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Clipper

THE LONDON CENTRAL STAFF NEWSPAPER

New Cross sees its first Enviro 400s as new contracts begin

NEW five-year contracts for Routes 36 and 436 came into force last month and brought with them the introduction of a handful of new buses and a 24-hour service.

Frequencies during the weekday peaks and Saturdays on Route 36 were increased to six minutes from just over seven. In order to meet this requirement the garage needed additional buses and is taking delivery of six new Alexander Dennis Enviro 400s, the first to work out of New Cross.

At the same time the N36 was withdrawn and replaced by a 24-hour service.

Although there has been a slight reduction in night duties, the changes to the 36 have meant an overall increase of about 13 drivers. Night duties continue to be split between New Cross and Peckham, but the latter is taking the lion's share.

Both the 36 and 436 have had extra running time put into their Sunday schedules.

Challenging

New Cross and Peckham general manager Trevor Johnson said: "We are delighted to have retained these two routes in the tendering round last year.

"Performance and quality targets are significantly tighter and much more challenging now, but both routes have performed well and I'm confident we will continue to do so. I would like to thank all members of the operational and engineering teams for doing such a fine job.

"Both garages are very busy – we have a refurbishment programme for the artics and drivers type training on the new E400s. We are also training more drivers on the bendy buses."

Veteran Ted nominated for TfL award

CAMBERWELL operating manager Ted Dalton was among four employees from Go-Ahead in London to be nominated for a top award.

Ted attended Transport for London's Bus, Tram and Dial-a-Ride awards last month (February) following his nomination for 'Contribution to the London Bus Industry'. He was joined by London General drivers John Doyle and Rauley Venter.

London General convenor Betty Gallacher was presented with the Natalia Muir award for her "outstanding contribution to equality and diversity in the London bus industry".

Bexleyheath's Colin Welch and Kevin Crane were among managing director John Trayner's guests for the event.

John said: "Betty richly deserves the Natalia Muir award and I would like to congratulate our other three industry veterans for the recognition they have received through their nominations."

CUSTOMER IS KING AS QIC2 RAISES BAR

TWO major new innovations designed to raise standards in the industry are being introduced this year.

The first is a new quality standard scheduled to be introduced by Transport for London from June. It is known as Quality Incentive Contract 2 (QIC2).

The second is the introduction in September of a new European licence called the Driver Certificate of Professional Competence.

Although not linked, both QIC2 and the Driver CPC have a direct bearing on each other. QIC2 is aimed at improving driving standards, reducing the number of driver-related complaints and improving bus presentation.

The Driver CPC comes from new European legislation aimed at achieving and maintaining consistent, high standards among professional bus, coach and lorry drivers across the European Union.

THE Quality Incentive Contract tendering scheme was introduced by Transport for London in 2000.

Its principal aim was to improve service reliability route by route.

It works by rewarding operators whose routes meet performance targets and penalising operators whose routes fall below minimum standards.

Rewards include financial 'bonuses' and the option of operating a route for two years beyond the contract period, usually five years. Penalties include 'fines' and routes being retendered at the end of five years, or even before in very serious cases of under performance.

QICs have worked well and have brought about "significant reliability improvements across the network" says London Buses.

QIC2 is designed to raise standards even further by focusing on:

- reducing the number of driver-related complaints, which have risen by 70 per cent over the past four years
- improving vehicle presentation.

The big difference between QIC1 and QIC2 is that QIC2 monitoring will not be carried out on a route-by-route basis, but garage by garage.

Individual garages therefore will qualify for quarterly 'good performance' payments or penalties if they fail to meet the set standards.

Resources manager Keith Wood said: "It is a new and challenging regime for all of us. However, we see it as a very positive move to increase the professional standing of the industry and the people it employs.

"We rose to the demands of QIC1 and have been among the top performing companies ever since. We can do it for QIC2 as well.

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Power and the glory

Barry's heavy Chevy is one of two American dream machines at Peckham. Find out more on page 4.

Son of QIC sees the industry through eyes of customer

From page 1

"Monitoring will involve two separate incentive schemes, one for drivers and the other for bus presentation. It is up to garage management to ensure that both meet rigorous standards.

"We know that service reliability remains paramount, but driver standard and the presentation of buses could make all the difference in a tendering competition where two or more companies' performance is equally good."

QIC2 will be rolled out from June this year and reviewed in June 2009 when

it is expected the scheme will be fully operational.

