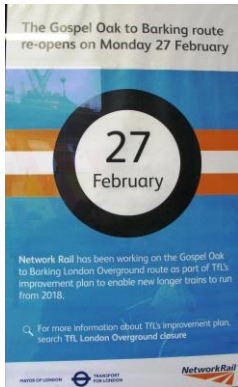


BULLETIN 22ND MARCH 2017

OVERGROUND SERVICES RESTARTED ON MONDAY 27TH FEBRUARY



A Network Rail track inspection took place on Friday 10th February and the first Arriva Rail London (ARL) test train ran the following morning. The rest of the weekend was taken up with two ARL units running driver familiarisation trips. Due to engineering work at Stratford, some freight trains also ran over the line. All photos at Blackhorse Road.

From Friday 11th February, the line was open at weekends to accommodate freight traffic due to engineering work at Stratford and on the North London Line and ARL driver familiarisation trips. During the week Network Rail and Transport for London contractors continued installing the Overhead Line Equipment (OHLE) and completing the platform extensions. After Friday 17th February OHLE work was confined to weekday nights as passenger and freight driver training trips continued, and more or less ended once normal running recommenced.

The Overground service recommenced on Monday 27th February and operates to the same timetable as applied before the 4th June closure. Little work, if any, can take place on the OHLE now the Overground service has restarted, although most platform works should be able to continue. As the Stratford area and the North London Line now have closures most weekends until mid-June, the Barking – Gospel Oak route will have to be open to provide a route for North Thameside freight traffic, so Overground will be able to run a weekend service at least until then. As soon as the North London Line is free of weekend engineering works, it is expected that Barking – Gospel Oak weekend closures will recommence to allow OHLE work to restart.

Network Rail is still assessing the amount of work remaining to be done and only then can it start to formulate a closure plan that maintains freight access to North Thameside while achieving completed, energised overhead catenary that is available for use by winter 2017 at the latest.

Network Rail's Senior Programme Development Manager, Rob Fairhead, attended the 16th March meeting of the Waltham Forest Transport Liaison Consultative Group and said that the main problems had been delayed delivery of OHLE design work, much of which was incorrect, there being a 25% failure rate in the mast designs. The late delivery of OHLE structure parts from Italy, combined with a 14-week wait for redesigned parts, also slowed progress. Mr. Fairhead reported that 134 OHLE masts and 712 sets of fittings (the parts from which the wires are actually suspended) were still to be installed.

Network Rail had commissioned an independent audit from PwC and was now holding two-weekly progress meetings with TfL. Mr. Fairhead said that it was expected that Network Rail should have arrived at its final closure plan by the end of April, following consultation with Transport for London (TfL).

TWO SERIOUS ELECTRIFICATION DESIGN MISTAKES

Two illustrations of bad design work happened in Walthamstow. Network Rail had serious problems creating the clearances for the overhead wires at Pretoria Avenue and Queen's Road bridges in Walthamstow. This was due to sewers just beneath the track as it passed under the two bridges. The solution that gave maximum clearance for wires and minimum depth beneath the track above the sewers was concrete slab track. This was duly installed with special bespoke concrete track slabs cast over the top of the sewers where they crossed under the line. Yet when the OHLE masts were installed sewers were breached close by both bridges by pile drivers!

Pretoria Avenue



In this view of Bridge 57 (Pretoria Avenue) taken on 6th January, 2017, the line of the sewer crossing under the tracks can be seen, marked by double check rails. What is not immediately apparent is that the piled foundation of the lattice cantilever OHLE mast in the foreground was pile driven straight through another sewer! There are signs of spillage in the trackside cess. The sewer was breached in October 2016 and the residents of Pretoria and Stoneydown Avenues (Bridge 58, where photograph was taken from) had to endure pumps on both bridges, pumping diverted sewage into street sewers 24 hours a day, until January 2017, when the mast and pile were removed and a permanent repair made.

Queen's Road

This breach happened in January and only now is a permanent repair being made. Again, residents had to put up with 24-hour pumps by the bridge (Bridge 70) and also on Albert Road (Bridge 69) as sewage was diverted into the street sewers there.



