

# otm

on the move

## 'IT WAS AN HONOUR'

Former employees take front row seats at the Cenotaph

**Three retired London Transport employees took pride in marching to Whitehall Cenotaph on Remembrance Sunday in November.**

Former Group Station Manager George Rouvray laid the wreath and Georgina Porter and Elsie Davies, who were bus 'clippies' during World War II, were there to pay their respects to old friends and loved ones.

George has been marching to the Cenotaph every year since 1985 but last November was the first time he had laid the wreath.

George says: "It was a glorious but emotional day. I was very nervous but everyone cheered me on, which made me feel proud. I used to think how nice it would be to lay the wreath and so I was thrilled to be asked. It was an honour and I was privileged to be there."

George was called up to join the army in 1943. In 1944 he fought in France and was part of the Normandy landing. He joined LU in May 1948 and worked for more than 40 years before retiring in 1990. He worked his way around several stations, first as a porter, then a foreman, an inspector and as group station manager for St. James's Park and later Hornchurch.

Georgina Porter had a front row seat at the service. She started work for London Transport in 1942 and stayed for 39 years. She has marched to the Cenotaph for the past 11 years and laid the wreath in 2000.

She told us: "I was in a wheelchair this year but had a brilliant pusher and was right at the front at the Cenotaph, so I was happy! I had an excellent day –



**Elsie Davies (above) has attended the Cenotaph service for the past 10 years**



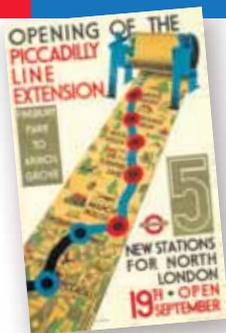
**George Rouvray (left) laid the poppy wreath at the 2006 ceremony**

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## Tube lines reach their centuries – and more!



### FORUM UPDATE

Here are the main points from the meeting held on 2 November 2006

- The pensioners' representatives expressed their satisfaction with the first pensioners' edition of **otm** produced by Trident Communications, the company who has taken over the contract for all LU house magazines. They specifically welcomed the number of bus-oriented articles and the widespread interest that they had generated.
- The meeting was given an update on the restructuring of the Pensioner Liaison Scheme and the appointment of the Pensioner Liaison Manager (PLM). They were also advised of work currently under way to improve the information pack given to Pensioner Liaison Representatives.
- It was agreed that the 2006 Actuarial Valuation, together with the principal employers' intentions with regard to the handling of any surplus/deficit, would be discussed at the next Pensioners' Forum meeting arranged for 1 February 2007.

**The Piccadilly line celebrated its centenary last month with a live musical performance from senior management.**

On 14 December General Manager Mike Challis and other senior managers sang traditional songs to passers-by in Leicester Square to raise money for charity.

Robert Rowland, a Customer Service Assistant Multifunctional at Leicester Square station, helped to organise the events. "I think this is a great celebration of what was a fantastic feat of engineering in its time," he said.

The Piccadilly line from Finsbury Park to Hammersmith was opened by the then-cabinet minister David Lloyd George on 15 December 1906. When work began on northern and western extensions in 1930, Managing Director Frank Pick and architect Charles Holden aimed for a modern appearance, using geometric styles and exposed brickwork. This gave rise to the architectural style seen across the Underground today.

Platform for Art has commissioned Thin Cities, a series of works by contemporary artists, to celebrate the Piccadilly centenary. Curator Sally Shaw said the works, which will be on display at stations all along the line, "tell a story of the

Piccadilly line and those who live and work along it".

"Customers will get to see some of the best in contemporary art when they travel," she added.

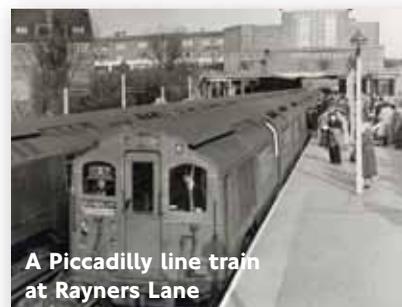
However, the Piccadilly line is a mere whippersnapper compared with the Central line stations between Leyton and Loughton, which celebrated their 150th birthday last year.

