



## BARKING – GOSPEL OAK LINE USER GROUP

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### BARKING – GOSPEL OAK LINE USER GROUP eBULLETIN 7<sup>th</sup> APRIL 2012

- **EASTER RAIL SERVICES & ENGINEERING WORKS**
- **LONDON MAYORAL AND ASSEMBLY ELECTIONS & HLOS2**

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- **LOROL PASSENGER GROUP MEETING**
- **RAIL REPLACEMENT BUSES SERVICES**
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- **RAILTOUR PHOTO APPEAL**

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Apologies, due to ill health and “events, dear boy, events”, this e-bulletin is two weeks later than originally intended and has pushed the planned Winter 2011/12 ‘proper’ newsletter back yet again, still now that photographs are being included the e-bulletins looks a bit better. If anyone is unhappy with this and would prefer a text only e-bulletin, please let me know.

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#### EASTER RAIL SERVICES & ENGINEERING WORKS

**LONDON OVERGROUND** Thanks to yet another ‘inaccuracy’ on the TfL<sup>1</sup> website, exactly what service was being provided by London Overground over Easter where engineering work allowed was shrouded in confusion for a while. Happily LOROL<sup>2</sup> were able to confirm that as usual on public holidays, a Saturday service would be provided. The only engineering block affects the Barking – Gospel Oak Line and the North London Line, this is understood to be due to more work on the SSI<sup>3</sup> and signallers’ displays, this time at Upminster Signalling Centre although to get maximum value from this block Network Rail will probably be carrying out other work too.

- **Saturday 7<sup>th</sup> April** From 20:00 the **Barking – Gospel Oak Line** service will terminate/start at Upper Holloway. Only this morning we have learnt of additional train cancellations tonight. The **20:17, 21:32, 21:47 and 23:17 departures from Barking are cancelled. The 21:05 from Gospel Oak and 22:39 from Upper Holloway are also cancelled.** LOROL<sup>2</sup> are providing a bus service to/from Upper Holloway which also replaces the North London Line to/from Willesden Junction. A copy of the timetable for this bus service is currently on our website It is hoped to have the latest alterations posted on our website by tonight. The **North London Line** service will be replaced by two replacement bus services covering stations between Stratford and Willesden Junction inclusive. One bus service will run between Stratford and Hampstead Heath and the other as mentioned above between Upper Holloway and Willesden Junction. Although the two bus services overlap between Gospel Oak and Hampstead Heath, they actually follow different routes as one is single and the other double deck, so anyone intending to change between the two should do so at Hampstead Heath or face a long walk between buses at Gospel Oak.
- **Sunday 8<sup>th</sup> April** We have learnt this morning that there will be cancellations prior to 10:45 on the **Barking – Gospel Oak Line**. These are displayed in the table on the next page which hopefully will be uploaded to our website tonight. After 10:45 it will be possible to get the train for a visit to **Hampstead Heath** for the Easter Fair. There is an Easter Egg

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<sup>1</sup> Transport for London

<sup>2</sup> London Overground Rail Operations Limited

<sup>3</sup> Solid State Interlocking

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Hunt on Bank Holiday Monday, There is a link to the Hampstead Heath website from our website's links page.

