



## BARKING – GOSPEL OAK LINE USER GROUP

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### BARKING – GOSPEL OAK LINE USER GROUP eBULLETIN 27 APRIL 2012

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#### **LONDON MAYOR & ASSEMBLY ELECTIONS – A MANIFESTO FOR THE BARKING – GOSPEL OAK LINE**

With less than a week before London votes, after an initial flurry of interest it appears that of the main five parties, only the Liberal Democrats are sufficiently interested in what our peak period passengers have to put up with to actually visit the line and talk to BGOLUG representatives about possible solutions. In the run-up to voting day BGOLUG is leafleting passengers suggesting that they think about which Mayoral and London Assembly candidates are most likely to improve their travelling conditions before casting their vote.

The leaflet also contains a brief *Manifesto for the Barking – Gospel Oak Line* which is expanded upon here.



- **OBTAIN AN EXTRA TRAIN** LOROL<sup>1</sup> have stated that they are not suitably confident in the reliability of our 16-month old *Turbostar* trains<sup>2</sup> to put on any more trains using the spare unit beyond the 07:59 Woodgrange Park to Hampstead Heath relief train that it has been used on since last year, even though there have been very few failures causing its cancellation.

Short term, the only solution to peak period overcrowding pending electrification is to operate trains every 10 minutes for at least the busiest hour in each peak. BGOLUG advocates LOROL hiring a *Turbostar* train from Chiltern Railways, an older *Networker Turbo* from Chiltern or First Great Western or even one of our old *Sprinter* Trains from First Great Western. Action is needed on this immediately. Further details of BGOLUG's proposed *high peak* period timetables follow later in this e-bulletin.

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<sup>1</sup> London Overground Rail Operations Ltd.

<sup>2</sup> See BGOLUG 18<sup>th</sup> October 2010 Press Release on our website.

- **ELECTRIFICATION** Whoever is elected to City Hall on 3<sup>rd</sup> May must use the remaining two months until Secretary of State Justine Greening makes her HLOS<sup>3</sup> announcement to press home the case for electrifying the Barking – Gospel Oak Line.

TfL's recommendations to Greening include electrification and 4-car trains for the Barking – Gospel Oak Line, which in effect means additional new Bombardier, Derby built Class 378 dual voltage units for Overground, either 10 new 4-car trains for Barking – Gospel Oak or new 5-car sets for the North/West London Lines, along with additional new coaches to make up 25x5-car NLL/WLL trains and leave 16x4-car units for the Euston – Watford Junction 'Locals' and Barking – Gospel Oak.

- **BGOLUG'S ALTERNATIVE ELECTRIFICATION PROPOSAL** In order to spread investment over a longer timeframe, Barking – Gospel Oak electrification could take place prior to new trains/coaches being delivered to London Overground. Refurbished 3-car dual-voltage trains could maintain Barking – Gospel Oak services in the interim as part of plans to increase passenger capacity on Southern's London commuter routes. The recently placed order with Bombardier, Derby for 27x5-car trains for Southern could be increased by a further 11 sets, allowing 19x3-car trains to be returned to Southern's Coastway services, where their toilet facilities are much missed by passengers, allowing 19 former London Overground dual-voltage Class 313 units to return to the Capital, 10 for Barking – Gospel Oak and 9 to boost Great Northern inner suburban services between Moorgate/King's Cross and Hertford North/Welwyn Garden City. These trains were refurbished by Southern and would provide sufficient passenger capacity on the Barking – Gospel Oak Line for several years.



A repainted ex Overground Class 313 at LOROL's Willesden Depot prior to transfer to Southern in 2010. BGOLUG's proposal would see these operating on the Barking – Gospel Oak Line. [Southern]

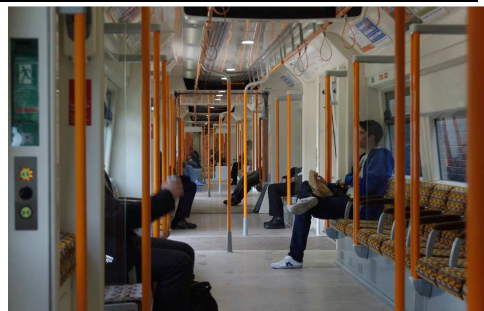


Sprinter passes Turbostar. 150 123 & 172 005 at Blackhorse Road 19/07/2010.

Note the cycle/luggage ramps on the footbridge steps, recently removed by TfL. [© Paul Bigland Photography]



4-car 378 225 stands at Gospel Oak on a westbound working on 8<sup>th</sup> March 2012.



