

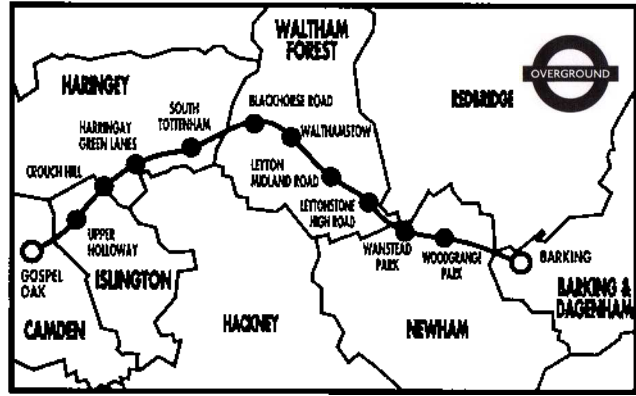
BARKING – GOSPEL OAK LINE USER GROUP

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NEWS RELEASE

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OVERGROUND COMMUTERS TO SUFFER OLYMPIC PAIN FOR NO GAIN!

Olympic rail works at Stratford to halt Barking – Gospel Oak trains this coming Sunday AND MONDAY!

Sunday travellers and Monday commuters using London Overground between Barking and South Tottenham will find buses replacing trains on Sunday 26th February and Monday 27th February while Network Rail carry out engineering work at Stratford well away from the tracks their trains use.

THE WORK

Over the three days (Saturday 25th February to Monday 27th February inclusive) Network Rail is replacing track and installing new crossover points in the lines leading to platforms 11 & 12 at Stratford Station which are served by Abellio Greater Anglia trains from Bishops Stortford and Hertford East. This is to improve flexibility and reliability during the Olympic Games and also requires reprogramming of the electronic signalling systems to reflect the track changes. Unfortunately, the lines from Copper Mill Junction, through Lea Bridge and Temple Mills to Stratford are in the same Solid State Interlocking as the lines from Leytonstone, through Wanstead Park and Woodgrange Park to just outside Barking and the whole interlocking has to be disconnected, updated and tested before it can be recommissioned and trains can run normally again.

FREIGHT TRAINS TO CONTINUE WHILE PASSENGER TRAINS ARE STOPPED

There are methods of running trains during such signalling “black-outs” but because of the limited number of trains that can run under these conditions, Network Rail have decreed that while freight traffic to and from Dagenham, Purfleet and Tilbury can continue, passenger trains will be banned



between Barking and South Tottenham. Abellio Greater Anglia's Stratford services will be start and terminate at Tottenham Hale on all three days, allowing onward travel to Liverpool Street or by Victoria Line.

BARKING – SOUTH TOTTENHAM SUNDAY 26TH & MONDAY 27TH FEBRUARY

On Sunday 26th February and Monday 27th February, while freight trains will continue to run, passenger trains will only operate between South Tottenham and Gospel Oak. Operator London Overground Rail Operations Ltd (LOROL)² has arranged a frequent replacement double deck bus service between Barking and stations to South Tottenham (including outside Walthamstow Central) to connect with trains to and from Gospel Oak.

Extra staff will be employed at stations and replacement bus stops to assist passengers and in addition blue signs will direct passengers to the replacement bus stops. Transport for London (TfL) have written to all hospitals and schools likely to be affected and TfL believe that less than a hundred schoolchildren will be affected by the closure. Since the replacement bus journeys will be much longer than the trains they are replacing, passengers will be able to use alternative public transport routes as TfL have arranged ticket acceptance on buses and trains, including passage through Zone 1, with automatic refund of excess Oyster charges.

A LOROL spokesman said, "We do understand and sympathise with people's concerns about part of this closure taking place on a working day, naturally this has been strongly resisted by both TfL and LOROL but ultimately any decision on when particular items of work must take place rests with Network Rail."

BARKING – SOUTH TOTTENHAM REPLACEMENT BUS SERVICE

The replacement bus service will operate at least every 15 minutes all day. Bus timetables should be on display at Stations and on the Barking – Gospel Oak Line User Group¹ website (www.barking-gospel oak.org.uk) by the end of the week.

Multicoloured buses LOROL's usual bus contractor, First London, has had to hire in extra vehicles for the Monday bus service so in addition to the red buses of First, passengers should be looking out for the varied colours of Arriva and Ensignbus as well, although all buses should be carrying the Overground roundel.

The replacement bus stopping points are:-

Towards South Tottenham

Barking Station, Bus Stop **G**
Woodgrange Park, Romford Road Bus Stop **G**
Wanstead Park, Woodgrange Road Bus Stop **J**
Leytonstone High Road, Bus Stop **J**
Leyton Midland Road, High Road Bus Stop **NA**
Walthamstow, Selborne Road Bus Stop **KB**
Walthamstow, South Grove Bus Stop **X**
Blackhorse Road, Bus Stop **BA**
South Tottenham, High Road Bus Stop **TD**

Towards Barking

South Tottenham, High Road Stop **TC**
Blackhorse Road, Bus Stop **BB**
Walthamstow, South Grove Bus Stop **U**
Walthamstow, Selborne Road Bus Stop **LB**
Leyton Midland Road, High Rd Bus Stop **SN**
Leytonstone High Road, Bus Stop **F**
Wanstead Park, Woodgrange Rd Bus Stop **K**
Woodgrange Park, Romford Rd Bus Stop **H**
Barking Station, Bus Stop **G**

COMMENT

Glenn Wallis, Assistant Secretary of the Barking – Gospel Oak Line User Group (BGOLUG) said, "Yet again, Barking – Gospel Oak Line passengers have drawn the short straw and are losing their overcrowded train service to work, school or college and suffering considerable inconvenience for absolutely no future improvement in their train service. TfL's objections have been overruled by Network Rail, which seems to be displaying that 'old railway' thinking that, 'It's only the Barking – Gospel Oak Line, it doesn't matter', but to an ever growing number of passengers, the Barking – Gospel Oak Line DOES matter!"



He continued, “Network Rail’s predecessor, Railtrack, removed crossover points at Leytonstone as an economy measure back in 1994 and since then there has been nowhere for passenger trains to ‘turn around’ between South Tottenham and Woodgrange Park. If those points had been retained, Gospel Oak trains could have run at least as far as Leytonstone before turning back.”

- ENDS -

FOR FURTHER INFORMATION CONTACT GLENN WALLIS ON
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NOTES FOR EDITORS

1. 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.
2. Following the transfer of responsibility for the former Silverlink Metro services from the Department for Transport (DfT) in 2006, Transport for London, let the London Rail Concession to London Overground Rail Operations Ltd (LOROL), a joint Hong Kong/German owned venture, to operate the London Overground network from November 2007 until March 2014, with the option of an extension to early March 2016. As part of the London Rail Concession contract let by TfL, LOROL undertook to order, in conjunction with rail leasing company Angel Trains, 8x2-car Class 172 *Turbostar* diesel multiple units from the former British Rail Engineering plant at Derby, now owned by Bombardier Transportation. Delivery of these trains took place in mid 2010.

