



LET THERE BE LIGHTS



As the humble traffic light turned 150 years old, we celebrated the iconic signalling technology and the important role it continues to play on our roads today.

In 1868, the first traffic signal was invented by a railway engineer from Nottingham. It was installed outside the Houses of Parliament, and it looked little like the traffic lights we know today.

Towering six metres above the carriageway, it resembled a railway signal, with waving arms to indicate 'stop'. The familiar red and green lights were there, but not amber. It was powered by gas and required police constables to change the light manually using switches.

Unfortunately, it was a short-lived experiment. The signal was removed after a policeman was injured in

a gas explosion, and it would be almost 50 years before the idea of traffic signals resurfaced again in Ohio, America.

Today, the big question is how traffic lights will be used with the advent of autonomous vehicles. We are currently trialling a new system called GLOSA (Green Light Optimised Speed Advisory), which allows traffic signals to 'talk' to autonomous cars, sending information directly to the vehicle and telling it how fast to approach the intersection to be able to pass through without stopping.

Principal Engineering Leader **Trevor Hardy** said: "If it's done well, it could be great. People generally view traffic lights as something stopping them from getting places, but if we can provide accurate information from our traffic signals, we can certainly make people's journeys on the network a lot more reliable."

MISSION COMPLETE

A long-term project to overhaul the trains of the Central and Waterloo & City fleet has been completed on time and under budget.

The Heavy Overhaul Programme Lift began at the end of 2014. It forms part of planned maintenance work but tackles the bigger jobs that can't be done during day-to-day maintenance. Trains were taken out of service and lifted so teams could get underneath to carry out heavy work, such as replacing underframe equipment, like wheels and brakes.

The project was completed by a team of 74, including dozens of new recruits hired especially for the job, as well as colleagues from Trains, Planning, Engineering and Fleet.

A VERY UN-EWE-SUAL HONOUR

A long-standing colleague has earned the right to herd a flock of sheep across London Bridge after being awarded a prestigious ceremonial title.

Signal Manager **Ron Skillett** has worked for LU for more than 50 years, and is also chairman of the Stratford & East London

Music Festival. He was nominated as a Freeman of the City of London for his services to the community, both for the festival and LU.

As well as the right to herd sheep, other historic entitlements include the right to carry an unsheathed sword in public, and should he be found incapacitated by police in the City

boundaries they should pay for a 'hansom cab' to take him home – although Ron felt this unlikely today. "I won't hold my breath for that one!" he said.





A NEW VIEW ON SAFETY

An innovative scheme is giving cyclists the chance to experience life on the road as a lorry driver in a bid to make London's roads safer.

Using virtual reality headsets, the Exchanging Places programme puts cyclists in the 'seat' of an HGV so they can see the hazards and blind spots drivers face. The experience also helps cyclists take steps to better protect themselves.

Exchanging Places is run by road safety colleagues alongside officers from the Metropolitan

and City of London Police. It consists of a four-minute video watched through a headset, and a presentation from officers on adhering to road laws.

The scheme has been running since 2007, but was originally delivered with a real HGV, with cyclists and pedestrians invited to sit in the cab. While successful, it was difficult to run as it required the right location, the right weather and six police officers. The team has eliminated these problems by harnessing virtual reality.

HAPPY BIRTHDAY VICTORIA

As the Victoria line turned 50, otm met someone with a special connection to the service – Emergency Planner Joan Saunders-Reece. Joan took customers and colleagues by surprise when she became the Victoria line's first female train operator in 1991.

"It was a line that wasn't built for females. There were no toilets for female train operators or changing rooms, so they had to make changes for me," Joan said. "Making announcements, people couldn't believe there was a female at the front of the train. I had people come up and look in the cab window."

"It was exciting [to work on] because the trains were automatic, but if they broke down it took three times longer to find out what the defect was, as the train had three different operating modes. It was a lot to learn but I enjoyed it."

