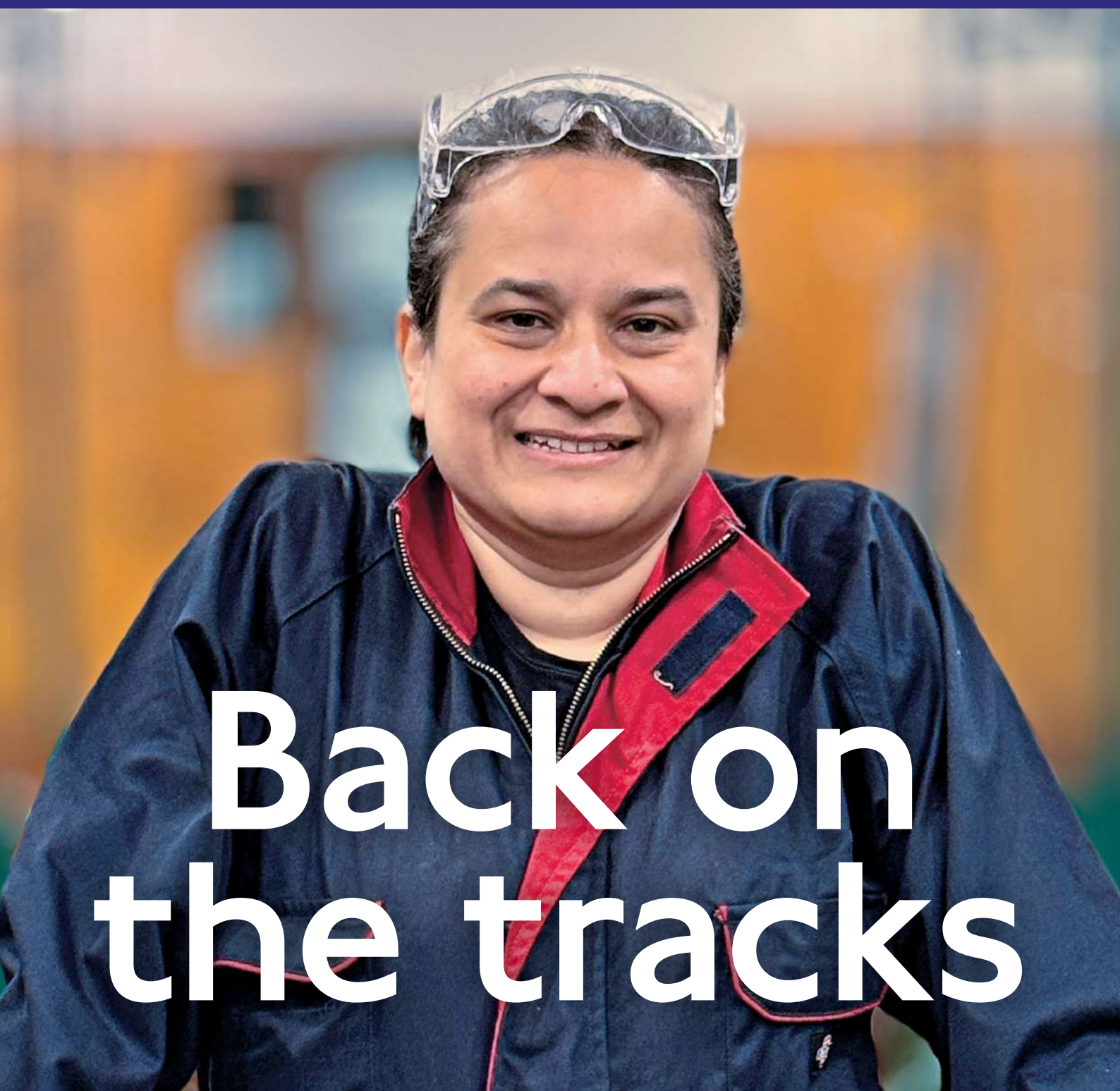


No.85

ON THE MOVE SEPTEMBER 2024

otm[®]

PENSIONERS' EDITION



Back on the tracks

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ON THE COVER.

Bus Performance Manager **Shampa Ray Green** on volunteering at the London Transport Museum Depot in Acton (**page 9**).



A NOTE FROM THE EDITOR



You can please some of the people all of the time, you can please all of the people some of the time, but you can't please all of the people all of the time... or so said poet **John Lydgate**. What's this got to do with otm PE you might ask.

While we've had lots of great feedback about July's edition, we also saw some less positive stuff on social media. Essentially, some ex-Tube folk are unhappy with the amount of bus coverage that was included.

Although I'm not about to throw any weasel words around to shirk my editorial responsibilities, I do want to explain how we get our content and, more importantly, how **you** can change the balance.

Looking back at July's edition, it included more than a dozen reader-generated articles and letters. But – as is the norm – most of the stuff in our mailbag (that went on to be included in the edition) was from bus folk.

The easy way to make the magazine more about you (or what you did when you worked here) is to participate and get involved. It's easy to put an idea forward, or to share your story; email us or write to us... it's that simple.

Moving on, this quarter's paperless subscriber prize goes to **Robert Farey**. If you'd like to go paperless – and get the staff edition of otm as part of the bargain – sign up at cutt.ly/paperless.

Gordon McDonald
Editor
✉ otmpe@tfl.gov.uk



**Thanks for reading and,
until January, stay safe.**

Rail-y special day for Wembley Manor pupils



A driver in the making

Being community spirited has always been in our DNA, and taking time to help kids safely navigate the network is just part of that.

A Year 7 class from Wembley Manor school visited Edgware station to learn about travelling safely on our network – and got a chance to hop into the driver’s seat of the Northern line 95 stock simulator to experience the thrill of operating a Tube train.

The trip was designed to help the students, who have severe or complex learning difficulties, with their independence, navigating and staying safe while on the Underground.

