

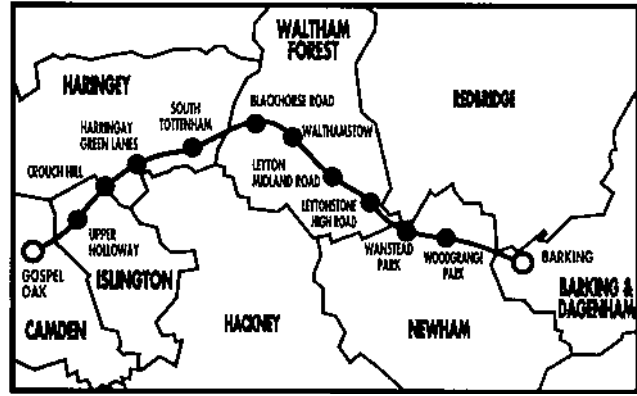
BARKING-GOSPEL OAK LINE USER GROUP

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NEWS RELEASE

27th July 2009

NETWORK RAIL ELECTRIFICATION STRATEGY MUST NOT BECOME WISH LIST!

**“Immediate government support for
rolling programme of rail electrification vital”,
says user group**

Further endorsement of Barking-Gospel Oak electrification welcomed

Publishing its response¹ to Network Rail's (NR) recent consultation on its Draft Network Electrification Strategy², the Barking-Gospel Oak Line User Group (BGOLUG)³ welcomed NR's proposals for a major railway electrification programme.

However, the group believed it essential that if a reluctant government was to be persuaded to 'buy into' the idea NR had to give further thought to the development of regional electrified networks alongside the main line route schemes proposed to ensure efficient operation of both passenger and freight services.

“Just electrifying the main lines will not yield the greatest network benefits, unless they link up, creating regional electrified networks, such as in East Anglia, the West Midlands, the North West, Leeds and in Scotland,” said BGOLUG Secretary, Richard Pout.

He continued, “BGOLUG's championing of the Barking-Gospel Oak Line has been totally vindicated by Network Rail, making our line the highest priority infill scheme. However several third rail 750v dc infill schemes, to finish off the former Southern Region network and on Merseyside, are important too,”



He added,” BGOLUG will ratchetting up the pressure on both the government and City Hall to make sure that Barking-Gospel Oak is the first stage of the rolling programme. At the moment it seems that the Secretary of State, Lord Adonis has reached a stand off with Mayor Boris over funding.”

- ENDS -

FOR FURTHER INFORMATION CONTACT
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NOTES FOR EDITORS

1. See www.barking-gospeloak.org.uk.
2. See www.networkrail.co.uk
3. Formed as the Barking – Kentish Town Line Committee to fight Dr. Beeching’s closure proposals in the 1960s, the Barking – Gospel Oak Line User Group has continued to represent the line’s passengers and campaign for improved services and station facilities, and also for the electrification of the only non-electrified railway in North East London.