PEST PATROL

A beady-eyed Harris's hawk named Kim is keeping our depots clean and pigeon-free

Every Monday morning, a silent killer patrols the train sheds of Cockfosters depot. Swooping from her perch, Kim the Harris's hawk is on the lookout for pigeons – her natural prey in the wild.

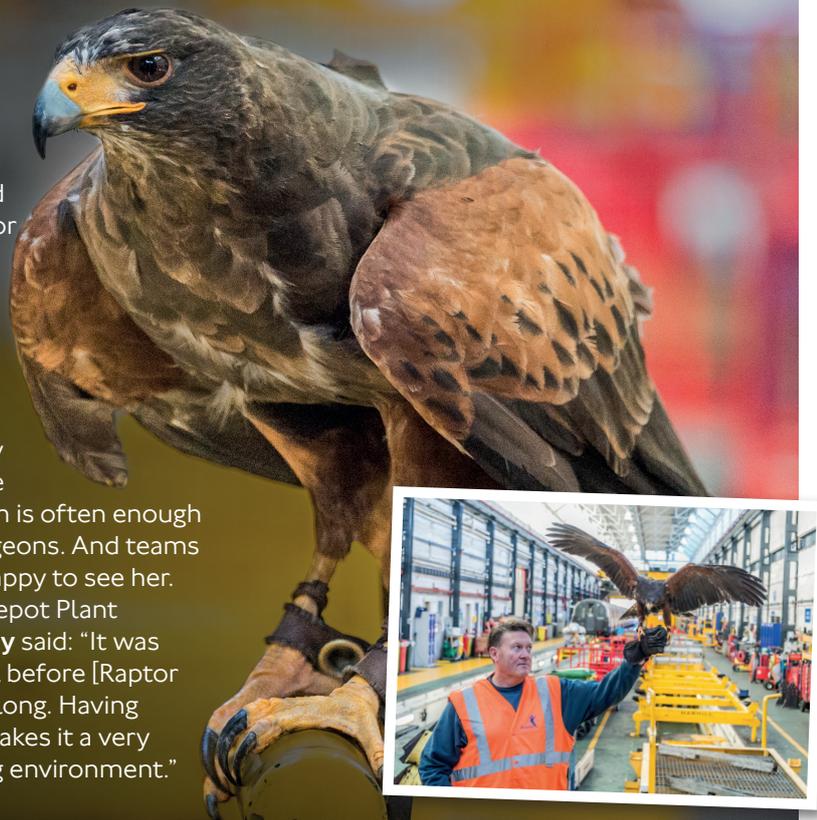
She deters the birds from infesting our larger depots where the installation of netting, spikes, or other anti-perching devices would be too costly. Kim belongs to **Paul Mechaniov** of Raptor Services Avian Control, who has been working in our depots for the last 25 years.

"The way birds of prey actually hunt in the wild dictates where we

can fly them, and this kind of indoor environment is perfect for Harris's hawks," Paul said.

This efficient form of pest control is usually non-lethal as the mere sight of Kim is often enough to scare away pigeons. And teams are more than happy to see her.

Cockfosters Depot Plant Fitter **David Barry** said: "It was absolutely awful before [Raptor Services] came along. Having the hawk here makes it a very pleasant working environment."



IN BRIEF:

PURPLE POWER

Last month we flew a purple flag above 55 Broadway in recognition of the International Day of Persons with Disabilities. First launched by the United Nations in 1992, it's now a globally recognised day that celebrates the rights and economic contribution of disabled people.

The business is also a proud supporter of the Purple Light Up global movement, which aims to tackle the barriers faced by disabled people. As part of this we've recently developed a 'disability roadmap' to attract more disabled people to TfL, which will make us better placed to understand the needs of our disabled customers.