Interior view of 378 210. [Matt Buck]



BGOLUG's proposal would see 3-car Class 377 units return to Brighton where their toilets are greatly missed by Coastway passengers. [gres.org.uk]



Artist's impression of a refurbished Class 313 in London Overground livery.

<sup>3</sup> High Level Output Specification





Class 313 interiors after being refurbished for Southern by Wabtec at Doncaster. These would last several years on the Barking – Gospel Oak Line.

- **NO FUTURE FOR DIESEL** BGOLUG has dismissed the idea of simply inserting one or two new carriages into our 8x2-car diesel *Turbostars* as a non-starter. Said Secretary Richard Pout, "By the time the new coaches would arrive the trains they would be added to would be three years old. That would be unacceptable to their owning leasing company and any future operator."



The new wheelchair space. There is also a similar space for two bicycles. [Photos above Henry Law]

#### **PARLIAMENTARIANS' HELP NEEDED TOO**

We also need our MPs along the line to keep up the pressure on Transport Ministers and Secretary of State, we just cannot afford to miss out on this vital investment again. Members and supporters are urged to lobby their MP to make the case for electrification to the Government as forcefully as possible.

#### **TWO PARTS OF THE BARKING – GOSPEL OAK ROUTE ARE ELECTRIFIED ALREADY!**

##### **Barking – Woodgrange Park & South Tottenham Station**

These two photographs taken on 11<sup>th</sup> June 2000 by Paul Bigland show diverted electric Enfield Town trains, then operated by WAGN, using the electrified link between the Lea Valley Line at Tottenham South Junction and Seven Sisters Junction on the Enfield/Southbury Line at South Tottenham.



Michael Groom has sent me two unusual photos taken on 2<sup>nd</sup> November 2010, showing a Network Rail test train, IQ13 Liverpool Street to Enfield Town and back, in the hands of two vintage West Coast Main Line electric locomotives, now owned by the AC Locomotive Group, passing through South Tottenham.

##### **Left**

1966 built 86 101, Sir William A. Stanier FRS.

##### **Right**

1973 built 87 002 Royal Sovereign.



## THE FOLLY OF NOT ELECTRIFYING THE BARKING – GOSPEL OAK LINE

The sight of diesel locomotives dragging electric freight trains over the Barking – Gospel Oak Line is set to return as the intensive Olympic passenger service squeezes freight off the North London Line (NLL).

The last time this happened on a large scale was the closure of the NLL for rebuilding in 2010. Most electric freights run to and from Felixstowe and when diverted run over the Gospel Oak – South Tottenham section but there are few serving Tilbury that run the full length of the line and a pool of diesel locomotives has to be assembled to drag the trains between Tilbury or Temple Mills and Willesden. Again, I am grateful to Michael Groom for the photos that follow.



The caution aspect displayed by signal S7, protecting Harringay Park Junction, slows diesel 66 543 at Crouch Hill while dragging electric 90 049 and 4L89 Coatbridge – Felixstowe on 2<sup>nd</sup> March 2010.



66 569 drags dead electric 90 048 with 4M54 Tilbury – Crewe Basford Hall over South Tottenham East Junction on 5<sup>th</sup> May 2010.

Midland Main Line electrification campaign has the full support of the local press, the *Derby Telegraph* recently ambushing the Prime Minister →

## "THAT'S THE WAY TO DO IT!"

### PM enters Derbyshire bear-pit and survives

Following the debacle of Derbygate the East Midlands rail industry no longer appears shy of letting government know exactly what it wants.

The Prime Minister was in Derbyshire yesterday to gee-up the troops ahead of the local Elections.

The timing of his visit could not have better, with Loughborough MP Nicky Morgan also having secured an [Adjournment debate last night](#) on upgrading the Midland Main Line.

Alert to the lobbying possibilities cheeky local paper the Derby Telegraph decided to welcome the PM with a frontpage demanding electrification of the MML.

Here a delighted Mr Cameron grimaces as he holds yesterday's paper having promised to ['look closely'](#) at the scheme.



**With happy memories of previous ministerial visits to Bombardier ahead of the Thameslink decision, let's hope this picture doesn't come back and bite him!**  
[The Railway Eye blogspot]



If the Barking – Gospel Oak Line had been electrified, 3 or 4-car electric trains would have been better able to handle the extra passengers, BUT electrification would also have allowed at least some NLL services to divert to and from Stratford via South Tottenham, Lea Bridge and Orient Way (Temple Mills), at least maintaining some kind of service between Stratford, Clapham Junction and Richmond.



## LOROL NEWS

### LOROL WINS PRIZES

LOROL is rightly proud of its record of excellent performance in the Public Performance Measure (PPM) statistics and recently achieved additional plaudits at the 3<sup>rd</sup> Golden Whistle Awards, sponsored by the Institution of Railway Operators and *Modern Railways* Magazine on 27<sup>th</sup> January, as recorded in the magazine, seen below.



