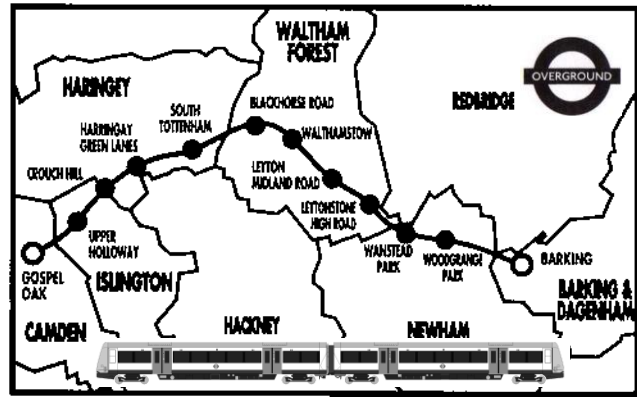


## BARKING – GOSPEL OAK RAIL USER GROUP

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Barking & Dagenham Council  
Vice-Chair: Richard H Pout B.Sc. Econ. MILT,

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Photography © G. Wallis/BGORUG



## NEWS RELEASE

4<sup>th</sup> July 2014

# RAIL USERS MOURN LOSS OF DEDICATED TRANSPORT CAMPAIGNER

The *father* of the London Overground,  
Richard Pout dies of a heart attack

Rail users and transport campaigners are mourning the loss of Richard Pout who died recently at his Crouch Hill home aged 65.

Many tributes and expressions of sympathy have been received by the Barking – Gospel Oak Rail User Group (BGORUG)<sup>[1]</sup> for the veteran activist and campaigner who was their Vice-Chair.



BGORUG  
Vice-Chair  
Richard Pout  
spots  
Walthamstow  
Queen's Road  
station while  
on a visit to  
the 2013  
**Railtex**  
exhibition.

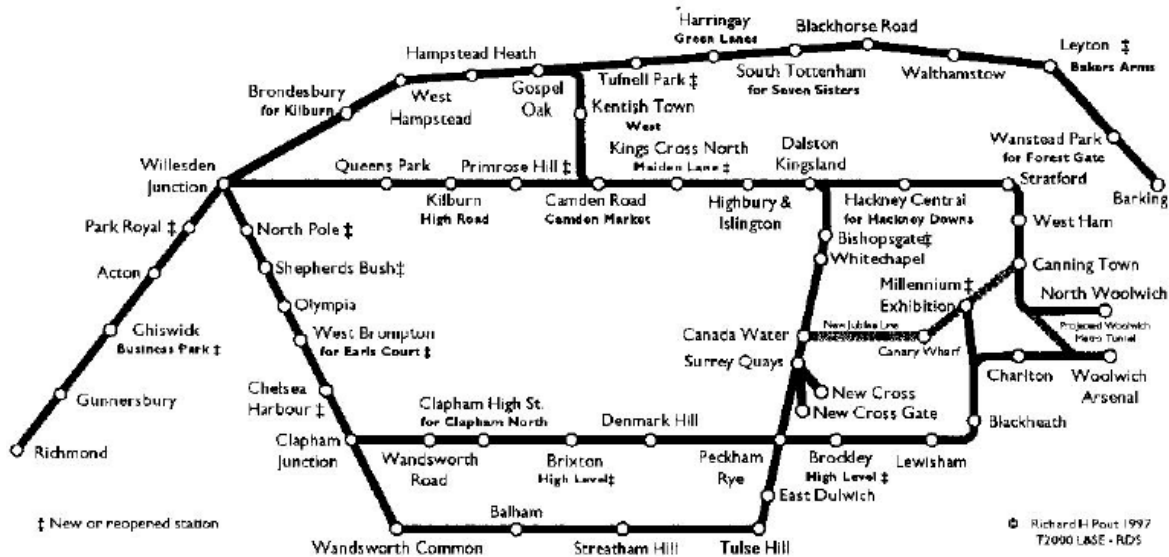
His lasting memorial will be the growing London Overground<sup>[2]</sup> network. In the mid-1990s he came up with the idea<sup>[3]</sup> for an orbital rail network and the need for London suburban rail services to be coordinated and marketed by one body. This was supported by several campaign groups (Transport 2000<sup>[4]</sup>, Railway Development Society<sup>[5]</sup> & ALARM UK) and with the help of Labour's Nicky Gavron, Ken Livingstone was persuaded to adopt the concept as part of his plan to improve London's transport, successfully lobbying government to transfer some rail services to the Mayor on 11<sup>th</sup> November 2007. Other memorials are two steam locomotives he helped to rescue from the scrap yard for the Severn Valley Railway.





## RAIL USERS MOURN LOSS OF DEDICATED TRANSPORT CAMPAIGNER

# The Outer Circle Network



Richard was a larger-than-life, keenly-intelligent and articulate character who was involved in a wide range of transport campaigns and issues over many years, both national and local. He possessed an extensive, in-depth breadth of knowledge on transport and railway matters, and was always coming up with ideas and proposals for innovations and improvements. Richard was forthright, passionate and emphatic about the things he believed in, and although he could be highly effective in argument and debate he sometimes ruffled a few feathers. What drove him, however, was his passion and determination in support of the causes he believed in. The world of transport and rail campaigning has lost one of its most individual and articulate voices. Richard's health had been deteriorating for some time and he suffered a fatal heart attack while waiting for a major heart operation.

