

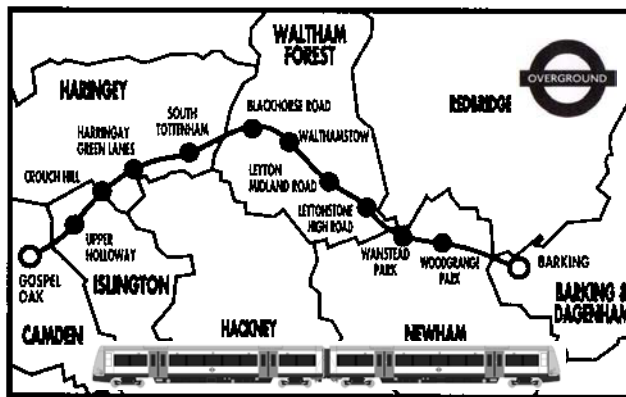
BARKING – GOSPEL OAK LINE USER GROUP

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NEWS RELEASE

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CRUSHED RAIL PASSENGERS MISLED BY TRANSPORT FOR LONDON!

TfL finally corrects inaccurate press release

TRANSPORT FOR LONDON (TfL) has finally amended its press release (*London Overground introduces five-car trains to meet increasing demand*, 6th February www.tfl.gov.uk/corporate/media/newscentre/27154.aspx#) which originally claimed that TfL was to increase trains to five carriages on all London Overground routes when this is not the case, the severely overcrowded Barking – Gospel Oak Line having to struggle on with two carriage diesel trains.

Assistant Secretary of the Barking - Gospel Oak Line User Group (BGOLUG)¹, Glenn Wallis said, "In their eagerness to put out a 'good news story', it 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. The line's beleaguered passengers will be dismayed when they learn that their twin carriage diesel trains² will have to soldier on until the Government, TfL and Network Rail can agree a funding package to put up the overhead wires and let electric trains ease the chronic overcrowding that plagues the line."

TfL are finalising an order worth around £120m for 57 coaches to extend their fleet of 57 electric trains from four to five carriages with an option for up to five new trains to deal with passenger growth. But the £320m programme which includes platform extensions and depot alterations will exclude the Barking – Gospel Oak Line because it is not equipped to carry electric trains.

Electrification of the Barking – Gospel Oak Line has been recommended by Network Rail, the rail freight industry and TfL, who have also offered £25m towards the work but the Government refuses to make a direct contribution or authorise Network Rail to do so.

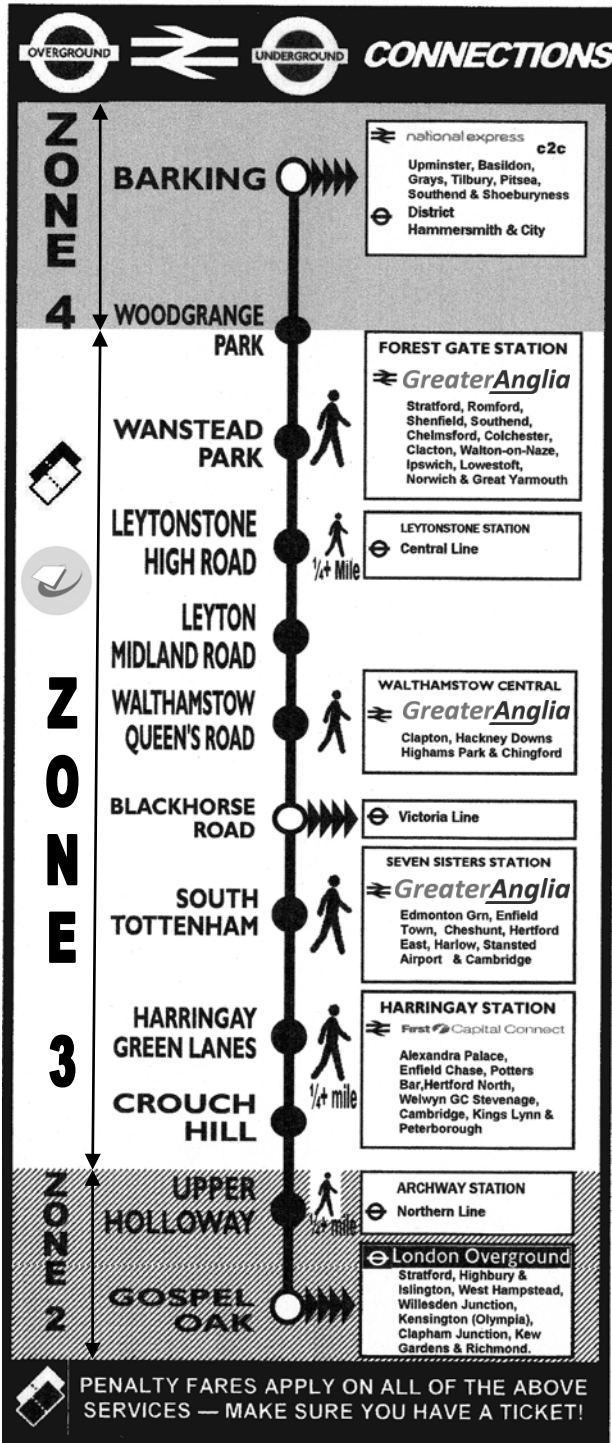




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The Barking & Dagenham Post, after checking with BGOLUG, challenged TfL over the accuracy of the press release. In spite of agreeing that five carriage trains would not be introduced onto the Barking – Gospel Line because only London Overground’s 57 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 refused to admit that the press release was inaccurate or misleading. However it has now amended the wording to state that “the majority of London Overground routes” would be receiving the five-carriage trains.

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FOR FURTHER INFORMATION
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NOTES FOR EDITORS

1. Formed as the Barking – Kentish Town Line Committee to fight Dr. Beeching’s closure proposals in the 1960s, the Barking – Gospel Oak Line 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 railway in North East London.
2. Following the transfer of responsibility for the former Silverlink Metro services from the Department for Transport (DfT) in 2006, Transport for London (TfL), let the London Rail Concession to London Overground Rail Operations Ltd (LOROL), a joint Hong Kong/German owned venture, to operate the London Overground network from November 2007 until March 2014, recently extended by TfL to November 2016. As part of the London Rail Concession contract let by TfL, LOROL undertook to order, in conjunction with rail leasing company Angel Trains, 8x2-car Class 172 *Turbostar* diesel multiple units from the former British Rail Engineering plant at Derby, now owned by Bombardier Transportation. Delivery of these trains took place in mid 2010.