Right-time running - the Silver Whistle (most improved) and Golden Whistle (best performance) were both won by London Overground Rail Operations Ltd and Network Rail's Anglia Route. Receiving the trophy from Dick Fearn, Chief Executive, Irish Rail (centre) are Stuart Griffin, Operations Director, LOROL (left), and Andy Bottom, Network Rail General Manager for West Anglia, North London Line and Thameside. Tony Miles



Managing Disruption - the Silver Whistle for the greatest improvement in this category was awarded to London Overground Rail Operations Ltd. Chris Loder, South East Area Chairman of the Institution of Railway Operators, presented the award to Dave Wornham, Customer Service Director of LOROL (right), and Stuart Griffin, Operations Director (left). Tony Miles

Relations between LOROL and BGOLUG remain cordial, LOROL being responsive and positive wherever the constraints of their prescriptive contract with TfL subsidiary, Rail for London Ltd (RfL), allows. Recent successes of our constructive relationship have been:

- Extension of the 07:59SX Woodgrange Park PIXC-buster<sup>4</sup> from Upper Holloway to Hampstead Heath, avoiding the occupied bay platform at Gospel Oak but still allowing passengers to interchange with the North London Line.
- Moving rail replacement bus stops at Crouch Hill nearer the station.
- Turning down the somewhat deafening volume of the public address system on the Class 172 Turbostar trains.
- Investigating with the trains' owner, Angel Trains and their manufacturer, Bombardier of Derby, if additional handrails and hand-holds can be fitted inside to enable the majority of peak period standees to have something to hang on to.
- Quickly acting on errors and omissions on the TfL website regarding weekend engineering work.

### BELATED FAREWELL TO METRO HELP-LINE

Something that we are not too happy about is the way this facility was changed to a 0845 number, apparently some time ago. BGOLUG was remiss in not following up several members' suspicions with LOROL at the time due to sickness and subsequent workload, but we now have confirmation that the original helpline number which dated back to Silverlink days, when the company agreed a package of passenger information improvements with the DfT in order to escape a fine over the appalling service provided in 1999, is abandoned but still working! Train running information is now provided on LOROL's main Customer Services number 0845 601 4867 under Option 1. This appears to have been the situation since the North London Control was moved from Willesden Junction to 125 Finchley Road several years ago! It would have been nice if someone in LOROL had thought to tell us! LOROL has now undertaken to disconnect the original 020 8963 6087 number.

<sup>4</sup> Department for Transport (DfT) acronym – Passengers In eXcess of Capacity



### **LOROL PASSENGER GROUP MEETING 27<sup>TH</sup> MARCH 2012**

- **PERFORMANCE**
- **STATION IMPROVEMENTS**
- **OLYMPIC PLANNING**
- **TfL's HLOS2 RECOMMENDATIONS TO DfT**

Under the terms of the London Rail Concession, LOROL is required to meet with passenger representatives three times a year and the most recent meeting was on 27<sup>th</sup> March. Richard Pout represented BGOLUG. There were two presentations and LOROL has kindly made copies of these available and they are attached with this e-bulletin. Concession Manager, Mark Eaton, gave updates on the latest performance figures, timetable changes in September and December for North and East London Lines, but none for Barking – Gospel Oak, progress with the East London Line Phase 2 Extension, completed and planned works to stations and a report on LOROL's planning for the Olympic Games this summer. LOROL are expecting around a 70% increase in passenger demand on the North London Line, which will be running a peak service all day until 01:00 (every 6 minutes in the peaks)! Trains will run every 5 minutes on the East London Line until 01:30! Of course passengers will not be surprised to learn that there will be no extra trains on the Barking – Gospel Oak Line! Even the half-hourly gaps in the late evening service will remain. The NLL's Olympic timetable will be test operated during the week of 28<sup>th</sup> May to 2<sup>nd</sup> June, which will give the first opportunity to see how much freight traffic is to be diverted to the Barking – Gospel Oak Line and how much of the Felixstowe traffic will be sent across country via Peterborough and Nuneaton instead.