Mystery travellers are to be employed to monitor drivers and aspects of the bus in relation to its overall performance and cleanliness. Additional static 'inspections' will be made at stands where a monitor will ask permission of the driver or service controller to board the bus.

What London Buses expects from drivers:

- comfortable and safe driving
- provision of a reliable service and the correct observation of stops
- smart appearance (wearing the uniform)

and challenging situations handled professionally

- basic route knowledge
- courteous communication with passengers (including effective use of PA systems)
- active ticket checking.

What's expected of buses:

- to be clean and in good condition
- to be free of damage and vandalism
- blinds displayed correctly
- ancillary equipment in full working order, ie Oyster readers etc
- notices, advertisements and running numbers appropriately displayed.

Driver and bus presentation surveys will be comprehensive enough every quarter to enable garages to get an accurate picture of how they are doing and make necessary adjustments. Garages will be developing their own schemes to make drivers and engineers aware of the fine detail of QIC2 over the coming weeks and months. Assistance will be given by the driver and engineering training schools.

In conclusion, Keith emphasised: "We are being asked to review our driver standards and bus presentation through the eyes of our passengers. We must not lose sight of that."

Licence sets Euro standard



EVERY bus driver will need a Driver CPC – Certificate of Professional Competence – by 2013. It is, however, being rolled out from September this year.

The new directive is being introduced across the European Union and its aims are to:

- improve road safety
- recognise and accredit the knowledge and skills required to drive buses, coaches or lorries
- ensure drivers update their skills and knowledge
- raise the status of the industry to promote driving as a career.

Although there is no connection between QIC2 and the Driver CPC, the training involved for the latter will include much that is relevant to the new London driver standards.

The Driver CPC will be implemented in this country by the Driving Standards Agency (DSA), which is working closely with the Confederation of Passenger Transport and other industry representatives.

London Central and London General's resources manager Keith Wood, driver training manager Eric Dale and driver



Keith Wood, left, Paul McKenzie and Eric Dale are all closely involved with the implementation of the new Driver CPC within London Central and London General.

training team leader Paul McKenzie are involved in working groups preparing for the introduction of CPC.

An important milestone in the company's ability to deliver CPC training was to get accredited as a training centre by the DSA. Having gained accreditation, the development of relevant courses can now begin.

How will the CPC affect drivers?

- Current PCV holders have 'acquired' rights – sometimes known as 'grandfather' rights – for five years. Although this enables drivers to continue to work, they do need to start 'periodic training' and complete the first 35 hours of training by September 2013.
- Periodic training is 35 hours

over five years and will be arranged by an employee's garage. A range of courses will be developed, which will be a minimum of seven hours duration. They come under three core headings – safe and fuel efficient driving; legal requirements; and health, safety, service and logistics. On average, it is envisaged that each driver will

attend a one-day course every year.

- Only courses approved by the DSA and delivered by accredited training organisations will count towards the periodic training, which enables drivers to obtain and retain their Driver CPC.
- Drivers have to renew their Driver CPC every five years, which means completing 35 hours of periodic training every five years.
- People attending CPC courses will not be tested at the end of the course. Therefore there is no 'pass or fail' but drivers must be able to prove that they attended a recognised course.

Keith Wood said: "This is the biggest change in licensing laws for years and demands massive investment from the industry in terms of cash, training and people.

"The aim of the Driver CPC is to achieve and maintain high standards of professional driving across the 27 nations in the European Union. It will introduce a consistency of standard that has not existed before.

"Bus drivers will need to ensure that they have undertaken the correct number of hours training as well as keeping their PCV up to date through the existing renewal process to enable them to continue to drive buses for a living."

Engineers come of age

IT'S A DATE they'll remember for the rest of their lives.

July 13, 2007, marked the beginning of a promising career in engineering for four young men following the completion of a gruelling three-year apprenticeship.

It all came together for the group when they met in engineering director Phil Margrave's office before Christmas to receive their framed Advanced Modern Apprenticeship certificates. The certificates were signed by Phil and group chief executive Keith Ludeman.

The four men are Darren Connolly, Nick Field, James Martin and Robert Pitt. All are senior vehicle engineers.

Robert and James work at Stockwell, Darren at Bexleyheath and Nick at Merton.

Phil Margrave said: "These young men are a credit to the company and to themselves. They have completed an apprenticeship



With engineering director Phil Margrave are engineers Robert Pitt, Nick Field, Darren Connolly and James Martin.

that is recognised as one of the best in the country and we wish them success in their careers."