Those keeping the children on track included Electrical Mechanical Fitter **Maryam Chilon**; Project Manager **Ghalib Fehimy**; Engineering Train Operator Instructor **Findlay Williams**; Site Delivery Manager **Tom Nevin**; Engineering Train Operator **Samantha Kavanagh** and Roster Specialist **Kerry Assell**.

The pupils were full of questions, asking about the early morning routines of staff and the busiest stations on the network.

Assistant Transport Manager **Stuart Miller** said: “The kids and the staff had a fantastic day. Thanks to all our colleagues who volunteered to support this very important trip. Behind the fun, there was a serious aim to help the children understand the importance of safety on our network.”



Stuart and Sam



Blowing the whistle was my favourite. It was fun. I want to be a train driver – the Jubilee line is my favourite!

Datu, 12



The best bit was driving the train and blowing the whistle. I waved at the other drivers! I started the train – it was easy and fun!

Eva, 12

Yet again, you've sent us loads of emails and letters, so much so we can't fit them all in. Please accept our apologies if your letter hasn't been included or if we've edited it for brevity. There are more on pages 15, 16 and 17!

TRAILBLAZERS

With reference to the articles in the March 2024 edition, it's worth mentioning that, although **Hannah Dadds** was the first woman appointed as a driver of Underground trains, she wasn't the first to drive trains, nor the first to be appointed to previously 'men only' jobs on the Underground.

When referring to women driving trains, LT references sometimes include **Karen Harrison**, the first to become a driver's assistant with British Rail in 1978. However, the LT equivalent – namely Guard Emergency Driver, a job that qualified a person to drive trains in an emergency and to have regular driving trips in passenger service to maintain the skill – is never mentioned.

The first woman to carry out this role was **Margaret Gardner** (pictured), in October 1976, on the Bakerloo line. Thus, Margaret became the first woman to work as train crew on London Underground and the first to drive trains, albeit either in an emergency or when in normal passenger service, under supervision.



Margaret, January 12 1977

That said, even Margaret wasn't the first woman to take up a position in a previously 'men only' railway operating role. The true trailblazers were three 16-year-olds in August 1976. **Marion Christie** (now Butcher), **Sharon Bloomfield** (James), and **Julie Newe** (Belton) became the first operating junior trainees, on a two-year scheme resulting in them becoming either Station Foreman, Signal Operator, or train crew. In the event all three opted for train crew which they became in 1978 and, a few months later, drivers.

Not only was Marion the very first (with Sharon and Julie) woman to take on a previously 'men only' operating job on the Underground, she was also privileged to be the very last person to drive a D Stock train on the District line on its final day in passenger service on 21 April 2017.

Leo Solosy

LOOKING TO GET REACQUAINTED

I was a driver (Routemaster and one-man operated buses) for eight years out of Willesden garage from about 1993. My wife was also the daughter of an inspector (**Derrick**).

Having recently celebrated our 31st wedding anniversary, and after re-watching the video of our big day – which many of the Willesden staff attended – it struck us how many colleagues we've lost connection with.

Many of the names we've forgotten, but there was **Nick Eagle**, **Nigel Skuse**, **Ray Roach** and **Moira** to name but a few. If anyone remembers me, it would be lovely to catch up.

Kevin Sampson

✉ iron_brummie@yahoo.co.uk

☎ 07412 467737



GIRL POWER

In 1951 – when I was 16 – I applied to LT for my first job. After taking (and passing) a short maths test I was given a position in the Wages department at Baker Street station. I joined the Payroll section with nine other girls and we covered the ‘inside staff’ of 52 garages.

My work involved taking information from clock cards and marking this on machine cards with a graphite pencil. It was very important to transcribe the details accurately as this was used to calculate the workers’ pay packets. The information was then passed to the ‘machine girls’ and fed into the ‘Powers-Samas’ machine and a computed payroll produced. My salary at the time was 67 shillings a week (equivalent to £3.35 in today’s money).

In 1952, I remember taking the call of the King’s death (George VI) and had to pass on the information to everyone in the department. I was given special leave to see the funeral.

I really enjoyed my work and, in 1956, was promoted to oversee the section and teach newcomers the procedure.



I finally left in 1960 when I had my first child but, although it’s now over 60 years since I worked there, I remember everything as if it were yesterday. My daughter then went on to work in the LT Tax department at Paddington, so there must have been LT in the blood!

Other family members have also enjoyed jobs with LT. My late brother **George Davis** was a bus driver at Putney and Wandsworth garages and was selected to drive a Routemaster to Paris to celebrate the opening of the very first Marks & Spencer store. My husband **Ron Warrant** was a bus driver (route 44) at Wandsworth garage until his death in 1982.

The photo below is of me and the first group of girls I taught in 1956. I’m the one sitting in the middle, aged 21 at the time. I’m now 88.

Anne Warrant (nee Davis)

IDENTITY CRISIS

EALING COMMON

I was very interested to read the article about **Doug Jeyes** because it mentioned the Neasden depot where my husband, **Tom Davies**, started his career with London Transport. He joined in 1949 after leaving the Navy and doing one or two other jobs to become a cleaner, then training as an electrician. He later worked on the section that dealt with overtime, moved on to a small team testing new trains as they arrived from Birmingham – and finished as a property manager before taking early retirement in 1991 – 42 years’ service. Not so long as Doug, but an interesting career in different areas, including working at various depots including Neasden, Acton and Ealing Common.

While at Ealing, he used to eat his sandwiches on the Common. He once had an amusing episode with a tramp-like person who asked him for some money for his dog – a rather indifferent mongrel which was charging about all over the place. “What’s the matter with him?” asked Tom. “Well, he has a problem – he thinks he’s an Alsatian,” said the man. Tom was so amused he said it deserved a handout.

He loved his time at London Transport, and he would have really liked to visit the revamped depot at Neasden. He died in 2001 at the age of 93. Tom was a lovely man, very kind and thoughtful with never a bad word to say about anyone. I was privileged to be his wife for 61 years.