<b>WESTBOUND BARKING TO GOSPEL OAK</b>						
Barking	08:53	09:38	10:08	<b>and then normal Sunday timetable will apply</b>		
Woodgrange Park	08:56	08:41	10:11			
Wanstead Park	08:59	08:44	10:14			
Leytonstone High Road	09:03	09:48	10:18			
Leyton Midland Road	09:05	09:50	10:20			
Walthamstow Queen's Road	09:08	09:53	10:23			
Blackhorse Road	09:11	09:56	10:26			
South Tottenham	09:15	10:00	10:30			
Harringay Green Lanes	09:18	10:03	10:33			
Crouch Hill	09:21	10:06	10:36			
Upper Holloway	09:23	10:08	10:38			
Gospel Oak		10:13	10:43			
<b>EASTBOUND GOSPEL OAK TO BARKING</b>						
Gospel Oak			10:25	10:55	<b>and then normal Sunday timetable will apply</b>	
Upper Holloway	08:59	09:29	09:59	10:29		10:59
Crouch Hill	09:02	09:32	10:02	10:32		11:02
Harringay Green Lanes	09:05	09:35	10:05	10:35		11:05
South Tottenham	09:08	09:38	10:08	10:38		11:08
Blackhorse Road	09:11	09:41	10:11	10:41		11:11
Walthamstow Queen's Road	09:14	09:44	10:14	10:44		11:14
Leyton Midland Road	09:17	09:47	10:17	10:47		11:17
Leytonstone High Road	09:20	09:50	10:20	10:50		11:20
Wanstead Park	09:23	09:53	10:23	10:53		11:23
Woodgrange Park	09:25	09:55	10:25	10:55		11:25
Barking	09:29	09:59	10:29	10:59		11:59

There will be no **North London Line** trains between Stratford and Gospel Oak all day with a replacement bus service between Stratford and Hampstead Heath. The double deck buses can get no closer to Gospel Oak than Agincourt/Southampton Roads so it is advisable to make the rail/road interchange at Hampstead Heath. **The 23:30 Gospel Oak to Willesden Junction train is cancelled.**

- **Bank Holiday Monday 9<sup>th</sup> April** A Saturday timetable will apply but the **North London Line** Stratford – Gospel Oak section will be without trains until after 09:00. So a day out to **Kew Gardens** will be possible where there several activities taking place, many with a chocolate theme including an Easter Egg Hunt. Also the **Markfield Beam Engine** will be in steam at Markfield Road, **South Tottenham**, giving three demonstrations during the day. Links to **Kew Gardens** and **Markfield Beam Engine** websites are on our links page.

### **OTHER RAIL SERVICES CONNECTING WITH OR WITH STATIONS CLOSE TO BARKING – GOSPEL OAK LINE**

- **London Underground Northern Line** Continuing engineering work means that services on the Mill Hill East/High Barnet branch through Archway start around 09:00 on Sunday 8<sup>th</sup> April.
- **National Express c2c** If you want to sample some bracing sea air c2c will be operating a Sunday service from **Barking** on Good Friday and Bank Holiday Monday. This is the best route to take to **Southend-on-Sea** this weekend as the Abellio Greater Anglia route has engineering works between Liverpool Street and Shenfield. Southend Pier is now fully reopened, including the pier railway, after the recent fishing boat collision. Children can meet the Easter Bunny who will be handing out cream eggs to the children. Other activities will include a lucky dip, raffle and children's colouring competition. On Bank Holiday Monday there is the annual charity motorcycle ride from the Ace Cafe, London to Southend Seafront. Enjoy the spectacle of several thousand motorbikes of every type

imaginable on display. From Nortons, Harley-Davidsons and Triumphs to Vespas and Lambrettas. There is a link to the Visit Southend-on-Sea website from our links page.

- **Abellio Greater Anglia** Great Eastern services from **Forest Gate** only operate until 21:00 today, Saturday, with no service on Easter Sunday or Bank Holiday Monday due to ongoing Overhead Line Equipment renewal on the Great Eastern Main Line.
- **First Capital Connect** are operating modified Saturday services on Good Friday and Bank Holiday Monday but on Saturday and Sunday no southbound trains will be able to call at **Harringay**.
- **Abellio Greater Anglia** West Anglia services are disrupted by a major engineering block in the **Hackney Downs** area, affecting services through **Seven Sisters, Tottenham Hale and Walthamstow**. Only services through Tottenham Hale will arrive/depart at Liverpool Street via platforms 11 and 12 at Stratford.