Go-Ahead in London is training 20 engineering apprentices, all of whom are aiming for the advanced certificate.

Joint engineering training manager Ian Saich said: "We already offer a very comprehensive apprenticeship scheme, but we are looking at ways to develop it even further in the near future."

Top group role for Phil

PHIL MARGRAVE has been appointed group engineering director for Go-Ahead.

Key elements of this role will include:

- procurement of vehicles, fuel, equipment and services for the bus companies
- delivery of best practice initiatives, standards and performance of engineering functions across the group
- development of alternative fuel technologies for the fleet.

Phil retains his current role as engineering director for London Central and London General, where he reports to managing director John Trayner.

Group chief executive Keith Ludeman said: "Phil brings many years of experience and expertise to this role. He will co-ordinate engineering activity across the group to take advantage of scale and best practice while preserving the benefits of operating company autonomy."

All change for road managers

THE following changes to road managers' responsibilities were made on March 1. They are:

- Martin Bilham took responsibility for the day services at Camberwell garage while continuing his work with iBus
- Paul Britnell assumes responsibility for services operating from Stockwell and Mandela Way
- Des Turner relinquishes his responsibility for Peckham to concentrate on routes operating from New Cross
- Alan Austen took control of routes operating from Peckham garage in addition to his role as manager of the service quality squad
- Collette Connolly, who is based at Camberwell, has been seconded as acting senior controller for night services.

Mandela Way in full swing

IT'S NOT often that a garage doubles in size overnight, but that's exactly what happened at Mandela Way last month.

The garage opened as an operational base in November last year when Route 133 was relocated from Stockwell. There were 33 WV buses and 90 drivers.

Then the company took over the stewardship of Route 453 on February 16, which added 25 brand new Citaro articulated buses to the garage's fleet and 105 new drivers to the payroll.

In addition to a total of 195 drivers, other permanent staff include general manager Colin Opher, who also looks after Stockwell, operating manager Trevor Pirks and four senior garage administrators – Samantha Hannigan, Paul Muffitt, Karl Tyson and Ray Utting.

Stockwell's engineers carry out running repairs on the WVVs while planned servicing and FFDs are carried out by engineers at Camberwell.

EvoBus engineers look after all work on the bendy buses.

Route 453 is a long and busy service operating between Deptford Bridge and Marylebone stations, via Elephant and Castle and Westminster Bridge.

Preparations for the service, which was won from Selkent last year, were going on for weeks prior to its arrival at Mandela Way with driver recruitment, inductions, type training and route learning.

General manager Colin Opher said: "We have two high-profile, 24-hour services at Mandela Way and although it's early days for the 453 they are both operating very well."

Steve promoted

STEVE AMBURY has been promoted to operations engineer.

He will act as mentor for engineering managers, ensuring operational engineering standards and targets are met and that best practice is shared across London Central and London General.

Steve will also be responsible for the development of staff through the engineering management structure.

Based at New Cross, Steve reports in the first instance to chief engineer Richard Harrington.

New role for Gill

GILL TYNAN has been seconded to the role of general manager service performance for London Central and London General.

She is responsible for coordinating road managers and controllers to maximise service performance and preparing the company for iBus and QIC2.

General manager operations Pat Mahon will assume responsibility for Putney and Waterside Way until further notice.

New course set to build careers

THE highly-successful pre-promotion courses for drivers are starting up again this month (March), with new elements to reflect recent changes in the industry.

The idea behind the courses is to find drivers who are cut out to be future supervisors and managers and to help them develop their careers as the company grows.

Well over 200 drivers applied for just 36 places on three, six-week courses held last year.

Camberwell general manager Bill Roberts, a key figure in the programme, said: "We were amazed to find so many people willing to give up two hours of their own time for six weeks."

"Attendance on the course is no guarantee of getting on the first step of the management ladder, but it is all part of our succession planning strategy and could certainly be a big help to an individual in the future."

The top two people from each of the last year's three courses



Successful from past courses, Debbie James and Barry Douglas look to the future.

were seconded to supervisory roles and some have permanent positions now.

Among the revised elements in the new course are an expanded role-play session and guidance on the new Quality Incentive Contract 2 (QIC2). Managers involved in the courses include Alan Austen, Eric Dale, Colin Opher, Bill Roberts, Roy Sayers and Andrew Smith.

