

## **BARKING-GOSPEL OAK LUG e-BULLETIN 2ND APRIL 2011. ENGINEERING WORKS - THE END IN SIGHT!**

Dear Member/supporter,

As the attached copy of the 'alert box' currently on the website shows, starting tomorrow there are 5 consecutive Sundays with a FULL BARKING - GOSPEL OAK TRAIN SERVICE!

As my own and more recently other family health problems have precluded a news update or newsletter so far this year I thought I had better add a few other items of news.

There is nothing else unusual happening this weekend, the usual blocks on the North and West London Lines continue. The improvement works at Latchmere Junction (Clapham Junction) mean the West London Line is now partly closed on Saturdays as well as Sundays.

The last few Sundays Network Rail have been relaying between Walthamstow Queens Road and the Lea Valley Viaduct, east of South Tottenham, you may have seen the new rails laying in 'four foot' previously. Lea Valley Viaduct has had work programmed for it for some time, so it is good to see that this is now taking place. As far as is known, the only other outstanding work is on some of the steel rail over road bridges around Leytonstone and Wanstead. The track has all, as far as I know, now all been relaid over a fairly recent time scale, the possible exception being between Wanstead.Park and Woodgrange Park Junction. I have been meaning to search the Network Rail website for the latest planned engineering blocks but have yet to manage it. In the meantime, both LOROL and TfL have told us that from May, for the rest of the summer at least, there will be no more Sunday closures. So the block between Gospel Oak and South Tottenham on Sunday 8 May is probably the last until the Autumn.

Engineering work on the North London Line recently including weeknight and Saturday closures, causing freight traffic to be diverted via Temple Mills, South Tottenham and Gospel Oak as those waiting on platforms or living near the line may have noticed.

Interesting traffic continues to use the Harringay Curve, following on from "Bittern", another steam loco, the National Collection's BR 'Britannia' Pacific 70013 "Oliver Cromwell" used the curve on its way from King's Cross to Southall on Saturday 12th March after working a Railway Touring Co. trip to Lincoln. The loco returned on Saturday 19th March, on the rear of the empty coaches on the way to Liverpool Street, via South Tottenham, for "The Broadsman" railtour to Holt on the North Norfolk Railway.

Slightly less exotic traction was booked for the Harringay curve on Saturday 26th March, when Hastings Diesels Limited's 1957 6-car "Hastings" diesel unit ran through Upper Holloway and Crouch Hill, before taking the curve to the East Coast Main Line while working 1Z30 "Norfolk Navigator" from Hastings to Dereham on the Mid Norfolk Railway.

Members may recall that next year marks the 50th anniversary since the last through St. Pancras to Southend service ran and I was investigating the possibility of hiring the Hastings unit to run a special to Southend with a "fill in" loop back to London using as many unusual bits of line as possible before heading back to Southend to pick up the day trippers and take them home. Ever since the "GOBLIN Centenary Special" of 10th July 1994 I have been asked about another Southend trip and when I investigated recently, I was surprised that the economics made the idea seem possible. Although I have yet to receive a final answer from HDL, it appears that as the Hastings set has been fitted with Central Door Locking, it won't be allowed to call at our shortened platforms. The alternative is to hire a set of non Central Door Locking fitted coaches with a diesel loco at each end but I fear that will push costs up too far. I will keep members advised of any further developments. I attach a copy of the tour specification as it currently stands. If this trip was to happen and be a success, it would be the intention for further trips to

follow. Members views are welcome.

Glenn Wallis  
Assistant Secretary  
Barking - Gospel Oak Line User Group