### PLANNED FUTURE ENGINEERING WORKS ON BARKING – GOSPEL OAK LINE

- Sunday 3<sup>rd</sup> June & Bank Holiday 4<sup>th</sup> June – Barking – South Tottenham blocked
- Sunday 10<sup>th</sup> June – Barking – South Tottenham blocked
- Sunday 23<sup>rd</sup> September – South Tottenham – Gospel Oak blocked

### LONDON MAYORAL AND ASSEMBLY ELECTIONS 3<sup>rd</sup> MAY & HLOS2



*Main Mayoral candidates from left to right: Boris Johnson (Conservative); Jenny Jones (Green); Ken Livingstone (Labour) & Brian Paddick (Liberal Democrat) & Lawrence Webb (UKIP)*

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These elections take place at a crucial time for our line. Justine Greening, Secretary of State for Transport, will be deciding what rail investment will be included in the second HLOS<sup>4</sup> for CP5<sup>5</sup> (2014-2019) to be announced in three months time. In its package of recommendations to the Government, TfL has included 5-car trains for the North London Line and electrification and 4-car trains for the Barking – Gospel Oak Line. It is therefore vitally important that BGOLUG and its members and supporters lobby our MPs along the line to lobby the Transport Ministers Theresa Villiers and Norman Baker as well as Justine Greening to include the Barking – Gospel Oak schemes in July's HLOS announcement. We also need to press the candidates in these elections to explain what they would do, if elected, to ensure that Government's decision goes our way and what they would do to relieve our peak overcrowding between now and work starting in CP5.



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Platform lengthening would allow 3-car or 4-car trains like 378 225, seen here at Gospel Oak on 8<sup>th</sup> March 2012 on a westbound North London Line working, to operate to and from Barking

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<sup>4</sup> High Level Output Specification

<sup>5</sup> Control Period 5



**BORIS JOHNSON (CONSERVATIVE)**

FOI requests show that he personally took up the case for Barking – Gospel Oak electrification with the then Labour Transport Secretary, Lord Adonis, soon after taking office but discussions quickly broke down over funding the £400k cost of the required GRIP 3 feasibility and costing study. Answers to questions from members of the London Assembly, most recently from Caroline Pidgeon AM, reveal that he has taken no further interest in the line, even

though there are now Conservative transport ministers in government, he preferring to leave the matter to TfL to negotiate with the DfT<sup>6</sup>.

In previous answers to questions from Assembly members, Boris has argued that the Barking – Gospel Oak electrification was not needed by TfL because the line had been reequipped with new diesel trains and because electrification would benefit rail freight, it should be funded by government. However, in a recent written answer to Caroline Pidgeon AM, Chair of the Assembly's Transport Committee, his position has shifted somewhat.

**Barking to Gospel Oak line (1)**

**Question No: 837 / 2012**

[Caroline Pidgeon](#)

Aside from presenting the business case for electrification of the Barking to Gospel Oak Line in your Rail Vision, what actual discussions have you or your officers held with the Department for Transport to argue the case? Please list any meetings which have been held with this aim since 2008.

**Written response from the Mayor**

TfL officers meet Department for Transport officials extremely regularly, and electrification of the Gospel Oak – Barking line has been discussed many times since 2008, alongside other agenda items.

The outstanding issues with electrification of the line are cost and funding, rather than the socio-economic business case (the 'benefit-cost ratio'). We are awaiting the outcome of a feasibility study undertaken by Network Rail in advance of the DfT's High Level Output Specification expected in July 2012.

TfL is also considering other options to provide more capacity, such as lengthening the existing diesel trains, should electrification not go ahead in the next Control Period (2014 to 2019), or if it happens towards the end of the Control Period.

**Barking to Gospel Oak line (2)**

**Question No: 838 / 2012**

[Caroline Pidgeon](#)

Further to your answer to MQs 448/2012 and 449/2012, what discussions have been held with train manufacturers and train leasing companies about the prospective supply of electric trains for the Barking to Gospel Oak Line?

**Written response from the Mayor**

TfL has discussed indicative prices and programmes with a train manufacturer for additional electric trains that could be used across the Overground network, including the Barking to Gospel Oak line, subject to electrification. The details of these discussions are commercially sensitive

This seems to imply that Network Rail is now undertaking the GRIP 3 study at its own expense.

