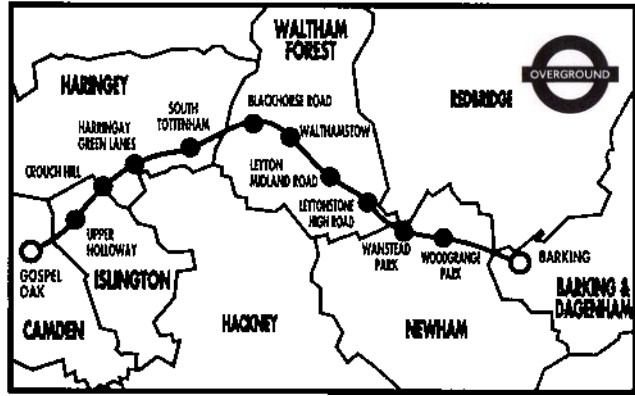


**BARKING – GOSPEL OAK
RAIL USER GROUP**
FOUNDED 1964

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Enquiries to BGORUG

Time	Destination	Platform	Expected	Page 1 of 1
08:50	Gospel Oak	1	On time	TOC
09:02	Barking Oak		Cancelled	
09:04	Gospel Oak		Cancelled	
09:07	Barking		On time	
09:19	Barking Oak	2	On time	
09:22	Barking	1	On time	
09:34	Gospel Oak		Cancelled	
09:37	Barking	2	On time	



NEWS RELEASE ISSUED 8TH MARCH 2019

CRUNCH TIME!



**TfL CONFIRMS THAT IT WILL BE
DOWN TO JUST 3 TRAINS ON
THE BARKING – GOSPEL OAK LINE
FROM 18TH MARCH**



**NEWS RELEASE ISSUED 8TH MARCH 2019
CRUNCH TIME!**

IN BRIEF

On 4th March, Transport for London (TfL) confirmed that weekday train services on the Overground Barking to Gospel Oak line would be severely pruned from Monday 18th March.

A copy of the statement TfL made to BGORUG^[1] can be found here http://barking-gospeloak.org.uk/documents/20190304_Rolling_Stock_Shortage.pdf

But TfL^[2] has released only the sketchiest of information to passengers:

- NO first and last train times
- NO details of trains after 22:00
- NO details of weekend services which will actually be affected from Saturday 16th March

BGORUG has twice requested these details and details of promised supplementary/replacement buses from TfL but has received no response.

Said BGORUG Secretary Glenn Wallis, "TfL has known this was coming ever since January, when it failed to obtain a further sublease on the remaining diesel trains beyond 15th March."



Photo: R CSN Clarke via Twitter

“TfL has had long enough to plan for this, so why can't they give passengers the information they need to plan their work, education and leisure journeys?”

“Are TfL unaware that the line carries many low-paid passengers who work long hours and also at weekends. They need to be able to plan how they are going to get to work and get home afterwards?”

EVERY DAY 10,000 PASSENGERS WILL DEPEND UPON JUST THESE THREE TRAINS FOR THEIR BARKING – GOSPEL OAK JOURNEYS



IN DETAIL

Transport for London (TfL) ordered 45 (later increased to 54) new electric Class 710 *Aventra* 4-car trains from Bombardier Transportation's Derby plant in 2015^[3], with the contract specifying early 2018 for the delivery of the first trains. One year later, not a single train has been delivered.

The new trains have been bedevilled by endless problems with the software used to manage the many sub-systems on the train, some of these being safety critical. There still seems to be no prospect of the trains entering service in the next few months.

Eight of the new electric trains were intended to replace eight 2-carriage diesel trains, dating from 2010, on the Barking – Gospel Oak Line. These diesel trains were leased from Angel Trains leasing company, the lease expiring in June 2018. TfL assumed that the new electric trains would be in service by June 2018 and seemingly made no attempt to extend the lease on the eight diesel trains. When it became clear that the new trains would not be available in time, TfL discovered that Angel Trains had already leased the eight diesel trains to West Midlands Trains.

West Midlands Trains (WMT) has done all it can to assist by subleasing seven of the diesel trains back to TfL, but it has a franchise commitment to the Department for Transport (DfT) to provide a new Leamington – Coventry – Nuneaton service from May and needs to give these diesel trains an already deferred heavy general overhaul and install a toilet in each of the trains to prepare them for the new service. Since last November, WMT has taken back another four diesel trains and the final three depart after service on 15th March.

