



BARKING – GOSPEL OAK LINE USER GROUP

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BARKING – GOSPEL OAK LINE USER GROUP eBULLETIN 18 FEBRUARY 2013 ANOTHER HLOS CP5 2014-2019 SPECIAL EDITION

- ❖ **ELECTRIFICATION DECISION NEARING TIPPING POINT?**
- ❖ **OVERCROWDING: TRANSPORT FOR LONDON MISLEADS; A DIESEL SOLUTION MAY BE NO LONGER VIABLE?**

❖ **ELECTRIFICATION DECISION NEARING TIPPING POINT?**

It seems that one way or another Barking-Gospel Oak electrification will either get the go-ahead soon or will be put back on the shelf for several more years.

A number of factors are coming together to make electrification seemingly inevitable. As previously reported, BGOLUG is in continuing correspondence with Transport for London (TfL), Network Rail (NR) and others trying to establish hard facts about the scheme's scope and costs.

TfL London Rail MD Mike Brown has advised that:

- NR has only progressed the scheme to GRIP2 (pre-feasibility), which is still “guesstimate” territory (see page 6 for explanation of GRIP process).
- The scope of the NR scheme includes the connection to the East Coast Main Line (ECML) at Harringay and the recently double tracked Thames Haven Branch to London Gateway port.
- Electrification of Carlton Road Junction (Midland Main Line) to Harringay (ECML) via Upper Holloway and Crouch Hill no longer forms part of the Thameslink Programme.
- The HLOS/SoFA does not include platform extensions on the Barking – Gospel Oak Line, Mike Brown believes that costs to provide 70m platforms for 3-car DMUs or 80m for 4-car EMUs would be relatively modest.
- TfL offered £25m towards electrification “in 2012”.

BGOLUG is awaiting answers from Mike Brown to further questions arising from the above.

Network Rail now seems positively committed to electrification and continues to assure us that it is working hard with *stakeholders* to put together a funding package to allow electrification to proceed. The scope of the scheme as described in recent NR Strategic Business Plan documents is as follows:

SRS E.04 Gospel Oak – Woodgrange Park

Route specification description

This route between Gospel Oak and Woodgrange Park is just over 10 miles long and forms part of the 12½ mile Gospel Oak to Barking Line. It is un-electrified except for a short distance through South Tottenham station, which has 25kV overhead lines. It is two-track throughout and signalling on the route is controlled from a number of locations beginning with the North London Line workstation in Upminster integrated electronic control centre, signal boxes at Upper Holloway and South Tottenham Station Junction, and Liverpool Street integrated electronic control centre between Wanstead Park and Woodgrange Park. There are ten stations including the bay platform at Gospel Oak and all stations have two platforms of varying lengths with the exception of Gospel Oak. Passenger train services are operated by London Overground (LOROL) under a concession from Transport for London. There are extensive freight services across the route including intermodals, aggregates and domestic. The route passes through the densely populated north and east London on a mixture of viaducts, cuttings and embankments.

Leaving Gospel Oak Junction the single track from Gospel Oak bay platform converges with the Gospel Oak – Barking line. The line passes through a 185 yard covered way where it is joined by the Tottenham North Curve which links to the Midland Main Line, and converges from the Up side at Junction Road Junction. Immediately before Upper Holloway station there are Down sidings (**sic.**) and an Up Reception Line and the route continues to Harringay Park Junction passing through Upper Holloway and Crouch Hill stations and underneath the short 90 yard Crown Hill Tunnel (**sic.**). At Harringay Park Junction a single track diverges to the East Coast Main Line on the Down side. The route then passes underneath the intersection of the East Coast Main Line then through Harringay Green Lanes station before also passing underneath the intersection of the West Anglia Southbury Loop. At South Tottenham West Junction a single track Seven Sisters Curve converges from the Down side. At this point the line is electrified with 25kV overhead lines. The line passes through South Tottenham station following which the two-track Tottenham Curve (**sic.**) diverges on the Up side to the West Anglia Main Line. Here the route becomes un-electrified again and passes over the intersection of the West Anglia Main Line. The line continues to Walthamstow Queens Road station passing through Blackhorse Road station, which is an interchange station with the London Underground Victoria Line, and also passes underneath the intersection with the Chingford branch line. From Walthamstow Queens Road station the remainder of the route to Woodgrange Park Junction runs on a viaduct through Leyton Midland Road station, over the intersections of the M11 motorway and London Underground Central Lines, then through Leytonstone High Road and Wanstead Park stations. Finally the route passes over the intersection with the Great Eastern Main Line before reaching Woodgrange Park Junction.

