



Dear Member

We've various items for you this time:

Annual meeting with First Capital Connect

This year this will be Thursday 24th April at 7:30pm at the Friend's Meeting House, St Albans (Upper Lattimore Road - <http://www.streetmap.co.uk/streetmap.dl!G2M?X=515213&Y=207209&A=Y&Z=1>).

As always, if you have specific questions, then please let us have them in advance (preferably by 10 April, so FCC have time for research, should this be needed).

At this stage, a prime focus will be the timetable changes that will take place in December 2008 when the Moorgate branch is scheduled to close. Around this time, FCC are also due to get some additional rolling stock.

Weekend service

The current disruptions to weekend services (due to continue to 23 March) are due to work in the Belsize Tunnels. Network Rail have commented to FCC as follows:

The remaining possessions from Wks42-52 (11 weeks) of 54hrs are for plain line renewals between Carlton Road Jn and West Hampstead. This involves full formation and drainage renewal throughout Belsize Tunnel on the Slow lines. The depth of dig and complexity of being in the tunnels mean that 54hrs is required rather than the more normal 30hrs for track renewals. It is the associated overhead line isolations which make the possessions so disruptive for FCC. Unfortunately due to physical access constraints and the locations of the overhead line sections, although the work is north of Carlton Road Jn, the possession limits and isolations to allow for standage of ballast trains and positioning of plant is such that

December 2008 timetable

As mentioned above, there will be major changes to the timetable in December 2008. The following events will happen:

1. The bay platforms at Blackfriars will close (in the final arrangement, they will re-open on the west side)
2. Trains currently terminating at Blackfriars will work through to at least Kentish Town
3. To prevent conflicts at the junction, the Moorgate branch closes
4. The remaining 12 319s currently with Southern will transfer to FCC
5. FCC will get 12 new 377 units currently being built

Though this can be read as we are getting 24 additional trains (96 coaches), I am not clear what portion of this is additional capacity and what portion is earmarked for the Kentish Town <-> Sevenoaks service.

Central London ticket interchangeability

I've recently experienced a few problems presenting my Moorgate ticket at City Thameslink; as a result of this I have again emailed and spoken to the relevant FCC contacts and they tell me staff have been re-briefed that Moorgate tickets are valid here (and at other stations). The situation remains the same the other way round, so City Thameslink / London Thameslink tickets are not valid at Moorgate (indeed, my Moorgate ticket is not even valid for exit at Barbican).

Arrangements beyond December 2008 are unclear and we are following this up with FCC.

trains cannot get onto the slow lines and thence the Moorgate lines at Carlton Road Jn, or terminate at West Hampstead on the slow lines.

A key point is no access to West Hampstead on the slow lines.

New dot matrix monitors

We would like your feedback on these - in particular, are they more legible and is coverage the same - observations on the configuration of platform 4 at Farringdon would be appreciated.

Passenger Focus survey

Passenger Focus (who represent travellers outside the London area have asked us to ask you to complete their survey on seating styles (airline vs facing etc). Their survey is at <http://www.passengerfocus.org.uk/your-experiences/polls-and-surveys.asp?dsid=1537>.