

### CELEBRATING WINDRUSH

Last month marked 70 years since the ship Empire Windrush brought hundreds of Caribbean immigrants to the UK



Station staff clearing snow at Leytonstone, 1967

**T**he arrival of the Windrush was an incredibly significant moment in the history of our country – one that would shape London's culture for years to come.

In response to post-war labour shortages, London Transport turned to the Commonwealth in a bid to keep the Capital moving. In 1956 a recruitment office was opened in Barbados and, in the years that followed, more than 4,000 people emigrated from the Caribbean to begin a new life working on London's transport system.

The majority joined the company as bus conductors, station staff and canteen assistants. Some later returned to the Caribbean, while others stayed with London Transport for the rest of their working lives – often followed into the industry

by their children.

As Customer Experience Manager Ann Gavaghan explains, their cultural contribution changed the face of the organisation forever.

"It injected a whole new group of people into the workplace, and it 100 per cent changed the way London Transport worked," she said.

"By bringing more diversity to the organisation, they transformed the railways from an old boys' club into a really global workforce. They also helped shape London into the diverse world city it is today."

Over the next few months we'll be celebrating the Windrush generation through heritage displays at Stockwell station and the London Transport Museum. If you have any Windrush memories you'd like to share, please email [otm@abcomm.co.uk](mailto:otm@abcomm.co.uk).

### POWER TO THE PEOPLE

**M**ore than 100 rapid charging points for electric vehicles have been installed across London thanks to an £18m project to meet increasing demand, fulfil the Mayor's pledge to improve air quality and put London ahead of other cities both in the UK and abroad.

The state-of-the-art 50kW chargers give an 80

per cent charge within 20-30 minutes, and 60 per cent of them will be reserved for taxis, helping our iconic black cabs go green.

We are also offering matched funding to private companies wishing to install additional charging points. The aim is to have 150 charging points in use by the end of 2018 and 300 in use by December 2020.

### TAKING ACTION AT ACTON

**W**ork is in progress to improve the facilities at Acton Works, originally established in 1922 as the main train overhaul facility for LU.

The existing facilities aren't compatible with the new walk-through trains on our network, so the site is being upgraded to include a £23.3m state-of-the-art train works facility with four 160m pitted maintenance roads linked by rail, and one bogie road

for component work.

When the improvements are finished in early 2019, more than 200 people will be based there, split over day and night shifts completing the works on the fleet.



## IN BRIEF



### PLAIN SAILING

Using river barges to carry waste from the Northern Line Extension has saved 1,999 tonnes of CO<sub>2</sub>, and taken 105,653 trucks off London's roads. In the past 18 months, barges have carried 845,229 tonnes of spoil down the Thames to a site in Essex where it's been used to transform former industrial land into arable farming plots. The barges made 701 journeys, the last of which left Battersea jetty in January 2018.

### DRIVER LOOS

London's bus drivers will have 24/7 access to a toilet after the Mayor announced a £6m funding scheme for new facilities. The money will be spent on installing permanent facilities at the end of each of the 40 routes. Currently, drivers have access to temporary toilets which only have limited access or specific opening hours. The new toilets will be locked, with drivers using a code to access them.



### ALL ABOARD

Motoring giant Ford has started running a new shuttle bus service. Chariot uses Ford Transit minibuses to take customers on designated routes, with drop-off and pick-up points along the way. Customers book a seat via an app and ride with fellow commuters. The service will be trialled on four routes: Battersea to Kennington, Abbey Wood to Erith, North Greenwich to Plumstead and Putney to Clapham Junction.



## DRUM ROLL PLEASE...

**T**ower Hill celebrated St George's Day in style with the help of the British Army's Royal Regiment of Fusiliers. Decked out in full livery, the Fusiliers' Corps of Drums performed for staff and customers in the station ticket hall to commemorate

the regiment's 50th anniversary.

The original Royal Regiment of Fusiliers dates back to 1685, when they were raised by King James II to garrison the Tower of London. Today the regiment still has its headquarters there, and offered to perform at Tower Hill station as a

nod to this connection.

The performance was organised by the LU Customer Experience team with help from the Tower Hill team.

Customer Service Supervisor **Pelin Gurdag** said the Fusiliers were an unexpected treat for the many tourists visiting the station.

"They all really enjoyed it and saw it as a good photo opportunity. A lot of them wanted to take photos of the Fusiliers with us too," she said.



The Fusiliers with colleagues at Tower Hill

## ACCESSIBILITY MATTERS

**M**ore than 230 managers went on a course in which they accompanied a disabled customer around the London Underground network and observed their experiences.

The training educated staff on the difficulties that visually- and mobility-impaired customers can face travelling around the city.

A series of initiatives has been introduced alongside this to improve the accessibility of the Tube. It includes the installation

of new paviments – a form of tactile floor paving – at 18 stations to help visually impaired customers. Meanwhile, a new trial at King's Cross St. Pancras gives customers details of alternative step-free routes if a lift is out of action. The Turn Up and Go (TUAG) assistance service will also be streamlined by an app that allows staff to track disabled customers' journeys in real time via iPads, so the customers can easily be met at interchange and destination stations.