PR13 Initial Industry Plan Supporting Document Definition of proposed CP5 enhancements September 2011

England & Wales – proposed projects – London and South East
DP006: Gospel Oak to Barking electrification

Gospel Oak to Barking Electrification

Operating route: Anglia.

Output: electrification.

CP5 output driver

The key output will be the ability to run electric trains between Gospel Oak and Woodgrange Park Junction. This will facilitate the current 4 trains per hour passenger service being converted from diesel to electric traction. Electrification would provide an alternative route for electrically hauled freight to and from the Thameside area, avoiding crossing the Great Eastern main line 'on the flat'. To encourage transfer of freight haulage to electric, the project will consider electrification of the connection to the Midland Main Line and the Thameshaven Branch.

Scope of works

- The bay platforms at Gospel Oak and Barking are included in the core scope, as is the connection to the East Coast main line at Harringay;
- localised track lowering in several locations is expected; this may require localised track renewal;
- some signalling immunisation may be required on the Gospel Oak to Woodgrange Park section;
- circa 35 single track kilometres of new OLE, together with associated switchgear etc. A new power supply may be required; this will be determined during development; and
- modification or reconstruction of overbridges on the route; quantity not yet determined.

Significant interfaces

- Midland main line electrification; and
- Crossrail programme.

Key assumptions

- That a business case for the scheme can be made; several previous studies have indicated that the project will have a high capital cost; and
- any rolling stock or platform alterations (e.g. lengthening) necessary to convert the Gospel Oak to Barking passenger service to electric traction will be provided outside of this project.

POSITIVE MEETING INCREASES OPTIMISM

Islington North MP Jeremy Corbyn's long awaited meeting with a Transport Minister finally took place on Tuesday 5th February when he met Simon Burns MP. BGOLUG supplied Jeremy with a brief for his meeting and although he has not yet had time to supply a report, Jeremy has told our Secretary, Richard Pout, that he felt that the meeting was generally positive and that it seemed to be slowly dawning on the Department for Transport (DfT) that the Barking – Gospel Oak Line was not just some local North East London branch line but was actually part of a national strategic rail freight route!

As more information is gathered BGOLUG is constantly developing and refining its case for electrification. At the time of writing this is how the current case stacks up:

ARGUMENTS FOR ELECTRIFICATION:

- TfL can dispose of 8 diesel trains and run Overground with one type of electric train
- Due to extreme peak period overcrowding TfL urgently want to provide more capacity on their train service, the overcrowding is such that passengers are left behind and it is difficult to avoid having concerns about passenger safety with such high load factors. But, there are currently no new diesel coaches or trains available “off the shelf” for operation in this country that comply with the latest emissions limits.
- Barking – Gospel Oak is a joint strategic freight route with the North London Line
 - There is no more freight capacity on the North London Line due to the high frequency London Overground service
 - The newly cleared Felixstowe – Nuneaton route may well not reduce freight via North London since it is not electrified and Freightliner are unlikely to want to convert a large number of their electric trains to diesel. In addition, the large expansion at Felixstowe (Bathside Bay) will increase demand for the extra capacity that the Felixstowe – Nuneaton route enhancement has created
 - Freightliner's electric Tilbury traffic could be kept away from the busy Great Eastern Main Line at Stratford and the North London Line if it could travel via an electrified Barking – Gospel Oak Line
 - The new London Gateway port (opening in the autumn), downstream from Tilbury will require 30 train paths a day when fully operational, unless these paths can be released on the North London Line, these trains will have to use Barking – Gospel Oak.
 - Use of HSI (Channel Tunnel Rail Link) for electrically hauled freight, while currently low, is steadily increasing, this traffic accesses the national rail network at Barking and will require electric route capacity, without Barking – Gospel Oak only the North London Line is available.

