



PENSIONERS' EDITION

RECORDS BROKEN FOR PASSENGER NUMBERS

In the last financial year, London Underground carried 1.1 billion passengers for the first time in its 148-year history.

During the year ending 31 March, the Tube saw some 42 million more passenger journeys than the previous year. The network also broke its record for the number of passengers carried over a four-week period – topping 90.6 million in the weeks leading up to Christmas 2010.

Overall, London Underground has seen a rise in passenger numbers of 40 per cent in just 15 years.

And it's not alone. Buses too are experiencing their fastest growth in passenger numbers since 1946.

In 2009-10, 2.26 billion bus journeys were made in the capital, at a time when bus passenger numbers are falling in other towns and cities. Each weekday in London, more than 6,800 scheduled buses carry around six million passengers on more than 700 different routes.

Londoners now use some form of public transport for 41 per cent of their journeys, a seven per cent increase since 2000.



PCC NOMINATIONS OPEN

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

Five representatives need to be selected to replace those due to retire from office on 30 November 2011 under the PCC's constitution.

Representatives due to retire are Christopher Sullivan and Alan Taylor from Section One (representing pensioners and deferred pensioners), Duncan Delvin from Section Two (representing employees of TfL, its subsidiaries or contractors) and Paul Murphy and Paul O'Brien from Section Three

(representing employees of London Underground, its subsidiaries or contractors, or of Tube Lines Limited).

Successful nominees in Section One should also note that attendance at Pensioners' Forum meetings is a requirement of election.

Any TfL Pension Fund member may nominate another member as a candidate for election or re-election to the section that represents them both. Retiring representatives can also be nominated.

Nominations must be made in writing by a member of the same

section as the nominee. Each nomination must be countersigned by another Fund member represented by the same section. The information listed below and a personal statement of up to 100 words, including the reason for standing for election, or re-election, to the PCC, must accompany the nomination.

- name, as nominee wishes it to appear on the ballot paper
- dates, if nominee has previously held office as a Councillor
- state whether pensioner or deferred pensioner if from Section One.

A passport-sized photograph may also be provided for inclusion in voting papers. Please note that the information provided must be factual, appropriate and inoffensive.

Completed nominations must be sent to PCC Secretary Sarah Pascall, TfL Pensions Directorate, 4th Floor, Wing Over Station, London SW1H 0BD by Friday 19 August 2011. Copies of the PCC constitution are also available from the same address.

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

Pensioners' Forum summary

Summary of the latest meeting on 4 May 2011

■ Stephen Field gave a brief overview of the 27 recommendations made in the Hutton Report on pensions. The full report is available on the HM Treasury website at www.hm-treasury.gov.uk/indreview_johnhutton_pensions.htm

The Forum Representatives were advised that the recommendations were directed at 'public service employees' and not to 'public sector service employees' such as those of TfL. However, there was an inference that there may be some impact arising from the Report on public sector service employees generally

■ Staff Travel is preparing a list of other railway companies where privilege facilities for PTAC holders may be available. This will be published on the Pension Fund website in due course and will be reviewed on a regular basis

■ Staff Travel has posted the travel restrictions from ATOC for June to December 2011 on the Pension Fund website. Copies can be supplied electronically on submission of an email address or we can add you to the mailing list to send to your home address.

TRIBUTE TO DOREEN

At the Pensioners' Forum meeting in May, tribute was paid to the late Doreen Murphy.

Doreen (right) was a long-standing member of the Forum and membership secretary of the LT Pensioners' Association since it was established in 1997. She was also active in the LT Retired Staff Association as secretary for Walthamstow and Barking area branches, and Chairperson of the Management Committee.

Although Doreen was never an employee of LT, she was typical of the many people who play their part in keeping London's transport system working through the support they give to their spouses and partners.

In addition, her voluntary involvement in pensioner organisations over 30 years, and her hard work and dedication in helping others through them, was commendable. She was a much liked and respected person and will be missed by those who knew her.



THANK YOU FROM THE LTPA

The LT Pensioners' Association would like to thank all those pensioners who have applied to join recently. We recognise we may not have acknowledged all the applications yet.

All TFL pensioners, including deferred pensioners and dependants in receipt of a TFL pension, are eligible to join the LTPA.

It represents the interests of pensioners of the TFL Pension Fund, particularly in relation to existing and proposed pension and other retirement benefit issues. Its strength depends on the size of its membership, so it's important that as many pensioners as possible join. Life membership is available free on application.

