

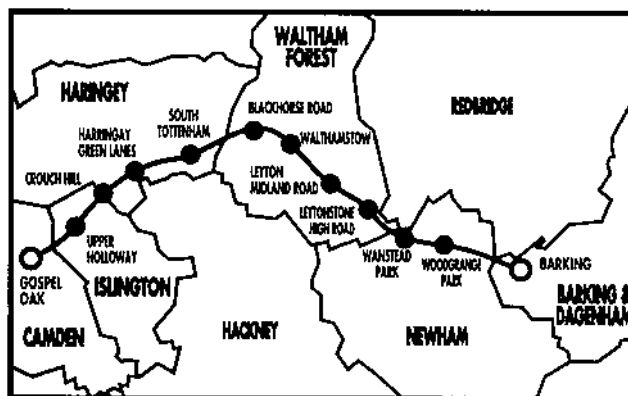
## **BARKING-GOSPEL OAK LINE USER GROUP**

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CORRECTED

# **NEWS RELEASE**

**25<sup>th</sup> August 2009**

## **TAKE A DAY TRIP BY TRAIN WHILE YOU CAN!**

**A FULL TRAIN SERVICE OPERATES OVER BARKING -  
GOSPEL OAK LINE THIS BANK HOLIDAY MONDAY**

**ENGINEERING WORK CONTINUES TO BLIGHT WEEKEND  
TRAVEL ON THIS LONDON OVERGROUND SERVICE**

The Barking-Gospel Oak Line User Group (BGOLUG)<sup>1</sup> urged regular commuters and local residents to take advantage of the lack of engineering work and use their local London Overground line this coming Bank Holiday Monday for leisure trips to destinations such as Kew Gardens, Hampstead Heath and Southend-on-Sea.

“Bank Holiday Monday is a last chance to use your local Overground line for a day out as opposed to the usual overcrowded weekday trek to work or school,” said BGOLUG Secretary Richard Pout. “Our line has long been associated with day trips to Southend-on-Sea and this is still possible, changing at Barking. A Sunday service will be operating from there to Southend Central and Shoeburyness.” He continued, “Gospel Oak station lies on the edge of Hampstead Heath and from there you can also change to the North London Line for Kew Gardens and Richmond.”

It should be pointed out that buses replace North London Line trains between Gospel Oak and Stratford from 17:00 hours on Saturday and all day on Sunday and Bank Holiday Monday.



**TAKE A TRIP WHILE YOU CAN!**  
**Barking-Gospel Oak Line August Bank Holiday Services**

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Both the Barking-Gospel Oak Line and the North London Line have had continuous weekend engineering work since February and while that on the North London Line is scheduled to last well into 2010<sup>2</sup>, the work on the Barking-Gospel Oak Line is running late and is now expected to end this autumn<sup>3</sup>.

Said Richard Pout, “BGOLUG welcomes the work, which will provide signalling that can handle four passenger and four freight trains per hour but thanks to Network Rail’s inordinate delays, changing contractors at the last minute, instead of being finished this weekend we have another three months of weekend closures and replacement buses to endure.”

“Meanwhile, our weekday trains are packed solid in the peak periods and the new trains<sup>4</sup> and 15-minute frequency service promised by Transport for London (TfL) for September have slipped back into next year,” he added.

The service on the Barking-Gospel Oak Line this weekend is as follows:-

- **Saturday:** Buses replace trains between Barking and South Tottenham until around 17:00 hours when buses replace trains between Barking and Gospel Oak throughout. The buses run every 30 minutes. A special train service will operate between Gospel Oak and South Tottenham every 30 minutes. The first train from Gospel Oak will be at 06:25 and the last train will be at 16:55. The first train from South Tottenham will be at 07:00 and the last train will be at 17:00.
- **Sunday:** Buses replace trains between Barking and Gospel Oak all day.
- **Bank Holiday Monday:** A train service will operate to the full **Saturday** timetable.

Intending passengers can find out about the engineering work and the train and replacement bus services planned for this and future weekends by checking the engineering works pages of our website ([www.barking-gospeloak.org.uk](http://www.barking-gospeloak.org.uk)). These are kept as up to date as possible. There is a link from our website to the Transport for London website but this sometimes displays conflicting and erroneous information. It is always best to check the weekly engineering works posters at stations; these are usually on display from the Monday preceding the weekend to which they apply.

- ENDS -

FOR FURTHER INFORMATION CONTACT RICHARD POUT ON 07970 722991  
OR E-MAIL [info@barking-gospeloak.org.uk](mailto:info@barking-gospeloak.org.uk)

**NOTES FOR EDITORS**

- I. Formed as the Barking – Kentish Town Line Committee to fight Dr. Beeching’s closure proposals in the 1960s, the Barking – Gospel Oak Line 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 railway in North East London.



## TAKE A TRIP WHILE YOU CAN! Barking-Gospel Oak Line August Bank Holiday Services

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2. As part of a £326m scheme to improve services before the 2012 Olympics funded by TfL, Network Rail and the Olympic Delivery Authority, the Stratford to Willesden section of the North London Line will be re-signalled, with lengthened platforms, while the Dalston to Camden Road (exclusive) section will be rebuilt to accommodate the East London Line extension from Dalston Junction to Highbury & Islington and extra tracks for freight trains between Highbury & Islington and Camden Road. The existing freight tracks between Dalston Junction and Camden Road will close for the rebuilding work this April and the *entire railway* between Stratford and Camden Road will be closed from Christmas 2009 until April 2010. This means the high number of freight trains, many are hauled by electric locomotives, using the North London Line will have to be diverted to the Barking – Gospel Oak Line and hauled by diesel locomotives. Some freight trains are already being diverted. North London Line passengers will have to use substitute buses.
3. In 2007 the Department for Transport awarded a grant of £18.5m from its Transport Innovation Fund, match funded by Network Rail's Discretionary Investment Fund for a £37m scheme to increase the clearances (W10 loading gauge) between Woodgrange Park and Willesden to allow an alternative route to the North London Line for the passage of 9' 6" high cube international shipping containers from the current and planned Essex and Suffolk ports. The scheme also funded re-signalling between Wanstead Park and Upper Holloway to double the number of trains that could be run, allowing TfL Rail to run a 15-minute interval passenger service and more freight to be carried. The clearance work for W10 loading gauge was carried out during autumn 2008, but Network Rail postponed the re-signalling and has yet to announce when it will be completed.
4. As part of the London Rail Concession contract let by TfL London Rail to London Overground Rail Operations Limited (LOROL), LOROL undertook to order, in conjunction with rail leasing company Angel Trains, 8x2-car Class 172 *Turbostar* diesel multiple units from the former British Rail Engineering plant at Derby, now owned by Bombardier Transportation. Originally to be delivered in late 2009, expected delivery has now slipped back to 2010. BGOLUG has always argued that these trains will not resolve the chronic peak period overcrowding that occurs on the line and that the line should be electrified allowing 3-car trains displaced from the North London Line by newer trains to provide a better, less crowded service.



Current London Overground *Sprinter* type train at Gospel Oak