NEXT STOP, SNOWDONIA

An inventive new scheme is bringing out-of-service District line trains to passengers across the UK. With new seats, USB ports, WiFi and space for bikes and luggage, the revamped rolling stock, which started life on the Underground in the 1980s, will run on routes in the Midlands and Wales, including the Conwy Valley line from Llandudno to the edge of Snowdonia National Park.

A HELPING HAND

Free advice and training is being offered to people of all ages who need mobility support, as well as their carers, to help them on the Docklands Light Railway (DLR) platforms and trains.

The scheme aims to boost vulnerable passengers' confidence and independence while travelling. It includes manoeuvring in and out of station lifts, boarding and leaving the train and the best place to position scooters and wheelchairs inside the train. The course concludes with a guided DLR journey to reinforce what's been learned.

For more information, please contact ambassadors@keolisameydlr.co.uk.



FOR THE FALLEN

Looking proudly and confidently into the camera, the forerunners of London Transport stand tall for a picture before being sent to the front. And more than 100 years later, their modern-day counterparts strike the same pose to honour the memory and sacrifices made during the First World War.

The original picture was taken in 1915 and first appeared in Trains, Omnibus and Trams (TOT), one of the predecessors to otm magazine. The idea to recreate it came from Customer Service Supervisor **Rob Treloar**, who rounded up 34 colleagues from all areas of the business to pose for the photo.

He said: "My grandfathers

fought in World War Two and I've always had a deep respect for the men who went to fight in both world wars. Looking at that photo I thought, as a tribute, the company should do something similar."

Customer Service Supervisor **Shaz Razzaqui** described the photo as 'a mark of history'. He said: "I wanted to take part to show how diverse our country and company have become over the last hundred years."



150 YEARS OF MEMORIES

The District line started running services 150 years ago on 24 December 1868. We'll be celebrating this milestone throughout 2019, and we want to hear from you to help us plan how we go about doing this.

We also want to hear any stories,

anecdotes or tales you may have about working on the green line. Please don't hesitate to email us at jakematthews@TfL.gov.uk, or post a letter (along with any other photos or memories you'd like to share) to Jake Matthews, 8G6, 197 Blackfriars Road, London, SE1 8NJ.

LETTERS

This month we're celebrating two nonagenarians who have contributed decades of service to London Transport



Dear otm,

My dad, Ronald Ernest Paternoster, turned 90 on 25 May 2018. He worked for London Underground for just shy of 40 years before retiring on 23 March 1989 as Group Manager at Northfields. He loved working on the Underground and won an award for the 'greenest' station. He may also be remembered for his charity fundraising on the Tube, for which he was nicknamed 'Pedlar Pat'!

Dad still likes to have fun and is a big sport. He is in a nursing home now and we put on a tea party for him there after a private family dinner. He still thinks he works for the London Underground and I made him a cake with the Underground sign on it out of icing.

He is a great man and has such tales

to tell of his 39 years four months with LU. I hope you can publish this for him as this will make his day.

Julie Fegredo

Dear otm,

I thought you may be interested to see this photo of my father William (Bill) Magrath taken on the occasion of his 99th birthday. Following his retirement Bill moved to Christchurch in Dorset, where he still lives today.

After joining London Transport, Bill drove a number 12 bus, and before retirement he was an Inspector at Victoria Garage. As you will see from the photo, Bill still likes to remember, and is very proud of, his time as driver of a London bus!

Neil Magrath



Dear otm,

Thank you for sending me your otm Pensioners' Edition magazine. As a sprightly 81-year-old I find it very disheartening that when I receive your newsletter it arrives with many leaflets and pamphlets about dying/funeral arrangements/care homes! We are not all ready to depart this earth, some of us are leading full, active lives. Any chance of leaflets on travel or days out or holidays as many pensioners these days are not sitting around waiting to die!

Joan Smallworth

The editor replies:

Thanks for your honest feedback Joan, we'll take it on board. Another reader got in touch anonymously to express concern about a holiday advert featured in the last issue ('Escape to the West Indies & Azores', p7) and its relevance to the pension fund. For a number of years, we've included both printed and inserted advertising of relevance to pensioners to help fund the cost of producing the magazine. Unfortunately, we can't please everyone, but we'll certainly keep trying!

