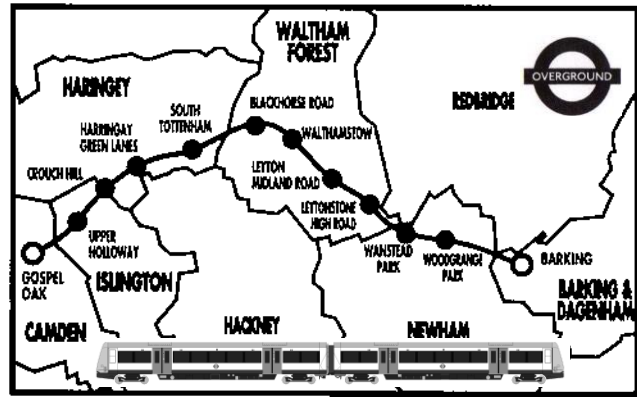


**BARKING – GOSPEL OAK
RAIL USER GROUP**
FOUNDED 1964

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**NEWS
RELEASE**

2nd July 2018



**TfL COMMITMENT LASTS JUST 6 WEEKS!
5 CROWD BUSTING PEAK TIME TRAINS
WITHDRAWN WITHOUT NOTICE!**

Assured by a TfL boss 6 weeks ago, that their trains would continue to run, despite being omitted from the timetable, many Barking – Gospel Oak commuters turned up at their Overground stations this morning to find their 5 crowd buster trains had been withdrawn without notice.

Concerns were raised back in late May when London Overground delayed publishing their new summer timetable until just over a day before it was due to take effect. When it finally appeared, five special peak time trains, introduced several years ago to reduce appalling overcrowding were missing.

When tackled by the Barking – Gospel Oak Rail User Group (BGORUG)^[1] on the loss of these services which would mean many peak time passengers would be unable to travel, Transport for London (TfL)^[2] insisted that these services would still operate “until the new, larger capacity electric trains are introduced later this summer.”^[3]

Less than four weeks later, TfL announced that the new, larger capacity electric trains would be introduced “by November”!^[4]






TfL COMMITMENT LASTS JUST 6 WEEKS!

Now, due to a reduction in its fleet of diesel trains, TfL has been forced to withdraw with immediate effect, the five additional peak-time trains that this poster [see right] promised and TfL's Director of Rail, Jonathan Fox, committed to in Mid-May!

“We will continue to operate additional peak services on the Gospel Oak to Barking line until the new, larger capacity electric trains are introduced later this summer. While these additional services are not timetabled, they will operate with a similar frequency as they do now. We are committed to continue with the current level of service, wherever possible, ahead of the new electric trains coming into service”.

Jonathan Fox, Director of Rail, Transport for London – 22 May 2018

Timetable changes 

New timetable from Sunday 20 May 2018



Gospel Oak to Barking route

Trains continue to run every 15 minutes until 22:00 daily, then every 20 minutes.

Five additional peak-time trains, which run to reduce congestion, are not shown in the new timetable, as they will not be needed when new, longer trains are introduced on this route later this summer.

Until then we intend to continue running these extra trains at similar times but please check services before you travel.

To download train times search online for 'London Overground timetables'.

The eight 2-carriage diesel trains, new in 2010, are owned by Angel Train Leasing, which has contracted to supply all eight trains to West Midlands Railway in time for the start of the winter timetable on 9th December. The long delay to the replacement 4-carriage electric trains was, off course, unforeseen when this contract was agreed.

During the recent weekend, one of the diesel trains was reclaimed by Angel Trains so that it can assess, along with the new lessee, what work will be required before the eight trains can start work for West Midlands Railway, believed to be on an enhanced Coventry – Nuneaton service.

This loss of this one train means that the five additional peak-time services can no longer be operated and there will be no longer a spare train to replace any of the other trains should they break down, potentially causing 30-minute gaps in the service.

Said Glenn Wallis, Secretary of BGORUG, “This is the final kick in the teeth for our passengers. They’ve endured months without trains while Network Rail was electrifying the line, and now the trains are back, they get a reduction in service! BGORUG no longer has any confidence in TfL’s promises.”

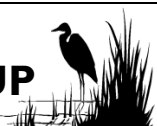
“Unless Bombardier obtain Network Rail approval for their 7-month late^[5] electric trains straight away, TfL will be lucky to get any into passenger service before the remaining seven diesel train are withdrawn.”

“With the train service we’ve had up to now, passengers suffer from chronic overcrowding and often get left behind on the platform,” said BGORUG Chair, Graham Larkbey. “I dread to think what will happen from now on. Many passengers will find the extreme overcrowding intolerable and be unable to reliably plan their journeys to work or school. They will be forced to give up using the line.”

The Group is seeking an urgent meeting with senior TfL management and asking for support from London Assembly members.

- ENDS -

FOR FURTHER INFORMATION CONTACT
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TfL COMMITMENT LASTS JUST 6 WEEKS!

NOTES FOR EDITORS

1. 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 part of the London Overground network, approved by the Government on 26th June 2013. The completed project was signed off by the Rail Regulator (ORR) in June 2018, some 12 months late. It is hoped that electric passenger trains will have commenced operation by the end of 2018.
2. The transfer of responsibility for the former *Silverlink Metro* services from the Department for Transport (DfT) to Transport for London (TfL) in 2006, led to creation of the *London Overground* network on 11th November 2007. Operation of the *London Rail Concession* is currently carried out by Arriva Rail London Ltd. (Deutsche Bahn) for TfL.
3. See BGORUG press release dated 30th May <https://tinyurl.com/y8kkdbk7> note 7 for details of the additional peak-time time trains that will no longer operate.
4. See BGORUG press release dated 25th June <https://tinyurl.com/ycchb32q> note 1 for details of the new trains ordered from Bombardier.
5. The original timeline for the introduction of the new class 710 electric trains issued to London Overground staff last year. [Design 79]



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Leather gloves not included.
The new Class 710. It could be the best cab you ever drove.

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