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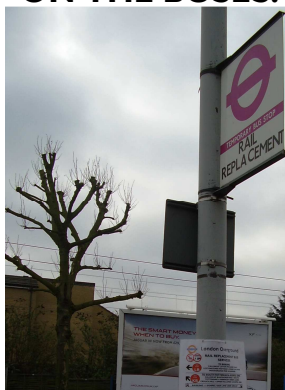


Will 4M88 Felixstowe – Crewe Basford Hall be diverted via Nuneaton during the Olympics? Here the train, headed by dead electric loco 90 048 and dragged past South Tottenham Station Junction Signal Box by 66 533 *Senator Express* is following the usual diversionary route from Stratford, via Copper Mill North Junction and on to Gospel Oak and Willesden Brent Goods Loops on 20<sup>th</sup> April 2010. [Photo by Michael Groom]

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The second presentation was by TfL's Richard Meeks who went through the investment recommendations that TfL had made to the DfT to include in the HLOS for CP5<sup>5</sup> (2014-2019). Richard demonstrated that there was a sound business case for those projects TfL wished to see included in the final package, due to be announced by Secretary of State Justine Greening in July. Richard Meeks said that until the announcement was made, all those who supported the package should "lobby, lobby again and continue lobbying!" We wholeheartedly agree with him!

### **ON THE BUSES! – A STORY OF EVERYDAY RAIL REPLACEMENT FOLK**



This permanent "Temporary Stop" at Walthamstow Central is for Underground use only. But it does not say that! It therefore always attracted Barking bound passengers until BGOLUG started posting directions to the Overground stop – also not marked! 11/03/2012

After the fairly successful Sunday – Monday Barking – South Tottenham Rail Replacement Bus Service (RRBS) operation on 26-27 February, a certain amount of complacency may have set in with bus contractor *First London*, LOROL and, to be honest, the User Group as well, when contemplating the next Sunday RRBS operation, on 11<sup>th</sup> March, which covered the whole line.

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<sup>5</sup> Control Period 5

BGOLUG expanded its signage provision from Walthamstow to include Crouch Hill and Barking. BGOLUG also monitored the service for a large part of the day. It became obvious fairly early on that things were not going as well as in February. But of course, in February it was only half the line that was covered by buses, on 11<sup>th</sup> March it was the whole line, continuing on to Hampstead Heath to enable easy interchange with the North London Line (double deck buses cannot get near Gospel Oak) and laying over at Chalk Farm, a whole lot of extra route for the more recent bus drivers from both *First London* and *Ensignbus* to learn, the full route being around 22 miles in length, almost twice as long as the railway they are replacing. Word soon came from the station staff that large gaps in service were occurring due to some drivers getting lost west of South Tottenham. Meanwhile, more knowledgeable drivers were taking short cuts and catching up with and sometimes overtaking the bus in front!



*Follow my leader in Hanley Road. The rear bus (Ensignbus) had just executed a 3-point turn after apparently going the wrong way. This should have been the last time Crouch Hill Overground passengers will have had to use these bus stops.*  
11<sup>th</sup> March 2012.



Reusable laminated sign and paper timetable is now standard practice at all stops where BGOLUG provides signage. This is Hanley Road, for Crouch Hill Station. 11/03/2012

Consultations with the roving *First London* bus controller, confirmed that the official route between Harringay Green Lanes and Hanley Road was now via Crouch End, meaning that buses were now passing Crouch Hill station, but passengers still had to walk to Hanley Road in order to get on (or off) one! We subsequently raised this with LOROL who readily agreed that the RRBS stops should be moved to the bus stops nearest the station. This will be done before the next RRBS is due to run.

Apart from the several large gaps in service already mentioned, it appeared that most buses averaged around 5-8 minutes late against their booked times, losing time in congested town centres and regaining it on the clearer roads in between. A journey on the RRBS is a journey into the unknown, usually due to sudden, unpredictable deteriorations in traffic conditions, but sometime due to sudden, unpredictable deteriorations in the passengers! The 17:10 from Barking was a case in point. The journey was booked to be worked by a fresh bus and departure time came and went with no sign of a bus! Eventually, a *First London* vehicle hove into view, around 10 minutes late, adding to the route controller's consternation by proudly proclaiming "Tram replacement service" in its front destination screen, while the side display showed that it had just finished working a local bus service to Romford! Your BGOLUG monitor assisted the route controller with "dressing" the bus quickly and correctly but it still departed behind Ensignbus's 17:25 departure and stayed behind until Wanstead Park. Approaching Leytonstone Central Line station a loud thump from the upper deck caused the driver to pull over and flag down the following Ensignbus. He then got all the passengers off and onto the Ensignbus vehicle. Investigation upstairs revealed two young girls in their early twenties, one staring vacantly out of the window and clearly not on this planet, while her companion lay comatose on the gangway floor just as she'd fell out of her seat. Luckily an ambulance was passing and was flagged down and the paramedics then took over allowing the 17:25 Ensignbus to resume its journey some 8 minutes late.

It is not often that you can see rail engineering work, but here at Blackhorse Road, Network Rail's contractors can be seen cleaning and inspecting the track drainage below the bridge. The track has suffered from "wet spots" here for many years. 11<sup>th</sup> March 2012.