Best wishes,

otm

PENSIONERS' FORUM SUMMARY

MEETING HELD ON THURSDAY 15 NOVEMBER 2018

An extended meeting was held, which focused on consultation with us about the initial conclusions of the 2018 actuarial valuation. After clarification questions, we considered the information provided in the context of the security of members' benefits and the ability of the fund to

pay those benefits when they become due. While recognising that some aspects of the valuation are still to be finalised, our feedback was positive and we considered the valuation consisted of a good package, which protected both you and your benefits.

We were also informed that from 25 November

2018, pay-as-you-go is accepted on the Heathrow Express and privilege rate tickets can also be purchased from the ticket office. We agreed that a regular update on retired staff travel facilities would be included in future magazines.

Finally, we discussed that the number of readers who've signed up

for the online version has increased, although this is small relative to the total readership. We encourage as many readers as possible to sign up which will reduce our costs and help to ensure the future viability of the magazine.

For further information, please visit: www.pensionerssubscriptions.co.uk.

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otm

FONDLY REMEMBERED



Ian Blee passed away on 12 March 2018 aged 70. He began his long career with LU

in 1963, starting in the Staff Office in Broadway. He later became UTS Operations Manager, and spent the last years of his working life as the Bus Operations Engineering Manager.



Margaret (Peg) Cleary passed away aged 98 on 11 February 2018 in St George's

Hospital. She loved her job at Parsons Green Station where she worked for many years as a ticket collector. She is sadly missed.

Robert Dunster passed on 7 July 2018 aged 94. He joined London Transport in 1956 as a bus driver, and saw many changes throughout his 31 year career. He won many safe driving awards and thoroughly enjoyed his time driving in the city he loved. He is loved and missed by his family.



Eugene O'Neill was a bus driver for many years, based at Merton Garage. He passed

away at home surrounded by family on 6 September 2018 aged 75. He is sadly missed by his family.



Ronald Frederick John Read died on 31 October 2018 aged 86. He worked at

London Transport from the age of 14 to 55, beginning as a Machinist Fitter and retiring as the Senior Planning & Layout Engineer at Chiswick Works. He passed away in Kenardington, Kent, a father, grandfather and great-grandfather, surrounded by his family.



Dennis Stally joined London Transport in 1957 as a conductor at Catford Garage. He

went on to become a bus driver and served 35 years. He loved London Transport and all his colleagues, and was the sports and social secretary at Catford. He passed away peacefully on 4 September 2018 and will be sadly missed by all who knew him.



Robert Wicks worked on the London Underground for 25 years. He retired as a Duty Station

Manager at Harrow-on-the-Hill, having previously worked at Baker Street. He sadly died aged 71 on 16 November 2016.

TAKING CARE OF OUR PEOPLE

Sometimes life throws unexpected challenges, and it's not uncommon to find yourself needing a little extra help. Fortunately, the TfL Staff Welfare Fund (SWF) is there to provide specialist support in the form of grants and honest, informative advice.

Run by a separate charity called the Transport Benevolent Fund CIO, the SWF's funds are ringfenced for TfL colleagues, pensioners, and qualifying dependants who are in short-term need, hardship or distress.

In the last financial year, the charity gave £22,000 of one-off cash grants to TfL pensioners, covering bankruptcy fees, rent and council tax arrears, convalescence, and medical equipment unavailable on the NHS such as stairlifts and wet rooms.

Current TfL staff can also benefit from interest-free loans with repayments by instalments coming directly from their pay. The Fund is designed not to supplement income, but to ease the financial pressure for those in certain difficult situations.

"It only takes one or two things to put someone in trouble, and when that happens a lot of people simply don't know where to turn," said Chief Executive Officer **John Sheehy**.

