



BEDFORD COMMUTERS ASSOCIATION

THE RAIL USER GROUP FOR BEDFORD AND FLITWICK



DECEMBER 2014 NEWSLETTER



The Chairman and Committee of the Bedford Commuters Association would like to wish all Members a very Merry Christmas and a Prosperous 2015

I. London Bridge Diversion until 2018 - From 20 December 2014 Thameslink services will not call at London Bridge

As you are probably aware all Thameslink trains will be diverted away from London Bridge from 20th December 2014 for three years, to facilitate the major upgrade of the station. The alternative route will be via the Elephant & Castle to East Croydon.



Elephant & Castle with Class 319. Thameslink travellers will soon become very familiar with this exotic location!

Detailed information is available via leaflets, posters, driver announcements, web and social media, on-station information boards, detailed information on timetable changes, ticketing and maps showing alternative means of reaching your destination - using buses, tubes, walking and cycling.

Please use the following if you require further information:

www.thameslinkprogramme.co.uk

www.thameslinkrailway.com/thameslinkprogramme

2. December 2014 Thameslink Timetable

The December 2014 timetable will be introduced on and from Sunday 14th December 2014. As highlighted above. London Bridge station will be closed for rebuilding as part of the Thameslink programme. This route will not reopen until 2018.

Monday to Friday 15 to 19 December 2014

There will be some changes to the timings and calling patterns of individual trains but otherwise there are few changes to the service. Thameslink services between Bedford, Three Bridges and Brighton will run via London Bridge for these five days only.

Monday to Friday 22-24 December 2014 and 29 December to 2 January 2015

A special service will operate on all Thameslink routes as a result of major engineering work affecting the Low Level platforms at London Bridge. Southern will also be running a special service, with no trains to/from London Bridge.

Monday to Friday from 5 January 2015

Thameslink services between Bedford, Luton, St Albans, Central London and East Croydon, Gatwick Airport, Three Bridges and Brighton will not call at London Bridge and will generally run via Herne Hill and Crystal Palace instead. A half hourly service will operate between Bedford and Brighton. South of Blackfriars these services will call at East Croydon, Gatwick Airport, Three Bridges, Haywards Heath and Burgess Hill. Early morning and evening services will call additionally at Balcombe (hourly), Wivelsfield, Hassocks and Preston Park. A half hourly service will operate between Bedford and Three Bridges until 2000. South of Blackfriars these services will call at East Croydon and Gatwick Airport.

A half hourly off-peak service will be provided between London Bridge and Brighton between 08:56 and 16:42. There will be a limited shoulder-peak service with departures from Brighton at 05:48, 08:26, 17:26, 17:56 and 18:28 and from London Bridge at 07:11, 09:42, 18:42, 19:12 and 19:42. These services will generally call at East Croydon, Gatwick Airport and then all stations (Balcombe hourly off-peak).

Thameslink services between Luton and Sutton via Wimbledon and between St Albans and Sutton via Mitcham Junction are generally unaffected but there will be some changes to timings and calling patterns of individual trains.

Thameslink services between Bedford, Luton, St Albans, West Hampstead and Beckenham Junction, Bromley South, Orpington and Sevenoaks are generally unaffected but there will be some changes to timings and calling patterns of individual trains. These services will be operated by Govia Thameslink Railway. Services which currently start/terminate at Kent House will be extended to run to/from Beckenham Junction.

Most services between Kentish Town and Sevenoaks will be extended to start from or terminate at West Hampstead to improve interchange with the Jubilee Line and North London Line services. Thameslink services between Bedford, Ashford and Rochester will no longer run north of Blackfriars and their operation will be transferred to Southeastern.

Overnight services between Bedford and Three Bridges/ Brighton will generally run via Herne Hill, Streatham and Redhill.

