

LATEST NEWS 30TH MARCH 2019

The last 2-car diesels finished London Overground service after 15th March and the Barking – Gospel Oak service is now operated by three 4-car electric trains borrowed from other Overground services. This has required the train frequencies to be reduced to every 30 minutes. Transport for London (TfL) have launched a new website, <https://tfl.gov.uk/modes/london-overground/> and intending passengers should check this regularly. The TfL emergency timetable is here: <http://content.tfl.gov.uk/gospel-oak-to-barking-temporary-timetable-march-2019.pdf> For BGORUG's version, which includes weekends, click on the *Timetable* button on our website menu.

EVERY DAY 10,000 PASSENGERS WILL DEPEND UPON JUST THESE THREE TRAINS FOR THEIR BARKING – GOSPEL OAK JOURNEYS



BGORUG has posted several new items regarding the train crisis on this website recently:

- Notes of a meeting with TfL on 31st January 2019
http://barking-gospeloak.org.uk/documents/20190313_TfL_BGORUG_meeting.pdf
- Press release: *Crunch Time!* on 8th March 2019
http://barking-gospeloak.org.uk/documents/20190308_press_release.pdf
- Statement by TfL, issued to BGORUG on 12th March 2019, outlining the services to be provided from 16th March 2019
http://barking-gospeloak.org.uk/documents/20190312_TfL_Statement.pdf

INCIDENT AT BARKING STATION JUNCTION TODAY 30TH MARCH 2019

The initial incident was on the flyover approaching Barking platforms 7 & 8.



[Islington Gazette](#) Verified account @islingtongztte 8h8 hours ago

VIDEO: The seemingly cursed Gospel Oak to Barking Overground line has been evacuated because of an electrical failure



1 reply 3 retweets 8 likes

<https://www.islingtongazette.co.uk/news/passengers-evacuated-as-overground-suspended-1-5966866>

<https://www.barkinganddagenhampost.co.uk/news/passengers-evacuated-as-overground-suspended-1-5966866>

The unit involved was 378 209 and one of the others towed it back to Willesden depot for examination. Network Rail blocked the down T&H line from Barking Station Junction through platform 7 to Barking Tilbury Line Junction East to electric trains.

Informed sources suggested that 209 would have to be towed back to New Cross Gate depot (via West London Line & Clapham Junction) if the pantograph needed changing or a

new carbon strip fitted.

@LDNOverground ignored my tweets asking about enhancing the supplementary bus services or reinstating some kind of rail service. The remaining unit was stabled in Gospel Oak bay and the service suspended.

However it was learned from a regular Twitter follower that TfL had 3xArriva London single deckers working the Gospel Oak to Finsbury Park service and one Ensignbus double decker working the Walthamstow Central to Leytonstone Central Line service, both on 30-minute frequencies. This is clearly insufficient in the case of a suspension of the rail service and the Gospel Oak bus needs to be extended to South Tottenham/Seven Sisters and the Walthamstow bus needs to run to Barking, all at 15 minute intervals. A Barking to South Tottenham rail shuttle would benefit more passengers than one from Gospel Oak to South Tottenham and Barking platform 1 was open to electric trains.

About 15:00 a shuttle service using 378 206 & 378 232 started between Gospel Oak and South Tottenham running in the temporary timetable paths. @LDNOverground said this service would continue until three units were again available.

Luckily 378 209 returned from Willesden at around 19:00 and the full Barking - Gospel Oak temporary timetable was reinstated. It must be assumed that the examination of 209 did not reveal any damage and the isolation of Barking No7 was also lifted as a 378 was observed on OTT (<http://www.opentraintimes.com/maps/signalling/fssl>) running into the platform not long after.

Glenn Wallis
Secretary