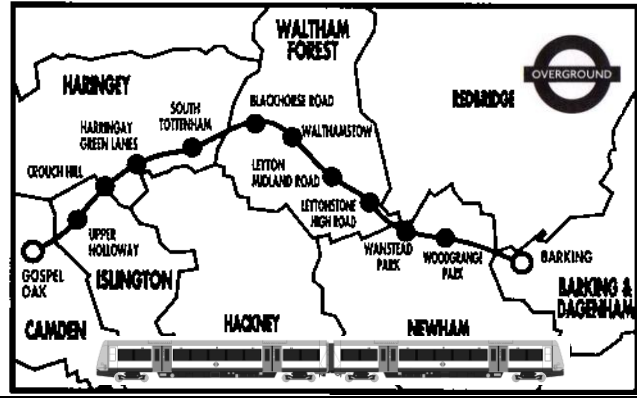


## BARKING – GOSPEL OAK RAIL USER GROUP

Chairman: Alderman Frederick Jones,  
Barking & Dagenham Council

Secretary: Glenn Wallis  
(020) 8529 2361; 07789 791224

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Photography © G. Wallis/BGORUG



## NEWS RELEASE

13<sup>th</sup> October 2015

# GREEN LIGHT FOR ELECTRIC TRAINS AT LAST!

*Rail users welcome news that the contract for long  
awaited electrification works has finally been placed*



45x4-car Bombardier Avenra electric trains are on order for London Overground

**New 4-car electric trains are due in 2½ years but until then passengers will  
have to continue to put up with crush loaded 2-car diesel trains**



Page 1 of 9

**BARKING – GOSPEL OAK RAIL USER GROUP**

T&H-BGORUG-PR-ELECTRIFICATIONCONTRACTPLACED-13OCT2015

14/10/2015





## GREEN LIGHT FOR ELECTRIC TRAINS AT LAST!

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**Rail Users concerned about the future of the Barking – Gospel Oak rail electrification project welcomed news on Monday (28<sup>th</sup> September) that Network Rail had placed the main contract for the works to start next year and be completed by June 2017.**

### SIX YEAR CAMPAIGN

Following a six year campaign led by Transport for London (TfL)<sup>[1]</sup> and the Barking – Gospel Oak Rail User Group (BGORUG)<sup>[2]</sup>, the electrification of the last un-electrified railway in North East London was announced by the Chancellor on 26<sup>th</sup> June 2013, when he added £90m to the £25m already pledged by TfL to carry out the work.

The project was added to Network Rail's maintenance, renewals and enhancements package for implementation in Railway Control Period 5 (2014-2019)<sup>[3]</sup>, a package with the biggest enhancements element in recent railway history, with major electrifications and modernisation across the country, causing some to query whether the Department for Transport (DfT) and the Rail Regulator (ORR) were right to commit Network Rail to deliver such a large workload within 5 years.

Following the Chancellor's 2013 announcement, very little happened, and it has taken until last month for the company to complete the GRIP 3 stage<sup>[4][5]</sup> of the scheme. This has led one expert rail commentator to doubt that the oft quoted mid 2017 completion date can be met<sup>[6]</sup>.

### CRISIS AT NETWORK RAIL

Fresh uncertainties arose however, following the announcement on 25<sup>th</sup> June by Transport Secretary Patrick McLoughlin that mounting delays and mushrooming costs to CP5 schemes were causing Government to "pause" the Midland Main Line and Trans Pennine major rail electrification schemes to concentrate resources on the almost 2-year late Great Western Main Line electrification that had started in CP4 (2009-2014). A number of reviews were announced to investigate how the shambles had occurred and one, led by Sir Peter Hendy CBE, brought in from TfL to take over as chair of the Network Rail board, was to examine all CP5 projects and decide what could be afforded and what would have to be deferred or axed<sup>[7]</sup>. Sir Peter was due to produce his report in the autumn.