ARGUMENTS AGAINST THE DfT's QUOTED £90M COST

- DfT says this figure is a Network Rail one, we believe it is no more than an out of date “guesstimate”. At a Network Rail electrification briefing for the railway supply industry last June, Network Rail quoted Barking – Gospel Oak as costing £50m!
- What does this £90m figure cover? Network Rail documents state (see above) that the scope of the scheme is:
 - Barking Platform 1
 - Woodgrange Park – Gospel Oak (Stn. Tottenham station electrified already)
 - Harringay Park Junction – Harringay Junction (for ECML at Hornsey)

- Carlton Road Junction (Thameslink Line) – Junction Road Junction (Upper Holloway)
- Branch from Thamsehaven Junction to London Gateway port

However, Transport for London has advised Carlton Road Junction – Harringay Junction is now apparently deleted from the Thameslink Programme, therefore:

- Is there now no plan to electrify Carlton Road Junction – Junction Road Junction in spite of the recent approvals of electrification of the Midland Main Line and the new rail freight and logistics terminal at Radlett?

- As stated above, we believe that the £90m figure quoted by DfT is a grossly inflated global estimate with maximum contingency “optimism bias”
- No real grasp of the likely actual outturn costs is possible until Network rail progress the scheme to at least GRIP 3 and ideally GRIP 4. This would more accurately identify the costs of the different sections of route being included in the project’s scope and also the effect of the latest cost saving innovations that can now be incorporated into the civil engineering requirements for electrification schemes, as advised by our industry contacts and demonstrated by the recent Paisley Canal Line scheme.
- We ask that Network Rail progress the project to at least GRIP 3 urgently and:
- Consideration is given to making grants towards the cost of electrification from:
 - **THE DFT’S STRATEGIC RAIL FREIGHT NETWORK FUND.** *Recognising the wider economic growth and environmental benefits of transporting goods by rail, the Secretary of State wants to continue to fund the development of the Strategic Freight Network and has made a ring-fenced allocation of £200 million over the course of CP5 to fund improvements identified by the industry. This will help make best use of the existing network and, by increasing the network’s freight capability, will leverage continued private sector investment in rail freight growth. The Rail Freight Group supports such a grant but because of the limited size of the fund believes any grant should be a “token” one and that Network Rail must reduce the quoted capital cost.*
 - **THE NETWORK RAIL DISCRETIONARY FUND (NRDF).**

Network Rail’s obligation

The fund is a mechanism for funding minor schemes which can either be linked to renewals or standalone schemes, which have a positive whole-industry business case. It is primarily aimed at schemes that will result in an increase in the capacity or capability of the network. For a scheme to be eligible for this fund it must meet the following criteria:

 - it provides a positive industry-wide business case in terms of the NPV; and*
 - the net cost of the scheme (i.e. the amount that will be drawn down from the NRDF) must not exceed £5m, without the prior agreement of DfT.*

Our obligation is to work with stakeholders to identify the best use of available funds and to deliver the schemes that are funded through NRDF. As part of the process of updating the CP5 Delivery Plan we will routinely provide a list of schemes authorised to draw down from the fund as we progress through the control period.

Governance

The Director, Network Strategy and Planning is the fund holder for NRDF. Authorisation of draw down and spend is as set out in Network Rail’s Investment Regulations but schemes are required to have been supported at the appropriate Route Strategy Planning Group (Network Rail’s internal cross-functional group where local investment opportunities are reviewed) and will generally have been discussed at Route Investment Review Group (at which Network Rail shares its forward renewals plans with TOCs and FOCs and discusses opportunities for enhancements to the network). We propose to use RIPG to take an oversight on the use of NRDF funds, although the use of funds and delivery of projects will still be driven through local engagement. This process involves consultation with the relevant train operators.