If you would like an application form, please contact new membership secretary Nick Dawkins at: 15 Ocho Rios Mews, Eastbourne, East Sussex BN23 5UB, telephone 01323 472254 or email nicholas.dawkins@virgin.net.

ANNUAL MEETING ANNOUNCED

TfL Pension Fund members are invited to attend the Annual Members' Meeting on Tuesday 18 October 2011 at 11.00. The meeting will be at One Great George Street, London SW1.

Please bring some form of identification with you, such as a staff pass or privilege ticket authority card. You will need to show this identification on arrival.

You will be able

to ask questions on the day, but if you cannot attend you may submit questions to the Trustees, which will be answered as soon as possible after the meeting, by writing to:

Head of Pensions and Fund Secretary,
4th Floor, Wing Over Station, 55 Broadway, London SW1H 0BD, or by email to helpdesk@tflpensionfund.co.uk

Dear Member,

The Pensioner Liaison Scheme is a social scheme offering friendship and company to retired transport employees in their area. Providing you can get around your own area, and enjoy meeting people, you would be welcome as a rep.

If you have never heard from a rep, it is likely there is not one in your area; perhaps YOU could fill that vacancy?

For more information, please contact me – details below.

*Yvonne Kerchhoff,
Pensioner Liaison Manager*

CONTACT DETAILS FOR PENSIONER ENQUIRIES

TfL Pension Fund
020 7918 3733

Staff Travel
0800 015 5073

Pensioner Liaison
0800 015 5074

Hospital Saturday Fund
020 7928 6662

Hospital Savings Association
01264 353211

Simply Health
0800 072 6719

Transport Benevolent Fund
08450 100 500

Transport Friendly Society
020 7240 8886

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

Enquiries about otm
020 7918 3388

You can log on to the TfL Pension Fund website at www.tflpensionfund.co.uk

CONTACTING THE TFL PENSION FUND

The TfL Pension Fund has dedicated numbers depending on your surname. The telephone numbers below are all direct dial, which means it will be quicker and easier for you to get in touch than using the general number:

Surname	Contact	Telephone
A-G	Alan Baxter	020 7918 3322
H-O	Lee Dowden	020 7918 4720
P-Z	Kevan Tiley	020 7918 3648

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Fun day: Zainab Thompson-Shaw on duty on the big day.



COUNTDOWN IS ON

With just 12 months to go until the 2012 Olympic Games, transport plans are taking shape.

Around 80 per cent of spectators and Games workers are expected to travel to and from the venues by rail, including the Tube and Docklands Light Railway (DLR). That's around an extra half a million journeys a day on the Tube during the Games.

LU's Olympics Planning team has started to work with frontline teams on each line to learn from their experience of event management and crowd control and hear their ideas.

Throughout the Games, last trains on all lines will run around one hour later than usual, to approximately 01.30. On days seven to 16, when the Olympic Stadium itself is in use, the service is expected to experience a 'third peak' starting between 22.00 and 23.30 and finishing

at close of traffic. Trains on Sunday mornings could also start 30 to 45 minutes earlier throughout the event.

Extra staff at stations will be needed, with LU's Special Requirements Team, which provides a pool of station staff for events, as the main resource, and support staff from offices stepping in as information providers.

The Paralympic Games begin a fortnight afterwards. Spectator numbers aren't expected to be as high, but the football season will be under way and schools will be back, so the network will be busy.

This summer, a marketing campaign will launch to the public to encourage potential spectators, and commuters, to start thinking about the best ways and times to travel during the two Games fortnights. Regular commuters will be encouraged to use alternative routes.

PLANS GET ROYAL APPROVAL

Around a million royal wedding spectators had a trouble-free trip, thanks in no small part to London Underground and the capital's buses.

LU's Network Operational Planning and Integration Manager Andy Barr and Nick Agnew from TfL joined regular meetings with the Department for Culture, Media and Sport, Westminster City Council and the Metropolitan and British Transport Police for several months to plan transport logistics. In the final week, they met twice a day.

The event was a chance to test some new ways of working in time for the 2012 Olympic Games.

Andy said: "Like the Olympics, the royal wedding brought many people unfamiliar with London and the Tube into areas where ours was the only way of getting around, so it was a

great rehearsal.

