

NEWS, VIEWS AND ANALYSIS ON TODAY'S RAILWAY

modern railways



Filling in the unelectrified gaps on the Gospel Oak-Barking route would give valuable benefits. This is South Tottenham, a section of the route already wired. *John Gully*



Gospel Oak - Barking

The Gospel Oak - Barking line has been cleared to W10 gauge, allowing it to take freight trains diverted during the works on the main North London route.

Signalling improvements between Gospel Oak and Barking, breaking up block sections and increasing capacity, are due to be commissioned at the end of the year, somewhat later than originally planned. A 15-minute frequency passenger service (in place of today's half-hourly service) was due to be introduced on this line from September 2009, with London Overground set to borrow a Networker Turbo train from sister company Chiltern Railways to cover for the late delivery of new Turbosstars. With the resignalling now set to finish in the late autumn, and then extra freight trains using the line between Gospel Oak and Barking due to the four-month planned closure on the North London route from Christmas, it now looks unlikely that the 15-min frequency will be introduced before May 2010.

High-speed special

Lessons from Europe ■ Should Heathrow be on HS2



London Overground improvements

■ North London upgrade

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