Richard was born and grew up in Birmingham. A member of his school transport society, he 'spotted' trains and buses around the city and on family trips to London to visit an Aunt who lived in Crouch Hill. While studying Economics at Hull University, he joined the many students who were chasing the diminishing numbers of steam locomotives around the North West in the late 1960s. He went on to volunteer at the fledgling Severn Valley Railway and was involved in buying loco 43106 straight from British Railways service and later 80079 from Barry scrap yard. Richard greatly enjoyed being the 'Owner's Representative' on the footplate of 43106 for part of its delivery trip to the Severn Valley.

Richard moved to London and after a brief period teaching, he became a local authority housing officer, working for two London councils before taking ill-health retirement.





## RAIL USERS MOURN LOSS OF DEDICATED TRANSPORT CAMPAIGNER



Richard Pout with the Chair of the London Assembly Transport Committee, Caroline Pidgeon, on the 08:47 Barking – Gospel Oak on one of her visits to see the overcrowding on the line on 23<sup>rd</sup> March 2012.

Richard was involved in many campaigns. Over the years he served on the boards of Transport 2000<sup>[4]</sup>, *Railfuture*<sup>[5]</sup> and Capital Transport Campaign. He was involved in a number of environmental campaigns such as ALARM UK and Friends of the Earth, opposing the proposed East London River Crossing and supporting the related campaign to save Oxleas Wood.

He was the Community and Environment Groups' representative to the London Lea Valley Partnership Transport Group and a director of the London Thames Gateway Forum.

He also helped to reactivate the Chingford Line Users Association and start the campaign to reinstate the Hall Farm Curve so Chingford trains could serve Stratford. The Chingford, Cheshunt (via Seven Sisters) and Enfield Town services transfer to London Overground control on 31<sup>st</sup> May next year<sup>[6]</sup>.

Richard's involvement with the Barking – Gospel Oak Line began in 1993 when Waltham Forest Council launched the *GOBLIN*<sup>[7]</sup> Campaign along with the other five councils<sup>[8]</sup> along the line. Having recently moved to Crouch Hill, Richard duly joined the Barking – Gospel Oak Line Committee, as BGORUG then was, becoming Secretary in 2008 and Vice-Chair in 2013.

Transport Journalist and historian, Christian Wolmar, has suggested that Transport for London should name one of their London Overground trains *Richard H. Pout* as a fitting memorial to Richard's memory and BGORUG wholeheartedly endorses the idea!

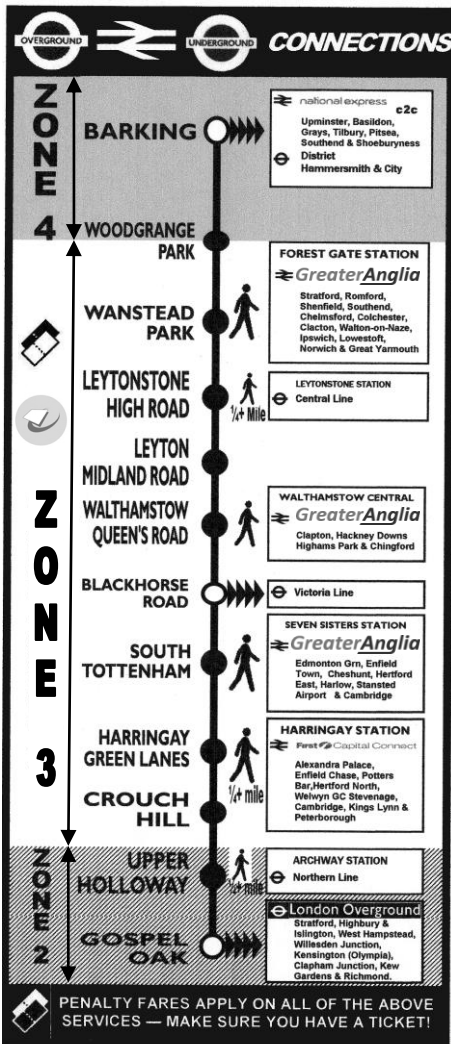
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# RAIL USERS MOURN LOSS OF DEDICATED TRANSPORT CAMPAIGNER



## NOTES FOR EDITORS

1. Formed as the Barking – Kentish Town Line Committee to fight Dr. Beeching’s proposed closure of the line in the mid 1960s, the Barking – Gospel Oak Rail 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, now finally approved by the Government on 26 June 2013.
2. Following the transfer of responsibility for the former Silverlink Metro services from the Department for Transport (DfT) in 2006, Transport for London (TfL), 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, recently extended by TfL to November 2016.
3. See [www.barking-gospeloak.org.uk/documents/199707\\_Outer\\_Circle\\_Network.pdf](http://www.barking-gospeloak.org.uk/documents/199707_Outer_Circle_Network.pdf)
4. Transport 2000 is now known as the Campaign for Better Transport.
5. The Railway Development Society is now known as **Railfuture**.
6. See Transport for London Press Release dated 28<sup>th</sup> May at [www.tfl.gov.uk/info-for/media/](http://www.tfl.gov.uk/info-for/media/)
7. **Gospel Oak – Barking Line Improvement Now!**
8. London Boroughs of Barking & Dagenham, Camden, Haringey, Newham and Islington.