Specific changes to peak Thameslink services that may affect BCA members are as follows:

AM Peak:

05.00 Bedford (05.10 Flitwick) to Brighton is retimed to start from Bedford at 04.46 (04.56 Flitwick).
05.40 Bedford (05.50 Flitwick) to Brighton is retimed to start from Bedford at 05.48 (05.58 Flitwick) and is diverted south of Blackfriars to Sutton.

05.54 Bedford (06.04 Flitwick) to Sevenoaks is retimed to start from Bedford at 05.44 (05.54 Flitwick) and is diverted south of Blackfriars to Brighton.
06.36 Flitwick to Sutton does not run.
09.20 Bedford (09.30 Flitwick) to Elephant & Castle will no longer run.
09.50 Bedford (10.00 Flitwick) to Elephant & Castle will no longer run.

We have been informed by GTR that as a result of the 09.20 and 09.50 not running the following trains 09.24 and 09.54 from Bedford (09.34 and 10.04 Flitwick) will be eight car instead of four.

PM Peak:

19.16 St Pancras to Bedford (18.00 from Sevenoaks) will now call St Albans and all stations to Bedford.
19.20 St Pancras to Bedford (18.03 from Brighton) will no longer run.

Saturdays from 20th December 2014

Thameslink services between Bedford, Three Bridges and Brighton will not call at London Bridge and will generally run via Herne Hill and Crystal Palace instead.

A half hourly service will operate between Bedford and Brighton. South of Blackfriars these services will call at East Croydon, Gatwick Airport, Three Bridges, Haywards Heath and Burgess Hill. Early morning and evening services will call additionally at Balcombe (hourly), Wivelsfield, Hassocks and Preston Park.

A half hourly service will operate between Bedford and Three Bridges until 20:00. South of Blackfriars these services will call at East Croydon and Gatwick Airport.

A half hourly service will be provided between London Bridge and Brighton between 06:30 and 20:00, calling at East Croydon, Gatwick Airport and then all stations (Balcombe calls will be hourly).

Thameslink services between Luton and Sutton via Wimbledon and between St Albans and Sutton via Mitcham Junction are generally unaffected.

Southeastern's services between Orpington, Sevenoaks and Blackfriars via Catford and Denmark Hill will be operated by Govia Thameslink Railway. Timings will remain broadly the same as today.

Overnight services between Bedford and Three Bridges/Brighton will generally run via Herne Hill, Streatham and Redhill.

Sundays from 14th December 2014

Thameslink services between Bedford, Three Bridges and Brighton will not call at London Bridge and will generally run via Herne Hill and Crystal Palace instead. Thameslink services between Luton and Sutton via Wimbledon and between Blackfriars and Sutton via Mitcham Junction are generally unaffected.

Southeastern's services between Sevenoaks and Blackfriars via Catford and Denmark Hill (including two early morning trains from Orpington) will be operated by Govia Thameslink Railway. Timings will remain broadly the same as today.

3. December 2015 GTR Timetable

The BCA has just received the consultation document for the December 2015 timetable from GTR. We will reply to these proposed changes in due course (the consultation period is 12 weeks). The proposed changes affect services on the Brighton Main Line. We are not happy with the proposals which indicate the present four fast services south of the river will be replaced by two fast and two slow as this will have an adverse affect on customers travelling to/from Gatwick Airport.

Once we have decided on our final response we will publish this in the Newsletter.

If anyone has a view on this please let the Chairman know. You can read the consultation at <http://www.thameslinkrailway.com/about-us/news/govia-thameslink-railway-launches-consultation-on-december-2015-timetable/>

4. Thameslink Programme

(a) New Trains

Please see below the Press Release issued by GTR regarding new trains

"There was great news for Gatwick Express passengers today (18 November) as Govia Thameslink Railway announced it had signed a £145.2 million order for 108 new custom built train carriages. The new Gatwick Express trains are due to enter service in 2016, replacing the 1980s-built 442 trains which have been operating on the Gatwick Express service since 2008, and will mark the start of a massive investment in new trains by GTR.