"For the first time, we had one of the team based at our Palestra office in Southwark for the day, which will be the main transport co-ordination centre for the Games.

"We also tried out a new messaging system for people leaving Hyde Park. Announcements on the message boards directed people to different stations – Green Park, Hyde Park Corner, Westminster, Victoria or Bayswater – depending on the line and direction they needed to travel home. This dispersed the crowds and minimised congestion.

"It all went stunningly well."

Westminster Customer Service Assistant Zainab Thompson-Shaw said: "It was nice to see everyone dressed up. Everyone was excited and, even though it was really busy, it was a fun day."



NEW LEASE OF LIFE

Reader Charles Sinfield, who retired as a bus driver at Hornchurch in 1985, wrote in to ask what happened to the Titan

buses he used to operate.

An article in the September 2010 issue of *Buses* magazine can shed some light.

HERE'S AN EXTRACT:

The Titan bus was developed by Leyland primarily for London Transport and 1,159 were built, plus five prototypes.

It started in 1973 as Leyland's B15 Project and was seen as a double-deck equivalent of the integral Leyland National single-decker. It had power hydraulic brakes, a new Hydracyclic gearbox, full air suspension and an expensive cooling system with the radiator in a separate compartment above the

engine, leading to a distinctive off-centre rear window.

The first prototype appeared in 1975, and from 1977 the model took the name Titan, a name previously used by Leyland for double-deck buses. 1,125 Titans entered service with LT between 1978 and 1985, with the remaining 34 production models going to operators elsewhere.

The Titan proved reliable and operated on more than 100 LT routes from at least 17 depots,



On the road again: an ex-LT T506 enjoys a second life on a rural service in Buckinghamshire.

mostly in east and south-east London. The London Bus subsidiaries began withdrawing Titans in 1992, with many going on to have lives with other operators throughout the UK. Around 200 were

acquired by MTL, the former Merseyside PTE bus operation, and 47 went to the London-based Big Bus Company, which runs sightseeing tours. The last Titan in LT service was withdrawn in 2004.

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LIFE IN THE LAKES

There was no rest for Ray Mew when he retired, as he completely gutted a farmer's cottage in the Lake District.

A former line controller, Ray transformed the 'two up, two down' in Ulverston into a delightful holiday home. Getting a taste for redevelopment, Ray and his wife have since turned another house, with outbuildings, into a home for themselves.

"My wife encouraged me to invest in property and it has paid off. The holiday home has seen bookings flood in. Some LU colleagues have

even come to stay!" said Ray.

"We did a lot of the work ourselves, but got the experts in to put in a new roof and sort out the electrics."

It was back to basics, as they lived in both properties while work was carried out.

He added: "We had no hot water and boiled a kettle to wash and cook with."

Ray worked for LU for 41 years across the District, Bakerloo and Piccadilly lines.

To book a stay at the holiday home, email raymew@hotmail.co.uk or call 01229 581922.



Cumbrian getaway: Ray and Sharon Mew have transformed a holiday home.

HELP SHED LIGHT ON CERTIFICATE

A US Air Force lieutenant colonel uncovered a precious long service gift when he returned home after time spent serving in Britain.

Scott Willits bought a portrait while he was in the UK. When the frame got broken in transit back across the Pond, Scott found a London Transport long service certificate in the back. It was presented to Sidney E Bowran on 30

September 1972, for 48 years four months of service in the Chief Mechanical Engineer's department.

Scott is keen to return the certificate to its rightful home. If you knew Sidney or any of his relatives, you can contact paul.turner@tube.tfl.gov.uk or at Employee Communications, 5th Floor, 55 Broadway, London SW1H 0BD and we'll pass your details on to Scott.

KITTED OUT

Reader George Denis Sutton sent in this photo of his old toolkit, still going strong.

George wrote: "I have just had to clean my old engineer's tools – more than 50 items. It's the first time in 63 years! These are the tools I made in the first year of my apprenticeship at the old Chiswick Works in 1949.



After 42 years' service, mostly on Lifts & Escalators as a supervisor, I still have my complete set. How many other apprentices still have theirs?"

UNDERGROUND CINEMA

An iconic film about life at Angel station has been made available on DVD.

Molly Dineen's 1989 fly-on-the-wall documentary, *Heart of the Angel*, has been released by the BFI as part of the *Molly Dineen Collection: Volume One*.

