



UNDERGROUND NEWS

First series Issue number 175

THE TIMETABLE for period beginning 30 July 1976

Friday 13 August

Slide show arranged by R J Greenaway at Hammersmith Town Hall.
19.00 for 19.15.

Saturday 21 August

Morning visit to Earls Court Signal School and Regulating Room.
Party now complete; successful applicants will be receiving relevant details shortly.

Saturday 4 September

Visit to the Isle of Wight to see and do all sorts of interesting things. For more details, please send SAE to Other Visits Organiser, 39 Durnsford Road, London N11 2EP.

Friday 10 September

Gordon Hafter will talk about 1973 tube stock at Hammersmith Town Hall. 19.00 for 19.15.

Saturday 11 September

Society stand at the London Omnibus Traction Society's Transport Spectacular. Central Hall, Westminster from 11.00 a.m. to 3.00 p.m.

Saturday 18 September

Restricted morning visit to Morden depot. Please send 1st Class SAE to 113 Wandle Road, Morden, Surrey SM4 6AD.

Friday/Saturday 24/5 September

Visit to Liverpool. See UN174 for fuller instructions.

Friday 8 October

The President's Address will be given by John R Day at Hammersmith (NHE) Town Hall, on a subject to be announced later. 19.00 for 19.15

TRANSFER OF HIGHBURY BRANCH TO BRITISH RAIL

The transfer of London Transport's Highbury branch of the Northern Line to British Rail was effected under the terms of the 6th schedule of the Transport Act, 1962. This was on a similar basis to that employed in the transfer of the Upminster line from British Rail to London Transport in 1969 and the financial arrangements followed the same pattern in both cases.

A single payment was made of £2.1million (at October 1975 prices) to British Rail in respect of accrued liability for renewals and deferred maintenance. Of this, £0.7million was covered by a Government grant, the remaining £1.4million being paid by the London Transport Executive. There was no capital payment in respect of assets and no adjustment for changes in the traffic revenue or working expenses of either party. The three largest items included in the payment were, permanent way (£0.5million), the depot building at Drayton Park (£0.3million) and signalling and telecommunications (£0.2million), all net of grant.

The estimated effect on London Transport's revenue account of the transference to British Rail will be a net saving of about £0.2million per annum. This figure relates to the savings in expenses and the loss of receipts and is calculated on the basis of pre-transfer London Transport operations on the branch. It does not take account of any increases in traffic levels on the Underground system generally since these would have taken place in any case as a result of the electrification scheme and are unlikely to be significant in net terms.

The advantages afforded by the transfer are a more frequent service than previously provided with faster journey times in brand new rolling stock. In addition there will be the facility of cross-platform interchange with the Victoria Line at Highbury and through bookings with the whole of the Underground system.

It is of note that this transfer was approved in principle in March 1957, by the then British Transport Commission, that commitment being inherited by the London Transport Board in 1963 and ultimately by its successor, the present London Transport Executive, in 1970. A total of eighteen years from conception to enactment.

THROUGH TICKETING TO HEATHROW CENTRAL

Following a request from the London Transport Passengers' Committee, supported by the Heathrow Airport Consultative Committee, the Greater London Council has asked London Transport to introduce a scheme of through ticketing to Heathrow Central as a matter of urgency.

At present, passengers travelling to Heathrow Airport are required to buy an Underground ticket to Hounslow West, then to board a bus (route A1), purchasing a second ticket from the driver in the process. Since the Piccadilly Line extension to Heathrow Airport is due to open in late 1977, the London Transport Passengers' Committee see no reason not to implement a system of through bookings in advance of the tube extension using a simple transfer from train to bus at Hounslow West station. This would alleviate the necessity of buying two tickets for the one journey.

London Transport in its submission believes that the advantages to passengers of such a system would be very small with no discernable operating benefits. An important consideration is to check effectively the validity of tickets to prevent fraudulent travel. London Transport consider it unreasonable to expect the driver/operator on the A1 bus route to collect excess fares, and the physical layout of the stations constitutes a weakness

against fraud, which the Executive does not wish to extend. The only solution that it would seem to favour would be to issue a separate ticket for bus travel at the same time as the passenger buys his Underground ticket.

A combined rail-road ticket (a cheap day-return) was issued from a number of stations from 1955, but it was withdrawn in 1969 because very few were sold - about fifty per day. As the existing bus route A1 is publicised quite extensively, and in the light of past experience, the executive feels that it would be unwise and an expensive exercise to alter the existing arrangements for such a short time as twelve months.

TRANSPORT COMMITTEE - WEST GERMAN REPORT

Members and Officers of the GLC Transport Committee visited West Germany between 11 and 15 April 1976 in order to study the urban transport systems of Hamburg and Munich. Particular attention was paid to the way in which the various types of service are integrated to form a coherent whole, and to the quantity and type of automation leading to staff savings.

It was found that the normal procedure in large German cities is to control all the public transport through a public transport association. All the transport operators within the relevant area belong to the association which fixes fare levels and structures, and co-ordinates timetables for all the services.

The Hamburg association (HVV) comprises nine operators of whom the two most important are the HHA (a public company which runs the buses, trams, S-bahn, U-bahn and boats) and the German Federal Railway (which runs the suburban rail services). The parallel organisation in Munich (MVG) comprises three operators, the two main ones being the Federal Railway and the city department, which runs buses, trams and U-bahn.