Our line has suffered a number of weekend timetable reductions recently due to engineering work on the North London Line blocking our line at Gospel Oak or trapping our trains inside Willesden depot and this seems set to continue, although we are awaiting LOROL's explanation for this Sunday's reductions. With the line cut off from Willesden, LOROL outstables a unit at Gospel Oak and together with two sets stabled at c2c's East Ham depot operates a reduced service. Unfortunately, those in charge of TfL's *Live Travel News* webpages do not consider reduced services as worthy of mention, the only warning being posters at stations and the BGOLUG website if and when we happen to find out about it.

On the whole though, the level of cooperation between LOROL and ourselves these days is very good and they do put a great deal of effort in to ensure as smooth an RRBS operation as possible and the end result is far better than that achieved by the average train operating company. We have actually been thanked for our help and assistance by both LOROL and First London, a far cry from the early days in 2007 when we felt that we were regarded with a great deal of suspicion by LOROL.

RRBS services so far notified to LOROL for the rest of the year are:

- **SUNDAY 27<sup>TH</sup> MAY & BANK HOLIDAY MONDAY 27<sup>TH</sup> MAY** RRBS between Barking and South Tottenham.
- **SUNDAY 3<sup>RD</sup> JUNE & BANK HOLIDAY MONDAY 4<sup>TH</sup> JUNE** RRBS between Barking and South Tottenham.
- **SUNDAY 10<sup>TH</sup> JUNE** RRBS between Barking and South Tottenham.
- **SUNDAY 23<sup>RD</sup> SEPTEMBER** RRBS between South Tottenham and Gospel Oak.

## DECEMBER 2012 TIMETABLE

As things stand there will be no change to the Barking – Gospel Oak Line timetable at the commencement of the GBTT Winter 2012-2013 timetable period. However, BGOLUG is developing plans for increased PIXC-busting in the morning and evening peaks. LOROL cannot risk its excellent performance figures by importing risk by diagramming the spare unit to work any more than the solitary 07:59SX Woodgrange Park PIXC-buster. We therefore believe that another 2-car unit must be hired in to give spare cover and allow 7 out of LOROL's 8xClass 172 *Turbostars* to be diagrammed for service during the busiest period of the morning and evening peaks. We believe that Chiltern Railways (a sister DB Regio company to LOROL) could spare a *Turbostar* or *Networker Turbo* or First Great Western spare a *Networker Turbo* or even one of our old Class 150 *Sprinters*.

The hired in unit would only be used as a last resort where cancellations became unavoidable as RfL, TfL's "enforcer", would not like to see trains working Overground services not reflecting TfL's style and image.

BGOLUG is developing a morning timetable that delivers a departure from Barking every 10 minutes on Mondays to Fridays from 07:32 to 08:02 and from Gospel Oak on the Monday to Friday evenings every 10 minutes from 17:25 to 17:45 as a minimum. We will also submit proposals for a 20-minute frequency late evening service as the current 30-minute gaps are unacceptable. As soon as we are satisfied that our proposals will withstand the scrutiny of LOROL's timetable planners we will submit them to LOROL and TfL with a request that they be introduced from December.

It must be remembered that *if* electrification was announced in July it could be two years before the work starts and all we will have in the meantime will be the current timetable and trains unless someone starts "thinking outside of the box."



A Chiltern Railways Class 165  
*Networker Turbo* train.



## STATION NEWS

### BLACKHORSE ROAD & THE FINAL STATION IMPROVEMENT

#### RFL WORKS TO LOROL PLATFORMS AT BLACKHORSE ROAD

##### Requirement:

*To cosmetically match the two Blackhorse Road platforms and surrounding LOROL area to the rest of the Gospel Oak-Barking line.*

*Works to be carried out during Engineering Hours and/or Possessions as necessary.*

*Works to be completed by end May 2012 in preparation for the Olympics.*

*All products to be as per the Reference Standards Documents as approved by LOROL and RFL for the LOROL station works.*

##### Specification:

##### NON-TECHNICAL SPECIFICATION

- To carry out repairs to brickwork and other damaged areas prior to painting.
- To paint in the LOROL branding colours all walls, fencing, panelling, railings, posts and other previously painted surfaces.
- Note: all natural finish areas will be repaired and cleaned but not painted.
- To replace all seating on the platforms with the LOROL approved wooden benches
- To replace all signage relating to the LOROL operation and area
- To make the staircases to the platforms DDA compliant including double handrails, corduroys, nosings, treads & risers
- To replace poster frames to the LOROL approved product
- To replace the lighting heads in the waiting shelters
- To add additional shelters to the platforms if platform depth allows

##### TECHNICAL SPECIFICATION

- To fit a 10 line Summary of Departures Board in the LUL ticket Hall by the entrance to the LOROL area.