Eligibility rules

Schemes with a total cost in excess of £5m are eligible where additional funding is provided by Network Rail or others to ensure the draw down on the NRDF is within this limit. The fund is not intended to support investments where the benefits to individual stakeholders

are sufficient to warrant them funding the scheme directly. Therefore where the benefits of a scheme:

will accrue wholly to a single third party, it would generally be funded as a third party scheme; or

are sufficient for Network Rail to justify funding the scheme, we would be expected to fund it ourselves.

Approval from ORR is not required before an individual scheme is progressed. However, the independent regulatory reporters will assess a sample of schemes to ensure compliance with the criteria. It is therefore important that all relevant details relating to the scheme are retained as part of the project file. As ORR's acceptance criteria includes efficient delivery it is most important that the efficiency rigour that is applied to all stages of a renewal scheme is also applied to NRDF schemes. Dialogue with ORR may be required where the implementation of a scheme would have an adverse impact on the profits or cash flow of an industry partner.

Appraisal

The appraisal is based on a value for money assessment (using a methodology agreed with ORR and (DfT) and considers the financial impact on each affected industry partner and the socio-economic benefits to society. An outline (qualitative) appraisal of the likely value to be delivered by the scheme should be carried out as early as possible in the development of the scheme, no later than the completion of GRIP 1. A more detailed (usually quantitative) appraisal should be completed at the end of GRIP 3. Schemes will be judged against a "hurdle rate" expressed in terms of a target Benefit to Cost Ratio and other criteria set from time to time to assist in the allocation of the available funding.

Draw down from the fund

The amount that will be drawn down from the NRDF as a result of implementing the scheme (the scheme cost) is determined as follows:

for stand-alone schemes, the scheme cost is that determined at the completion of GRIP 5 (including risk and contingency allowances and net of any third party contributions); and

for enhancements linked to a renewal scheme the percentage of the overall scheme cost which is attributable to the enhancement is identified at GRIP 3. This percentage would then be applied to the actual completed scheme cost to determine the amount of NRDF funding required.

Schemes which can be funded by the NRDF

It is expected that most schemes will involve incremental enhancements linked to renewals as this is likely to provide the greatest value for money. However, standalone enhancement schemes are also possible, including those part-funded by third parties.

The fund can be used for improvement initiatives that deliver:

improvements in train service performance that will benefit more than one party. This does not include initiatives that deliver sufficient schedule 8 benefits within a five year period to cover the scheme costs, as we would be expected to fund these schemes;

reduction in train journey times, possibly as a result of line speed improvements. Schemes that reduce walking journey times at stations are also eligible. The latter can result from new entrances and exits to the station, which will be used by rail passengers;

station facilities improvements such as providing waiting rooms, shelters and customer information systems. The benefits are attributed to the passengers who board or interchange at the station;

platform lengthening (when part of a larger capacity change scheme); and

enlargement of freight capability in a specific area for which there is specific demand.

This list is not intended to be exhaustive.