<sup>6</sup> Department for Transport

His recently published *Vision for Rail*, which is largely drawn from TfL's recommendations to the DfT for the new HLOS. This refers to lengthening London Overground trains to meet demand but Barking - Gospel Oak electrification is only mentioned on a TfL diagram taken from the HLOS recommendations.

However, his Transport Manifesto, published for the Mayoral election campaign, commits a Johnson second term to electrifying the Barking – Gospel Oak Line and replacing its eight 2-car diesel trains with eight 4-car electric units and increasing North London/West London Line trains from 4-car to 5-car<sup>7</sup>.

But the question has to be asked, if he is committed to it, why has Boris not been more active in trying to progress the case for electrification since 2008 and especially since the Conservatives formed the Coalition Government with the Lib Dems in 2010?

Boris has certainly not changed his mind about travelling on the Barking – Gospel Oak Line though, he turned down an invitation from Assembly Chair Jennette Arnold to travel on the line with her in 2008 and last month he declined an invitation from BGOLUG due to diary constraints!



*Boris putting in the last Pandrol clip on the East London Line extension, the only bit of London Overground that he personally authorised! [LOROL photo]*



### **JENNY JONES (GREEN PARTY)**

Jenny Jones is running as the Green Mayoral candidate and currently serves on the Assembly Transport Committee. BGOLUG invited her to join us for a trip on the line during a peak commuting period and received the following reply from her office:

*Many thanks for your letter to Jenny Jones, regarding the problems faced by users of the Barking-Gospel Oak service of London Overground.*

*Jenny agrees with you that heavy overcrowding during peak times is a real problem that many commuters across London have to suffer.*

*As Mayor, Jenny would like to make it easier, cheaper and more pleasant to take public transport rather than drive. It is therefore necessary to increase bus, underground and over ground capacity to accommodate for the large number of commuters at peak times. The Green party therefore supports the current investment plans to increase capacity and believes that cross rail (sic) will also help in this respect.*

*Jenny has asked me to thank you for inviting her to visit Barking station but is unfortunately unable to visit due to an extremely busy schedule in the run-up to the elections. However, Chris Smith, our green GLA candidate for the City and East constituency would be very happy to visit on Jenny's behalf.*

*I have copied Chris in who will be in touch with you shortly to discuss when he could visit Barking station.*

We are currently in correspondence with Chris Smith about arranging his trip on the line.



*Ken Livingstone at the launch of London Overground at Hampstead Heath station on 11<sup>th</sup> November 2007. [Photo Modern Railways]*

### **KEN LIVINGSTONE (LABOUR PARTY)**

It was Ken Livingstone who was persuaded by a group of London rail campaigners from the then Railway Development Society (now Railfuture) and Transport 2000 (now Campaign for Better Transport) to adopt their *Outer Circle* or *Orbirail* proposal in 2001.

<sup>7</sup> Page 24 *Investing in Transport* Boris Johnson, Conservative Party

As Mayor, Ken Livingstone oversaw TfL's securing control of the "North London Metro" routes, then franchised to *Silverlink* by the DfT and the development of the *Orbital* concept into what became *London Overground*, officially launched on Sunday, 11<sup>th</sup> November 2007, with LOROL as holders of the *London Rail Concession* taking over operations from *Silverlink* and the East London Line upon its reopening in 2010.

BGOLUG has received no reply from Ken to our invitation to sample peak train travel on the Barking – Gospel Oak Line but Labour Assembly Members, Jennette Arnold (North East), currently Chair of the Assembly and Joanne McCartney (Enfield & Haringey) are in correspondence to arrange a joint visit.



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*Left to right, Caroline Pidgeon AM, Richard Pout, Brian Paddick and Glenn Wallis at Harringay Green Lanes on Friday 23<sup>rd</sup> March.*

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**BRIAN PADDICK  
(LIBERAL DEMOCRAT  
PARTY)**

Brian Paddick, running for Mayor for the Lib Dems for a second time, met with BGOLUG<sup>8</sup> on Friday 23<sup>rd</sup> March, travelling from Barking as far as Harringay

Green Lanes with Secretary Richard Pout and Assistant Secretary Glenn Wallis, listening to the case for relieving peak overcrowding, electrification and improved waiting facilities at stations.