Beryl Davies

WHAT A READ!

I have just read the July version of OTM PE and I’d just like to say it’s probably the best edition I’ve ever read – I’ve been retired for 10 years, so it must be the best in the last 10 years (well, in my opinion anyway!).

There is talk on the LT Old school FB page that it’s too heavy on bus

news. Well, I spent 40 years on the Underground, and I love hearing news from all sides of the business, it reminds me of when we were just one big happy family!

Keep up the good work.

Regards
Paul Wood

Send us your memories, transport tales, thoughts, or feedback:

✉ otmpe@tfl.gov.uk to be in with a chance of winning a prize.

You can also write to us – our address is on the back page.

Who do you think you are, Nigel Mansell?

With a remarkable resemblance to the British racing driver who won both the Formula One World Championship (1992) and the CART Indy Car World Series (1993), TfL pensioner **Tony Hayter** could quite rightly be accused of having stars in his eyes.

"I began my career with London Transport at Riverside bus garage. I then moved to Victoria bus garage before becoming an instructor.

"Due to my uncanny likeness to Nigel Mansell, I was approached to be his body double for a TV recruitment advertisement he was making for LT. It was first screened on 1 June 1988.

"However, even with his amazing driving experience, he couldn't actually drive one of our buses due to insurance!"

Watch the original ad via YouTube

cutt.ly/nigel

Have you appeared on TV or in the news on behalf of LT/TfL? Whether you were behind the wheel, on the tools, or in a cab, share your story with us [✉ otmpe@tfl.gov.uk](mailto:otmpe@tfl.gov.uk)

BusTalk
LONDON BUSES
FOR ALL LONDON BUSES STAFF

WHICH 'NIGEL' IS THE LOOKALIKE?

RACING driver Nigel Mansell met his match (well, nearly) turned up at Westbourne Park garage to star in a television recruitment advertisement designed to recruit more drivers for LBL. For one of the instructors in LBL's team for the filming was Selkent's Tony Hayter and he was found to have an uncanny likeness to Nigel. Mansell, who was fitted out in a set of Nigel's racing overalls (very hot, said Tony afterwards), his understudy. "It was quite an eye-opener," said Tony afterwards. Nigel was a 'nice fellow' to work with – and he gained extra experience driving a bus with a film crew swarming round inside!
FULL STORY – PAGE SIX.

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MORNING TRAIN



After four decades with the firm, you might have thought TfL pensioner Terry Kingham would be looking forward to taking it easy after handing his keys back in 2023. Nope... that was never on the cards.



Terry began his career with London Underground when Sheena Easton's 'Morning Train (Nine to Five)' was the chart topper, and a Ford Cortina (often in biscuit brown or beige) was all the rage. Starting as a signals apprentice, Terry's career has seen him in a wide variety of roles (although rarely veering far from the Piccadilly line) including station foreman, duty service manager, group station manager, train operations manager and – latterly – working with the service control apprentices.

Terry told us: "41 years is a long time with any business, but – despite the ups and downs – I can honestly say I couldn't have chosen a better place to work when I joined. It opened opportunities for me and, ultimately meant I was able to retire when I did."

A change of tempo

Terry told us he'd heard it was going to take some time to get used to retirement, but he jumped into something new with both feet. Although he was already (and still is) volunteering with the Scouts – something he's done since a young age – Terry knew he had more to give.

"I left the Underground on Friday and had an interview volunteering with hospital Radio Frimley Park the next day. I'd wanted to be a DJ from an early age – and fancied the idea of being a radio presenter – so I was set on getting the job!

"It offers the best of both worlds – being able to make a difference by volunteering and doing something I love."

Radio Go Go

As well as sharing his musical montage and wit every Wednesday (10:00-12:00), Terry's also involved in the many community events Radio Frimley Park lay on, like outside broadcasts, fetes and fun runs.

"It's no secret I'm a big fan of the microphone, but being able to lighten someone's day – especially if they're listening in from a hospital bed – makes it all worthwhile."

If you'd like to get into volunteering, Terry told us your local hospital is the place to look: "Check out their website – hospitals are always looking for volunteers to help in a wide variety of roles.

"Giving back to the community is something I can wholeheartedly recommend, and you'll always get much more out of it than you put in."



I can honestly say I couldn't have chosen a better place to work.



Q STOCK

BACK ON THE TRACKS

London Transport Museum is close to completing the restoration into operational condition of three 1930s Q stock London Underground cars, a project 25 years in the making.

When **Bob Greenaway**, a well-respected Underground mechanical engineer, died in 1999, he left a very generous bequest to the London Transport Museum Friends. Bob's wish was that his gift should be used for an Underground restoration project, ideally the Q stock cars.

Q stock is an all-embracing classification for a series of different Underground cars built between 1923 and 1938. Together, they illustrate the substantial development of car design over that period, with the earlier models featuring American-influenced stepped clerestory roofs and the 1938 build, pictured above at Earl's Court, having contemporary 'art-deco' flared sides. Q stock operated, principally on the District line, until withdrawal in 1971.

The project has had its ups and downs over the past 25 years, including initial plans to scale back restoration to display condition only. However, ongoing support and funding from London Transport Museum and the Friends (helped by other gifts left in will); and a largely volunteer-led team of engineers, resulted in the development of proposals for the restoration of three Q stock cars to operate again carrying passengers over parts of the Underground network.

In recent years, volunteers have worked diligently at the Museum Depot in Acton to fully restore the interiors of the cars, overhauling door mechanisms and updating the electrical and lighting systems to modern safety standards.



A contract with an external contractor to undertake the heavy engineering work – which includes lifting the vehicles and fitting traction motors and other under-floor equipment – is currently underway. When completed, the Q stock will tell the historical stories of its involvement in wartime evacuations, the 1948 Olympics and the Windrush generation.

As summed up by the Museum's Senior Vehicles Curator **Katariina Mauranen**: "The project is an excellent example of a vehicle restoration project that could only be undertaken thanks to former transport professionals remembering the Museum in their wills, as well as the ongoing and dedicated support of Friends and volunteers."