The 27 four-car Class 387/2s trains will be specially designed for the rail-air route with easier boarding, better luggage space, two-by-two seating and wi-fi. (Sadly not included on the new Class 700 trains! Ed)

Charles Horton, CEO of GTR and Managing Director of Southern, said: "This is great news for our Gatwick passengers, but also for those travelling from Brighton, as in the off-peak some of these trains will be extended to there, while still maintaining the fast connection between Victoria and Gatwick."

The new order comes as GTR celebrated the arrival of the first of another new fleet of new trains, the Class 387/1s. The fleet of 116 air-conditioned carriages, which will transform Bedford to Brighton services for Thameslink passengers, will be trialled in passenger service throughout December and from the New Year begin to replace the 27-year-old Class 319 trains currently on this service group.

The new Bombardier-built Thameslink Class 387/1 fleet will boast:

- two-by-two seating,
- air-conditioning,
- the latest automated on-board service information
- and excellent facilities for people with disabilities.

Mr Horton added: "We took over the operation of the Thameslink route in September and already we are introducing new trains which will transform our passengers' journeys on services between Bedford and Brighton."

Southern ordered the fleet last year to help facilitate the Department for Transport's Electrification Programme until the Siemens built Class 700 Thameslink trains enter service. They will secure an increase in capacity for rail passengers by allowing the early release of other electric carriages to newly electrified routes.

Together the fleets represent a £317 million investment in railway rolling stock.

Rail Minister Claire Perry welcomed today's announcement that Bombardier would be providing the new Gatwick Express trains, which will be built as a run-on to the existing 116 carriage order, saying: "These new British built trains are great news for passengers and a boost for the economy. They will transform journeys on the Gatwick Express and Thameslink routes and safeguard jobs at Bombardier's Derby factory.

"As part of our long term economic plan over £38 billion is being invested in improving our railways over the next five years and it's great to see companies like GTR investing in the service it provides for its customers."

Southern also today confirmed Porterbrook Leasing as the financier of both the Class 387/1s and the new Gatwick Express fleet following a procurement competition earlier this year.

Paul Francis, Managing Director of Porterbrook said: "We're delighted to have been appointed financier for the purchase of these new custom built trains for the GTR franchise. Given Porterbrook's recent change of ownership this confirms the ongoing commitment of the company and its Shareholders (Alberta Investment Management Corporation ("AIMCo"), Allianz Capital Partners ("ACP"), EDF Invest and Hastings Funds Management) to continue to invest in new rolling stock."

It is anticipated that the Class 387/1s will start to enter service on Bedford to Brighton trains during December with all 29 in service by May by which time the majority of Bedford Brighton services will be operated by Class 377s and 387/1s.



Interior of a Class 387/1

One can't help thinking that the interior ambience of the Siemens Class 700 will be even more of a disappointment once BCA members have got used to Class 377s and 387s!

(b) Class 319 Upgrade

GTR have provided the following update on the C6 overall and refurbishment programme that is taking place at present on the Class 319 fleet:

"Dear Stakeholder

Some of you may have noticed two refreshed Class 319 units operating on the Thameslink route over the past week. It is my pleasure to inform you of the C6 overhaul and refurbishment programme that owner Porterbrook is carrying out.

The entire fleet is going through a number of overhaul procedures to both the interior and exterior, resulting in a number of benefits for our passengers, particularly those in wheelchairs or who are less physically able.

Key changes include:

- removing two standard toilets to create one larger modern, disabled access toilet*
- replacing bench seating with airline style seats*
- installing door sounders for both the opening and closing of doors*
- changing grab rails in the vestibules from diagonal to horizontal to become compliant with regulations for people with reduced mobility*

The programme began in May 2014 and will conclude by November 2017.

General

1) What are PRM improvements?