The stations were opened as part of the Eastern Counties Railway on 22 August 1856, before becoming part of LU in 1946.

Staff on the Leyton and Buckhurst Hill Groups took part in celebrations to mark the anniversary on 19 August 2006 at Loughton station.



Crowds outside Gillespie Road (now Arsenal)



A Piccadilly line train at Rayners Lane

### CONTACT DETAILS FOR PENSIONER ENQUIRIES

TfL Pension Fund  
020 7918 3733

Pensioner Liaison & Staff Travel  
0800 015 5073

Other useful numbers:  
Hospital Saturday Fund  
020 7928 6662

Hospital Savings Association  
01264 353211

Simply Health  
0800 072 6719

Transport Benevolent Fund  
0870 000 0172/3

Transport Friendly Society  
020 7240 8886

Tax queries – HM Inspector of Taxes  
0845 300 3939 (quote ref 083/LT7 and your National Insurance number)

We're always keen to hear from you, so send us your news, story ideas and letters by writing to:

**otm pensioners' edition**  
Trident Communications  
3 Selsdon Way, City Harbour,  
London E14 9GL

Email:  
otm@tridentcommunications.net  
Tel: 020 7536 8936

Yvonne Kerchhoff was appointed as Pensioner Liaison Manager at TfL on 4 December 2006. One of her most urgent tasks will be to increase the number of pensioner liaison representatives, particularly in areas where none currently exist. She can be contacted on 0800 015 5074 (freephone) or you can write to her at:

Yvonne Kerchhoff,  
Pensioner Liaison Manager  
4th Floor Western House  
237-239 Oxford Street  
London W1R 1AB



➔ continued from front cover

## 'IT WAS AN HONOUR'

it meant such a lot to me. It was especially lovely as you get to know everyone who attends each year."

Elsie Davies, who was based at Merton garage, also attended in a wheelchair alongside Georgina Porter. Before that she had marched on the past 10 Remembrance Sundays.

Elsie said: "The day went very well. It brought back many memories of all my friends who died in the war so it was very poignant."

Elsie began working



**Georgina Porter**

for the buses in 1940, when she was just 21.

She remembers it being a frightening time. She recalled: "One day I finished work a bit later and I hadn't been home long when a bomb went off in the road. A bus went into the crater and many people on the Underground died. I'm very lucky I survived."



**Elsie Davies remembers her fallen friends**



## Fallen Hero

**One former London Transport employee, Kenneth Cunningham, was a Wing Commander in the Polish Air Force. He retired from London Transport in 1975 after 19 years of service and died in January 1983.**

His wife Majorie said: "At the hospital where my husband died, I learnt from a Swedish nursing sister that he was well known throughout Europe after his aeroplane made it back to base after a German night fighter caught it 800 miles into the bombing raid."

Kenneth had more than 30 decorations from various countries and received the Polish Cross of Valour four times.

# iBus makes travelling easy

**Buses are driving into the 21st century with the arrival of iBus technology, which is going to make life easier for customers.**

The Next Stop system is one development that should revolutionise bus travel in the Capital.

"As you get on board, there will be a sign telling you the bus's final destination and the next stop and there will also be audio

announcements," said Kate Myers, Technical Services Group Communications Manager.

"We've trialled this and it's been very popular, especially with vision and hearing impaired passengers and passengers travelling on unfamiliar routes."

The Next Stop visual and audio system was trialled last year on route 149, and 91 per

cent of passengers said the technology would improve people's journeys. The system is scheduled to be rolled out to all buses on the TfL network by 2009.

Other developments include communicating route information on the bus, allowing passengers to revise their travel plans if necessary.

Both passengers and drivers will also benefit from iBus's Global Positioning System, which will precisely locate each vehicle.

"This means you can schedule more effectively," says Kate. "Drivers can see their position on the road relative to the bus in front of them and help service controllers provide a better regulated route with less waiting time."