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

Find out more [🌐 ltmuseum.co.uk/donate/legacy](https://ltmuseum.co.uk/donate/legacy) or get in touch with the Museum's Senior Philanthropy Manager [✉ pauline.pinto@ltmuseum.co.uk](mailto:pauline.pinto@ltmuseum.co.uk)

Find out
more about the
Q stock project
[🌐 cutt.ly/Qstock](https://cutt.ly/Qstock)



Road and rail: a foot in both camps

In her day job, Bus Performance Manager **Shampa Ray Green** is all about keeping London moving (on rubber tyres), and making sure the capital’s 8,600+ buses provide great service for the millions of customers who hop aboard one every day.

But, in her volunteering role, it’s all about the Tube, namely the Q stock, and its restoration.

Shampa – with TfL for 20 years – might be one of only a few women volunteers at the Museum’s Acton depot, but that doesn’t dampen the camaraderie and teamwork she experiences.

Shampa said: “Working alongside the team is the number one reason I give up my free time to volunteer. My gender doesn’t come into it – it’s about getting my hands dirty (to a degree) and making a difference.

“I also think me being here sends a message to school kids who visit the depot that women can (and do) work in engineering. I didn’t have this sort of role modelling when I was young, but I think it’s a positive.”



Restoration in progress:
Project Leader **Jullian Urry** with **Shampa**
and fellow volunteer **Nigel Keens-Douglas**

A return in investment

Although Shampa has been working with London Transport Museum colleagues for five years, she’s had volunteering in her blood since leaving full-time education.

“Whether you’re looking to widen your skill set, experience something a little out of what you’re used to, or even meet new people – volunteering is the perfect opportunity, and I’d say you get more out of it than you put in.

“Volunteering at the Museum Depot is a real joy – there’s no politics going on, and I’m among friendly, passionate and professional restoration experts who share a common goal: to get the Q stock back on the tracks!”

Interested in finding out more about volunteering at London Transport Museum?
Head to cutt.ly/ltmvolunteering now.

British, British & brilliant

The year 1912 is notable for one of the most ‘famous’ transport disasters of all time; the “unsinkable” Titanic sank, taking 1,496 souls down to the depths as it did so. In the same year, a transport powerhouse was created: the Associated Equipment Company (AEC).

AEC was born out of a merger between the London General Omnibus Company and the London Underground group of companies. Originally based out of Walthamstow – where they built a variety of buses – they moved west to Southall in 1927.

AEC’s reputation was exceptional... their vehicles were built to the highest quality with raised standards of innovation and reliability.

AN ICON

While they’d produced some brilliantly reliable buses, it wasn’t until the 1950s when the now iconic and much-loved Routemaster hit the streets.

Pensioner David Luck – who began his apprenticeship with AEC in 1969 – told us: “The Routemaster was a natural development of the RT-type. It was the first commercial

vehicle with independent coil spring suspension – offering an ultra-smooth ride and superior road handling.

“After completing my apprenticeship, I tried various pursuits, but always had a yearning to drive an AEC vehicle. I passed my Public Service Vehicle test in 1980 and went on to drive the 207 between Uxbridge and Shepherd’s Bush.”

AEC shut its doors in 1979 – a casualty of the British Leyland empire – after 67 years at the forefront of commercial vehicle design.

A ‘New’ Routemaster came along in 2012 to mixed reviews. David concluded: “We can only imagine what AEC would have delivered had it still been in existence...”





London's Transport Choir is – as the names suggests – a transport-based amateur workplace choir. Singers include operational colleagues, graduates, office workers and retirees from both National Rail and TFL, their customers, and friends of choir members.

Open to all, the choir is looking to welcome new faces – young or old – to join them. Its repertoire includes Christmas carols, classical music, pop, blues and more. No auditions needed, nor the ability to read music; the choir welcomes anyone who loves to sing and meet new people.

You may have already heard the choir sing at the Epping-Ongar Railway (pictured), the annual TfL Festival of Carols at St Paul's Church Covent Garden, or one of its many other gigs.

Interested in finding out more or trying a few no-obligation free sessions?

Head to [londonstransportchoir.org](https://www.londonstransportchoir.org) or email transportchoirlondon@gmail.com

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The winner takes it all

In July's edition (No. 84), we included a competition as part of our 'Putting London on the map' article. You're a clever lot, so plenty of correct entries ("We are not amused" – Victoria, Grandland and Molla – Vauxhall, Marmalade sandwiches... for emergencies – Paddington).

Well done to our two winners: **Michelle Burns** (online entry) and **Eric Howes** (postal). We'll also be sending out a few consolation prizes, so don't write your chances off just yet.

Thanks for taking part, and keep your eyes peeled for more chances to pick up a prize in future editions of otm PE.

When the dust settles



©TfL from the London Transport Museum collection

Tube dust has always been a thing, and some of you may well remember the teams of ‘fluffers’ on London Underground. It was their job to collect dust and fluff from around the rails. This stopped dust building up and helped avoid problems with trackside equipment, or even fires. It was hard work, and – as pictured – often carried out by women.

Fast-forward to today, and that work continues – albeit with new tools, like industrial vacuum cleaners with HEPA-grade filters and dust monitors to help inform our track cleaning programme. We continue to work to improve air quality on the Tube, making sure everyone can breathe the cleanest air possible.

Our latest monitoring reports showed a downward trend of dust levels on the Tube since 2019, and levels continue to remain below occupational health limits set by the Health and Safety Executive.

We’re also working with Imperial College London (ICL) on further research by analysing anonymised data from our pension scheme.

This data, shared securely under agreement with ICL, is stripped of information which could be used to identify an individual, like name, job title and employee number.

A study published earlier this year by ICL, looking at colleague absence data, didn’t establish a causal relationship between exposure to dust on the Tube and sickness absence from work for colleagues.