Persons with Restricted Mobility improvements are being implemented to comply with the Technical Specification for Interoperability for Persons with Reduced Mobility (PRM TSI), a European standard that the

UK Government has committed all train operating companies (TOCs) to comply with by 2020 make rail vehicles accessible to people with restricted mobility.

2) How many train units are being put through the C6 overhaul?

All 86 Class 319 units that were built will be put through the C6 overhaul. Currently Thameslink operates 80 Class 319 units.

3) When will the programme be completed?

The programme is being carried out by Porterbrook – a rolling stock operating company (ROSCO). It started in May 2014 and the programme will complete by November 2017.

4) Will passengers get the benefit of using the refurbished stock?

Yes, refurbished 319s will be used on the Thameslink route before being replaced by newer rolling stock and cascaded out of the country. (Where? To Iceland? Transylvania? I think Katherine might mean "to other parts of the country" but who knows these days - Ed)

Changes to seating

5) What changes are being made to seating configurations in Class 319 units?

A number of changes are being made to the seating configurations including the removal of bench seating on certain 319/3s and 319/4s sub groups, the widening of seat pitch to allow larger priority seating and the removal of some seats to install a universally accessible toilet and two new wheelchair spaces opposite the toilet.

6) How have the interior changes affected seating?

The interior layout changes will result in a few changes of the number of first and standard class seating to accommodate the new seating layout, creation of wheelchairs spaces and widening of priority seating.

Class	Current layout	Post mod layout	Change
319/0	316 S	302 S	-14 S
319/2	225 S 18 F	240S 12 F	+15 S -6 F
319/3	301 S	300 S	-1 S
319/4	258 S 12 F	253 S 12 F	-5 S

S = Standard class seat

F = First class seat

Class 319/4s will have the first class partition and door removed and replaced with draught screens. These changes will improve access for people who are less physically able or are travelling with bulky luggage, with a similar layout to Class 377/2s.

Six first class seats will be removed from the central saloon of an end carriage on Class 319/2s to create a common layout across the fleet."

5. Performance

Thameslink

Recent performance has been pretty awful. There are a number of reasons for this:

- a. Unfortunately, a number of suicides (particularly early in the franchise)
- b. Very poor performance from Network Rail on the Brighton Main Line
- c. Drivers being involved in a lot of training – some in readiness for the London Bridge closure, which requires learning new diversionary routes and some for the imminent introduction of class 387s.
- d. A slight reduction in train reliability and other reasons within GTR's control.

Along with the APTU the BCA has been successfully applying pressure on GTR to:

- a. Improve the availability of real time information on the website, a few changes have already been made and more are due by the end of the year; and
- b. Fix the problems with the Android / IOS App, where there are a number of very significant shortcomings, including late running trains disappearing at their original departure time (likely to be fixed early next year – the solution also involves GTR switching to a different data source).

The following is a more detailed breakdown of GTR performance as supplied by GTR:

"The Thameslink Public Performance Measure (PPM) for Period 7 was 81.10% against a target of 87.36%.

The TL route north and south was affected by several incidents during Period 7. On 16 September at 13:15 all signalling was lost to the south of Haywards Heath station and through the tunnel due to a cable fault. Signalling was restored at 14:10 but delays were significant due to stock and driver displacement and trains terminating at Haywards Heath in both directions. A number of trains ran fast both north and south, disruption was felt for the rest of the day's service.

On the morning of 23 September a signal failure was reported to the south of Haywards Heath station at 7am. Our passengers suffered (where the train has to skip station stops) 19 cancellations and 11 part cancellations. Network Rail repaired the fault at 13:20, residual delays carried on for another two hours.

At 06:55 on 29 September a body was reported on the tracks between Harpenden and St Albans stations, all lines were closed whilst emergency services attended the scene. At 07:10 we were able to run services on the fast line in both directions. Additionally we arranged for our passengers to be able to use their tickets on Great Northern, London Midland, London Underground and London buses. All lines were reopened at 09.45.

