



MEMBERSHIP APPLICATION FORM CONTINUED

Do you wish to receive communications by e-mail? YES / NO*

e-mail address:

My usual journey is between & stations

I enclose my subscription of £5.00 plus optional donation of £.....

Date: Signed:

Post to: The Treasurer, BGORUG, 55 Trelawney Road, Hainault, Ilford IG6 2NJ

*Delete as appropriate

SO MUCH FOR THE FARES FREEZE! WILL YOU PAY MORE DURING LINE CLOSURE?

TfL was asked by BGORUG to protect all the line's passengers from increased travel costs while it was closed.

It would be completely wrong for passengers who are faced with much longer and much less convenient journeys than normal to be expected to pay higher fares

Some passengers may choose to travel via central London. TfL have undertaken to refund extra fares for such regular passengers by rebating weekly in arrears onto their Oyster or contactless cards. However this concession is hedged with unreasonable restrictions (eg must use line 3 times per week in April).

Also, many passengers – probably most – will find alternative routes which do not involve Zone 1. Many of these will entail higher fares than normal – particularly if they use a normal service bus for part of their trip. TfL

have refused to allow any fares protection to these passengers.

BGORUG has analysed the information that TfL has supplied and worked through a number of examples of alternative journeys that do not pass through zone 1. This shows a common extra cost of **£15** if someone works five days per week – which could be **£510** over the whole of the closures.

BGORUG is grateful to Deputy Chair of the London Assembly, Jennette Arnold AM OBE, for agreeing to ask new London Mayor Sadiq Khan how these extra charges on TfL passengers are compatible with his promise to freeze TfL fares for four years?

BGORUG strongly recommends that all Barking – Gospel Oak passengers keep a careful record of any increase in cost over and above what they normally pay to use the train service with a view to claiming the difference back from TfL.

Final version 28/06/2016



BARKING — GOSPEL OAK RAIL USER GROUP

FOUNDED 1964

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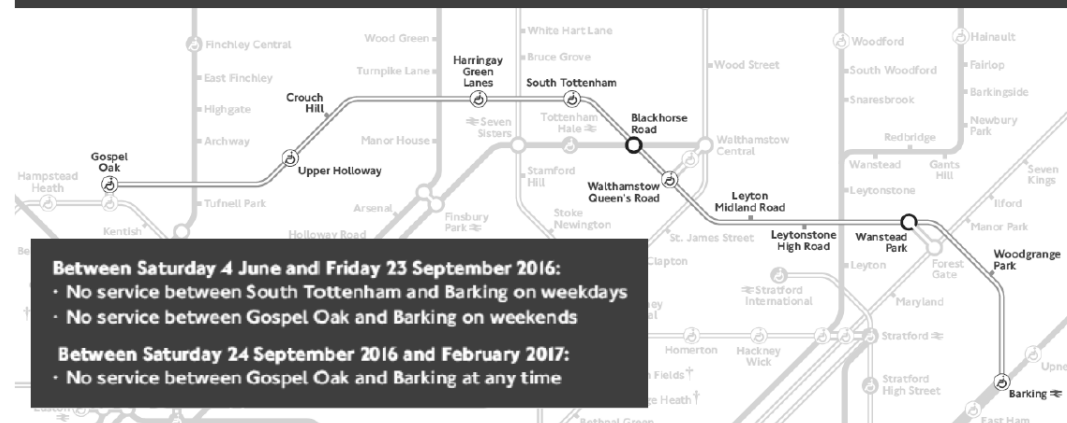
[@RidingtheGoblin](https://twitter.com/RidingtheGoblin)



Passenger Newsletter

1st Special electrification edition : Summer 2016

London Overground closures: Gospel Oak to Barking



INSIDE - WHAT YOU NEED TO KNOW

ABOUT THE OVERGROUND CLOSURES



- 9-YEAR ELECTRIFICATION CAMPAIGN
- OUTLINE OF THE WORK INVOLVED
- REPLACEMENT BUSES - DETAILS
- LIMITED FARES PROTECTION - DETAILS

New four car trains will enter service from early 2018, doubling current capacity.

ELECTRIFICATION - A NINE YEAR CAMPAIGN

The electrification of the Barking—Gospel Oak line marks the culmination of a campaign started by BGORUG in 2007.

It was the only line left in north east London that could only carry diesel trains. This has meant that London Overground could not operate any of its large fleet of electric trains on the line and had to keep eight 2-carriage diesel trains especially to operate it. Chancellor George

Osborne finally announced electrification would go ahead in 2013. But Network Rail only awarded the contract for the job last September.



It is expected that the electrification infrastructure will be tested and approved for use in June 2017.

Passengers should then start seeing electric locomotives on some freight trains. Unfortunately the new 4-coach electric Overground trains are not expected into service until May 2018 so the 2-carriage diesel trains will remain in service until then.



WHAT WORK NEEDS TO BE DONE?