Source: Network Rail Strategic Business Plan Enhancements

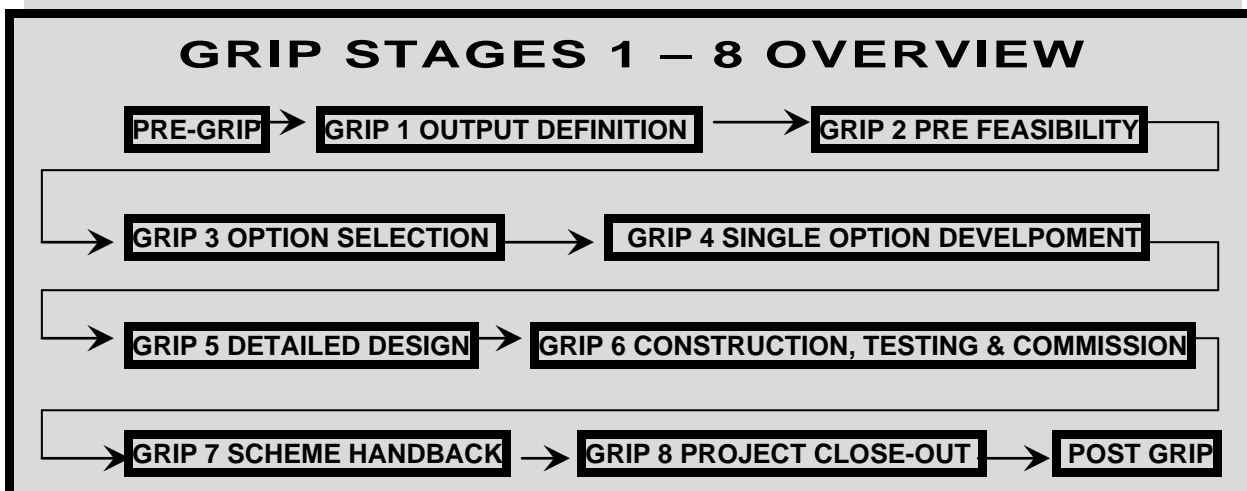
- Network Rail could also add some or all of the cost to the Regulatory Asset Base (RAB), also known as the Network Rail credit card thanks to Roger Ford of *Modern Railways* magazine. NR borrows the required finance and recoups the cost through increased track access charge by adding it to the RAB. However, permission must be forthcoming from the DfT and the Office of Rail Regulation (ORR) for this.

NETWORK RAIL GRIP PROCESS OVERVIEW

The number of references to the Network Rail GRIP process in our bulletins is increasing because it is so important for some reliable cost estimates for electrification to be established. There follows a brief description of the process that was included in one of the NR Strategic Business Plan documents.

Project development

Our projects are managed through the Governance of Railway Investment Projects (GRIP) framework. The constituent projects are at varying stages of development within this framework. The final specification for each project and the construction plan are not confirmed until completion of GRIP 4



The GRIP framework is a multistage process that runs from pre-project definition through to full construction and project close-out. The earlier stages of GRIP are associated with project definition, pre-feasibility, and option selection. It is estimates from these GRIP stages that have informed the majority of enhancement projects that are new to CP5 (funds set out in the HLOS are given fixed level of funding for Network Rail to deliver against within CP5, consequently it is not appropriate to provide a full list of projects for each fund at this stage).

A recent review by Nichol's (the independent reporter) concluded that: '.....RUS and GRIP are robust processes that are comparable to good practice in other delivery organisations.'

Source: Network Rail Strategic Business Plans 2014-2019 *Enhancements*

ELECTRIFICATION INCREASINGLY VITAL

As the next story shows, electrification is fast becoming the only solution to the serious overcrowding experienced by passengers in the morning and evening peak periods as the likelihood of either additional new coaches for the existing diesel trains or new 3-car diesel trains appears to be fast receding as their likely costs are becoming excessive. This is because as noted above there are currently no new diesel coaches or trains available “off the shelf” for operation in this country that comply with the latest emissions limits. Of course this only increases the desirability of electrification for Transport for London.



172 006 forms the 08:32 up at Leyton 15.09.2011



On board the 08:32 up on 02.05.2012

❖ OVERCROWDING: TRANSPORT FOR LONDON MISLEADS; A DIESEL SOLUTION MAY BE NO LONGER VIABLE?

