

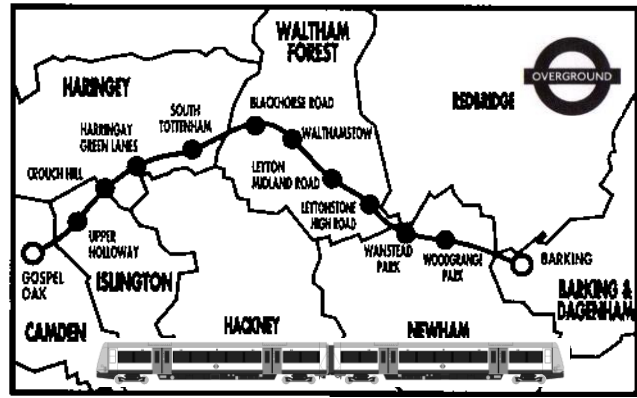
BARKING – GOSPEL OAK RAIL USER GROUP

FOUNDED 1964

Chair: Graham Larkbey

Secretary: Glenn Wallis
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Time	Destination	Platform	Expected	TDC
12:39	Woodgrange Park	2	12:58	
12:49	Gospel Oak	1	On time	
12:55	Barking	2	On time	
13:04	Gospel Oak	1	Cancelled	
13:07	Barking	2	On time	
13:19	Gospel Oak	1	On time	
13:22	Barking	2	Cancelled	
13:33	Gospel Oak	1	On time	
13:37	Barking	2	On time	

Time now: 12:46:04



NEWS RELEASE

10th September 2018

RAIL USERS STAND BY THEIR CLAIM! Rail user group angry as their press release is *rubbished* by Transport for London

Members of the user group for London Overground's Barking – Gospel Oak *Misery Line* are furious at Transport for London bosses for refuting the accuracy of the Barking – Gospel Oak Rail User Group's (BGORUG)^[1] press release of 30th August (see right).

BGORUG members were incredulous to learn that TfL had advised the *Waltham Forest Guardian* that our press release was untrue, maintaining that only one train failed and that only 8 cancellations occurred on 29th August 2018.

Glenn Wallis, Secretary of BGORUG, commented, "TfL know our press release to be correct, because it was sourced from data that originated from the Arriva London Rail^[2] control office via the Real Time Trains website (www.realtimetrains.co.uk). BGORUG has received no communication from TfL since 16th August. BGORUG last wrote to TfL on 23rd August."

**URGENT BGORUG PRESS RELEASE:
COMMUTERS DELAYED BY UP TO 45 MINS BY MELTDOWN ON LONDON
OVERGROUND'S MISERY LINE**

30th AUGUST 2018 – FOR IMMEDIATE RELEASE

Yesterday (Wednesday) evening homeward bound commuters suffered cancellations and delays of up to 45 minutes when two trains broke down. The line is used by 10,000 passengers every weekday. Because London Overground has no spare trains to replace broken down ones on the Barking – Gospel Oak Misery Line, cancellations persisted until the end of the day.

There were 13 cancellations:

- 14:50 Gospel Oak to Barking
- 15:33 Barking to Gospel Oak
- 16:20 Gospel Oak to Barking
- 17:03 Barking to Gospel Oak
- 17:50 Gospel Oak to Barking
- 18:05 Gospel Oak to Barking
- 18:33 Barking to Gospel Oak
- 19:19 Gospel Oak to Barking
- 20:03 Barking to Gospel Oak
- 20:50 Gospel Oak to Barking
- 21:33 Barking to Gospel Oak
- 22:22 Gospel Oak to Barking
- 23:13 Barking to Gospel Oak

At the height of the mayhem on what is supposed to be a 15 minute interval service there was a 45 minute gap between trains. Hundreds of passengers were unable to board the few trains that were running and were left behind on platforms, many having to find other ways to get home.

By coincidence, members of the Barking – Gospel Oak Rail User Group's (BGORUG) Executive Committee were having a meeting at Barking Town Hall while the chaos reigned, many members being delayed in getting to the meeting. It was decided that if Transport for London (TfL) answered BGORUG's email requesting an urgent meeting to discuss the train shortage, sent a week ago, BGORUG would seek to explore with TfL ways that the peak-period service could be made more reliable, perhaps by withdrawing some off-peak services to give increased time to maintain the fleet of seven 2-carriage diesel trains.

BGORUG is also concerned that these seven trains are transferring to another train operator at the end of November, with no sign of the eight new 4-carriage electric trains that are to replace them, now eight months overdue, being delivered to London Overground.

Glenn Wallis
Secretary
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10/09/2018





RAIL USERS STAND BY THEIR CLAIM!

This is the latest in a developing row between TfL and the rail user group which started back in July when five peak-time services were withdrawn and the overall Barking – Gospel Oak train fleet reduced from eight 2-car diesel trains to seven, one train being transferred to a West Midlands operator^[3]. TfL refuses publically to admit the loss of one train, although its absence has unleashed a wave of cancellations and disruption upon passengers, exacerbated by increasing train breakdowns in the remainder of the overstretched fleet. There were 10 cancellations on Sunday 9th September.

“It is not just BGORUG that is becoming exasperated with TfL bosses,” said BGORUG Secretary, Glenn Wallis. “The deputy editor of a large circulation rail industry magazine admitted to me recently that he was fed up with the continuing misleading statements being issued from the Mayor’s office and TfL on the delays to Crossrail, and the saga of the delayed delivery of new 4-car electric trains to London Overground.”

“The remaining seven diesel trains are due to be transferred to the West Midlands in December. If by then there are still no new electric trains to operate the Barking – Gospel Oak service, TfL will have to admit that things have gone wrong – big time!”

- ENDS -

FOR FURTHER INFORMATION CONTACT
GLENN WALLIS ON (020) 8529 2361
OR E-MAIL secretary@barking-gospel oak.org.uk

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. Until 30th June, London Overground operator, Arriva Rail London (ARL), leased eight 2-car, Class 172/0, diesel multiple units from Angel Trains, a rail rolling stock leasing company. These trains were used solely on the Barking – Gospel Oak service. When ARL sought to renew the lease on these trains, they learned that they had already been leased to West Midlands Trains (WMT). ARL was able to negotiate a sublease with WMT until 30th November for seven out of the eight trains. One train, 172 002, remains with WMT, undergoing a thorough overhaul and toilet installation at WMT’s Tyesley, Birmingham, depot.