This further research will continue to help us improve the way we manage our network, and health and safety, in the future.

Trustpilot
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"An efficient & professional service from start to finish, using Stiltz builders ensured slick project management & all VAT-free as I'm registered disabled. House cleaned by on-site team every day. No hesitation in recommending Stiltz."
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DID YOU GET ON BOARD A DOUBLE-DECKER?

The rain held off (mostly) and the Tube shutdown (west of Earl's Court) was no match for those looking to get up close and personal with dozens of Routemasters for the iconic vehicle's 70th 'birthday'. Held on the site of LT's infamous skid pan, enthusiasts were treated to the sight of around 80 examples over the weekend.

With RM70 done and dusted, here's hoping RM75 is already in the planning.

If you've got a story or memory you'd like to share about an AEC Routemaster (or anything else for that matter), get in touch

✉ otmpe@tfl.gov.uk

PIN DOWN THE PLAQUE

On the morning of Sunday 6 June 1937, trolleybus 622 (DLY 622) was driven from West Ham depot to the Greengate public house on Barking Road by the (first woman) Mayor of West Ham, **Daisy Parsons**. To conform with legalities, Poplar-born Daisy had to drive it on battery mode, rather than in electric mode by use of overhead wires. A plaque marking the event was placed inside the vehicle.

Given 622 was also the first trolleybus to operate in the borough, West Ham depot staff made a request to London Transport that it should be retained in service after many of its contemporaries had been scrapped. So just as it had been the first trolleybus to leave the depot, it would operate as the last to enter the depot on the night of Tuesday 26 April 1960. London Transport willingly agreed to this and – on the morning of that day – trolleybus 622, pictured right, was decorated to perform her 'last rites'.

While the plaque was removed for safe keeping by a member of staff in the weeks running up to its withdrawal, efforts to locate it have come to nothing.

However, a training inspector at Chiswick Works in the 1980s – **Charlie Watts** – stated it had passed to him. We're appealing to anyone who might know Charlie, his family, or anyone else who might have an idea as to the plaque's current whereabouts.



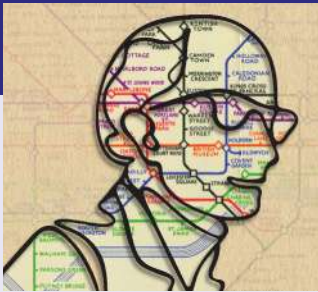
REWARD OFFERED

If you help us locate the plaque – so it can be restored and donated to the London Transport Museum – please get in touch

✉ otmpe@tfl.gov.uk

A finder's reward – a goody bag stuffed with merch – is up for grabs.





The truth about Harry Beck

Now playing at London Transport Museum

As part of the Museum's vision, a brand-new play about the legendary **Harry Beck** – designer of the iconic Tube map we know and love – has launched at its on-site Cubic Theatre, right in the heart of Covent Garden.

Presented by the Natural Theatre Company, in association with Dan Colman Creative Ltd, *The Truth About Harry Beck*, written and directed by Andy Burden, is playing from 14 September to 10 November.

Find out how Beck created the iconic diagrammatic map of today, and at what cost. To understand, you need to meet Harry, and his wife Nora.

Take a glimpse inside a journey of passion, a wife's dedication and the living breathing network of the tunnels and train tracks in our capital. Embrace your inner transport enthusiast through a mashup of real-life accounts, uncovered anecdotes, and seemingly unconnected facts (...with a peppering of fictitious characters).

Got your interest?

Tickets – from a very reasonable £21.60 – are available now at ltmuseum.co.uk/theatre

CURRENT PERFORMANCE SCHEDULE:

14 September – 10 November,
Fridays (20:00),
Saturdays (13:30, 17:30 and 20:00)
and Sundays (13:30 and 15.30).

Age guidance:

11+, but children aged 5+ will be welcomed into the theatre.



A new era for the Museum



This summer, London Transport Museum's CEO and Director **Elizabeth McKay** launched a new vision and brand for what's one of the capital's most popular must-see visitor attractions.

Elizabeth, pictured, said: "Our Grade II listed building is a London landmark with its own 150-year history in the heart of the capital. It was the city's original flower market, bursting with colour and life. Looking ahead, we have big plans to make our Covent Garden home fit for the future, offering an exciting line-up of programming for visitors."

A new roundel

Johnston's iconic 100-year-old marque – the roundel – has been re-imagined, ensuring the Museum is part of the TfL story but also stands out. The colours are bright and energetic – representing the creativity of London and its vibrant transport history.

Remember, TfL pensioners qualify for **free entry and 20 per cent off** most items in the fabulous, award-winning gift shop. Remember your retired staff pass or Oyster card. Book at ltmuseum.co.uk

ON BROADWAY

I began my transport career in 1959 as a conductor and then a driver and depot inspector at Hatfield garage in the then Country Bus area. I was promoted to a clerical job at St Albans planning bus routes and I moved to 55 Broadway in charge of ticket machines.

I then did a very interesting supplies training scheme and became personal assistant to the Chief Personnel Officer for two years.

I was asked to move into the Sports Office to be responsible for finance and, later, I was able to introduce the 'Special Value Holidays' scheme which meant staff were able to purchase holidays at home and abroad at a 10 per cent discount. This proved to be a popular venture and was very successful.

As LTE policy was to reduce costs at one time, expenses on social clubs and sports grounds were curtailed and I was offered voluntary severance at 55 years old. I had served 31 years, and I am now nearly 90 years old and fit and well after having a lung cancer scare which was healed by much prayer.

I had a very varied and interesting career, and thoroughly enjoyed my time with London Transport.

Peter J Eldridge

BRUSH HOUR

After starting at LT as a coach painter at Walthamstow garage in 1975 after covering garages for three years, I transferred to Palmers Green garage.

