

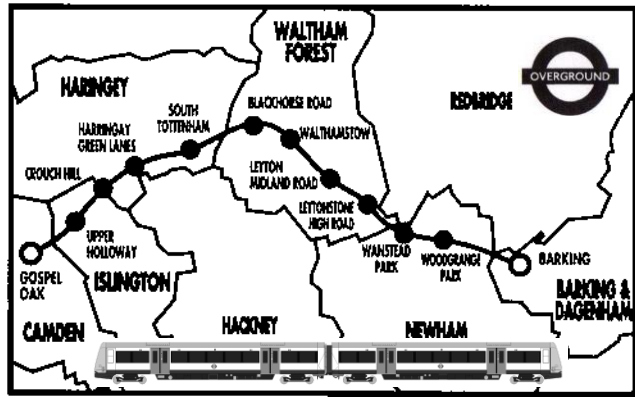
BARKING – GOSPEL OAK RAIL USER GROUP

FOUNDED 1964

Chair: Graham Larkbey

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Time	Destination	Platform	Expected	Page 1 of 1
12:39	Woodgrange Park	2	12:56	TOO
12:49	Gospel Oak	1	On time	
12:55	Barking	2	On time	
13:04	Gospel Oak	1	On time	
13:07	Barking	2	On time	
13:19	Gospel Oak	1	Cancelled	
13:22	Barking	2	Cancelled	
13:33	Gospel Oak	1	On time	
13:37	Barking	2	On time	

Time now 12:44:04



NEWS RELEASE 10th October 2018

NEW TRAINS START ROLLING AT LAST!



New Class 710 265 arrives for the first time at Barking station in the early hours of 3rd October 2018. [Dan@twitt0161]

New trains for London Overground finally get safety clearance to start main line testing and could be carrying passengers on the Barking – Gospel Oak line in two months!

New trains will spread to other lines in 2019



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BARKING – GOSPEL OAK RAIL USER GROUP

BGORUG-PR-CLASS710TYPEAPPROVAL10OCT2018

09/10/2018





NEW TRAINS START ROLLING AT LAST!

Train builder Bombardier has finally obtained Type Approval certification for its new Class 710 Aventra train for London Overground from Network Rail, some ten months later than planned.

The first Class 710 off the production line was delivered to the Network Rail test centre at Asfordby in Leicestershire last December. It had to pass Network Rail's acceptance tests before any Class 710 could be allowed onto the national network. The train is still at Asfordby, since joined by some others, and only gained Network Rail approval at the beginning of October. It is said that there were continuing software problems with a new Train Control Management System which has to interface with all the other systems on the train.



New Overground test trains stabled, while a Crossrail test train is shunted, at the Network Rail test centre at Asfordby, 29th September. [@RiggerMortiss]

“This is a major embarrassment for Transport for London (TfL)”, said Glenn Wallis, Secretary of the Barking – Gospel Oak Rail User Group (BGORUG)^[1]. “Up until June the delays with the Class 710 had been masked by the delays to the completion of the Barking – Gospel Oak electrification.”

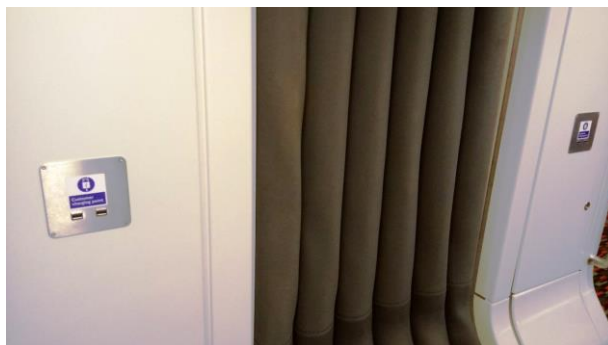
Network Rail's electrification of the Barking – Gospel Oak line was finally approved for use by the Rail Regulator (ORR) in early June, a full year later than originally planned.

As soon as type approval was received, Bombardier tested one of the six Class 710s at London Overground's Willesden depot overnight on the Barking – Gospel Oak line and started overnight mileage accumulation runs on the West Coast Main Line to Crewe. Each Class 710 has to achieve 2,000 miles fault free running before it will be accepted by TfL's operator, Arriva Rail London (ARL)^[2]. Once a train is accepted, ARL will then have to run a test *gauging* train over all the routes to be used by Class 710^[3] to ensure there are no issues with the Network Rail infrastructure. ARL will then start training its drivers on the new train. Each driver will have to undergo a 4-day conversion course to drive the new train.

“Providing there are no further hitches,” said Glenn Wallis, “Barking – Gospel Oak passengers could be riding in the first of the new trains in a couple of months.”



Interior of 710 261 at Willesden with new seat moquette design on 20th June [Modern Railways]



USB charging points at the inter vehicle gangways [Modern Railways]

In the meantime, it is believed that the phased transfer to West Midlands Trains of the seven remaining subleased 2-car diesel trains that currently maintain the Barking – Gospel Oak service will continue. They will join 172 002 which moved to the operator's Birmingham Tyseley depot at the





NEW TRAINS START ROLLING AT LAST!

end of June for overhaul and refurbishment. The shortage of diesel trains means that there is no regular cover for any trains that break down in service. The transfer of any further trains before the Class 710s enter service will only exacerbate the situation, making it almost impossible to operate the existing timetable.

- ENDS -

FOR FURTHER INFORMATION CONTACT
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NOTES FOR EDITORS

1. Formed in 1964 as the Barking – Kentish Town Line Committee to fight Dr. Beeching’s proposed closure of the line, which then went to Kentish Town, 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. 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 help provide improved service frequencies on the orbital routes (Stratford – Richmond/Clapham Junction and Highbury & Islington – New Cross/Clapham Junction/Crystal Palace/West Croydon).