With the rail industry press reporting the CP5 enhancements programme in ruins with a funding gap of £4bn just two years after the £12.7bn enhancements budget was set by the ORR, things looked bleak. It had taken a six year struggle to eventually persuade the Treasury to fund what industry had long since regarded as a vital infill electrification project, having significant positive effects for freight<sup>[8]</sup> as well as passenger traffic. Could it, at this late stage end up cancelled or deferred for five or more years? Then there was the **Barking Riverside Development**, a scheme supported by the Mayor of London. A failure to be able to provide an electrified railway to the site by 2020 could put at risk over 10,000 new homes for which the planning consent required a rail link.

BGORUG realised it was vital to lobby both Network Rail and Government to allow the scheme to proceed. "We just couldn't contemplate any delay or cancellation," said BGORUG Secretary Glenn Wallis, "Commuters are shoehorned into our 2-car diesel trains twice every working day. TfL have no more diesel trains to put on the service. They had just ordered a batch of new 4-car electric trains of which eight are coming to Barking – Gospel Oak, the two and a half year wait for those is way too long, we just could not wait any longer!"





## GREEN LIGHT FOR ELECTRIC TRAINS AT LAST!

### MPs & LONDON ASSEMBLY MEMBERS GIVE FULL BACKING



Jeremy Corbyn MP



Stella Creasy MP

The Group sought help from local MPs Jeremy Corbyn (Islington North) and Stella Creasy (Walthamstow) who both submitted written Parliamentary Questions<sup>[4]</sup> to the Transport Secretary, Jeremy Corbyn writing additionally to Patrick McLoughlin and Sir Peter Hendy. Following a meeting at City Hall, local London Assembly Members Jennette Arnold (North East), Andrew Dismore (Barnet & Camden), Joanne McCartney (Enfield & Haringey) and John Biggs (City & East) wrote a joint letter to Sir Peter Hendy.

“We are so pleased with the support we have received from local MPs and Assembly Members”, said Glenn Wallis. “They appreciated how vital it was that this scheme went ahead without any further delay and BGORUG cannot thank them enough for their help”.



**Clockwise:** Assembly Chair Jennette Arnold OBE, Andrew Dismore, Joanne McCartney & John Biggs

### CONTRACT PLACED

On 28<sup>th</sup> September *Construction Enquirer* magazine announced that Network Rail had awarded a £56.9m contract to J. Murphy and Sons to electrify the Barking – Gospel Oak Line<sup>[9]</sup>. The following day *Rail Technology Magazine* reported the contract award with some extra detail<sup>[10]</sup>. So far there has been no announcement from the DfT, Network Rail or TfL.

Said Glenn Wallis, “Both BGORUG and the mainstream railway press are puzzled about the lack of any announcement but can only assume that the Government wants to focus attention on non London infrastructure investment at the current time.”

Passengers will continue to be crushed into the existing 2-car diesels during the week until next summer when work starts in earnest and line closures of many months will commence. BGORUG is keen to hear from commuters about what replacement bus and alternative rail, tube and bus ticket acceptances they would like to see in place during the line closure so that BGORUG can discuss their needs with TfL.

In the meantime weekend travellers are already experiencing line closures and rail replacement buses until the end of November.







## GREEN LIGHT FOR ELECTRIC TRAINS AT LAST!

At the time of going to press the TfL website showed the following line closures:

Day/Date	Closure details
Sun 18 October	Barking - Gospel Oak
Sun 25 October	Barking- Gospel Oak
Sat 31 October - Sun 01 November	Barking - Gospel Oak
Sat 07 - Sun 08 November	Barking - Gospel Oak
Sat 14 - Sun 15 November	Barking - Gospel Oak
Sat 21 - Sun 22 November	Barking - Gospel Oak
Sun 29 November	Barking - Gospel Oak
Sun 06 December	Barking – South Tottenham until 12:00
Sun 27 - Mon 28 December	Barking - Gospel Oak
Sun 10 January	Barking - South Tottenham until 12:00
Sun 17 January	Barking - Gospel Oak <b>from 12:00</b>
Sun 24 January	Barking - Gospel Oak
Sun 31 January	Barking - Gospel Oak
Sun 07 February	Barking - Gospel Oak until 12:00
Sun 14 February	Barking - Gospel Oak until 12:00
Sun 21 February	Barking – Gospel Oak until 12:00
Sun 28 February	Barking – Gospel Oak until 12:00
Sun 20 March	Barking – Gospel Oak until 12:00



