

BARKING - GOSPEL OAK LINE USER GROUP e-BULLETIN 29 JUNE 2011 MONDAY 27 JUNE 2011

The Barking - Gospel Oak Line was severely disrupted on Monday by several train failures due to the hot weather. This reveals the inherent problem with the new *Turbostar* diesel multiple units, which was also a problem on the old *Sprinter* trains. The big diesels under the floor are designed for fast inter-urban operation which gives the turbochargers a good cool air supply, something lacking on a stop-start service where the stations are around a mile apart and the highest speed is 45 mph. If only the line was electrified with modern overhead catenary which didn't sag in the heat and we had electric trains, the heat wouldn't be so much of a problem!

Glenn Wallis
Assistant Secretary
Barking - Gospel Oak Line User Group

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- **BUSES REPLACE TRAINS THIS SUNDAY**
- **DEVELOPMENTS ON WALTHAMSTOW STATIONS LINK**
- **ELECTRIFICATION: MPS MEET THE MINISTER**

BUSES REPLACE TRAINS THIS SUNDAY

Attached is the Engineering Summary which should be on the website www.barking-gospeloak.org.uk by now. Just as you were getting used to Sunday trains again and the improved frequency, its back to the buses! I should be very surprised if the bus frequency is improved though, expect one every half an hour, but check with station posters or staff to make sure. The rest of **London Overground** is running as per timetable this weekend, the only other major work is on **c2c** where only Fenchurch Street - Shoeburyness via Laindon trains are running normally, with buses covering the Tilbury Line and Ockendon Branch. Check the attachment for details of all alterations likely to affect Barking - Gospel Oak passengers over the weekend. Our station "local facilities" researcher, Graham Larkbey, has sent some updates to our webmaster which should be appearing soon, including a complete re-write of the entry for Leytonstone High Road.

DEVELOPMENTS ON WALTHAMSTOW STATIONS LINK

I have received an update on this from Waltham Forest Council's Transport Planner. He reports that the planning application for the bridge structure connecting Walthamstow Queens Road station footbridge and Edison Close has recently been submitted. The Family Housing Association has signed an agreement with Network Rail to enable a design and build contract for the structure to be let. The works are programmed to start on site in September and the bridge should be completed by the end of 2011.

The Walthamstow Central car park end of the link will be implemented in association with the Solum development Phase 1 (hotel and two residential blocks). As part of this development, an access road will be constructed along the back of the car park and the footway of this will form part of the link between the two stations. The Council is aiming at an opening date of the whole link early in 2012 and certainly pre Olympics. Those who can remember back to the beginning of this near twenty year saga will recall that the Council agreed to name the path after the link's most vociferous advocate, the late Ray Dudley.

ELECTRIFICATION: MPS MEET THE MINISTER

We now know that the "secret" group of MPs who support the line is up to at least the strength of a 'gang of three' as another broke cover this week! On 20th June, Leyton & Wanstead MP, John Cryer, accompanied Islington North MP, Jeremy Corbyn, to a meeting with Minister of State for

Transport (Rail and Aviation), Theresa Villiers to press the case for electrifying the line and providing more coaches to cope with the continually growing numbers of passengers. Walthamstow MP, Stella Creasy, who admitted to being a member of the 'secret group' when supporting Jeremy Corbyn at Transport Questions on 5th May, was unable to be present as she was attending a meeting of the Public Accounts Committee. Jeremy Corbyn has been a long serving and tireless supporter of the Barking - Gospel Oak Line and its users, tabling two Early Day Motions and asking several questions in the House of Commons in the last three years alone. Jeremy reported that he was unable to persuade the Minister to add the line to the current electrification programme, but saw the meeting as a further step in a broad campaign involving users, MPs and the rail freight industry to secure the relatively low level of funding required to electrify the remaining few miles of this vital rail artery.

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