Both these organisations have small staff complements (HVV has 89 and MVV has 88 permanent employees) and are free of political and governmental controls, except in the broadest sense. As far as finance is concerned, about 65% of the HVV running costs are met by fare revenues, the rest coming from State grants. The corresponding figure for the MVV is 42%. Both authorities believe that they will more nearly approach the break-even point this year.

Benefits to the passenger from integrated urban transport systems were seen to be threefold. Firstly, different services are routed such that they complement rather than duplicate each other. The bus and tram services form mainly feeders to the city centre railways, both U-bahn and S-bahn. Both cities also provide extensive park-and-ride facilities, parking spaces being free to passengers. In Hamburg trams are being phased out and largely replaced in the city centre by a new S-bahn extension, similar to the 'Crossrail' concept proposed for London's main termini. Munich, however, is retaining trams and building a further U-bahn line. Munich trams are large two-car vehicles which run on routes largely separated from other traffic.

Secondly, the separate services are timetabled to ensure ease of connections, simplicity of operation and adequate provision for adjustments if disruption occurs. These provisions take the form of management personnel at important locations, radio communications between all buses and trams and their control centres and a centralised control system with a pool of spare vehicles and crews available to fill gaps in services caused by breakdown, traffic congestion, etc.

Thirdly, the fare system is greatly simplified. Only one ticket is needed; this permits travel on and free interchange between bus, tram,

U-bahn and S-bahn (and boat in Hamburg) within the appropriate fare zone. Extra charges are payable for journeys into another zone. Two basic zoning patterns are used; a very small number (2-6) of concentric zones for single tickets, and subdivisions of these into rings and even sections (totalling 41-118) for season tickets. Single tickets are disproportionately expensive and most regular travellers use season tickets. In Munich, however, single tickets may be bought in blocks of six or twelve at some 27% discount, comparing favourably with season ticket rates.

A recent experiment in Munich has been the replacement of suburban bus services after the evening peak with 'route-taxis'. These are normal taxis in which a passenger may tender a public transport ticket and the driver will then follow the appropriate bus route to the desired stop. The aim of the experiment is to maintain existing service levels at reduced cost. No attempt has been made to change service quality by route deviation, etc.

Automation is highly advanced on all services; U-bahn trains are all one-man operated and tickets are bought from machines or in advance from sales offices. Further manpower savings are made by having no ticket inspections at either entry or exit points. Inspectors in plain clothes make random checks on board vehicles and may impose summary fines for revenue offences; this appears to be highly effective in these cities. Station cleaning is subcontracted with the result that most stations have only one full-time employee on the premises. Staff costs are hence much lower than in London.

In conclusion, the Transport Committee feels that the visit was enlightening and worthwhile in view of the recent consultation document on Transport Policy.

A F C POLICY

The present declared policy of London Transport on Automatic Fare Collection (AFC) comprises an expenditure of about £11 000 000 on installing automatic ticket gates at inwards barriers at stations with a view to curtailing the amount of fraudulent travelling on the system. These automatic barriers would be supplemented with manually operated tripod barriers operated by the ticket collector, giving him (theoretically) more control over people passing him. The GLC requires LT to install gates at stations only where it could be expected that there would be a subsequent reduction in fraud and where there would be least risk that increased receipts would not cover the costs involved.

The gates are of the type designed for LT's System C AFC Programme, though for the time being, the coding and checking is of a temporary and simplified nature. LT is pursuing with British Railways the possibility of introducing a compatible encodable ticket with a view to cutting down on more LT staff and to increase usage of the automatic barriers.

The gates (or barriers) being introduced under this, the System C, programme, are tending to be installed at suburban rather than Central Area stations. There is a number of reasons for this, not least that there are more of them. Other reasons include that often lower capital costs are involved and also many Central Area stations were equipped for AFC before the System C programme, for example, for the Victoria Line.

At present, two items fall below the ideal System C standard. Firstly, many stations are not yet equipped with manually-operated tripod barriers, enabling potential defrauders to pass through an open barrier without a correct ticket, and secondly the coding is of a somewhat inadequate nature,

enabling the PhDs (and others) to enter the system without a correct ticket. London Transport's latest policy (as reported to the GLC for 30 June 1976) is to consolidate the existing system by completing the present programme of gate installation, completing the installation of manually operated tripod barriers and 'improving' the coding arrangements of encodable tickets. This last item is likely to be expensive and also reduce the reliability of (correct) ticket acceptance and is possibly, for the moment, a false 'economy'. Furthermore, the manually operated barriers are only as good as the people who operate them and unless this factor can be improved upon then the needless delays incurred by passengers forced to use them could prove more of a problem than that which the gates are designed to prevent.

So far as British Railways are concerned, it has not yet proved possible to concur on one system which each concern is able to agree they can use. For example, the size of the ticket and the code-packing density are different for both systems. In both cases, and at enormous expense, contractors have been acting for each operator on a consultative basis.

The costs of the initial 'System C' installations were hoped to be justified by a minimum $3\frac{1}{2}\%$ station receipt increase and an increase of 8% was conservatively hoped for. Preliminary results realized an increase of very much less than this however. It is agreed that it amply covers costs but by no means comes up to original expectations. