



# BARKING – GOSPEL OAK RAIL USER GROUP

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## BARKING - GOSPEL OAK RAIL USERS GROUP MEMBER'S UPDATE

6<sup>th</sup> June 2015

If you are reading this and your membership of BGORUG has lapsed, please note that following our open meeting in Walthamstow on 9 July (at which you are welcome), lapsed members will be deleted from the members circulation list.

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Since BGORUG issued our press release dated 26 May 2015, the following events have taken place:

- Transport for London (TfL) has confirmed that work to install additional handrails for standing passengers in the Barking - Gospel Oak Line's 8x2-car diesel trains will commence shortly.
- The Office of Rail & Road confirmed that the £115m allocated by the Chancellor in 2013 for electrification of the Barking - Gospel Oak route and its freight connections is a 'DfT cash funded scheme' which is not included in the rail regulatory process and therefore could be deferred to 2019 or beyond or the funding could be withdrawn.
- In an interview with RAIL magazine (Issue 775) Peter Austin, Managing Director of London Overground Rail Operations Ltd (LOROL), which operates all London Overground services for TfL, queried if the Barking -Gospel Oak electrification was indeed funded?
- Network Rail declined to attend our Thursday 9 July open meeting at Gnome House (5mins from Blackhorse Road station at 7 Blackhorse Lane E17 6DS) because they "had nothing to say"! LOROL and TfL have so far failed to reply to the invitation (TfL has banned LOROL HQ staff from communicating with us!).
- Jeremy Corbyn, MP for Islington North, submitted a question to the Secretary of State for Transport on Monday asking how much is allocated to the Barking - Gospel Oak electrification project and for the commencement and completion dates. It was with some surprise that I saw that Transport Minister Claire Perry's reply was being tweeted by 'Freight on Rail' and reported in *Rail Technology Magazine* yesterday!



### [FreightonRail @Freightonrail](#)

Gospel Oak - Barking electrification, part of project to allow faster [#railfreight](#) services, to start in October. [http://www.railtechnologymagazine.com/Rail-News/perry-confirms-barking-to-gospel-oak-electrification-timeline-?utm\\_source=Rail+Technology+Magazine&utm\\_medium=email&utm\\_campaign=5785131\\_RT\\_M+Newsletter+June+15+Week+1&utm\\_content=D&dm\\_i=IJS,3FZU3,2L5Y8Y,CBRVE,1 ...](http://www.railtechnologymagazine.com/Rail-News/perry-confirms-barking-to-gospel-oak-electrification-timeline-?utm_source=Rail+Technology+Magazine&utm_medium=email&utm_campaign=5785131_RT_M+Newsletter+June+15+Week+1&utm_content=D&dm_i=IJS,3FZU3,2L5Y8Y,CBRVE,1...)

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05.06.15

## ***Perry confirms Barking to Gospel Oak electrification timeline***

Rail minister Claire Perry MP has confirmed that enabling works start in October on the £115m Gospel Oak to Barking electrification programme.

Responding to a Parliamentary question on the start date and cost from Labour's Jeremy Corbyn, MP for Islington North, Perry added that the DfT and TfL have allocated £90m and £25m respectively towards the electrification of the line (2013 prices).

Corbyn was also told that "major on-site works" are due to commence in June 2016, with passenger services on the route due to be available for use by passenger operators by June 2017.

GRIP 3 (option selection) was completed in March this year, work having begun on it in 2013, according to TfL Transport Commissioner Sir Peter Hendy.

Glenn Wallis, secretary of BGORUG, said: "Our expert rail industry advisers tell us that for Network Rail to have taken three years to complete GRIP 3 indicates that they have not exactly been throwing resources at the job. The likelihood of Network Rail completing electrification of the line by mid-2017 is now said to be improbable."

## ***Comments***

### **Nonsuchmike 05/06/2015 at 12:39**

With snailspeed like that for the GRIP3, it doesn't augur well for the work to be completed as prescribed. In fact, users will be lucky to find the complete works with signalling being completed within the CP5 finishing in 2019.

This means that benefits for users whether commuters or through passengers will be continually delayed. What price a decent "linkage" between OOC and Barking/Ebbsfleet any decade now?

Makes the case for a subterranean London Terminus/Exchange somewhere between Euston and St Pancras/Kings X for HS2 to link up with HS1 before Stratford even stronger.

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Below the actual questions and answers copied from the House of Commons website

Department for Transport  
Gospel Oak-Barking Railway Line: Electrification

[550](#)

To ask the Secretary of State for Transport, what funding has been allocated to Network Rail for the electrification of the Barking to Gospel Oak line.

A

Answered by: [Claire Perry](#)

Answered on: 04 June 2015

The Department for Transport and Transport for London have respectively allocated £90m and £25m towards the electrification of the line (2013 prices).

□

Q

Asked by [Jeremy Corbyn](#)

(Islington North)

[\[N\]](#)

Asked on: 01 June 2015

Department for Transport

Gospel Oak-Barking Railway Line: Electrification

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[551](#)

To ask the Secretary of State for Transport, when he expects work to (a) start and (b) be completed on the electrification of the Barking to Gospel Oak line.

A

Answered by: [Claire Perry](#)

Answered on: 04 June 2015

Enabling works are due to commence in October 2015, with major on site works due to commence in June 2016. Passenger services on the electrified route are due to be available for use by passenger operators by 30 June 2017.

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Roger Ford, Industry & Technical Editor of *Modern Railways* is sceptical however, as there is still an "affordability review" of investment schemes going on at Network Rail.

In response to a story in the *Waltham Forest Guardian*, following our recent (26 May) press release, Mike Stubbs, TfL's Director of London Overground, said that TfL had put on 4 extra trains in December but then contradicted himself by saying the timetable did not allow more than 4 trains per hour because of sharing the route of freight trains!

He went on to dismiss leasing longer diesel trains and extending platforms for them as, "Expensive and not a good use of taxpayers' money given that we are bringing in new longer trains in 2018 as part of the project to electrify the line."

Mike Stubbs comments seem to show an air of desperation sinking in. If platforms have to be lengthened for 4-car electric trains, why cannot they be lengthened for 4-car diesel trains?

Have members noted a constant stream of freight trains in between passenger trains in the peak hours? Since the resignalling of the Wanstead Park - Crouch Hill section in late 2009, the line can handle a train at least every 5 minutes.

Vice-Chair of the London Assembly Transport Committee, Caroline Pidgeon MBE, has agreed to ask London Mayor Boris Johnson if there will be electric trains available to run on the line when the electrification scheme is completed and to further ask him to ask TfL to work with Network Rail and the Office of Rail & Road to free up unused freight paths on the line.

Meanwhile BGORUG will continue to advocate the short term leasing of more diesel trains for the line, such as the Vivarail D -Train. With the Government signalling the mass withdrawal of the 'Pacer' railbuses in the North and West, there will be a high demand for new(ish) diesel multiple units from train operators outside London for several years.

Glenn Wallis

Secretary

Barking - Gospel Oak Rail User Group

[BGO Introduction](#)



## BGO Introduction

This Year's Committee &  
Officers Chair Alderman Fred  
Jones Treasurer Jeffery

Harvey:  
View on [www.barking-gospel...](http://www.barking-gospel...) Preview by Yahoo

At the time of dispatch our Twitter feed @RidingtheGoblin had 291 followers.

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