I started repainting buses by hand. Then I turned to spraying them in the corner of the garage. There were no extractor fans – I used to fill the garage up with red spray dust, even covering the toilets (men and women's) in red dust! The unions used to complain, and they finally put a curtain up in the corner to stop the red dust but the Engineer Director, **Ted Milburn**, said 'carry on doing the buses'.

Finally, they built a new spray shop for me at Enfield bus garage which is still there to this day doing repaints for TfL. I helped paint the Queen's gold and platinum anniversary buses.

I retired in 2011 after 36 years. Quite a few bus drivers will remember me at Palmers Green. Fond memories.

Barrie Last



A BIT OF LIGHT RELIEF

One day, when I was a guard in 1955, we were delayed between Sloane Square and South Kensington. My driver, **Len Horne**, said it was due to an incident at South Kensington, and we were going to be held up for some time. After taking my panel keys out I went through the train to advise passengers, and with the specific reason to stop people smoking in the designated cars.

When I returned, a male passenger was in some discomfort: "He wants to pee," said his wife, to which I replied, "No trouble." I called Len and told him I was taking the man to the back cab to relieve himself, and not to move! I opened the car door a little (away from the juice rail) for him. We returned to a round of applause and the man took a bow!

The delay continued but, with all the people chatting, it was like a party!

When the woman and her (now-relieved) husband got off at Earl's Court, she said the event they had been looking forward to was a huge disappointment – so much so they had left early – but the time they had spent with me and the other passengers had been a delight!

A.R Goldsworthy

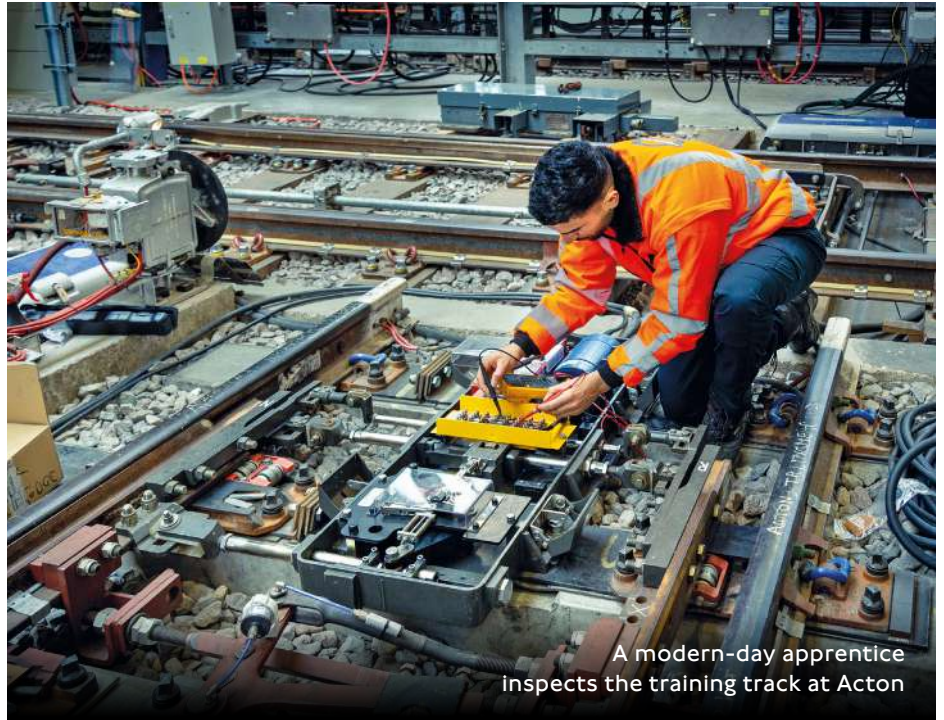
Editor's note: The approach to health and safety in 2024 is very different to what went on in 1955 so, please, don't try this at home (and definitely not on the railway!).

QUALITY CONTROL

My 38-year career began on 5 August 1968 and ended with early retirement on 24 November 2006, then at Acton.

I started as an Apprentice Carpenter Joiner at Parsons Green depot. Back then, it was the head office covering various trades of approximately 1,300 staff in the Works and Building Depot. This covered the whole of London and outer London, which included the Underground stations and bus depots – both London Transport and London Country bus depots.

In those days it was a nationalised industry, sadly it all closed in 1987. I was lucky as, in the early 1980s, I had already transferred to be a Quality Control Engineer, so although I was still working at Parsons Green until it closed, I came under Lillie Bridge, Fulham.



A modern-day apprentice inspects the training track at Acton

So, I transferred there when the Works and Building closed.

Later, when we were taken over by Metronet, I became a Supplies Support Manager (Track) at Lillie Bridge and then we were moved to

Acton. I was at Acton when I retired on 24 November 2006.

As you know, contractors now cover all the work we did.

(Bill) William George Desborough

DING DING!

As a schoolgirl during the war, I travelled on the 138 between Coney Hall and Bromley. As a regular passenger, and because my father was a bus driver, I got to know the conductors and clippies quite well.



A post-war AEC Routemaster

One day, on our return journey, the bus drew up at Hayes station to find a long queue and an inspector at the stop. Our clippie (**Connie**) jumped off the bus and ran into the nearby post office to exchange her coppers and small change to save time back at the garage. While she did that the inspector loaded the bus and rang the bell.

I and two of my friends were sitting by the door and realised we had left Connie behind. I knew what to do but, being a nervous child, I was too scared to react quickly. One of my friends did what I asked her and rang the bell three times.

We got off to speak to the driver but, gosh, was he cross with us. We were all talking at the same time when I spotted Connie walking in the middle of the road about 100 yards behind us. (There was not much traffic about during the war).