172 006 passes the sewage spilling from the breach with the 12:20 ex Gospel Oak on 11th March 2017. Photo taken from Bridge 70 (Queen's Rd).



Sewage overflowing onto the track as seen on 11th March 2017. Photo taken from Bridge 70 (Queen's Road).



Sewage pumps on Albert Road (Bridge 69) on 30th January 2017. Network Rail and Thames Water will be working to affect a permanent repair and install a new pile early on Sunday mornings, 19th, 26th March and 2nd April.

REOPENING DAY

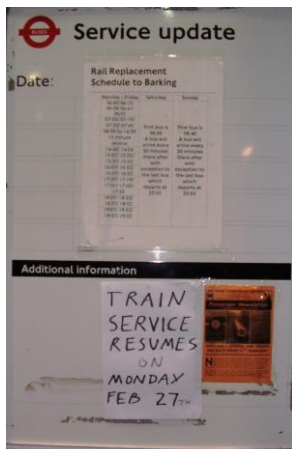
On reopening day, stations suffered from myriad problems affecting various systems, Customer Information Systems (CIS) including public address, Oyster readers, ticket gates, Ticket Vending Machines (TVMs), lighting and CCTV systems were all defective at various stations. At the time of going to press several of these faults have yet to be put right.

STATION IMPROVEMENTS

Passengers will notice improvements at most stations:

- **Barking:** No change here except for the OHLE masts and catenary. The overhead wires were installed on the Platform No. 1 line from Barking Station Junction on 19th December last year.
- **Woodgrange Park:** This station was electrified way back in 1962 but TfL are carrying out major changes. The platforms have been extended over previously disused sections towards Barking for the new 4-car electric trains in 2018. New passenger shelters have been installed and two large enclosed areas for ticket gates. This work was not fully completed when the station reopened.
- **Wanstead Park:** New passenger shelters have been installed and ticket gates at street level. The platforms have been extended over disused sections towards Barking for 4-car trains.
- **Leytonstone High Road:** New passenger shelters and extended platforms towards Gospel Oak.
- **Leyton Midland Road:** New passenger shelters and extended platforms towards Barking.
- **Walthamstow Queen's Road:** The platforms have been lowered and extended towards Gospel Oak.
- **Blackhorse Road:** Two new lift towers and steps and ramps have been installed to allow step-free access to the platforms. Network Rail says these lifts are targeted for completion by 14th April this year.
- **South Tottenham:** The platforms have been extended towards Barking and a new passenger canopy has been installed in front of the signal box.
- **Harringay Green Lanes:** The platforms have been reinstated towards Barking and a new passenger canopy installed on each platform.
- **Crouch Hill:** The platforms have been extended towards Barking and new passenger shelters installed.
- **Upper Holloway:** The platforms have been extended towards Gospel Oak for 4-car trains and two new shelters installed.
- **Gospel Oak:** The Platform No. 3 buffer stops have been moved slightly closer to Gospel Oak Junction and an extra access to/from Platform No. 2 provided.


All the platform extensions are still closed off and require varying amounts of work to bring to completion.




Service update
 Rail Replacement Schedule to Barking
 Date: _____

Additional Information
 TRAIN SERVICE RESUMES ON MONDAY FEB 27th


Walthamstow Central bus station




Defective information screens at Upper Holloway & Woodgrange Park



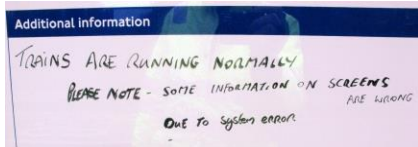
The 12:24 had left Walthamstow Queen's Road on time but due to a defective train describer in South Tottenham signal box, the information system is receiving no information regarding the location of trains between Wanstead Park and Upper Holloway. This fault has yet to be rectified by Network Rail.



Work continues on step-free access at Blackhorse Road.