On 1 October at 16:40 an overhead electrical supply problem, caused by one of our trains, blocked all lines at London City Thameslink station. As the route was blocked in Central London we ran services between Brighton and London Blackfriars, and between London St Pancras and Bedford. We arranged buses and ticket acceptance for our passengers on our Great Northern services, East Midlands Trains, and Transport for London services. Network Rail worked throughout the night to repair the overhead infrastructure; however there were still some cancellations this morning due to displaced stock. Further repairs were required the following evening as well.

The Thameslink Public Performance Measure (PPM) for Period 8 was 76.38% against a target of 86.87%.

During the evening peak on 13 October an empty train suffered a failure between City Thameslink and Blackfriars station, causing all lines to be temporarily blocked. The driver was able to rectify the problem and continue into Blackfriars station, lines were reopened within 20 minutes but congestion on the line, in addition to stock and driver displacement led to delays of up to 30 minutes being experienced by passengers.

Shortly after 9am on the morning of 20 October reports were received of a female on the line just outside of Radlett station threatening to harm herself. All lines were blocked whilst British Transport Police and Fire and Rescue services attended the scene. The woman was removed and detained under the Mental Health Act and taken to hospital for assessment. Lines were reopened at 10:15am."

6. Bedford Ticket Queues

We have noticed that over the last few months the ticket queues at Bedford station have been getting longer especially in the mornings. We have taken this up with GTR expressing our concerns and possible ramifications on customers in that they could be missing their trains. We are now awaiting a reply from GTR and will let you know the outcome.

In the meantime we would advise members that there is the option of purchasing season tickets online, and daily tickets can be purchased in advance to avoid the morning queues.

7. Passenger Focus

Passenger Focus undertakes research throughout the year, seeking the views of passengers across the country. Their mission is to get the best deal for Britain's passengers. They have recently published a study into the use of different types of [Passenger information screens at railway stations](#) which may be of interest to members.

8. Passenger Service Directors

From January 2015 five Passenger Service Directors (PSDs) will take responsibility for the day to day operations of the five routes that make up the GTR network – Thameslink, Great Northern, Southern Mainline, Southern Metro and Gatwick Express. The PSDs' responsibilities include all aspects of service delivery including drivers, conductors and station teams within their respective services areas. The PSD for Thameslink is Stuart Cheshire.

According to GTR, Stuart has extensive leadership experience in the rail, technology and military sectors. He joins them from Network Rail, having led their Technology and Innovation and National Enhancements functions.



9. Membership Renewals

Members are reminded that membership renewal was in late September. The subscription remains at £5; it is hoped that the Association continues to give good value for money and is informative. The BCA regularly represents the interests of its members in both local newspapers and broadcast media, as well as at meetings with the Train Operating Companies (TOCs – Govia & EMT), Passenger Focus/London Travelwatch, ATOC, Local Authorities, MPs, EWRL Consortium, and the Thameslink Consortium.

If you think you have had good value from the BCA in the past year, please suggest to a fellow traveller that they sign up too! The more members we have, the better able we are to influence the policies of the railway companies as the only officially recognised Rail User Group for users from this part of the line on EMT and Govia services. Please see attached membership renewal form.

10. BCA AGM

The AGM took place on November 17th at the RAFA Club. Representatives from GTR, EMT and Network Rail were in attendance including Keith Jipps and Larry Heyman GTR, Steve Leyland EMT Route Manager and Spencer Gibbens Network Rail. The meeting approved the Chairman's Report, Treasurers Report, 2013 AGM minutes and the new Committee which is as follows:

Arthur Taylor	Chairman	Mark Spurgeon	Committee
Jim Allwood	Treasurer/Editor	Ben Foley	Committee
Alison Crompton	Membership Secretary	John Henderson	Committee
Martin James	Committee	Steve Floyd	Committee

Welcome to Steve Floyd, our latest recruit.

