had 45 stations. How many does it have now?**
- Once London's tallest building, which iconic structure opened on 1 June 1929?**
- Before it was named the Jubilee line, what was the official working title of the planned line during its design and early construction phases?**
- How much was designer Harry Beck originally paid in 1933 for the iconic schematic London Underground map layout?**
- Which word appears the most on the Tube map?**

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

Entries close on 9 October. Winners will be contacted soon after. Good luck!

FONDLY REMEMBERED



Terry Cutmore, 74, died on 13 July 2026 following a long battle with Alzheimer's. Terry worked for many years at London Underground as a project manager and was heavily involved with the Blackfriars station rebuild. He will be greatly missed by all his family.



Abdul Dowlah, 90, died on 5 July 2026. Abdul joined London Transport in the mid-70s, working in the finance department. He retired in 1993 from his management role in the department. Born in Kenya, Abdul worked hard to give his family a good life, and his two daughters the best education and start to their lives. He will be deeply missed by his wife, daughters, sons-in-law and three grandchildren.



Norman Fray, 77, died on 11 March 2025. Norman joined London Underground as an apprentice at 15, qualifying as a signalling engineer. His skills and reputation led to a 20-year career with MTR in Hong Kong, before returning to the UK in the '90s to continue his work on the railway. Norman leaves a legacy as the heart of his family and a dedicated volunteer to numerous charities. He is deeply missed by his wife of more than 50 years, Jacky, his daughters, grandchildren, sister and in-laws.



Fred Ivey, 98, died on 24 September 2024. Known to many as a transport legend, Fred began his career with the Underground at Victoria station in 1944. Following conscription, and his National Service, Fred returned to Victoria, rising through the ranks to relief station master. Fred retired at 65 after 47 years' service. He was well known as a kind man who never had a bad word to say about anyone.



Mick Ryan, 81, died on 8 July 2026. With an impressive 51 years' service under his belt, Mick was a Titan of the Underground, and nothing short of a local legend at Clapham Common. Having joined as a 29-year-old in the '70s, Mick spent 14 years at Hammersmith before transferring to Knightsbridge – a station he loved. Mick later crossed the river, working at Stockwell before joining the Clapham Common group where he was known for his warmth, sense of humour and huge popularity. Mick leaves a huge gap in the lives of everyone who knew him.



Frank Staples, 104, died on 7 March 2026. Leaving school at 14, Frank joined the London Transport Passenger Board in 1939 as a messenger boy in the Chiswick Coach body shop. At 16, Frank became an apprentice coachbuilder and later worked on vehicles including ST, STL and LT types. After being demobbed in 1946, Frank returned to LT Chiswick in 1946 as a craftsman bodybuilder. He moved onto electrical projects in 1955 before retiring as senior electrical executive in 1983. Frank is missed by friends, family and everyone who knew him.



Barry Swain, 79, died on 6 May 2026. Barry joined London Transport in the '70s and worked in the Public Relations Office for many years handling public correspondence. In 1979, Barry moved to Abbey Bus District with the devolved PR function, before eventually leaving LT and moving to Poole a decade later. He worked as a ticket clerk at Poole station until his retirement in 2012. Barry continued to come to London for get-togethers with his former colleagues and will be sadly missed by his family and friends.

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

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
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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 also receive the TfL colleague magazine every month too) and we'll sort it.

PENSIONERS' FORUM SUMMARY

MEETING HELD ON
TUESDAY 1 SEPTEMBER 2026

Staff Travel confirmed they are on track to issue replacement Privilege Ticket Authority Cards (expiring in December) to eligible members. No user action required.

Some Status Pass and/or Staff Travel Cards (Box Tickets) holders expressed concerns with delays receiving the latest issues. Staff Travel (who manage the process in conjunction with National Rail Staff Travel) confirmed any questions should be raised with them directly by email at stafftravelservices@tfl.gov.uk.

Representatives discussed ideas to increase the number of former employees joining the various Pensioner Associations, particularly the LT Superannuitants' Association (LTSA) that's open to all TfL/LU pensioners. It was agreed more details about the LTSA and an application form will be included in a future edition of this magazine. You can find more information about all the associations at cutt.ly/supportassociations.

2026/27 is a '56-Week Tax Year', and some have questioned what this means to them and their payments. The Pension Fund will issue more detailed up-to-date information and guidance early in 2027 but, in the meantime, visit cutt.ly/taxyear for current guidance.

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2026 PENSION PAY DATES

Bank and building society accounts will be credited on **21 September, 19 October, 16 November and 14 December**.

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 what this means for you, visit cutt.ly/taxyear