So three buses coming along at once should soon be a thing of the past.

## "We've trialled this and it's been very popular"

**Kate Myers** Technical Services Group Communications Manager



## Routemaster classic goes Dutch

**There is a little part of the Netherlands that will be forever England – in the form of a classic Routemaster double-decker bus!**

The refurbished bus is on permanent loan to the Haags Openbaar Vervoer Transport Museum in The Hague. It was delivered by John Gardner, Manager of the Network Operations Events Planning Team, and team member Simon Green, after which it spent a day touring the city, carrying VIPs and museum volunteers.

Guest of honour at the official handover ceremony, involving John Gardner and museum director Peter Nijbakker,

was the British Ambassador to the Netherlands, Lyn Parker, who said the bus would make a great addition to the museum.



**From left: John Gardner, Simon Green, Peter Nijbakker and Lyn Parker**

# NOTICEBOARD

→ The Chiswick Works reunion dinner will be held at the Twickenham & District Masonic Centre, Cole Court, 150 London Road, TW1 1HD on 31 March, at 6pm for a 7pm start. All colleagues are welcome. If you wish to dine, please contact Don Robson on 020 8570 3136 or Ted Kilby on 020 8894 6386. There are free car parking facilities available.

→ King's College London and London's Transport Museum are looking for West Indian and Irish men and women who came to London in the 1950s and 1960s to help them with an oral history

project. They want to hear your stories about what it was like to live, work in and travel around London during those years. The recorded interviews will be included in the museum's sound archives and incorporated in an exhibition in 2008. If you are interested, please write to Helen Milne at The Department of Geography, King's College London, The Strand, London WC2R 2LS, email helen.2.milne@kcl.ac.uk or call her on 07989 138222.

→ London's Transport Museum Depot in Acton is holding an open

weekend on 3-4 March when visitors will be able to admire its collection of miniature and model railways. Now in its fifth year, the family event will again include guest professional and amateur modellers displaying their working model layouts. They cover all modes of London travel from Underground trains and trams to cycling and walking. The weekend will also feature rides aboard the Museum's own miniature railway plus craft activities for all the family. For more information, please call the Museum on 020 7379 6344.

# Blooming marvellous!

## Green-fingered staff across the Underground recently won awards for their station flower displays

The last Station Gardens Competition saw the largest number of entries for many years, with 27 stations and one depot entering.

Best Cultivated Garden went to Northwood Hills. Station Supervisor Brian Kennedy says: "I really enjoy working on the garden and think the staff get as much enjoyment out of it as the passengers do."

The Central line had two stations winning first prizes – Loughton won Best New Garden and North Acton won Best Hanging Baskets. Loughton Customer Service Assistant Malcolm Palmer said: "A lot of our customers comment on how



**Petal power: Northwood Hills (above) Loughton (left) and North Acton (right) all won prizes**

nice the garden looks. "We'd love to win Overall Best Station – we're already planning for it."

North Acton Station Supervisor Bharat Vagani said: "The hanging baskets brighten up the station and the customers appreciate it."

Stations that entered for more than one category were also eligible for the Overall Best Station Award – this year the prize was won by Northwood Hills.

And the Dennis Sanger Award for outstanding merit (named in honour of a much-loved Group Station Manager who died in 2004) was awarded to Bank station, in recognition of it being the first City station to enter the competition. "I'm delighted that we've

done so well," said Bank Station Supervisor Mwara Kungu.

The winning gardeners and runners-up received Capital Bonds and certificates.

Sue Emson, Station Gardens Co-ordinator and contest organiser, was very impressed. "Some of the stations that entered are in the middle of refurbishments, and staff have pulled together to overcome challenges like this to produce some stunning displays," she said.



# Donovan looks back

**A former bus driver, 82-year-old Donovan Aynsley, has been recalling his earliest memories – travelling on the first train on the Morden to Clapham Common stretch of the Northern line on 13 September 1926.**



Donovan was just two years old when his father took him on his first train.

He told us: "The first memories of my life were on that day. The initial thing I remember was seeing the escalators – I wondered what they were as they looked so strange to me.