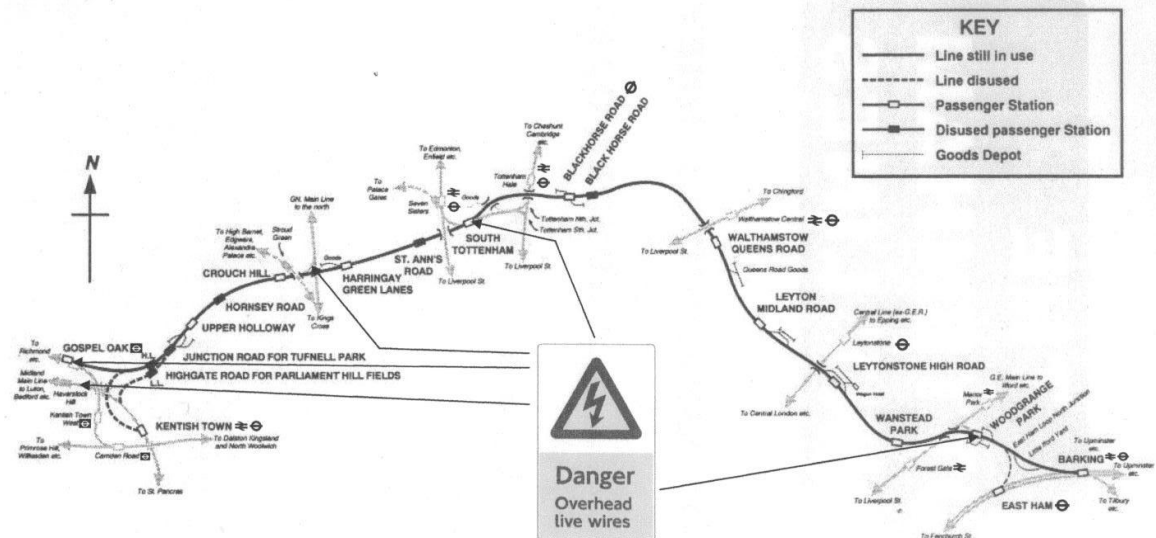
Rail replacement buses on Sunday 11<sup>th</sup> October 2015



The BGORUG website will carry the latest rail closure and replacement bus information.

There remains concern over the electrification of the associated freight links to the Barking – Gospel Oak route. The connections to the Midland Main Line, Tilbury Railport and the new London Gateway port were decoupled from the main route during the GRIP 3 process and *Modern Railways'* Roger Ford has reported *informed sources* as saying electrification of these connections is under threat of the axe. See note [8] for more information.

“This would be *spoiling the ship for a ha’penny’s worth of tar,*” said Glenn Wallis, “This would mean many freight trains that could be electrically hauled would continue with diesel locomotives, reducing the scope for air quality improvement along the line.”



**THE BARKING - GOSPEL OAK ROUTE and ASSOCIATED LINES**  
showing connections to existing 25kv AC overhead electrified lines  
(Original map by Connor & Butler 1993)





## GREEN LIGHT FOR ELECTRIC TRAINS AT LAST!

- ENDS -

FOR FURTHER INFORMATION CONTACT  
GLENN WALLIS ON (020) 8529 2361  
OR E-MAIL [secretary@barking-gospeloak.org.uk](mailto:secretary@barking-gospeloak.org.uk)