New Cross driver Barry Douglas was selected to train as a driving instructor last month following his success on the course plus preliminary assessments and interviews.

Barry said: "I am determined to be a driving instructor, but on the course I was very interested to learn about the business side of the industry."

"My passion is logistics and I want to know how companies make money from the movement of goods and people and how it all works."

Debbie James came joint top at the end of the second course.

A former driver she is now a senior regulator based at Stockwell.

She said: "The course helps you to understand the industry. It is explained why we do the things we do, such as have targets and why it's important to hit them."

"I found it really good. It's a good step to help you on the promotion ladder and it helps you to do your job more effectively."

Now Del Boy's selling safety message

PECKHAM drivers have earned a well-deserved thank you from operating manager Brian Villis.

In the past six months drivers have improved their performance "significantly" in Driving Standards Agency and DMI assessments.

A total of 10 drivers have achieved Box 1 DSA reports – that's a faultless drive – and 16 have got a "satisfactory" DMI report, which is the internal equivalent of DSA Box 1.

"I'm really pleased," said Brian. "A few months ago Peckham was languishing fourth among London Central's four garages, now we're third and I'm aiming to be number one by the end of the year."

Although Brian recognised the achievement, he added: "We have got a long way to go. London Buses monitors DSA reports for every garage every quarter and sadly Peckham is still below the network average, that means we're in the bottom half of over 90 garages."

"But we're moving in the right direction and I am confident we can be number one in London Central by the end of the year."

Brian attributed this success to a popular and well-presented entry in the company's 'passenger safety' competition last year and one-to-one meetings with drivers.



Dave Holbon, left, with safety team colleagues Keith Sykes, Julie Morris and Brian Villis.

"Our entry to the competition didn't win a prize," said Brian, "but it went down very well with everyone here and drivers responded to it very positively."

The garage's entry included a DVD that used clips from the popular hit comedy *Only Fools and Horses* – which centres around Peckham and features wideboy 'Del' – to put across a serious safety message.

The team also interviewed 355 passengers to find out how they would go about making bus travel safer.

Brian concluded: "The one-

to-one meetings with drivers and the emphasis on passenger safety are helping us to achieve promising results."

Members of the safety team were: Brian Villis, accident prevention manager Paul Baily, road operating supervisor Dave Holbon, who is credited with making the DVD, engineer Keith Sykes and drivers Julie Morris and Peter Bird.

● Bexleyheath garage is the best in London Central for DSA Box 1 assessments, with Camberwell second, Peckham third and New Cross fourth.

Spotlight on HELPFUL STAFF

CAMBERWELL

● A PASSENGER describes X68 driver Lorraine Macauley's driving as "absolutely brilliant". She drives with "awareness and consideration" and announces the next stop as passengers board to let them know it is an express bus.

● THANKS and best wishes are sent to Route 468 driver Allington Jackson who "went out of his way to help" passenger Ellie Tinto one morning. Ellie missed her bus by moments, she writes, and Allington "allowed me to board his bus and then beeped the driver in front at the next stop to ask him to wait so that I could get on". Ellie says other passengers were not inconvenienced and that she wishes "everyone could be so friendly at that hour".

● HIGH praise for driver Leon Gibbons from Alan Martin for asking passengers to give up their seat for an elderly woman on a Route 360 bus.

Leon is also praised for his "professionalism" on the X68. Mrs J. Johnson writes that he refused to set passengers down at unauthorised stops for the X68. Leon made it clear, she adds, that passengers were boarding an express service and that the bus was expected at Waterloo at a certain time. "I praise your driver for his good manners and professionalism."

NEW CROSS

● ROUTE 21 driver Paul Styman is praised by an anonymous passenger for the way in which he dealt with a man who was speaking on a mobile phone with the loudspeaker on. The passenger also notes that Paul asked passengers to give up their seat when an elderly woman boarded the bus. Paul was "very helpful and acted responsibly" says the passenger.

● A LETTER has been sent to London Central by Transport for London praising Route 436 driver Edward Askew for his "professionalism". The writer says Edward's uniform was smart, his manner calm, "he drove exceptionally well" and he used the PA system to "clearly announce stops".

At Edgware Road a passenger told him that a bag had been left on the bus. "He dealt with the situation very well, checking the bag quickly and efficiently and without causing anyone any alarm."

Bound for Brighton

FIT New Cross employees are appealing to cyclists at other garages to join them on the British Heart Foundation's Brighton Bicycle Ride on June 15.

