



BORIS JOHNSON (CONSERVATIVE PARTY)

His Transport Manifesto commits a Johnson second term to providing the Barking—Gospel Oak Line with more carriages and electric trains.

But the fact remains that apart from disagreeing with Labour Transport Secretary Lord Adonis over funding a £400k feasibility study, Boris has personally done nothing to advance the electrification case or obtain extra coaches during his 4-year term.

He will not travel on the line either, declining two invitations to come and see the overcrowding for himself.

Conservative candidate for the North East constituency, Naomi Newstead, has yet to reply to her invitation.



JENNY JONES (GREEN PARTY)

While supporting increasing capacity on the Capital's public transport generally, Jenny declined to come and see the problems of the Barking—Gospel Oak Line for herself, and BGOLUG discussions about a possible visit from Chris Smith, the candidate for the London Assembly City & East constituency has so far come to nothing.



KEN LIVINGSTONE (LABOUR PARTY)

Although he has so far not replied to BGOLUG's invitation to visit, the fact remains that in 2001 Ken adopted transport campaigners' plan for an orbital railway and in late 2007 launched London Overground and authorised the extension of the East London Line to Highbury & Islington.

Chair of the London Assembly and Member for the North East constituency, Jennette Arnold and Transport Committee and Enfield & Haringey Constituency Member, Anne McCartney have yet to confirm a date with BGOLUG to travel on the line.



BRIAN PADDICK (LIBERAL DEMOCRAT)

On 23rd March Brian Paddick joined passengers on the 07:47 train from Barking and the 07:59 relief train from Woodgrange Park to Hampstead Heath, stopping off at Blackhorse Road before continuing to Harringay Green Lanes, accompanied by BGOLUG members.

At the end of his trip, Brian said, "The Barking to Gospel Oak Line User Group has done a great job in campaigning for improvements in train services. This is an increasingly popular line and that must mean improvements to it have to continue."

With Brian was Caroline Pidgeon, Lib Dem Assembly Transport Committee Chair, who had visited the line previously in 2009 and recently received a written answer from Mayor Boris Johnson that Transport for London were investigating obtaining extra carriages for our diesel trains pending electrification.



LAWRENCE WEBB (UK INDEPENDENCE PARTY)

BGOLUG was in correspondence with UKIP about a visit from their Mayoral candidate and local candidates, but so far nothing has been arranged.

A MANIFESTO FOR THE BARKING—GOSPEL OAK LINE

- Obtain an extra diesel train to allow a train every 10 minutes during the busiest hour each morning and evening to reduce peak overcrowding.
- Lobby for investment in electrification and 10 electric 3 or 4-car trains to be included in the Government's 2014-2019 rail investment announcement in July. (Other operators will be eager to acquire the current modern diesel trains for their own services).
- If the Government is reluctant to authorise new trains, for Barking—Gospel Oak, negotiate to add extra trains to an existing order for new, British trains for Southern, allowing 10 refurbished 3-car electric trains to be returned to London Overground from their current exile on the south coast.

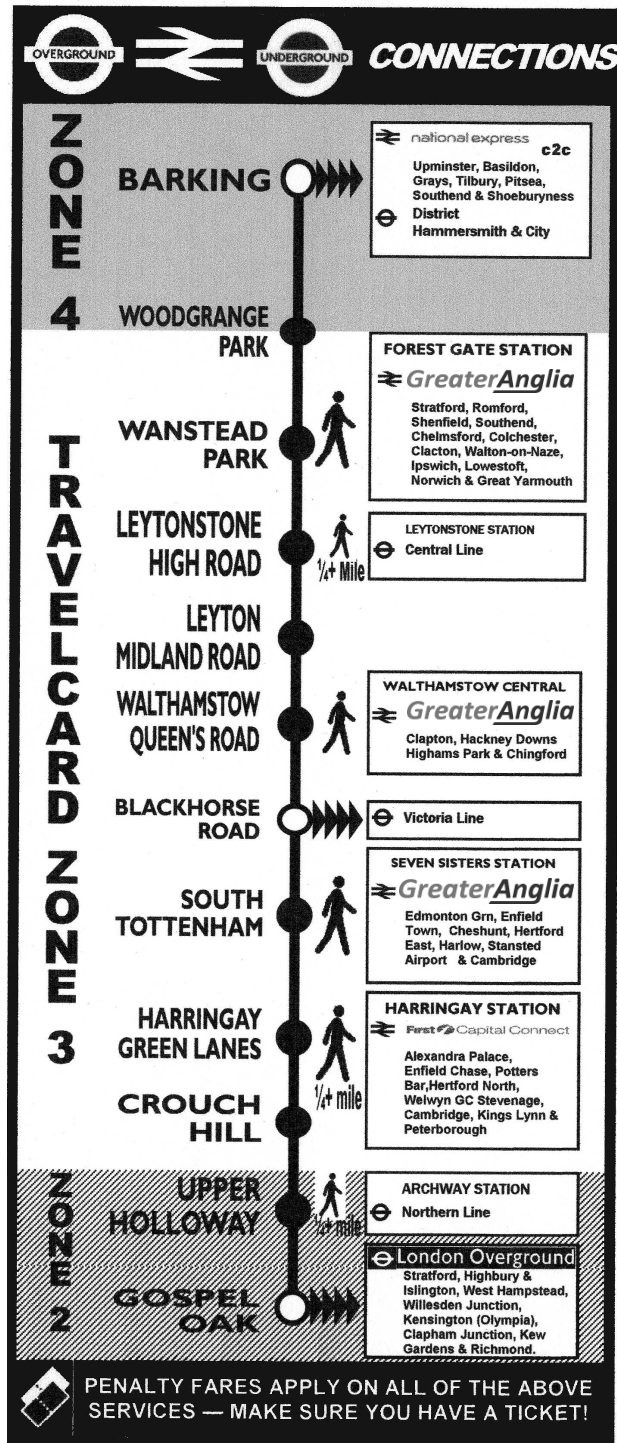


SEE OUR WEBSITE FOR MORE INFORMATION.

**BARKING — GOSPEL OAK
LINE USER GROUP**

www.barking-gospel oak.org.uk





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www.barking-gospeloak.org.uk info@barking-gospeloak.org.uk



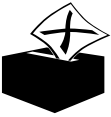
LONDON MAYOR & ASSEMBLY ELECTIONS 2012



3RD

ON

MAY



VOTE RAILWAY!

VOTE

BARKING—GOSPEL OAK LINE



ON 3RD MAY MAKE SURE YOU VOTE FOR

- AN END TO PEAK OVERCROWDING
- ELECTRIC TRAINS & CLEANER AIR
- LONGER TRAINS
- MORE SHELTERS ON PLATFORMS

**SO, WHO MIGHT DELIVER THAT?
SEE INSIDE AND DECIDE!**