TfL REFUSES TO CORRECT INACCURATE PRESS RELEASE

TRANSPORT FOR LONDON (TfL) have refused to withdraw, amend or qualify their press release (*London Overground introduces five-car trains to meet increasing demand* 6th February www.tfl.gov.uk/corporate/media/newscentre/27154.aspx#) which claimed that TfL was to increase trains to five carriages on all London Overground routes. Of course this was not the case, what had actually happened was that the TfL Board had authorised officers to finalise an order, worth around £120 m, to add an additional coach to the 57 Bombardier Class 378 *Capitalstar* dual-voltage electric trains that operate the East, North, West London Lines and the Euston – Watford Junction Local (DC) Lines, extending them from four to five carriages long. Being electrically powered, these trains cannot operate on the Barking – Gospel Oak Line.

Assistant Secretary of the Barking - Gospel Oak Line User Group (BGOLUG), Glenn Wallis said, "In their eagerness to put out a 'good news story', it has slipped TfL's mind that the Barking - Gospel Oak Line, once known as the *Forgotten Railway*, will be the only London Overground line **not** to benefit from this investment. It will have to soldier on with its twin carriage diesel trains until the Government, TfL and Network Rail can agree a funding package to put the up the overhead wires to let electric trains ease the chronic overcrowding that plagues the line."

The order is expected to include an option for up to five new 5-car trains to augment the existing fleet, since extra services were already being put on the East London Line to relieve overcrowding and the extension from Surrey Quays to Clapham Junction carried its millionth passenger only one month after opening. If electrification on the Barking – Gospel Oak Line were to be authorised, at least eight further new electric trains would be required. BGOLUG believes had electrification been authorised before this order for new electric coaches and trains was placed, TfL would have retained 16 x 4-car trains to operate both the Euston – Watford Junction and the Barking – Gospel Oak services.

The *Barking & Dagenham Post*, after checking with BGOLUG challenged TfL over the accuracy of the press release. In spite of agreeing that five carriage trains would not be introduced onto the Barking – Gospel Line because only London Overground's 57 four carriage electric trains were to receive a fifth coach and the Barking – Gospel Oak Line, alone of the five London Overground routes was not equipped for electric trains, TfL still refused to admit their press release was wrong.

Since Barking – Gospel oak electrification is still not authorised, the question is how can extreme peak period overcrowding be reduced on the Barking – Gospel Oak Line?

TOO LATE FOR NEW DIESELS?

TfL put a notice in the Official Journal of the EU back in May last year asking for expressions of interest in supplying "approximately" eight 3 or 4-car diesel trains for the Barking – Gospel Oak route "from 2013" (see http://www.barking-gospeloak.org.uk/history/20120523_e_bulletin.pdf pages 3-6). It appears that TfL has taken no further action towards procuring diesel trains and a recent article in *RAIL* magazine (issue 714 *Upgrading London's railways* supplement page 23) reported that TfL London Rail Chief Operating Officer, Howard Smith, wanted to avoid lengthening the existing diesel trains, saying, "Everybody in the world believes Barking – Gospel Oak should be electrified".

Rumours started circulating that Bombardier was not interested in penny numbers of diesel coaches and had quoted a high price. More rumours stated that there was no diesel engine available for the Bombardier Class 172 *Turbostar* that met current European emissions standards. BGOLUG sought the help of *Modern Railways* magazine, long time supporter of Barking – Gospel Oak Line electrification to confirm or disprove these rumours. Editor Jim Abbott was able to supply the following from one of the magazine's *Informed Sources* giving the perspective from a Rolling Stock Leasing Company's (ROSCO) point of view.

The existing Class 172 engines do not comply to the latest emissions regulations, which have moved from Stage 3a to 3b. This would require some redesign and possibly exhaust after-treatment which would indeed be difficult to fit in, but not impossible. For a small number of vehicles the cost would probably be prohibitive, but that is not the main factor in not purchasing more DMUs. Electrification is the obvious answer for Gospel Oak – Barking so the chances of a new DMU running for many years on the route have to be small. After that the leasing company has to market them up against much cheaper and more efficient older units, unhindered by new emissions regulations since these are not retrospective.

Bearing in mind there is only so much money, would you buy DMUs or EMUs?