"I then remember standing at the edge of the platform and I could see the train heading towards us, creeping out of the tunnel. My father and I got on at South Wimbledon and travelled to Morden. When the train pulled in

I remember the amazing bright sunlight appearing as we came to a stop.

"When I was older I can recall my father saying to me: 'We only had to pay a penny for that journey and we could have gone as far as we liked on the train.' It's quite a different story now, isn't it!"

Later in life Donovan became a bus driver based at Merton bus garage until he retired in 1986.

He said: "I enjoyed my time there. I really liked the people, especially the conductors."



**Above: Donovan (right) with his conductor Tommy Tucker in 1979**

Now, with his 83rd birthday coming up, Donovan likes to relax with Margaret, his wife of 57 years, and their two sons. One of his sons followed in his father's footsteps and was a bus driver for many years.

**Left: Donovan on holiday with his wife Margaret**

# Jo opens the barriers for women

**Joanna Wild, a Training Specialist with London Underground's Operational Learning Department, has become LU's first female stock trainer.**

It has traditionally been a male-dominated role, but Jo is relishing the challenge of being a stock trainer – and she hopes more women will follow her lead.

The job involves teaching prospective train operators how to identify and rectify defects on Northern line trains. Jo, who is based at Edgware Learning Centre and Golders Green Depot, finds the job of stock trainer both challenging and rewarding.

Jo told us: "Being the first woman to do something in what was traditionally a male-dominated industry is an honour and a bit of fun too, although it's a very responsible role.

"Trainees who come to my class are keen and know that they have to work hard because it's not easy. It's a great feeling when they pass their final practical assessment at the end of the three weeks. Often there are tears of sheer relief – and occasionally, tears of disappointment. Becoming a train operator is not for everyone and not everyone can get through. That can be difficult."

Jo started as a customer service assistant with the Gloucester Road Group almost four years ago, before becoming a train operator on the Northern line based at East Finchley Depot.

Since joining Operational Learning, Jo has delivered refresher training for station

and revenue staff and then began with the trains team in November 2005, qualifying as a stock trainer in March 2006.

She said: "Working on the trains and getting extremely dirty every week is strangely appealing for me. It beats working in an office or being in the classroom the whole time. You are continually learning new things about the trains so it's never boring, and working with the depot crews is good too. I love being on the trains team and it's a real

achievement to be paving the way for more women to become involved with the trains side of the business."

Paul Jones, Training Manager for trains at Ashfield House, said Jo has received great feedback from everyone she's worked with.

"We are all very impressed with how Jo's been getting on. Her trainees especially are very happy with her. I'm really glad that Jo has broken down the barriers of a predominantly male workforce. Hopefully now we will have some more women joining our team."



**Stock answers: Jo's boss is impressed with her progress**

## FONDLY REMEMBERED

☀ **Kenneth Aung**, 17 October 2006, aged 85. He worked as a bus conductor out of Victoria.

☀ **Malcolm Bryan**, 21 September 2006, aged 67. He worked as a bus driver at Wood Green, later moving to Clapton.

☀ **Ken Clements**, 26 September 2006, aged 59. Ken worked for London Transport for 26 years, starting as a Garage Youth in 1962. In 1967 he became a Craftsman Coachmaker at Aldenham Works, then at Shepherds Bush Garage. In 1974 he worked at Chiswick in the Organisation and Methods Office and his final position was with London Transport Advertising in 1982.

☀ **David (Danny) Dhanpersaud**, 9 November 2005, aged

62. Danny worked as a station inspector at King's Cross and retired due to ill health in 1995.

☀ **George Henry Ford**, 30 November 2006. He served for 33 years as a bus conductor on route 137 from Victoria Garage.

☀ **Oswald (Ossie) Hare**, 19 October 2006, aged 90. A former motorman at the Watford Bakerloo Depot, Ossie was the royal train driver when the Queen opened the Baker Street-Charing Cross Jubilee line extension.