### NOTES FOR EDITORS

1. 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, subsequently extended to November 2016 by TfL. TfL has shortlisted four bidders for the new London Rail Concession to start in November 2016:
  - Arriva Rail London Ltd (Deutsche Bahn)
  - LoKeGo Ltd [Keolis (UK) Ltd (51%) & Go-Ahead Holding Ltd (49%) joint venture]
  - Metroline Rail Ltd (owned by Singapore based transport group ComfortDelGro)
  - MTR Corp (Hong Kong Mass Transit)
2. Formed in 1964 as the Barking – Kentish Town Line Committee to fight Dr. Beeching’s proposed closure of the line, 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 passenger railway in North East London, now finally approved by the Government on 26 June 2013. It is expected that electric passenger trains will have commenced operation by mid 2018.
3. Network Rail’s income (Track Access Charges and government grant) and expenditure (maintenance, renewals and enhancements) is fixed, after lengthy negotiations between government and industry, in 5-yearly Periodic Reviews by the Office of Rail & Road (ORR). The current control period, CP5, started in 2014 and runs to 2019.

4.

GRIP STEPS	
1	output definition
2	feasibility
3	option selection
4	single option development
5	detailed design
6	construction, test and commission
7	scheme hand back

GRIP – Network Rail’s  
‘Governance for Rail Investment Projects’

April 2015 **Modern Railways** 65





## GREEN LIGHT FOR ELECTRIC TRAINS AT LAST!

5.



Q

Asked by [Jeremy Corbyn](#)  
(Islington North)

[\[N\]](#)

Asked on: 21 July 2015

Department for Transport

Gospel Oak-Barking Railway Line: Electrification

[8322](#)

To ask the Secretary of State for Transport, what timetable is planned for the electrification of the Barking to Gospel Oak line; what forecast he has made of the cost of that electrification; and if he will make a statement.

A

Answered by: [Claire Perry](#)

Answered on: 07 September 2015

Network Rail proposes to deliver electrification of the Barking to Gospel Oak line by summer 2017, in time for the new four-car electric trains ordered by TfL to be introduced in 2018. Network Rail is still assessing the detailed cost of the electrification and gauge enhancement scheme between Thameshaven/Tilbury Docks and the Midland Main Line via Barking and Gospel Oak and the forecast cost will be provided to DfT in due course.

Q

Asked by [Stella Creasy](#)  
(Walthamstow)

[\[N\]](#)

Asked on: 11 September 2015

Department for Transport

Gospel Oak-Barking Railway Line: Electrification

[9959](#)

To ask the Secretary of State for Transport, what stage of the guide to railway investment projects process has the Barking to Gospel Oak electrification project reached; and whether a date has been agreed with stakeholders for reaching stage seven.

A

Answered by: [Claire Perry](#)

Answered on: 16 September 2015

The core scheme of Gospel Oak to Barking electrification has now completed GRIP 3. Network Rail is working with stakeholders to deliver completion of works (GRIP 7) by June 2017 for this section. GRIP 3 work on the electrification of the linking lines from the core scheme to the docks and to the other London electrified lines is underway but has yet to complete.





## GREEN LIGHT FOR ELECTRIC TRAINS AT LAST!

6.

DfT claims that GOBLIN is due to be electrified by June 2017. Given that costing is still at GRIP 3 stage, that sounds highly improbable.  
[Roger Ford, *Modern Railways*, August 2015]

**BOMBARDIER TRIUMPHS**  
Derby manufacturer wins new generation EMU battle

**A** s the industry supplier of London Underground's Class 378 fleet, Bombardier has secured the contract to supply 400 new electric multiple units for the DfT's GOBLIN project. Many people also assumed that Bombardier would be the supplier of the Class 378 design.

When it both won the bid and the contract, Bombardier's chief executive, Roger Ford, said the requirement for a fully open competition was a key factor in the bid.

**Going head-to-head**  
Bombardier's Aurora design, on which the Class 378 is based, is the most open of the three, and Ford said it was the only one that was the result of a fully open competition.

**First blood**  
In the first round of the tender, Bombardier's bid was the most open of the three, and Ford said it was the only one that was the result of a fully open competition.

**Value of the train**  
The value of the train was quoted as £200 million by the DfT. Under a separate 20-year Train Service Agreement, Bombardier will also maintain the new vehicles for a further 10 years, at a cost of £200 million. And don't forget that a further 10 years of maintenance and provision of spare parts and replacement parts.