## SIGNALLING A NEW ERA

**W**hen the Victoria line opened in 1968 it was at the very forefront of signalling technology. It was the first railway in the world to pioneer a groundbreaking system known as automatic train operation (ATO), which increased safety, capacity and reliability.

This was a revolutionary step for the transport industry. Other Metro systems around the world soon followed in our footsteps by adopting their own ATO systems, as did the Central line between 1999 and 2002, the Jubilee line in 2011 and the Northern line in 2014.

The next chapter in our signalling history will see our four Sub-Surface Lines (Circle, District, Hammersmith & City and Metropolitan) move to ATO as part of the £5bn Four Lines Modernisation Programme. ATO will boost peak capacity by 33 per cent across the four lines, which make up 40 per cent of our network and carry around 1.3 million passengers a day.

The first area between Hammersmith and Latimer Road goes live this summer; further upgrades are also in the pipeline to ensure we can meet the demands of our ever-growing city.

The proposed plans for Old Street



## OUT WITH THE OLD, IN WITH THE NEW

**S**ilicon roundabout in Old Street is to undergo a radical change next year to give priority to cyclists and pedestrians. The area outside the station ticket hall will be redesigned to transform what Lead Sponsor Thomas Holmes described as “a confusing rabbit warren of subways”.

To do this, the northwestern arm of the roundabout will be shut to traffic, closing three of the four existing subways. They will be replaced with new surface-level, signal-controlled pedestrian crossings and there are plans to include a lift connecting the peninsula to a retail concourse. The plans also include segregated cycle lanes and a large tree-lined public square.



## KEEPING A CLOSE EYE

**V**ideo cameras worn on the body are keeping our people on the DLR safe and contribute to resolving anti-social behaviour.

The lightweight cameras were introduced on the network in February following trials in 2017. Passenger service agents (PSAs) are trained to use the cameras, taking into account data protection laws. One PSA Sean Finn said: “We used to have a lot of assaults on our employees, so the cameras can only be a good thing.”



## FEMALE FORM

**R**omanian artist Geta Brătescu has been commissioned to create artwork for the 28th edition of the pocket Tube map. The project is part of Art on the Underground's year-long programme featuring work by

female artists, which marks a century since (some) women got the vote. Gender and motherhood are recurrent themes in Brătescu's art. Works by British artists Linder and Jade Montserrat will also be shown on map covers.

# GDPR AND YOU

TfL's retired members associations have issued the following statement relating to the new General Data Protection Regulation (GDPR) laws

**N**ew data protection requirements are effective from 25 May 2018. The LTSA, the LTRSA and the LTPA need to tell you how we will use the personal data we have about you, to maintain your membership. The LTSA, the LTRSA and the LTPA will use the data:

- 1 - to contact you for Group matters, e.g. issuing newsletters and subscription payment;
- 2 - for managing your membership, and
- 3 - for maintaining a complete membership list.

Your data cannot and will not be used for any other

purpose. We will not:

- \* use your current and any subsequent data, for any other purpose than as above;
- \* store data without a valid use for it;
- \* disclose any data to third parties, except to prevent fraud or if required by law, nor
- \* retain it when it is no longer necessary.

If you have any requests or concerns in relation to the data that we hold on you, please contact the Membership Secretary of the LTSA, the LTPA and the LTRSA. The 55 Society has published a separate statement individually to all its members.

## PENSIONER ENQUIRIES:

TfL PENSION FUND  
4th Floor, Wing over  
Station, 55 Broadway,  
London SW1H 0BD

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helpdesk@  
tflpensionfund.co.uk

website at:  
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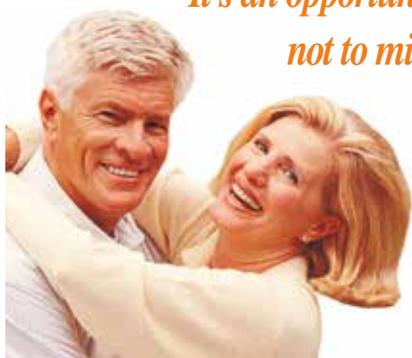
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otm

## FONDLY REMEMBERED



**Celeste Dix** passed away on 26 April at home in Spain after a short illness. Celeste worked at the Drivers' Training School in Chiswick as the Admin Officer. She and her husband Colin moved to Spain in 1986, where they had a happy life together. Sadly, Colin passed away in November 2008.

**Bob Horn** sadly passed away on 4 March aged 90. He retired in 1992 after nine years' service in maintenance working on station lifts and escalators. He was a genuine friend and mentor.



**Annie Pitt** was a Railwoman at Rayners Lane in the late 60s, Newbury Park in the 70s and South Woodford in the early 80s. She retired in 1984 and passed away peacefully on 4 March aged 93.