(DMU = Diesel Multiple Unit; EMU = Electric Multiple Unit)

So it looks as if there is little prospect of TfL being able to acquire new diesel coaches or trains except at exorbitant prices which must make electrification look more economic.

When LOROL introduced the morning PIXC-buster (07:59SX Woodgrange Park – Hampstead Heath) on 12th September 2011, BGOLUG developed an hour long 10-minute frequency SX 'high peak' period timetable to fully exploit the PIXC-buster while still allowing some maintenance time. LOROL rejected this, saying the single morning journey was all they were prepared to release the spare unit for. Then when 172 001 was returned to Derby for several weeks rectification work last May, LOROL hired 172 102 from sister company Chiltern Railways as cover. BGOLUG suggested that subleasing a 2-car diesel train from Chiltern would allow the proposed 10-minute peak timetable, but LOROL insisted that Chiltern could not spare one of their trains for an indefinite period. BGOLUG will now be stepping up pressure on TfL to source a 2-car diesel train to allow the increase in peak services as a short term solution to overcrowding soon as possible.

Without electrification, there seems little possibility of providing a long term solution to overcrowding, since the only option would be to run 2 x 2-car units coupled together to give 4-car trains and that would mean trying to source at least six existing 2-car diesel trains from other train operating companies, no easy task in itself and extending platforms to accommodate them. And that is where an ominous sentence in the TfL Board report recommending the authorisation of final negotiations for the 57 new electric coaches gives additional concerns,

Works to the Gospel Oak to Barking route to increase train length from two car to three car are excluded from this paper. Proposals will only be brought forward when funding sources have been identified.

So the situation looks bleak all round.

BGOLUG'S ALTERNATIVE ELECTRIFICATION PROPOSAL

Passengers could still benefit from Barking – Gospel Oak electrification

even after TfL reaches financial close of this latest order for new electric trains. Refurbished 3-car dual-voltage trains could maintain Barking – Gospel Oak electric passenger services in the interim as part of plans to increase passenger capacity on Southern's London commuter routes. The recently placed orders with Bombardier at Derby, for 34x5-car *Electrostar* trains for Southern, plus 256 similar coaches ordered on behalf of the DfT, could allow 19x3-car Class 377 trains to be returned to Southern's *Coastway* services, where their toilet facilities are much missed by passengers, allowing 19 former London Overground dual-voltage Class 313 units to return to the Capital, 10 for Barking – Gospel Oak and 9 to boost Great Northern inner suburban services between Moorgate/King's Cross and Hertford North/Welwyn Garden City. These trains were refurbished by Southern and would provide sufficient passenger capacity on the Barking – Gospel Oak Line for several years.



Artist's impression of a refurbished Class 313 in London Overground livery.

FORMER LONDON OVERGROUND CLASS 313 TRAINS NOW ON THE SOUTHERN RAILWAY COASTWAY SERVICE



A repainted ex Overground Class 313 at LOROL's Willesden Depot prior to transfer to Southern in 2010. BGOLUG's proposal would see these operating on the Barking – Gospel Oak Line. [Southern]



The new wheelchair space. There is also a similar space for two bicycles. [Henry Law]



Class 313 interiors after being refurbished for Southern by Wabtec at Doncaster. These would last several years on the Barking – Gospel Oak Line and are much disliked by Southern's Coastway passengers. [Henry Law]

The photos on this page show that 3-car Class 313 trains would prove suitable trains for the Barking – Gospel Oak Line for several years and would allow TfL to defer further expenditure on new trains for several years while it concentrates on ordering trains for Crossrail and the South Eastern and West Anglia franchises it hopes to take over from the DfT.

DEFERRED NEWS

The electrification and rolling stock debate has meant several other important news stories have had to be held over but I will try to get them to you as soon as possible.

Glenn Wallis
Assistant Secretary
Barking – Gospel Oak Line User Group



BGOLUG's proposal would see 3-car Class 377 units return to Brighton where their toilets are greatly missed by Coastway passengers. [gres.org.uk]