Network Rail civil engineers take over the Barking—South Tottenham section of the line from 4th June and the Gospel Oak—South Tottenham section from 24th September and will not give it back to the operators until February 2017.



Piling mast foundations at site of the original Blackhorse Road station [BGORUG]

Lifting in the top of a gantry at Upper Holloway [Network Rail]



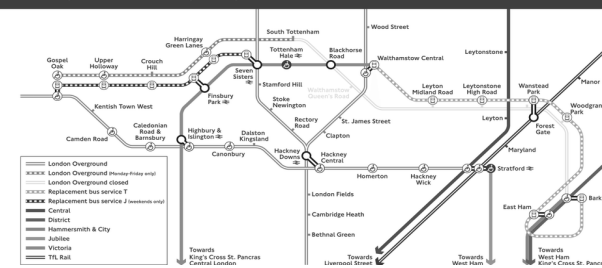
Work started back in October, piling foundations for the 550 odd masts to support the 25,000 volts AC overhead wires to power electric trains.

Once the engineers take possession, four bridges will require rebuilding, with a further six needing modification, while the track has to be lowered at four locations (the most difficult being at Walthamstow Queen's Road) to provide clearances for the overhead wires.

Platforms will be extended to accommodate new 4-car electric trains.

Finally, three brand new electrical feeder stations have to be built along the line to provide the power for the trains.

London Overground closure: Replacement bus and alternative travel routes Saturday 4 June until Friday 23 September 2016



RAIL REPLACEMENT BUS ROUTE 'T' BARKING – WALTHAMSTOW CENTRAL

Saturdays, Sundays and public holidays: Buses run every 20 minutes
Mondays to Fridays (except public holidays): Buses run every 10 – 12mins & every 15mins late evenings

- Barking Station, bus stop K, outside the station for departing buses; Bus stop H for arrivals
- East Ham station, bus stop B westbound (to pick up only); Bus stop A eastbound (to set down only)
- Woodgrange Park station, bus stop G westbound buses; Bus stop H eastbound buses
- Wanstead Park station, bus stop J westbound buses; Bus stop K eastbound buses
- Harrow Green (for Leytonstone High Road station); Bus stop K eastbound, bus stop P westbound
- Leyton Midland Road station, bus stop NA westbound; Bus stop SN eastbound
- Walthamstow Central station, alighting point W Selborne Road; Bus station stop C westbound

ROUTE	FROM	DAY	FIRST BUS	LAST BUS
T	Barking	Monday – Friday	05:30	23:36
		Saturdays & public holidays	05:30	23:51
		Sundays	08:15	23:40
	Walthamstow Central	Monday – Friday	06:00	23:55
		Saturdays & public holidays	06:00	23:55
		Sundays	08:40	23:55

Passengers wishing to transfer between these rail replacement bus services should use London Underground Victoria Line between Walthamstow Central & Seven Sisters

RAIL REPLACEMENT BUS SERVICE 'J' GOSPEL OAK – SEVEN SISTERS

Saturdays, Sundays and public holidays: Buses run every 30 minutes
From 26th September: Mondays to Fridays (except public holidays): Buses run every 15 mins

- Highgate Road (for Gospel Oak station), alighting point bus stop GZ; Bus stop GN eastbound
- Upper Holloway station, bus stop S westbound; Bus stop P eastbound
- Hornsey Road, near junction with Hanley Road (for Crouch Hill station), bus stop N (Fairbridge Road) westbound; Bus stop C eastbound
- Finsbury Park station, bus stop S westbound; Bus stop R eastbound
- Harringay Green Lanes station, bus stop HM westbound; Bus stop HF eastbound
- Seven Sisters station, bus stop A westbound; Bus stop B eastbound alighting point

ROUTE	FROM	DAY	FIRST BUS	LAST BUS
J	Gospel Oak	Monday – Friday	26 th Sept	Feb 2017
		Saturdays* & public holidays	05:45	23:45
		Sundays	08:15	23:15
	Seven Sisters	Monday – Friday	26 th Sept	Feb 2017
		Saturdays* & public holidays	06:00	00:15
		Sundays	08:40	00:10

* A train service will operate instead of buses on Saturday 27th August 2016

PLEASE ALLOW EXTRA TIME TO COMPLETE YOUR JOURNEY

Information correct at time of printing but may be subject to short notice alteration

BGORUG is still lobbying TfL and the Mayor for:

- Rail replacement bus routes J & T to be reinstated to South Tottenham station
 - Fares protection for ALL regular passengers
 - 'second hand' 4-coach electric trains to be provided from June 2017 until new trains arrive.
- You are welcome to join our campaign, see form

Continued overleaf

MEMBERSHIP APPLICATION FORM

I wish to become a member of the Barking—Gospel Oak Rail User Group and agree to abide the rules and constitution of the Group

Name: MR / MRS / MS*

Address:

Postcode:

Telephone

Home / Work*:

Mobile:

* Delete as appropriate

Continued overleaf