New link between Platforms 2 & 3 at Gospel Oak



Additional Information
 TRAINS ARE RUNNING NORMALLY
 PLEASE NOTE - SOME INFORMATION ON SCREENS ARE WRONG
 DUE TO SYSTEM ERRORS

SUCCESSFUL MEETING WITH TRANSPORT FOR LONDON

Over the last two years BGORUG's relationship with Transport for London (TfL) has been difficult, to say the least. But BGORUG's representatives need not have feared when they attended TfL's offices last Friday (17th March). The TfL side was led by London Rail's Head of Planning, Geoff Hobbs accompanied by Duncan Cross and heralded what we sincerely hope is a new era of openness, sincerity and constructive dialogue.

We had a packed agenda for the 90-minute meeting and had to agree to continue the dialogue on some subjects by correspondence.

COMPENSATION: BGORUG restated its case that many of the 43% of “regular users” entitled to compensation during the recent closure had difficulty in claiming refunds, while 57% of “regular users” were precluded from claiming. TfL said that 15,000 refunds had been issued and felt that there was nothing further that could be done regarding the past closure, but was prepared to consider arrangements afresh when the details of the forthcoming closure(s) were announced by Network Rail. This dialogue will continue in correspondence.

BARKING PLATFORM INFORMATION: TfL agreed to examine with station operator c2c if Overground departures from Platform Nos. 7 & 8 could be communicated to passengers on Platform No. 1.

WALTHAMSTOW QUEEN’S ROAD: TfL agreed to investigate with ARL the lack of London Tube & Rail map, timetable poster and CIS departures summary screen at the Exeter/Edison Road entrance of the station.

PASSENGER SHELTERS: BGORUG thanked TfL for the additional shelters/canopies provided at some stations as part of the platform extension works but pointed out that Blackhorse Road, South Tottenham, Harringay Green Lanes and Upper Holloway are still in need of additional shelter for passengers.

BLACKHORSE ROAD: TfL accepted that the station was operating at near capacity but stated it lacked the financial resources to widen platforms or passageways in the near future.

ROLLING STOCK:

- **Class 172 availability:** BGORUG raised the high number of train failures since reopening. TfL agreed that the failure rate was unacceptable and that this had been communicated to ARL, who were expected to improve matters quickly. TfL said that one unit (172 008) was unreliable due to an untraceable, intermittent fault in the DOO(P) door camera system. Efforts were being made, pending rectification, to keep the unit on the PIXC-buster diagram so that its failure would cause a minimum of cancellations.
- **Class 710:** TfL showed BGORUG photos of the almost completed first body shell of these 45x4-car electric units at Bombardier’s Derby Works. The first 14 units will be dual voltage and allocated to Willesden TMD while the remaining 31 will be AC only and allocated to Ilford. The Willesden units will operate the Barking – Gospel Oak and Euston – Watford Junction services.

Geoff Hobbs said that the units would be infiltrated into service as they became available for service and he was optimistic that two of the new trains would be in traffic by early spring 2018.



Artist's impression of a class 710 Aventura 4-car electric multiple unit.



TfL Rail will start to withdraw its 4-car electric class 315s from service later this year as they are replaced by new 7-car Class 345s that will eventually operate the Crossrail Elizabeth Line. Although 37 years old, TfL Rail has won an industry award for greatly improving the reliability of these trains since taking them over in 2015.

- **Class 315 contingency plan:** It was agreed that TfL would look afresh at the feasibility of operating 4-car class 315 electric units on the Barking – Gospel Oak service with a view to having them in reserve should any unforeseen circumstances delay the introduction of the class 710s,

TIMETABLES: This was all good news! BGORUG was pleased to learn that TfL were planning to increase the post 22:00 train frequency from 2 trains per hour to 3 trains per hour in December, something that BGORUG had been pressing for over a number of years. TfL were also looking to introduce earlier first trains and later last trains throughout the timetable during 2018, again something BGORUG had been asking for. BGORUG left the meeting greatly encouraged by the helpful attitude of Geoff Hobbs and Duncan Cross and hoped that this indicated that the problems of the past were behind us.