☀ **Alec Hoad**, 6 December 2006, aged 95. Alec joined the General Omnibus Company in 1928 as a vehicle maintenance apprentice and retired in 1976 as an executive research officer in the

Mechanical Engineers Department.

☀ **Ronald (Ron) Kibble**, 23 July 2006, aged 68. Ron was a driver at Thornton Heath garage for 24 years.

☀ **Keith Lyn**, 24 July 2006. Keith worked for London Transport for 30 years, starting as a porter in 1962. His last position with LT was as a relief station manager.

☀ **John (Mac) Maxwell**, October 2005, aged 90. He retired in 1980, after 41 years of service, based at Neasden depot.

☀ **Margaret Monk**, 10 October 2006, aged 88. Margaret worked in Administration for London Transport and was the widow of Maurice Monk, a bus driver who passed away in 1992.

☀ **Robert Timothy Morton**, 26 October 2006, aged 57. He worked as a driver, based at Parsons Green. Robert received a bravery award in 1970, for tackling a man armed with a knife and air pistol on the Tube.

☀ **Arthur Saunders**, August 2006, aged 82. Arthur was a motorman on the Northern line and later a train operator on the Victoria line.

## CORRECTIONS

From the July issue:

**John Goodfellow**, 25 March 2006, aged 71. He worked as a trainer and conductor at Hounslow and Southall garages and later was made an inspector, initially at Hammersmith and finally at Uxbridge.

From the October issue:

**Reg Sweet**, 26 December 2005, aged 52. Reg worked as an asset manager at London Underground.

**Eileen Reason**, 21 March 2006, aged 68. She worked at Leyton, Loughton, Upton Park and Bow garages.

## Gordon acts to end the 'Arnos Grove Dash'

**A retired LU employee has been campaigning to improve customer information at a Piccadilly line station.**

Since retiring in 1995, Gordon Dixon has become a regular customer at Arnos Grove Station and a frequent participant in the 'Arnos Grove Hundred Metre Dash'.

Gordon said: "The Dash' is a regular event and takes place between platform four and platform one at Arnos Grove. Platform four is where customers needing a westbound train congregate and platform one is the one from which trains leave in a westbound direction with no customers on board. The objective of 'The Dash' is to leave platform four when you see the train operator appear on platform one and get there before he takes the train out. It involves two staircases and crossing a bridge. Few participants have succeeded."

Gordon said he had never heard the imminent departure of a westbound train from platform one announced over the PA system.

"About six years ago a sign was erected at the top of the staircases leading to platform one to announce the next westbound departure," he explained. "Sadly I've never seen it used."

Gordon recently wrote to LU Managing Director Tim O'Toole, describing the poor customer information at the station.

George McNulty, Service Director JNP, went to Arnos Grove to meet Gordon and explain the reasons for the problems.

"His principal message was that things cannot get significantly better until completion of the Piccadilly Line refurbishment in 2014," said Gordon, although he added that the re-commissioning of an illuminated sign showing when the next westbound train leaves from platform one will be considered. He emphasised that he was grateful to George for taking the time to meet him.



**Grove problem: George McNulty met Gordon to discuss his worries**



# Thumbs up for tactile maps



A pilot project launched by London Underground, the Royal National Institute of the Blind (RNIB) and Describe Online has provided blind and partially sighted people with free "sense of touch" maps featuring raised lines and large print maps, to help guide them around Old Street, Westminster and Earl's Court stations.

Mayor of London Ken Livingstone said the launch of these maps was "another positive step towards making London a truly accessible and inclusive city".

Dave Taylor from Birmingham is registered blind and travels to London regularly. He admitted it can be unsettling at times to use the Underground. "What I would really love is to be able to travel independently if I chose to and not have to rely on other people."

"These new tactile maps are great. It means I can negotiate these stations on my own. I'm happier, more confident and feel a lot more in control."

RNIB's Dr Sarah Morley Wilkins commented: "The availability of station staff to assist blind and partially sighted people in Tube stations is still vital. But what we hope is that these maps will provide further knowledge."