**In the early industry talks**, Ford and Bombardier had discussions with the DfT, the Northern Line and the London Underground. The discussions were about building things but maintaining them. In addition, the contract also includes options. These are for up to 10 additional trains and a five-year extension to the train service agreement.

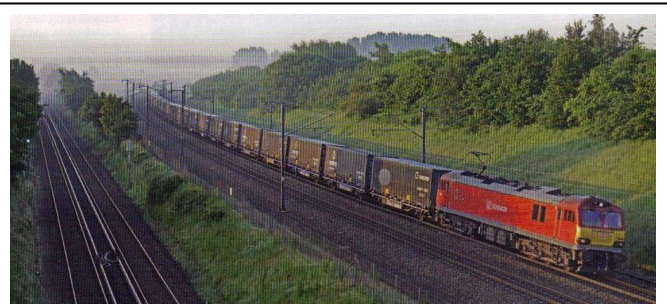
**Due to enter service**  
between December 2017 and October 2018, the primary work for the new fleet will be taking the existing Class 378 fleet out of service and replacing it with the new Class 378 fleet. The new fleet will be delivered in 2017 and 2018.

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7. See BGORUG August 2015 Newsletter <http://tinyurl.com/pjosv55>

8. The Barking – Gospel Oak Line is one of two important cross-London freight routes, the other being the North London Line to Stratford. The Barking – Gospel Oak route has the advantage of crossing the Great Eastern Main Line (GEML) by bridge, whereas freight trains by the North London Line have to fit into the busy GEML service between Stratford and Forest Gate. The disadvantage of the Barking – Gospel Oak route is that it is not currently electrified whereas the North London Line is.



Channel Tunnel rail freight uses High Speed 1 to Barking where both DB Schenker and GBRf have sidings for forwarding trains by Barking – Gospel Oak and North London Lines. DBS 92016 heads the 04:42 Dollands Moor to Ripple Lane at Tutt Hill 10.06.2015 [RAIL 782 magazine]

There are a number freight terminals and wharves along the Essex Thameside route at Dagenham (Ford's automotive & Hanson aggregates), Purfleet (Deep Water Wharf & Yeoman aggregates), Tilbury container terminals and the new London Gateway port at Thames Haven.

9. **Construction Enquirer:**  
**Murphy £57m bid bags north London electrification**

[Aaron Morby](#) | Mon 28th September | 7:14

**J Murphy & Sons has bagged the job to carry out electrification works along the railway line running from Gospel Oak in North London to Barking in the east with a £56.9m bid.**

Enabling work will start in October on the GOBLIN project, as it is unofficially known. Major on-site works will then get underway in June 2016, with passenger services on the route due to be available for use by passenger operators by June 2017.

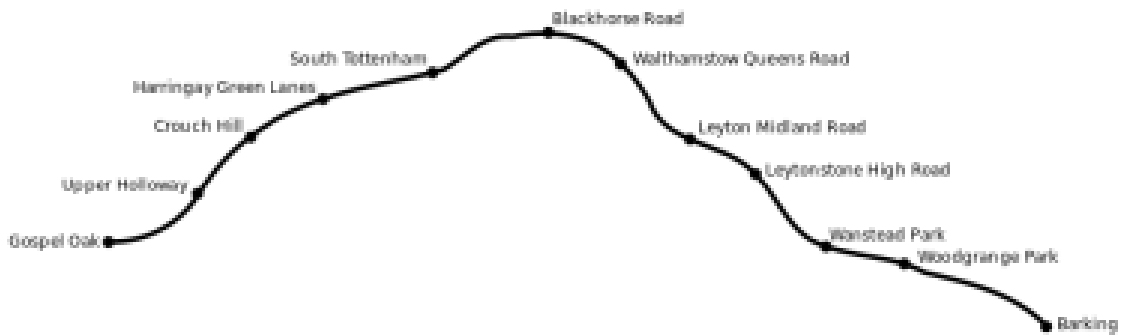
Electrification of the line had been proposed for many years. In 2008, it was ruled out on grounds of cost and difficulty of electrifying a line with so many viaducts and bridges.