"Others might not have the confidence to ask for help, because it is a big step. Many people don't want their friends or family to know that they're suffering so they close the door on themselves. But it doesn't have to be that way.

"Even if we can't offer a grant we can pass on some valid information that might be beneficial, like help claiming state benefits."

The SWF is run by many former TfL staff, including John himself who used to be a Northern line train operator. He said: "We have very strong links with TfL and the transport industry as a whole, so we understand how it all works and can usually offer help tailored to your situation.

"If you're having a tough time, don't hesitate to give us a call."

Contact details for the Staff Welfare Fund can be found on the back page.



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, putting 'pensioners' edition' in the subject header.



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2019 PENSION INCREASE

The full pension increase from 1 April 2019 is 3.3 per cent. This is based on the rise in the Retail Price Index over the 12 months to September 2018.

Depending on the period of membership of the TfL Pension Fund, your pension may comprise of various components, some of which are not increased by the Fund at the above rate, but may be increased by the State.

If you have been receiving your pension for less than a year you may receive a pro rata increase, as shown in the table.

Your pension commenced	Increase (%)
Up to 1 April 2018	3.300
2 April 2018 to 1 May 2018	3.025
2 May 2018 to 1 June 2018	2.750
2 June 2018 to 1 July 2018	2.475
2 July 2018 to 1 August 2018	2.200
2 August 2018 to 1 September 2018	1.925
2 September 2018 to 1 October 2018	1.650
2 October 2018 to 1 November 2018	1.375
2 November 2018 to 1 December 2018	1.100
2 December 2018 to 1 January 2019	0.825
2 January 2019 to 1 February 2019	0.550
2 February 2019 to 1 March 2019	0.275
2 March 2019 to 1 April 2019	0.000

PENSION PAY DATES

- 21 January 2019
- 18 February 2019
- 18 March 2019
- 15 April 2019
- 13 May 2019
- 10 June 2019
- 8 July 2019
- 5 August 2019
- 2 September 2019
- 30 September 2019
- 28 October 2019
- 25 November 2019
- 23 December 2019

PCC ELECTION RESULTS 2018

The longest serving quarter of the TfL Pension Consultative Council (PCC) retired from office on the 30 November 2018. The term of office for the new appointments commenced on 1 December 2018 and will end on 30 November 2022.

In Section One (representing pensioners and deferred pensioners) David Biggs and Beverley Milner-Simonds retired. This Section received nominations from Mr Biggs and Mr Stephen Spurgin who have both been duly elected. The PCC also ratified the appointment of returning Councillor Luke Howard to take up the casual vacancy left by Ms Arwood following her retirement in July. Mr Biggs and Mr Howard have both served on the PCC since 2005 and 2008 respectively.

In Section Two (representing TfL

and its subsidiaries or contractors, excluding London Underground Limited) Jamie Parry retired, having been appointed earlier in the year to the casual vacancy in this Section. This Section received two nominations and following a postal ballot Ms Parry was elected.

In Section Three (representing London Underground Limited and its subsidiaries) Steve Connolly and Tony De Wet retired. Five nominations were received and following a postal ballot, Mr Hari Srikandarajah and Mr Peter Woods were both elected.

For more information about the PCC you can visit the TfL Pension Fund website www.tfl.gov.uk/pensions or contact Julian Collins, PCC Secretary on 020 7918 3789 or juliancollins@tflpensionfund.co.uk.

CONTACT DETAILS FOR PENSIONER ENQUIRIES

TfL PENSION FUND
4th Floor, Wing over Station,
55 Broadway,
London SW1H 0BD
Email: helpdesk@tflpensions.co.uk
Website: www.tfl.gov.uk/pensions
020 7918 3733

STAFF TRAVEL
Transport for London,
Floor 1, 14 Pier Walk,
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London SE10 0ES
0800 015 5073
stafftravelservices@tfl.gov.uk

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