London at their fingertips: Elena Piras and David Taylor, who are both registered blind, reading tactile maps outside Westminster station

info

The tactile and large-print station maps can be obtained from London Underground's Customer Service Centre (0845 330 9880). Calls are charged at local rate. The maps have been designed to complement detailed online station descriptions found at [www.describe-online.com](http://www.describe-online.com)



TICK TOCK,  
TICK TOCK ...



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# letters **Have your say**

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## DEAR EDITOR

With regard to recent **otm** letters about LT being like a large family, I would like to advise you of something that shows the sort of colleagues with whom it was my privilege to work.

One day, after booking on at Golders Green and taking my gear from my locker, I left my personal tape-cassette player on top of the locker, and it disappeared. Polite notes on the noticeboard, appealing for its return, proved fruitless.

Some days later, I was sitting in the mess room when one of my mates deposited a small paper bag on the table and said, “This is for you!”

To my astonishment, they had had a whip-round and collected over £30 for me to buy a new one! Even after 20-odd years, I still get a lump in my throat when I recall this incident, and I would like to think that this camaraderie still exists.

**Don Mills**

## DEAR EDITOR

It is a pleasure to receive **otm** Pensioners' news. I read with interest the events that occur in my old company. I was a linesman in the Signal Engineering Department at Earl's Court where I worked for 48 years with LTE. Unfortunately I am now disabled.

Thank you for the Christmas card and calendar sent over the years. This is written in appreciation for the interest shown to all LTE retired staff. Continue the good work.

**D. H. O'Connor**

## DEAR EDITOR

Re: Letter **otm** October 2006 (Mr Harry Oliver). I was the Pensioners Liaison Representative (PLR) for Ruislip between 1993-2004; I never had fewer than 270 pensioners to visit in my time.

Returning from holiday there was an urgent call asking me to pay a visit.

I went round to see the gentleman in question as I knew he was in hospital prior to my holiday.

He was upstairs in bed and stated he had a very frank discussion with his doctors regarding his health: they said there was nothing else they could do. He asked to be released as he had to talk things over with his wife.

He requested me to call, as he wished to know how much pension his wife would receive and asked if she would retain her Privilege Travel Authority Card, I told him 50 per cent of his pension and yes to the Priv card. I gave him the phone numbers to call on the Monday so he could verify the information I gave him was correct. He appeared very happy with the answers I gave him.

A few days later his wife rang to say sadly, he had died. I often wonder if fate kept him alive until his questions were answered.

I moved to Christchurch in Dorset February 2005 and wish to convey all my best wishes to the many pensioners I visited. I achieved tremendous satisfaction from doing so; meeting wonderful people like Harry Oliver who stated we were “one big happy family”.

**A. R. Goldsworthy**

## DEAR EDITOR

Just like to thank LT for employing a certain young lady as a 'clippie' at Kingston many years ago. Her name was Betty Turner. I became a driver at 24 years of age, and she became my conductor(ess). We got married in 1956, and on 31 March this year we celebrated our 50th anniversary.

I had a varied career on LT. From Kingston to Hitchin (Driver-Inspector) London, Green Line Control. Back to Kingston (Driver) inspector, gold badge. Thirty-four years 7 months and enjoyed every moment. I am now 75 years and eight months old, not in perfect health, but still pretty good.

Being made redundant in 1988 left me devastated. But life goes on and so do I. My darling wife is still active in our garden and she gave me three great kids, who gave us four wonderful grandchildren. My eldest son is in Australia, married with three children.

I enjoy the magazine, but it's mostly all 'railway' now isn't it?

**Ron Bishop**

PS We still have (intact) the tea service given by our friends at Kingston Garage.

## DEAR RON

We're aware that the content of the pensioners' edition has recently been slightly skewed towards London Underground stories at the expense of surface transport. We are making an effort to redress the balance – as you'll see from this edition, which contains a number of surface transport articles, such as new technological developments for buses (p3) and a trip down memory lane from former bus driver Donovan Aynsley (p5). We plan to continue to bring you a good mix of stories from across Transport for London in future issues.

**Editor**

OTM Pensioners' Edition

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