But in June 2013, £115m of funding was earmarked for the project as part of upgrades to rail infrastructure included in the government's 2013 spending round.





## GREEN LIGHT FOR ELECTRIC TRAINS AT LAST!



Electrifying the line will allow Transport for London to run longer electric trains on the route, which serves part of the London Overground network.

**Talk to the Enquirer. To share your stories email [Grant Prior](#) or [Aaron Morby](#)... always off the record**

10.



**Awards, contracts & appointments**  
29.09.15

### ***J Murphy & Sons to carry out electrification of Gospel Oak-Barking route***

J Murphy & Sons Limited will carry out electrification works along the 12-mile line from Gospel Oak to Barking on the Anglia route, after winning the £56.9m contract from Network Rail.

The [contract](#), which was awarded three months later than originally expected, will allow work to start on the 'Goblin' project in October.

As well as replacing the old diesel stock with cleaner, greener electric trains, the project will also provide an alternative freight path from the Thames Estuary docks, given that the line is a joint strategic freight route with the North London Line.

The CP5 enhancements delivery plan, updated in June, said: "It will also enable freight operators to use electric traction (typically Class 86 or 92) on flows emanating from the North Thameside area, so avoiding the need for electric traction across the Great Eastern Main Line at grade at Forest Gate Junction in order to access the North London line."

In June, Bombardier [won](#) the contract to build 45 new trains for London Overground, eight of which are to serve Gospel Oak to Barking post-electrification in four-carriage formation.

J Murphy & Sons bagged the deal over another bidder with a more cost-effective option, and will hire sub-contractors for nearly half of the works (by spend). It had [previously scooped framework agreements – granted to nine suppliers with a combined value of £1.6bn – to carry out works in the London North West \(LNW\) North and South](#) areas.

The electrification contract runs until April 2017 but, if carried out according to the planned timeline, "major on-site works" will commence in June 2016 with services ready to operate a year later. Network Rail's official classification of the works is for GRIP stages 4-8: 'Main Works – Civils, Structure, Building, Track, & Bonding'.

Earlier this year, rail minister Claire Perry MP [confirmed that the line's electrification programme would cost £1.15m, with DfT and TfL allocating £90m and £25m respectively towards it \(2013 prices\).](#)







## **GREEN LIGHT FOR ELECTRIC TRAINS AT LAST!**

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But Glenn Wallis, secretary of Barking-Gospel Oak Line User Group (BGORUG), said at the time: “Our expert rail industry advisers tell us that for Network Rail to have taken three years to complete GRIP 3 [completed in March this year] indicates that they have not exactly been throwing resources at the job. “The likelihood of Network Rail completing electrification of the line by mid-2017 is now said to be improbable.”

In February 2013, the group sent a [letter](#) to John Larkinson, programme director at the Office of Rail and Road (formerly the Office of Rail Regulation), saying it was “deeply concerned” about the “continuing delay” in electrifying the route “in the face of the obvious benefits that electrification would bring for all train operators using the line”.

“BGOLUG is therefore objecting to the failure of the Network Rail Strategic Business Plan for CP5 to include the electrification of the Barking-Gospel Oak route in the schemes it is proceeding with in CP5.” The CP5 enhancements delivery plan published in June detailed the core electrification scheme in the line:

- Gospel Oak Junction to South Tottenham West Junction;
- Gospel Oak platform 3 (bay platform);
- Carlton Road Junction to Junction Road Junction;
- Upper Holloway Reception Line;
- Harringay Park Junction to Harringay Junction;
- South Tottenham East Junction to Woodgrange Park Junction;
- Barking Station Junction to Barking Platform 1 buffer stops; and
- All crossovers between Gospel Oak Junction / Carlton Road Junction and Barking Station Junction

The following freight routes will also be part of the scope:

- Connection to London Gateway Port (Thameshaven Junction – Network Rail / port boundary); and
- Connection to the Port of Tilbury (Tilbury Railport Junction – Network Rail / port boundary).