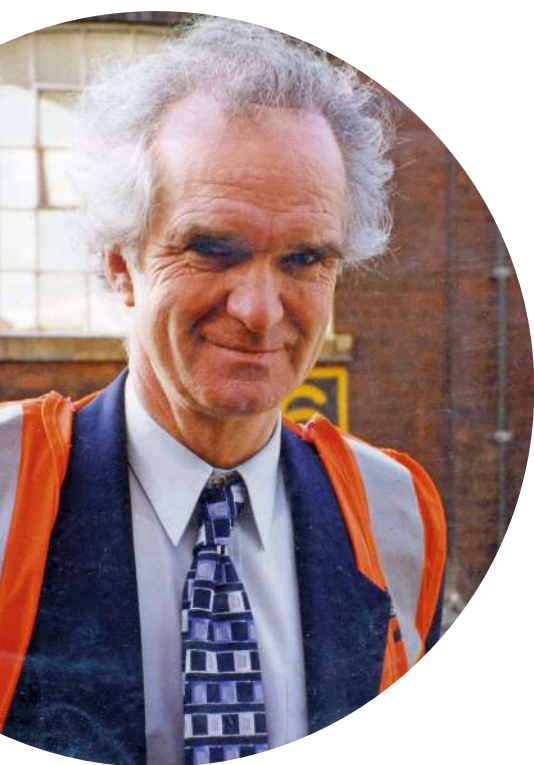
All was okay, everyone grateful.

I am 94 now but will never forget the furious driver... or Connie walking in the middle of the road.

Jean Bellinger (widow of Dennis)

MR ODD JOB

I was interested in the article on Doug Jeyes in the last edition as I was very acquainted with him. Here's my bit of my LT history.



“
Amusingly,
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'reprobates'!

I shared an office at Hammersmith depot with Train Improvements Engineer **Steve Dodd** when Doug was fleet manager. He was a great guy to work alongside.

Although we weren't directly under Doug, we had lots of contact, like helping getting trains out for the afternoon peak. This was when the C stock was beset with speedo issues.

With interest from the Bakerloo line's **Dave Brabham**, we got together and designed a new common speedo drive electronics – that cured a lot. Amusingly, I recall Doug referred to us as a couple of 'reprobates'!

However, my first position at London Transport was at Chiswick works in 1983. I was responsible for bus radio repairs and the many small electronic items then being fitted to buses.

When Aldenham closed, and bus overhaul moved to Chiswick, sections were reduced, and managers left. As one of the remaining ones, I was also unit manager for trim shop, ticket machine repairs and blinds.

Chiswick LT (and B.E.L.) finally closed and moved to a smaller site at Willesden. When that eventually went into receivership and closed, I was offered a position with rolling stock management integrated maintenance systems writing train maintenance documents, I think that was the title (RSMIMS) under **Alan Taylor**.

It soon got around, via **Paul Vellacot** (the chap I succeeded at Chiswick), I was a 'radio person', so was given the job as radio asset performance improvement engineer for train radio, and that's when I shared an office with Steve.

My job was to improve the then analogue radios fitted to all Tube stock. This later expanded to upgrading the digitised train announcing system (better known

as DVA) on C stock, working with the marketing department for the scripts, content, dealing with the actual voice recording (done at Capital Radio studios) before a few trips to Denmark for the final editing.

The decision was made to upgrade the train radio to digital under the name of 'Connect', and I became part of the multi-stock team responsible for this.

Going back before my employment at Chiswick, in the 1970s, I had worked as a driver/operator on a couple of occasions for London Country Bus services at Leatherhead garage. It was a job I took having been made redundant from another job.

I was known as 'Odd Job' there because I wasn't on the regular rota. I turned up about 05:30 and waited for something to 'go wrong', hence the name.

I wrote a book about my experiences in that job (I manage to get humour out of most situations) called 'Shades of Green and Red' (by Capital Transport). It includes my experiences at Chiswick and a lot about Chiswick history. Coincidentally, it has just been republished but without the 'Red' in the title and 'Chiswick' and published by LHRG.

Now 82, I still drive buses at the London Bus Museum at Brooklands where I'm part of the driver/conductor training team.

Rod Lucas

Send us your memories, transport tales, thoughts, or feedback:

✉ otmpe@tfl.gov.uk to be in with a chance of winning a prize.

You can also write to us – our address is on the back page.



TFL RANKED AMONG 2024/5 'RATE MY APPRENTICESHIP'S BEST 100 EMPLOYERS'


All employers and training providers on the list have been given a stamp of approval by actual apprentices. The rankings are based on reviews and feedback left by 6,816 young people who completed an apprenticeship in the last year.

TfL is up there with the likes of Boeing, British Airways, Balfour Beatty, IBM, TUI UK & Ireland, Channel 4, the NHS and more.

TfL Skills & Employment Lead **James Lloyd** said: "This is a fantastic achievement and a testament to all of our incredible apprentices and everyone across the organisation who make the programmes so successful."



If you began your career as an apprentice, how did it go, and were you sent to ask the gov'nor for a "long weight" (as the editor was) on your first day?

Share your memories and photos with us
 otmpe@tfl.gov.uk (you can find our postal address on the back page).

FONDLY REMEM



Leslie Hayes, 90, died on June 18 2024. Leyton born and bred, Les served as an apprentice coach painter and signwriter at British Rail's Stratford works, eventually becoming a foreman in the paint shop. When the works closed, he worked at King's Cross for a short while before moving to London

Transport. He worked at several bus garages in the East End: Ash Grove, Leyton, Clapton, and Upton Park, where he was respected for his skills and good humour. He married Margaret in 1959 and went on to have three children, one of whom is now a senior manager with TfL. Leslie and Margaret moved to South Woodford more than 40 years ago, remaining there during his retirement which he enjoyed until his health deteriorated. His loss leaves a huge gap in the lives of his family and friends.



John Sobers, 84, died on 11 September 2022 after a battle with cancer. Barbados-born John joined London Transport on the back of a recruitment campaign that encouraged Bajans to come to work on London's railways and buses. John was ambitious and hard-working, starting as a guard

and ending his career as an inspector. He received a certificate of service for 31 years and six months. He leaves a wife of 60 years, two daughters, four grandchildren and seven great grandchildren. His absence has left a deep void in his family's and friends' lives.