Larry Heyman gave the GTR presentation (which can be viewed on the BCA website). The main points were as follows:

GTR Brands
Franchise key dates
Key themes
New trains key dates
More reliable and faster services
More capacity
Improving services – December 2015
Improving services - 2017 and 2018

Improving train performance
Delivering the Thameslink Programme
Better information
Smart ticketing
Fares
Customer engagement
Investing in staff

Steve Leyland gave the EMT presentation of which the main points were as follows:

Recent performance has been below target including a number of short formations
Allowing customers onto trains at St Pancras may improve performance
New wi-fi on trains
Only minor changes to the timetable from December 2014
09.14 from Bedford is a peak train and he agreed the communication of this to customers was poor

Spencer Gibbens gave the Network Rail presentation of which the main points were as follows:

Overview of the Midland Mainline Electrification:
Corby by December 2017; Derby/Nottingham by 2019; and Sheffield by 2020
Requires work on over 200 bridges, many needing to be demolished and raised
Some work will be required to modify OHLE south of Bedford
Derby station to be re-signalled and remodelled
Major disruption will be required at Leicester to complete work
Some track work required at Bedford

The meeting concluded with the usual Question and Answer session.

11. January 2015 Fares Increase

The Government announced that from January 2015 regulated rail fares will be increased by 2.5% (the July RPI figure). The BCA view is that **no rail fare increase** is justified at the present time but an increase of RPI is better than RPI+1. We have asked Govia that the fare increase should be distributed fairly to all users.

12. Changes to Annual Gold Cards

If you buy an Annual Season ticket or Annual Travelcard in London and the South East of England, you should qualify for an Annual Gold Card which offer discounts on leisure rail travel. From **Friday 2 January 2015** Annual Gold Card discount benefits will be simplified and aligned with other popular Railcard discounts. A new extended Annual Gold Card scheme area where these discounts can be used will also come into effect. These discounts and benefits are changing from 2 January 2015 regardless of when you purchased your Annual Season ticket or Annual Travelcard.

In addition to unlimited travel on the route of your Season ticket, your Annual Gold Card gets you the following discounts in the Annual Gold Card area:

- **1/3** off Standard and First Class Anytime and Off-Peak fares for yourself and up to 3 adults travelling with you
- **60%** off child fares for up to 4 children (£1 minimum fare)
- A one year **Railcard for £10** for you or a friend – choose from a 16-25, Family & Friends, Senior, Two Together, Disabled Persons or Network Railcard. You can purchase one discounted Railcard, subject to eligibility, during the validity of your Annual Gold Card.
- **1/3** off Off-Peak pay as you go fares and Off-Peak daily price cap for you, as the cardholder, when you get your Annual Gold Card discount set on your Oyster card

- 1/3 off Off-Peak Day Travelcard Zones 1-6
- 1/3 off Anytime Day Travelcards (when bought as part of your ticket to London from outside London Zones 1-9)
- 1/3 off adult PLUSBUS Day tickets in the [Network Railcard Area](#)
- Discounts on journeys to the Isle of Wight using Wightlink, Red Funnel or HoverTravel

The maximum group size is four adults, four fare-paying children and two children under 5 (who travel at no charge). The Annual Gold Card holder must travel with the group at all times. You do not need to buy a ticket for yourself if the journey you are making is covered by your Annual Season ticket or Annual Travelcard.

If you are buying Off-Peak Day Travelcards for adults or children travelling with you, you must ensure your Annual Season ticket or Annual Travelcard is valid for travel in the London Fare Zone you are travelling to, other you must purchase a discounted Off-Peak Day Travelcard Zones 1-6 for yourself as well.