At the end of his trip, Brian said, "The Barking to Gospel Oak Line User Group has done a great job in campaigning for improvements in train services. This is an increasingly popular line and that must mean improvements to it have to continue."

Accompanying Brian and the BGOLUG team was Chair of the Assembly Transport Committee, Liberal Democrat Caroline Pidgeon AM (All London list). Caroline was no stranger to the Barking – Gospel Oak Line, having joined BGOLUG for a morning peak trip in 2009.

Caroline said, "While there have been clear improvements in the service since I last travelled the line with User Group members in 2009 further improvements are still needed. Above all we must keep up the pressure to ensure that the line is finally electrified. This would deliver better services for passengers as well as making a useful contribution to reducing air pollution."



**LAWRENCE WEBB (UK INDEPENDENCE PARTY)**

BGOLUG is in correspondence with UKIP about a visit from their Mayoral candidate and local candidates, Steven Woolfe (City & East), Paul Wiffen (North East) and Peter Staveley (Enfield & Haringey).

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<sup>8</sup> BGOLUG Press Release 3<sup>rd</sup> April

**X VOTE FOR YOUR RAILWAY!** BGOLUG is asking members and supporters to keep the improvements we urgently need for our railway in mind and consider which of the Mayoral and Assembly candidates would be the most likely to make delivery of them a priority before casting their vote on 3<sup>rd</sup> May. We need the new Mayor, supported by Assembly members to:

- Proceed with immediate negotiations with LOROL to arrange a short term loan of another 2-car diesel train as a spare to allow the peak period services to be stepped up to every 10 minutes to provide urgent relief of peak overcrowding.
- Proceed with immediate negotiations with LOROL to order an additional 3-car *Turbostar* unit and 8 centre cars to be added to the existing trains. (Once the line is electrified, other operators will be eager to acquire these modern trains for their own services).
- Lobby hard for investment for platform lengthening and more coaches for London Overground and Barking – Gospel Oak electrification to be included in July's HLOS.
- If the investment provided by the HLOS is tight, negotiate with DfT and Treasury to provide additional trains for Southern, allowing 9 refurbished 3-car Class 313 dual voltage electric trains to be returned to LOROL from their current exile on the south coast.

It is also important to lobby MPs along the line to ask questions of Transport Ministers, table Early Day Motions in Parliament and generally pressure the Government to ensure that the investment we desperately need for our line is included in the HLOS announcement.

#### **London Gateway**

A new container port known as London Gateway is currently under construction on the Thames estuary near Stanford-le-Hope and when this opens at the end of next year there will be an upsurge in container traffic on the c2c route.

While London Gateway is great news for the local economy, as the port is expected to generate over 20,000 jobs, it will not be great news for the rail network unless key capacity issues are addressed.

Level crossings are the most pressing problem, but the bottleneck at Barking is also a concern. All freight trains run through platforms 7 and 8 at Barking and Network Rail has set up a working group to assess the feasibility of handling 40 freight movements a day through Barking. Electrification of the Barking - Gospel Oak line would help, as it would mean electrically-hauled freights could go via Walthamstow rather than getting backed up awaiting paths over the North London line at Stratford.

*Kevin Frazer, Operations Director, c2c, speaking to Railway Study Association [Modern Railways p45, March 2012]*



© Paul Bigland@hotmail.com  
66 537 approaches South Tottenham with 4087 Tilbury to Grain Freightliner on 11<sup>th</sup> November 2004 [© Paul Bigland photography]



© Paul Bigland@hotmail.com  
57 002 rounds the curve from Seven Sisters at South Tottenham on 16<sup>th</sup> May 2000 on a much diverted 4L76 Southampton – Ripple Lane! (Barking) Freightliner [© Paul Bigland photography]

**Glenn Wallis**  
**Assistant Secretary**