The annual charity event begins at Clapham Common and ends 54 miles later on Brighton seafront.

Organiser Derek Parker said: "It's a great fun day out. It's well organised with about 27,000 riders taking part each year."

So far, Derek has 'signed up' 10 colleagues from the garage – they are Nigel Pike, Dave Chapman, Paul Elford, Nick Field, Jason Mahoney, Terry Absalom, Mark Leader, Andy Rutherford, Gary Jaques and Clive Gaywood.

Those interested in joining in should contact Derek at New Cross.

OBITUARY: Steve Kennedy 'much missed'

IT WAS with great sadness that colleagues learned about the death of Steve Kennedy, just days after his 47th birthday.

Steve, who died on Sunday, December 16, worked as a licensing administration assistant at head office, Merton.

The funeral was held at Putney Vale Crematorium on Friday, December 28, where guests arrived in three buses. Many colleagues, predominantly from head office

and Putney garage, attended and they were joined by friends and relatives.

Steve was a keen darts player and had represented London Buses in national competitions. There were two floral tributes in the shape of a dartboard.

He was a keen supporter of Fulham football club, where a reception was held after the service.

Steve began his career with the company

in 1980 at Putney. In 1988 he became a traffic clerk at the garage and then moved to Merton in 1992.

Steve was appointed senior traffic clerk in 1996 and moved to head office two years later as an admin assistant.

Steve became ill about eight years ago with lupus, a degenerative skin disease. He lived with his mother.

Engineering director Phil Margrave, who

attended the funeral, said: "Steve was a very popular chap. I have known him for years."

"He was the sort of chap you could rely on to do a good, professional job and even through his illness he maintained his sense of humour and cheerfulness. He is sadly missed."

Colleagues have raised well over £400 for the charity Lupus UK.

Beauty and the beast – a Harley unlikely pair

CHEVROLET and Harley Davidson ... two iconic names that conjure spectacular images of the big country across the pond.

Add Corvette and Electra Glide and you think of TV series or major Hollywood movies that have starred these symbols of the American way of life.

Not the sort of vehicles you'd expect to see parked in a south London bus garage. But they do things differently at Peckham.

It's just possible that alongside Barry Smith's 2005 Le Mans blue Corvette you'll find Keith Sykes' 2004 Electra Glide.

Rarity

Barry, who is satellite manager, likes fast American sports cars – he's owned two Pontiac Trans Ams and the current V8 beast is his second 'Vet'. He also likes fast British cars. An RS Escort Cosworth and an RS Focus collected 200 show trophies between them. The American cars have picked up a few awards as well.

A member of the Classic Corvette Club UK, Barry's car is considered quite a rarity – you certainly don't see many growling through the streets of Peckham.

"I love fast cars," said Barry, "but it's not about the speed for me, it's about maintaining them to the very highest standards so that they perform to perfection and look the part as well. I enjoy winning prizes at shows and chatting to other enthusiasts. The



Keith and Barry bring the American dream machines to the streets of south London.

cars turn heads and I like that."

Keith, on the other hand, prefers to enjoy his passion for Harley Davidsons on his own or with a few, long-time motorcycle friends. He's had five Harleys, including a Road Rocket and the rare classic Heritage Springer.

He acquired the Electra Glide Ultra Classic second hand in 2005 for £14,000. It was an ex-rental bike for Americans in this country. Since then he's spent more than £5,000 on accessories and driven more than 22,000 miles. Even

so, it looks brand new and would still be the star attraction in a showroom.

Like his colleague, Keith does his own maintenance and modifications.

This year he expects to travel more than 4,000 miles on the Electra Glide on a holiday across Europe.

Keith is also planning the ultimate Harley ride in 2010 when he and fellow enthusiasts intend to motorcycle across the United States from New York to San

Francisco, returning via the Grand Canyon.

"That'll be about 7,000 miles," said Keith.

His passion for motorcycles began as a child when his mother built the old British Matchless at Woolwich.

"I've always loved bikes, but Harleys are unbeatable. They're built for cruising long distances at constant speeds in maximum comfort. Whatever their virtues, you couldn't say that for a British or European model."

£5,000 goal for charity footballers

FOOTBALLERS in London Central and London General are helping to improve the quality of life for sick children.

A series of six-a-side football matches is to be held on Sunday, June 22, at The Hub, Tooting and Mitcham's ground, and former Peckham driver and key organiser Scott Horney is hoping to raise £5,000 for three children's charities.