Blackhorse Road, just before the LUL takeover 11/2007

Transport for London



Glenn Wallis  
227 Old Church Road  
Chingford  
London  
E4 6RB

Transport for London  
London Rail  
55 Broadway  
London  
SW1H 0BD  
tfl.gov.uk

28 February 2012

Dear Mr Wallis

Thank you for your letter dated 9 February regarding the London Overground platforms at Blackhorse Road station. It has been passed to me for a response.

Transport for London has been carrying out a programme of improvement works on these and other Overground platforms across London. At Blackhorse Road, works already completed include enhancements to the public address, CCTV and customer information systems.

In the coming months we will be improving platform signage and adding accessibility features to the staircases (such as high-contrast bands on risers and 'corduroy' tiling at the top and bottom).

We will also be replacing the seating on platforms and in waiting areas, but do not have funding within the TfL business plan to extend the amount of covered waiting area available for passengers. We will keep the situation under review and if in the future we believe that additional covered waiting space is required at Blackhorse Road and other London Overground stations we will look at what funding may be available to deliver it.

Looking further ahead, TfL has recently been successful in securing funding from the Department for Transport's Access for All programme, and consequently by mid 2014 the station will offer step-free access between the Overground platforms and the street.

MAYOR OF LONDON



VAT number 756 2768 90

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I hope that you find this information useful. Thank you once again for your query.

Yours sincerely

James Tringham  
Corporate Communications Manager – Rail

Original RfL specification for Blackhorse Road top left and TfL letter revealing the reduced scope of the work to be carried out above.

While BGOLUG would have preferred to have seen improved shelters, it goes without saying that the intermediate stations managed by LOROL for TfL have been transformed since the takeover from Silverlink back in 2007. Although back then when TfL funded the BSW Commander waiting rooms at a then still unstaffed Walthamstow Queen's Road, the word was that if "they survive there. They would survive anywhere". Well, they *did* survive and BGOLUG believed that the implication was that they would therefore become standard at many of our stations. Then came the recession and TfL cut back the station improvement programme and shelters were the major casualty.

Most of our stations had received new Macemain shelters during the late 1990s as part of improvement works part funded by the GOBLIN<sup>6</sup> Councils<sup>7</sup> and Railtrack. BGOLUG's pleading that these have glazing reinstated, replacing the perforated steel panels, put in by Silverlink, fell largely on

<sup>6</sup> Gospel Oak Barking Line Improvement Now!

<sup>7</sup> Gospel Oak Barking Local Authority Group



deaf ears, apart from the end panels, where glazing was reinstated to aid CCTV supervision. BGOLUG also continuously pressed for the *Macemain* shelters to have lighting fitted. Strangely, this was fitted during the recent LOROL works, but *only* to shelters at Woodgrange Park and Leytonstone High Road! Strangely for such a tightly regulated railway, there are differences in the detailed work carried out at every station. Were the individual station improvements contracts let to different contractors at a standard fixed price, meaning some did more than others?

Three stations never had their shelters replaced, as by the time their turn came, the money was running out. Upper Holloway, South Tottenham and the busiest interchange station on the line, Blackhorse Road, still have their British Rail era open fronted shelters.



Interior of the up side (P No. 1) shelter at Leytonstone High Road, showing the lighting unit and the claustrophobic effect of the perforated steel panels at the front of the shelter. 19<sup>th</sup> October 2011.



Down side (P No. 2) shelter at Upper Holloway. The up side shelter is the same. 27<sup>th</sup> February 2009



Signal box, relay room, battery room, communications room and waiting shelter on South Tottenham up side on a snowy Sunday morning, 23<sup>rd</sup> November 2008.



A reasonable number of passengers await a down train on an early Sunday evening. 16<sup>th</sup> April 2012.

Just under 18 months after the view of Blackhorse Road on page 10, not a lot has changed. Self adhesive Overground station name boards cover the old Silverlink signs, new lamps have been fitted to the platform lamp standards and a new dot matrix departures indicator has been installed. The new Overground platform seats were installed just before the visit of Lib Dem Mayoral candidate, Brian Paddick on 23 March 2012 and the bicycle/luggage ramps, paid for and installed by Waltham Forest Council in the mid 1990s have been removed from the footbridge steps.

