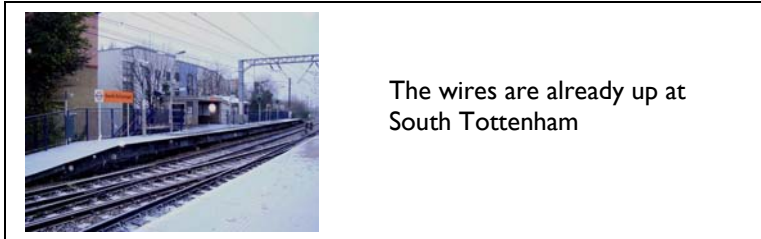


APOLOGY

BGOLUG is run with very limited volunteer resources. Over the last six months a number of varied, different occurrences have almost stifled those limited resources. BGOLUG has managed to keep ticking over, we have kept in contact with Transport for London (TfL) Rail and London Overground Rail Operations Limited (LOROL) and attended relevant meetings with them as well as attending meetings with some boroughs and keeping in contact with relevant Industry figures, GLA members and MPs.



FEBRUARY 2010 NEWS UPDATE

Engineering Works The late running re-signalling between Wanstead Park and Upper Holloway was finally commissioned on 14th November 2009, at least six months late. We believe Network Rail has made economies in the works and there have been continuing problems with the new equipment, often causing delays to trains. The embankment between St. Anne's Road and Harringay Green Lanes is again giving trouble, causing a 20 mph speed restriction to be re-imposed and several bridge renewals planned for late 2009 have been postponed. TfL has publicly warned that Sunday closures will continue during 2010. We know that more bridge works and junction renewals are planned for this year.

New February Timetable In spite of a written undertaking from TfL's Peter Field that the 15-minute frequency service would start in September 2009, our hard pressed passengers know only too well that his commitment was not delivered. Network Rail's re-signalling ran late and even when commissioned the company ruled that there was still insufficient capacity to run freight trains diverted from the North London Line and a 15-minute frequency passenger service. BGOLUG has been pressing for the last three years for a peak-period only 15-minute frequency service. When the December 2009-May 2010 Great Britain Timetable appeared we were thrilled to see the peak 15-minute service in the timetable due to commence on 22nd February. Now TfL's website and timetable books show that the 20-minute peak frequency is to continue but for a shorter period in each peak. It is assumed that Network Rail overruled the 15-minute service at a late stage over fears of lack of capacity with diverted freight trains. The North London Line engineering work has already slipped two months with the Stratford-Gospel Oak closure deferred from Christmas to 20th February. Freight trains will start being diverted in earnest from 20th February until at least June. The long awaited 15-minute service may now not start until December!

New Trains Bombardier's Derby Works is now concentrating on delivering the 20x4-car 3rd rail only *Electrostars* for the East London Line which opens in May. When these have been delivered, attention will then focus on completing the 24x3-car dual voltage sets for the Stratford-Clapham/Richmond and Watford Local services. Only then will work start on the 8x2-car *Turbostars* for our service. We do not expect any of these trains to appear in public use until the latter half of the year.

Electrification The impasse between the Department for Transport (DfT) Rail and TfL Rail over the electrification of our line continues. The government has announced electrification of the Great Western Main Line and branches, Liverpool-Manchester and associated infill schemes but our line is ignored in spite of Network Rail and the freight operators saying it is **the** infill scheme that should have priority. This situation is even more farcical since it has emerged that as part of the Thameslink project, the section between Upper Holloway (Junction Road Junction) and Harringay (Harringay Park Junction) is to be electrified to allow empty Thameslink trains to run to and from Hornsey depot. DfT Rail offered TfL Rail £25m towards electrification, yet refused to contribute half the £400,000 cost of a study (GRIP 3) to quantify the full cost. DfT Rail has halted the whole process over the small matter of £200,000! [01-10]