**John Plumb** joined London Transport in 1959 as a conductor based at South Croydon garage. He later became a driver and retired in 1993. He enjoyed happy retirement years and died on 31 October last year. His daughter would love to hear from anyone who knew him.



## LETTERS



Colleagues from the Shop Instruction Office at Acton Works

Dear **otm**  
It was nice to hear from James Stringer and what he is up to (issue #59). I worked with Jim in the Shop Instruction Office at Acton Works during the 70s, where we produced detailed documentation for the maintenance and modifications to all rolling stock. We also prepared estimates for this work, entailing costs to be monitored. Jim was one of seven people in this office and I remember his interest in vintage Austin cars, with him having an Austin's register showing engine and axle numbers, also the photos of his Austin vehicle when it played a part in some period TV or film. They were good days! Especially the annual Christmas party which was held in the adjacent underground air-raid shelter. That's another story!  
**Alan Cloake**

*In our last issue we asked you to send us your memories of trolleybuses. Here are our favourites...*

Dear **otm**  
I was a trolleybus driver on bus number 691 which left from Ilford Ley Street depot from approximately 1956. There was a factory called Plessey's in Ley Street where mainly female staff were employed on shift work. One night there was thick fog (pea souper). We were the only trolleybus out that night as all the others had returned to the depot. The trolleybus was almost full with the women from the factory, and due to the fog the conductor had to walk along in front of the bus with a flare so we could see where we were going. This journey was approximately three miles and it was very

hard to see ahead of us. When we reached our destination, Barkingside Fairlop Turnaround, the passengers had a collection for us and this amounted to seven shillings and sixpence, approximately 36 pence today.

Yours faithfully,  
**John Turtle**

Dear **otm**  
London's trolleybuses were our big red friendly giants, swishing across my childhood East End. As a young child, I'd be taken to the crossroads (Kenninghall Road/ Upper & Lower Clapton Roads/Lea Bridge Road) to watch these silent giants glide by, their pole-heads 'clunking' across the complex wire junctions there. Wonderful. Riding on them later, just as comforting inside, warm and musty, quick and efficient, swallowing people at bus stops and releasing them later. And now of course, hyper-environmental. Regards,

**Joel Kosminsky**

*Next, we'd like you to share your memories of the District line ahead of its 150th anniversary. Our favourite letters will be printed in September's issue.*

**GET IN TOUCH:** Send your comments, memories and letters to: otm Pensioners' Edition, AB, Gemini House, 180-182 Bermondsey Street, London, SE1 3TQ (enclosing a stamped addressed envelope if you'd like photos returned) or email [otm@abcomm.co.uk](mailto:otm@abcomm.co.uk), putting 'pensioners' edition' in the subject header.





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## 2018 NOMINATIONS FOR TFL PENSION CONSULTATIVE COUNCIL

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

**T**he council is made up of three sections representing Fund members:

**SECTION 1:** Pensioners and deferred pensioners (8 seats)

**SECTION 2:** Employees of TfL, subsidiaries and contractors except those covered by Section 3 (4 seats)

**SECTION 3:** Employees of LUL, its subsidiaries and contractors (8 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 issues 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 & 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. This Forum meets with TfL management

representatives to discuss and 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 end 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 2018.

The Councillors whose term of office will end are David Biggs and Beverley Milner-Simonds from Section 1, Jamie Parry currently filling a casual vacancy from Section 2 with Steve Connolly and Tony de Wet from Section 3. All of these 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

- Dates, if 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 100 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.

Please note that the information provided must be factual, appropriate and inoffensive.

Completed nominations must be sent to the PCC Secretary Julian Collins, TfL Pension Fund, 4th Floor, Wing over Station, London, SW1H 0BD by Friday 24 August 2018. The constitution and further details on the PCC and the TfL Pension Fund can be found on their website [www.tfl.gov.uk/pensions](http://www.tfl.gov.uk/pensions) or by contacting the PCC Secretary.

If there are more nominations than vacancies, elections will be held by postal ballot among Fund members in the relevant sections.

## PENSION PAY DATES

Pension pay dates for the rest of 2018 are as follows:

- 9 July 2018
- 6 August 2018
- 3 September 2018
- 1 October 2018
- 29 October 2018
- 26 November 2018
- 24 December 2018

## PENSIONERS' FORUM SUMMARY

MEETING HELD ON THURSDAY 17 MAY 2018

**O**TM Pensioners' Edition is now available online, and representatives noted that 173 pensioners opted out of paper copies within a month of the launch. As of 20 May 2018, TfL Rail began operating between Paddington and Heathrow (Heathrow Connect).

Status Passes and Staff and Retired Staff Oyster cards can be used on this route. PTAC holders also receive privileged rate fares. Eurostar has introduced a new route between Amsterdam and Rotterdam, on which Retired Staff Oyster card holders can book discounted tickets.

After many years both as a Trustee and as the lead pensioner representative at the Forum, Linda Arwood has decided to step down to pursue other interests in her retirement. All those present thanked Linda for her valuable contribution and wished her well in the future.

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