The film focuses on the station's staff, with some colourful characters including the station boss who reveals a passion for painting watercolours of English canals and the 'fluffers' employed to remove the build-up of hair and dust from the tunnels.

Molly said: "I had no idea of the scale of different jobs at the station

and I became fascinated by it. I literally put in months of research.

"I got to know the staff when I started filming and I was delighted at how nice they were.

"I wasn't too interested in the technical aspects of the job; I wanted to capture the human side of it."

If you featured in *Heart of the Angel*, Molly would love to hear from you – email otm@abcomm.co.uk with the subject line *Heart of the Angel*.

Molly Dineen Collection: Volume One is available from all usual DVD outlets or by mail order from the BFI Filmstore on 020 7815 1350.



Angel as it looked at the time of Molly's documentary.

© TFL from the London Transport Museum collection.

CALLING ALL ARTISTS

Were you a member of the London Transport Art Group?

If so, Oxford doctoral student Ruth Brown would like to hear from you.

She said: "This society was formed in 1947 with more than 50 members, including some very talented artists.

"Members went on expeditions and held impressive exhibitions at Charing Cross and the Royal Exchange. Some even sold their work at the Royal Academy's summer exhibition."

Ruth understands the club was active until the 1980s and would love to talk to former members about its history.

The research will form part of a larger study on the experience of artistic creativity in ordinary life, with an emphasis on art societies within companies.

If this jogs your memory, please contact Ruth at ruth.brown@she.ox.ac.uk or on 07951 887954.

FONDLY REMEMBERED

FRANCES ALLAN (ALLAN) BEVAN 30 May 2010, aged 83

Frances was a Fitter on LU for 37 years until early retirement in 1983. He was based at Cockfosters depot.

CLIFF BONNETT

5 June 2011, aged 81

Cliff was Director of Civil Engineering at LU before becoming Managing Director of Docklands Light Railway.

PETER CHURCHILL

4 January 2011, aged 83

Peter was a former Ticket Collector and Bus Driver at Putney bus garage.

DAVE COLLINS

1 June 2011, aged 66

Dave spent most of his LU career on the Metropolitan line, starting as a Booking Clerk and ending his career as Area Manager.

ELIZABETH (BETTY) COOPER

12 December 2010, aged 69

Betty worked for 10 years as a

Travelling Ticket Inspector on the Piccadilly line (west).

TED DUCK

May 2011, aged 87

Ted retired as a Senior Manager in the Chief Electrical Engineer's department.

JOHN GENT

3 May 2011, aged 79

John worked in the Bus Traffic Office and the LT's Transport Planning Team. He was the author of several transport books.

OLIVE MARY HALL, NÉE TAPNER

28 January 2011, aged 73

Olive was a clippie at Bromley bus garage from 1957 until 1972, when she moved to the Travel Information Centre at Broadway. Olive retired in 1985.

ALFRED THOMAS HOMAN

1 March 2011, aged 92

Alfred started with LT in 1947. He retired in 1983 after 36 years' service.

He started as a Porter and worked his way up, working as a Guard and a Driver on the Central line at Hainault depot.

PETER HOSKINS

July 2009, aged 67

Peter started as a Bus Driver at Sidcup in the 1960s, before moving to Bexleyheath, where he later became Garage Operating Supervisor, retiring in 2007.

STEPHEN M KESSLER

23 March 2011, aged 62

Steve worked for LU from 1976 to 2000. He started as a Train Guard, then Driver, and then trained people at White City, before becoming a manager on the Central line. He retired in 2000.

DOROTHY ELLEN (DOLLY) MARINER

8 March 2011, aged 92

Dorothy was an LT Central Road Services Conductress from 1941 until she retired in 1979. She also worked at Upton Park garage, finishing as a Farebox Hand.

DEREK (MAC) MCPHERSON

2 May 2011, aged 79

Derek joined Leyton bus garage in 1970 and worked in advertising, before he retired in 1993.

BILL MORGAN

5 APRIL 2011, aged 92

Bill started work in Country Buses and retired as Chief Operating Manager (Central Buses).

BRIDIE PALMER, NÉE O'SULLIVAN

3 March 2011, aged 91

Bridie was one of the first clippies, starting at Cricklewood in 1941. She worked for LT until 1982.

JOHN QUINLIVAN

17 May 2011, aged 75

John worked for LT for 40 years – five years as a Conductor on the buses, and 35 years at the booking office as a Chief Booking Officer. He retired in 1993.