Peter Provost, 92, died on 22 February 2024. Peter spent his entire career at London Transport. He had many memories of his time both in setting up the early computing at 55 Broadway as well as projects with Mercury telecoms and the Heathrow Tube extension. Peter never lost his love of buses, trams and the Underground and – even at 89 – tasked his grandson to get multiple photos of the old Tube Isle of Wight rolling stock before it went out of service. Peter will be sorely missed.

Y BERED



John 'Big John' Easson, 70, died on 31 May 2024 after suffering a period of ill health. He began his career with London Transport in 1970 at Upton Park bus garage. John held numerous positions at north and east London garages before moving over to London Underground – where he held various roles and contributed

to 'Steam on the Met' for many years. His life was transport, even after he retired in 2011. He had a vast knowledge of buses and trains, and had a wide circle of friends, colleagues, and acquaintances across the industry. He will be greatly missed by wife, Joan, and family.



Dorothy 'Dot' Cripps, 91, died on 16 April 2024 following a fall. A much loved 'clippie', Dot joined London Transport with her driver husband Bill. Working out of Wood Green garage, they were a team for many years on the 29 and 141. Dot and Bill were avid members of the coarse and sea fishing sections of the social club. Bill was the secretary of the sea fishing 'boats' section and Dot was his partner. They travelled the country to attend various inter-garage boat competitions organised by Bill. Dot won lots of trophies on these trips and got to know many people. She's greatly missed by her family and friends.



David Hough, 85, died on 30 March 2024. He joined TfL late on in his career as a traffic counter after 30 years as a civil servant. He loved the freedom his role gave him, and the ability to meet and chat with people (not always sure how accurate his counts would be!). He enjoyed his new-found role

and met some wonderful colleagues who he always spoke very fondly of. He's pictured enjoying a drink on holiday with his TfL shirt on – he never switched off. He's sadly missed by his family and his many friends in the Royal Engineers and the Greenwich Morris Men.



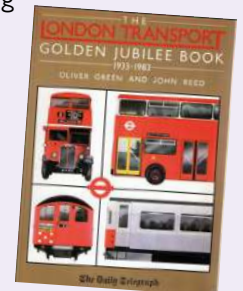
Trevor Clarke, 81, died on 7 February 2024. A dedicated and beloved London Transport bus driver, Trevor worked out of the Holloway and Tottenham garages from 1970 until his retirement in 2013. His warm smile and kind words touched the lives of passengers and colleagues alike.

Beyond his professional life, Trevor was a loving husband, devoted father to three children, and a proud grandfather to his cherished grandson.



John Reed, 77, died on 17 March 2024. John worked in the Public Relations, Press and Advertising & Publicity offices.

He also wrote several transport books, including co-authorship of the official 1983 LT



Golden Jubilee commemorative book.

John retired in July 2003 after more than 30 years' service and moved to Stow-on-the-Wold. He'll be sadly missed by his loving wife Carole, friends, and former LT colleagues with whom he remained in touch.

Gordon Gwilliams, 80, died on 28 November 2023.

A proud East Ender, Gordon worked in the 90s as a driver out of Bexleyheath and Plumstead on, amongst others, the 53 – a route he loved. He had a great knowledge of London and was always keen and able to help passengers with their onward journeys. He medically retired in the late 90s and suffered with ill health, including dementia. However, he often reminisced about his time on the buses. He's desperately missed by wife Shirley, daughters Carole, Sharon, and Elaine, three sons-in-law, and grandchildren Rebecca and Ben.



John Green, 74, died on 14 November 2023. John began as a maintenance electrician – in bus garages and offices – for London Transport's Chiswick works in 1973. In 1989, John moved to London Underground's Piccadilly line night-time maintenance team. He took early retirement in 1999

and always enjoyed his love of sailing. He leaves his wife, two sons and two grandchildren.

If you'd like us to include an obituary for someone who has died, 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 questions. 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).

STAFF TRAVEL

✉ I729Helpdesk@tfl.gov.uk

✉ **Staff Travel, Floor 1,
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London SE10 0ES**

☎ **0800 015 5071**

HOSPITAL SATURDAY FUND

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TRANSPORT BENEVOLENT FUND AND STAFF WELFARE FUND

☎ **0300 333 2000**

TRANSPORT FRIENDLY SOCIETY

☎ **020 7833 2616**

TAX QUERIES – HMRC

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and your NI number)

OTM PE MAGAZINE

✉ otmpe@tfl.gov.uk

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

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PENSION PAYMENTS

Bank and building society accounts will be credited on **23 September, 21 October, 18 November, 16 December, 13 January and 10 February.**

More info and future dates at cutt.ly/pensionpayments

PENSIONERS' FORUM SUMMARY

MEETING HELD ON
TUESDAY 3 SEPTEMBER 2024

We met with senior TfL managers to discuss the latest Pensions Review position.

No further technical working group discussions have taken place since the London mayoral and general elections. The review will be discussed with Government in due course and further updates will be provided.

The Forum paid tribute to **Linda Arwood** who sadly died aged 77 in July 2024 after suffering from dementia for several years. Linda made a significant contribution to many aspects of the Pension Fund.

Linda was a Pension Consultative Councillor for many years and nominated by the council to be a Trustee Director of the Pension Fund. She was also the lead pensioners' representative on the Pensioners' Forum. Linda spent time as President of the Transport Benevolent Fund working with others to keep the fund operating under significant financial pressure. She was also a committee member of the 55 Society.

Linda spent most of her lengthy career in Human Resources. Many of her former colleagues have paid tribute to her stating how much she was liked and respected. Others have said she was knowledgeable, totally reliable and always willing to support and help others. TfL pensioners continue to benefit greatly from her dedicated work over many years. She will be missed.

We also noted lots of positive feedback from members about the improvement in the range of articles in July's On the Move Pensioners' Edition and discussed ideas for future editions. We'd encourage further feedback and suggestions from you. Please see the team's contact details to the left of this article.