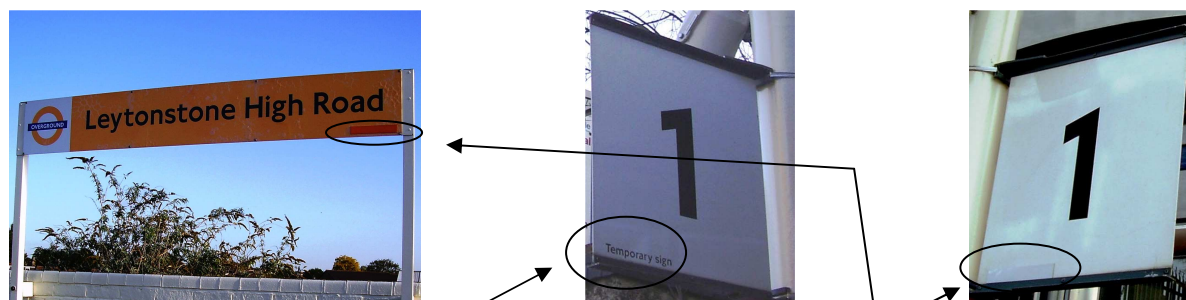
The current station at Blackhorse Road was funded by the Greater London Council in 1981 and replaced the original gas lit edifice across the road. With its direct interchange with the Victoria Line, it is by far the busiest intermediate station on the line and BGOLUG believes it deserves at least a BSW *Commander* waiting room on each platform as at Walthamstow Queen's Road or a similar *Macemain Paragon* waiting room with integral platform canopy. Ideally it should also have a couple of *Macemain* cantilever *Paragon* 'half shelters' near each end of both platforms to help spread out the passengers in wet weather. Some cover on the footbridge would not go amiss either.

Monument to a past cycle friendly era!

The only remaining evidence of the Council funded cycle ramps at Blackhorse Road is this battered Waltham Forest sign 16/04/2012



LOROL's station works programme was finished by the end of last year. Originally there was no money to replace the station signage on our line and so our "temporary signs" had little patches placed over that legend converting them into permanent signs!



Now you see it.....Now you don't!

But as the programme came to an end there was an illustration of how TfL's priorities are not always the same as the passenger's. We got news that there was some money left over in the budget for our line. Great! Perhaps now the up side shelters at Leyton Midland Road and Crouch Hill would be moved to where the trains stopped? Err...No. It was far more important for TfL's image that our temporary/permanent station name boards be replaced with proper TfL roundels! Oh deep joy!



BGOLUG Assistant Secretary tries to contain his unbridled joy at the appearance of *proper* station name boards on his Line! 27<sup>th</sup> April 2012

So that left Blackhorse Road untouched because it was a London Underground (LUL) station and not a LOROL one. There is anecdotal evidence that LUL never wanted and still do not want the former Silverlink stations that TfL forced upon it on 11<sup>th</sup> November 2007. It has certainly taken a long time to get the improvement programme under way at these stations and TfL, through its subsidiary RfL, seems to be managing the project directly. BGOLUG happened to obtain a copy of the original RfL specification for Blackhorse Road (see page 10) and was greatly encouraged by the reference to "adding additional shelters to the platforms if platform depth allows". So imagine our disappointment when our request to LUL for more information about the work at the station resulted in a letter from TfL (see page 1) stating that there was no money to spend on shelters. Never mind! Think of those lovely new roundel station name boards that will soon be arriving as you wait shivering in the rain!



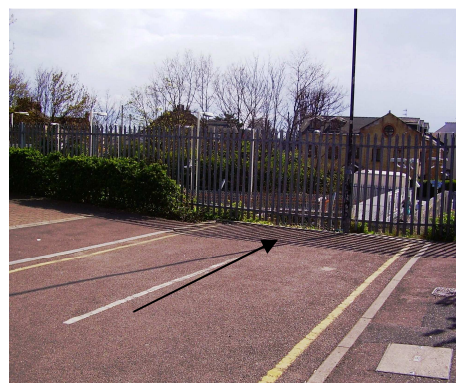
The BSW Commander waiting room on the down side at Walthamstow Queen's Road

### **WALTHAMSTOW QUEEN'S ROAD – THE PEDESTRIAN LINK SAGA CONTINUES!**

At the 24<sup>th</sup> April meeting of the Waltham Forest Transport Consultative Group, Waltham Forest's Transport Officer blamed "Network Rail bureaucracy" for the continuing delays to the start of work but said that work would start "in the next few days!"



## THE WALTHAMSTOW STATIONS PEDESTRIAN LINK IN PICTURES



**Left:** Shows where Network Rail palisade fencing currently blocks off the footpath to Edison Close from the Walthamstow Central car park. **Centre:** Shows where the footpath enters Edison Close. **Right:** Road to nowhere! This is where the first stage, installing an *official* entrance to Walthamstow Queen's Road station from Edison Close due to start "soon"!  
16<sup>th</sup> April 2012



The current *unofficial* entrance from Edison Close into Walthamstow Queen's Road station. Note:  
Unbolted palisade fencing panel 'gate'.