Gold Card First Class supplements, Gold Card child flat fares and Network Railcard Partner Card for £1 will no longer be available from 2 January 2015. Further information about Annual Gold Card discounts at www.nationalrail.co.uk

13. Julian's Jottings (formerly Melanie's Musings) - What's New in Bedford Borough

Hello there this is Julian, the new Sustrans Coordinator here in Bedford. I'm covering for Yo whilst she is on maternity leave and many of you will have seen me at the events at the Railway Station. We have continued to hold many successful events at Midland Road over the last few months including two "See and Be Seen" evenings where we gave out lights and high visibility items. The dark evenings had caught out quite a few cycling commuters who we were able to help ride home by attaching front and rear lights.



The installation of the Stations Link Golden Footprints was completed at the end of September and is helping locals and visitors to the area find the shortest and fastest walking route between the bus and railway stations. There have also been five new Wayfinding signs placed around the Borough which show the way to public transport links and many places of interest in the town.

The Travel Bedford Website is now up and running <http://www.travelbedford.co.uk> and giving really useful sustainable travel information to Bedford residents and also to people visiting from outside the Borough. We are constantly updating the site and welcome any feedback and ideas that you may have and can be contacted on: bedford@sustrans.org.uk

We are holding a festive event at the Railway Station on Friday 12th December where we will be entertaining commuters with live Christmas music and serving up mince pies between 16:00 to 19:00. On the 20th December we are holding a Cycle Santa Ride along the river starting at Priory Park Visitor Centre at 10:00. Why not come along? Full details below:

Join us for...

FAMILY CYCLE SANTA RIDE

SATURDAY 20TH DECEMBER

Meet at the Priory Country Park Visitor Centre, Bedford at 10am

- 3 mile family-friendly, traffic-free cycle ride
- This event is completely FREE, but donations are welcome
- Stop at the Bandstand on The Embankment to meet Santa & receive a free gift
- Return to the Visitor Centre for soup, cake and festive cheer!
- The first 30 people to turn up will also receive a Santa outfit to wear

Register your place today at BEDFORD@SUSTRANS.ORG.UK

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04472 14 www.bedford.gov.uk

For more information, see our website - www.bedfordcommuters.org.uk

If there is something you want to tell us about, please email: admin@bedfordcommuters.org.uk

This newsletter is published by the Bedford Commuters Association.

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BEDFORD COMMUTERS ASSOCIATION

THE RAIL USER GROUP FOR BEDFORD AND FLITWICK

JOIN BEDFORD COMMUTERS ASSOCIATION ----- JUST £5.00 pa

Membership of the Bedford Commuters Association (BCA) brings a number of advantages. BCA's committee of volunteers is always campaigning for the rights of commuters (and other users of passenger transport) using both Bedford and Flitwick stations. We regularly meet representatives of GOVIA and East Midlands Trains. We constantly lobby for improvements to facilities and services in the industry at large and at Westminster. Members receive five or six newsletters per year, keeping them updated with the latest developments from a traveller's perspective.

Please join/rejoin and help us to increase our membership by encouraging your friends and fellow travellers to join as well.

Notes on completion of the form:

1. Please write clearly in block capitals - especially your e-mail address. If we can't read this, we won't be able to send you newsletters and other correspondence by email.
2. The information will not be sold to or shared with any third party organisation. It will only be used by the BCA for the administration of your membership and for sending out newsletters, etc. Your details will not be passed onto anyone else without your prior permission.

Title _____

Forename _____

Surname _____

Address _____

_____ Postcode _____

Telephone _____

Email _____

I am a NEW/EXISTING member (delete as appropriate)

Please make any cheques payable to "Bedford Commuters Association". Alternatively, you can pay by standing order, quoting the following details:

Bank:	National Westminster	Sort Code:	60-04-04
Account:	Bedford Commuters Association	Account No:	24011495

Please put your **surname and postcode** down as the "Reference".

Please send this form to Arthur Taylor, BCA Chairman, 6 Chaucer Road, Flitwick, Bedfordshire MK45 1QG (preferably enclosing an SAE