

BGORUG CRISIS BULLETIN 14TH JANUARY 2019

- **TRAIN SERVICE ON BRINK OF COLLAPSE**
- **NOT ENOUGH TRAINS FOR VIABLE SERVICE**
- **TfL HAS NO IDEA WHEN NEW TRAINS WILL BE FIT FOR SERVICE**
- **RAIL USERS DEMAND MAYOR TAKES ACTION TO RESTORE RELIABLE TRAIN SERVICE NOW**
- **RAIL USERS DEMAND COMPENSATION AFTER YEARS OF MISERY**

In a matter of days London Overground will no longer have enough trains to operate the 6-train weekday timetable of the Barking – Gospel Oak Line. The sublease of the third of the eight 2-car diesel trains is due to expire, causing its transfer to leaseholder West Midlands Trains. The remaining five trains will leave London Overground at regular intervals with the last departing in late March. Visit: <https://tinyurl.com/y9g7x9uk> to see the agreed note of a meeting with TfL on 19th November, updated to 30th November.

It will still be a number of months before the now 1-year late new 4-car electric trains are likely to be ready to enter service on the Barking – Gospel Oak route. So, TfL will have a declining number of trains to operate on the route, with none at all in April. Mileage accumulation of the new trains has still to restart from zero (each unit must accumulate 2,000 fault free miles) and then when some have been handed over to London Overground, driver training can start.

BGORUG has issued a review of the crisis (see <https://tinyurl.com/yb5q8ghe>) that faces the line's passengers and concluded that over the past year, TfL *could* have taken several actions to prevent the closure of the service, but chose to do nothing.

SERVICE ON A KNIFE EDGE SINCE MID NOVEMBER

Following the loss of diesel unit 172 006 on 10th November, TfL cut two unit diagrams from the Saturday and Sunday schedules, to allow some maintenance time for the six remaining units, giving irregular 15 & 30 minute intervals in the services on those days. In addition, replacement bus routes 'J' & 'T' were put into operation at 30-minute intervals as *supplementary bus services*! Just to confuse passengers, the weekend *supplementary bus 'T'* did not follow the route of the weekday *supplementary bus* from Leytonstone High Road to Walthamstow Central! TfL later confirmed that Network Rail had refused to allow the introduction of a temporary 20-minute interval weekend rail service.

Considering that they are many months overdue for 'C6' major overhauls and receiving only 'patch and mend' maintenance, our six remaining diesel trains have continued to doggedly turn out day after day, receiving only occasional weekends off for maintenance. Only when there is a service failure elsewhere, or when one of the units has ailed seriously have passengers been faced with serious disruption. On Saturday 1st December, the North London Line (NLL) suffered a power failure between Stratford and Camden Road, stopping trains operating over that section. With eastbound trains terminating at Gospel Oak, alighting passengers naturally crossed to the Barking bound platform to continue their journeys. Westbound NLL passengers also found their way to our line. So usual Barking – Gospel Oak passengers not only found less trains running, they also found them just as packed as in the weekday peak periods!

London Overground 

Reduced service between Barking and Gospel Oak

Saturday 17 November and Sunday 18 November 2018

Due to a lack of available trains, an amended timetable will run, with services every 15 to 30 minutes. For train times please visit tfl.gov.uk/plan-a-journey

Saturday: The 0620 train from Barking to Gospel Oak will not run - the first westbound service will depart at 0634

Sunday:

- The 0853 train from Barking to Gospel Oak will not run – the first westbound service will depart at 0908
- The 2310 train from Gospel Oak to Barking will not run – the last eastbound service will depart at 2250

MAYOR OF LONDON 



On hire to contractor Ensignbus on Supplementary Bus T at Walthamstow Central on Saturday 17/11/2018 [KF]



Left: Surprised passengers at Walthamstow Queen's Road try to find room to board the 13:20 from Gospel Oak. **Centre:** Passengers queue at Leyton Midland Road to board the 14:03 from Barking, while **(Right)** a bus on the Ensignbus supplementary bus contract departs Barking nearly empty! All on Saturday 17th November [All KF]



Left: Eastbound evening peak at Blackhorse Road on Monday 7th January 2019. One of the trains had failed. [Andy Waterman via Twitter]

Right: The 17:20 from Gospel Oak failed at Crouch Hill with a door defect on Friday 11th January 2019. [Vinny Fong via Twitter]



Compiled by Glenn Wallis,
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