Removed barbed wire strands.

Large hole cut in the chain link fencing.

21<sup>st</sup> March 2012

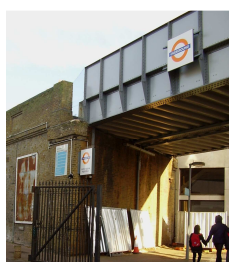
## MEANWHILE, AT GOSPEL OAK

In addition to putting in lifts for step free access, TfL has decided to put an end to passengers trampling the flower beds in their eagerness to board a Barking train. Famed crooner *Rambling Sid Larko* aka Graham Larkbey was delighted to discover the finished steps on 27<sup>th</sup> April 2012!

## AND AT LEYTONSTONE HIGH ROAD

Something that we have been complaining about for over twenty years is the failure to use the line's rail over road bridges adjacent to stations to advertise the passenger service. It was always "too difficult" and "couldn't be done" in spite of the fact that British Railways managed it right up to the late 1960s/early 1970s. So the sight of Overground roundels on the bridges at Gospel Oak prompted a letter to TfL. Imagine the shock when back came the reply that it was now TfL policy to mount Overground roundels on all rail over road bridges at stations and that this had just been done at Leytonstone High Road!

This is indeed a great start, but we are still waiting for the bridges at Leyton (High Road and Hainault Road?), South Tottenham (Tottenham High Road) and Harringay Green Lanes to get the same treatment.



The main entrance to Leytonstone High Road Station was quite tidy when this view was taken on 18<sup>th</sup> October 2011. BGOLUG has been pressing for this entrance to be made more attractive to passengers



## HASTINGS DIESELS THAMES TIDAL RAILTOUR 24<sup>TH</sup> MARCH 2012



The train reverses in Barking No.7 for the short trip to Fenchurch Street after its run from Clapham Junction via Acton, Cricklewood, Upper Holloway and Leytonstone. 24/03/2012



The GBRf crew are about to board for the shunt into Shoeburyness carriage sidings for servicing prior to the return run to Hastings. 24<sup>th</sup> March 2012.

This tour was very similar to the tour that your Assistant Secretary hoped to organise with this very train to mark the Golden Jubilee of the last through train from St. Pancras/Kentish Town to Southend to call at all stations between Upper Holloway and Barking. And that was the crucial difference between the train that Hastings Diesels Ltd (HDL) ran from Hastings and the train we wanted to run from Clapham Junction or West Hampstead (Thameslink). HDL's train called at no stations between Clapham Junction and Barking. Their operator, GBRf, refused to operate the train we wanted to run because we wanted to call at all stations from Upper Holloway to Barking and GBRf ruled the 6-car *Hastings* buffet set too long for the platforms except Barking. This came as a great disappointment to me as I felt that the train was ideal for excursions from our line. I did make enquiries of other rolling stock providers for a 7/8 coach buffet car train with a diesel locomotive at each end but as an unknown in the rail tour business, my enquires were ignored. There are ways of getting around the short platforms problem by completing a risk assessment to provide stewards at all doors that are off the officially open sections of platform to stop passengers trying to board or alight. The BGOLUG workload since has precluded me from spending any more time on this project for now, but it will not be forgotten.

HDL, as a "consolation prize", offered BGOLUG four free tickets on the *Thames Tidal*. We gratefully accepted this very generous offer. The BGOLUG party consisted of Secretary, Richard Pout, myself, Executive Committee member Bill Measure and an old friend, former Newham Council public transport officer and staunch supporter of the Barking – Gospel Oak Line Steve Kearns. For domestic reasons, Steve was only able to travel with us to Southend but by a fluke, the train was stopped for operating reasons at Benfleet and there standing on the platform was another old friend, former Haringey Council public transport officer and keen cycling advocate, Chris Bainbridge! Chris, it was, who named the Barking – Gospel Oak Line *The Rolling Cycleway* and produced the illustrated cyclists' guide to the line. I'm not sure what TfL would make of that! Chris joined us for the run back to Clapham Junction.

HDL have posted a very full, illustrated report of the tour on their website [www.hastingsdiesels.co.uk](http://www.hastingsdiesels.co.uk) including videos and a cab video from Barking to Blackhorse Road which is quite useful in seeing the amount of work Network Rail has done on the rail over road bridges, replacing many of the high maintenance 'weighbeam bridges' with level decks and ballasted track.

If anyone photographed the tour on the Barking – Gospel Oak Line, I would be extremely grateful if they would send a copy to BGOLUG.

Glenn Wallis  
Assistant Secretary