When TfL finally accepted there was no way that the new Class 710 trains could be in service before the diesel trains left the Overground fleet, it took up a BGORUG suggestion to see if some of its 5-car electric trains used on other Overground services could be shortened to 4-car and used on the Barking – Gospel Oak Line. A trial with unit 378 232 proved successful and it entered passenger service on the line on Monday 28th January, replacing diesel 172 003 which left the fleet the same day. TfL decided to convert another two such units (378 206/209) in order to provide a skeleton service on the line following the departure of the last diesels after 15th March. The three trains will only be able to maintain a half-hourly interval service. TfL cannot spare any further Class 378 trains without cutting other Overground services and so should any one of the three trains break down, it cannot be replaced.

The last three diesel trains finish their TfL service on Friday 15th March, causing service reductions after 21:50. So far there is no information available from TfL concerning:

- What weekend service will be provided from 16th March?
- What will be the times of the first and last trains on Weekdays, Saturdays and Sundays?
- What service will apply after 22:00 when the original service reduced to every 20 minutes?
- What role will promised supplementary/replacement buses play in the new arrangements?

London Overground 

Service changes Gospel Oak to Barking

Saturday 9 until Friday 15 March 2019

On Saturday and Sunday there will be a reduced service, due to a lack of available trains. Services will run every 15 to 30 minutes.

For train times search 'TfL Journey Planner' on the day of travel.

Saturday first / last trains:

- Gospel Oak to South Tottenham 06:20, then Gospel Oak to Barking 07:05, 07:20, 07:50 / 22:05, 22:22, 22:45, 23:48
- South Tottenham to Gospel Oak 06:54, then Barking to Gospel Oak 07:33, 07:48, 08:03 / 22:03, 22:53, 23:13, 23:33

Sunday first / last trains:

- Gospel Oak to Barking 08:55, 09:10, 09:25 / 21:55, 22:30, 22:50
- Barking to Gospel Oak 09:08, 09:38, 09:53 / 22:38, 23:18, 23:38

Friday – only these trains will run after 21:50:

- Gospel Oak to Barking 21:51, 22:22, 22:48, 23:05
- Barking to Gospel Oak 22:03, 22:18, 23:13, 23:33, 23:53

Notes from TfL: If the last train of the day on the 2019-2020 season begins

MAYOR OF LONDON  TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS



NEWS RELEASE ISSUED 8TH MARCH 2019 CRUNCH TIME!

At the time of writing, BGORUG has written twice to TfL seeking the answers to these questions but has received no response. The TfL website is still advertising a normal service on 16th March!

BGORUG has stressed to TfL that:

- The first and last trains should continue to be provided
- The Saturday service should also operate at 30-minute intervals
- The Sunday service should also operate at 30-minute intervals. Any additional maintenance time required for the remaining three electric trains should be on Sunday mornings, with the train service resuming no later than 15:00
- Any replacement bus services should operate over the full length of the route and run every 15 minutes to help compensate for the longer road journeys

BGORUG welcomes the reintroduction of automatic refunds for regular passengers who are forced to divert via Zone 1 because of the service reductions and resulting overcrowding.

BGORUG will urge passengers who divert to other public transport routes outside Zone 1 who also incur additional fares to also apply for refunds.

BGORUG will also do its best to advise passengers of the appeals service provided by London TravelWatch should their refund applications be rejected by TfL.



06:48 ex Barking after Leytonstone High Road on 14th February [Mark Chapman]

BGORUG can see no end in sight for this intolerable situation. In spite of going through 30 versions of the Train Control Management System software, there is no sign that the Class 710 reliability is approaching anywhere near what is required for public service.

- ENDS -

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



NOTES FOR EDITORS

BGORUG can make photographs available if required.

1. Formed in 1964 as the Barking – Kentish Town Line Committee to fight the proposed closure of the line, as part of the infamous *Beeching cuts*, 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 what was the only non-electrified part of the London Overground network. Electrification was 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 new electric passenger trains will have commenced operation by late 2019.
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 the 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. The first of 54 new Class 710 trains for Transport for London's London Overground service took to the works' test track at the Derby plant of Bombardier Transportation on 7th November 2017. These new electric *Aventra* type trains are a development of the *Capitalstar* trains that have been operating London Overground's orbital services since 2010 and, like those trains, the new ones will have all longitudinal seating and walk-through connections between carriages.

When delivered, the full Class 710 fleet will comprise:

- 18 four-car trains for the Barking – Gospel Oak and Euston – Watford Junction services. This will relieve overcrowding, allow the Barking – Gospel Oak service to be extended to Barking Riverside in 2021 and the Euston – Watford Junction service to be increased from 3 trains per hour (tph) to 4tph.
- 30 four-car trains to take over Liverpool Street – Cheshunt (via Seven Sisters), Chingford and Enfield Town services.
- 6 five-carriage trains to provide improved service frequencies on the Stratford – Richmond/Clapham Junction route and allow some older trains to move to the Highbury & Islington – New Cross/Clapham Junction/Crystal Palace/West Croydon routes and improve service frequencies there.