GEORGE SPENCER STEVENS

6 October 2010, aged 97

George was an Inspector on the buses for 38 years, based at Shepherd's Bush. He retired in 1977.

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FREQUENTLY ASKED QUESTIONS

Our regular round-up of some of your most frequently asked questions

Q: My PTAC expires at the end of 2011; how does it get renewed?

A: All Privilege Ticket Authority Cards (PTACs) are due to expire on 31 December 2011 and work has already started to get the replacements processed in time for the end of the year.

These will automatically be produced through Staff Travel and sent out to the home address on our system. If you move before the end of the year, please contact us with your new details. If you wish to update your photograph before the reissue, please send the new photo (name and retired number shown on your current PTAC to be clearly stated on the back) to Staff Travel by 12 August 2011.

If you have not received your new pass by mid-December 2011, please contact Staff Travel on 0800 015 5073.

Q: I have PTACs for my partner and dependant children. How do I replace their passes?

A: Your partner's PTAC and any children under 16 will automatically be produced in the same way as your PTAC. However, you will also receive a reminder for dependants over 16 as they will require a renewal application and a letter from the school, college or university as per every calendar year.

Have Your Say



Thank you to everyone who has sent us a letter. Due to limited space we are only able to publish a selection. Send your letters to: **otm pensioners' letters, Employee Communications, London Underground, 5th Floor, 55 Broadway, London SW1H 0BD** or email paul.turner@tube.tfl.gov.uk marking your email **otm pensioners' edition**. We look forward to hearing from you.

More Bollo memories

Our articles on Bollo Lane have inspired more readers to get in touch.



Ruff Whitton sent us this great photo of the Carbody Shop Band mentioned in last issue's article – Ruff was the drummer in said band.

Plant engineer Mike Nicholls wrote:

"Jim Stringer's comments in issue 31 brought back many happy memories of the 'unofficial' services at Bollo Lane. At Johnny Shea's bazaar there were always bargains to be had and, as said, much else could be obtained around the works, either 'officially' or 'unofficially' – packets of seeds from the horticultural hut to a 'Fat Pasty' from the canteen

and a game of squash at the sports club. On technical matters, if you had a question or a problem, there was always an engineer or craftsman who knew the answer. Training was superb, providing a great foundation for a future in engineering."

Percille Griffith wrote:

"The Bollo Lane office was a great institution. When I was invited for my interview, the first question was: "Why do you want to become a Signal Engineer Class 1 Inspector?" and my reply was: "Because I need the money!" The engineers chuckled, and proceeded to conduct the interview. At the end,

I was asked if I had any questions for them, to which I replied: "Have I got the job?" They looked at each other and then said they had other people to interview. The following week I was invited to come to Bollo Lane to confirm that I wished to accept the job. I was the first black Afro-Caribbean Signal Engineer Inspector."

Memories of steam

Our article on the 40th anniversary of the last steam train in the April issue prompted this from reader

Patricia Kelland:

"The article brought back memories when my husband John bravely carted our two-year-old son off to London to see the steam trains and their last day on London Transport. What an experience for a youngster, and I do believe somewhere among the memory box is a ticket for that day. Thank you for bringing back a memory of a lovely event."

B&B is a must

Bruce Patterson, who worked at Aldenham Bus Works from 1964 to 1989, stayed at the Shropshire Hills B&B featured in the last issue, run by former LU staff Bob and Val Yeldham.

Bruce said: "As a follow-up to that very inviting feature, we booked a holiday. The feature does NOT disappoint.

"The hospitality was second to none, and it has a picturebook setting with luxurious rooms. For anyone who is a TfL pensioner, this is such good value – please make it a must."

CLOSURE ADVICE FOR PTAC HOLDERS

Staff travel facilities holders (ie staff holding National Rail PTACs) must purchase a privilege rate ticket before boarding a train.

However, if a National Rail station ticket office is closed, a permit to travel should be obtained from the machine on the station. At the first opportunity (either on the train or at the destination station), a privilege rate ticket for

the journey undertaken must be purchased.

If there is no permit to travel machine available, this should be explained to on-train revenue protection staff (or those at the destination if there are none on the train) and the holder

should then be allowed to purchase a privilege rate ticket for the journey.

If you have any other questions or require further information, please do not hesitate to contact Staff Travel on 0800 015 5073.