So far the organisers have settled on Great Ormond Street Hospital and the neo-natal unit at Tooting's St George's Hospital.

Scott, who now works as a driver at Merton, said this would be the third year for a charity football competition. "Over those two years," he said, "we've raised £4,500, but just two teams were battling it out. This year with maybe 20 teams taking part and all playing on the same day we should be able to raise much more."

Organisers are asking participating teams to pay £50 to enter the competition and for individual players to take their own sponsorship forms to collect money.

Scott added: "We're asking a lot of people, but most of us have families and we love our kids. I think people realise the good work these

hospitals do and how much we need them."

Scott and his wife Danielle are writing to football's elite, including all the major London clubs, to help provide prizes for a raffle. The couple are also contacting other organisations, such as theatres, to provide prizes.

After the football, there will be a disco, buffet and licensed bar. That's when the raffle will be held and people are being asked to invite friends and relatives to swell the charity coffers.

For information on the rules, contact Nigel Wood on om.al@londongeneral.co.uk. For other information contact Scott on 07814 875 365 or at home on 020 8947 0134.

Discounts on offer

GO-AHEAD company Meteor Parking has launched its Meet and Greet parking service at the country's major airports and is offering a 25 per cent discount to all employees.

Revised discounts for Go-Ahead employees have also been announced on Citroen cars.

Please see notice boards to find out more or go on to the group intranet at www.go-ahead-info.com and look under 'employee offers'.



Debbie Glading, left, and Carole Linkson.



Carly Hawkins.

Head office welcomes three new members of staff

STAFF at head office in Merton have welcomed three new faces.

They are Debbie Glading, who works as a receptionist and also in the commercial department; Carly Hawkins, commercial assistant, and Carole Linkson, receptionist.

Debbie, who used to work for an air conditioning company until it relocated to Slough, said: "There's plenty of variety in the work here and the people are very friendly."

Carly worked for a residential lettings agency before joining London Central and London General.

She said: "Since I've been here I've worked primarily on the administration of rail relief services. The work's totally different from what I used to do, but it's challenging and enjoyable."

Carole used to be a receptionist with the company in the late 1990s. She left to join Cochlear, the makers of ear implants.

"I was travelling to Weybridge and wanted a job nearer home," she said. "I heard about the vacancy here through friends. I applied and was successful. I enjoy the work and it's good to see old friends again."

Farewell to industry stalwarts

STAFF at Peckham have said farewell to two bus industry stalwarts. They are drivers Peter Bouchard and Kevin Marsh, who retired at the end of 2007.

Peter and Kevin worked at Peckham since joining the industry in 1970 and 1971 respectively, they see each other socially and their wives, both called Irene, have been friends since the 1960s.

Peter, whose father Edwin was a conductor at Peckham for a while, was awarded 35 safe driving certificates during his 37 years as a driver.

Since retirement, Peter and his wife have spent a couple of holidays with relatives in Scotland and are looking forward to decorating their bungalow.

Rebuilding

"Once I've done that," said Peter, "I hope to spend some time rebuilding my model railway, which is in bits in the loft."

Kevin was Peter's conductor for about 12 years during the 1970s and '80s until he gained his PCV licence and moved to the front of the bus.

Kevin has always taken an interest in the life of the garage and was union secretary for a time and involved with the social committee for a number of years.

He and his wife are looking forward to getting an extension built to their house soon and then going on holiday.

Operating manager Brian Villis said: "We wish Peter and Kevin all the very best in retirement. Both have given much to the industry and have approached their work professionally for many many years."

Last chance for Monk Lakes

THIS year's London Busmen's Angling Challenge, which promises to be the biggest competition yet, is being held on Tuesday, June 3, at Monk Lakes, near Maidstone, Kent.

It is sponsored by the Transport Friendly Society and is open to 18 teams, each with five anglers.

Places are filling up quickly, but those who are interested should contact Tony Cox at Bexleyheath garage or at home on 020 8355 9843.

Roger's a winner

CONGRATULATIONS to Bexleyheath driver Roger Parlett who has won £100 worth of shopping vouchers. Roger answered all questions correctly in the Clipper's Christmas competition and his entry was the first selected at random.

Mohammed elected

DRIVER Mohammed Abdulla has been elected branch chair at Peckham. He replaces Alan Church who stood down. Union rep Mike Taylor and secretary Teame Tesfamariam were re-elected.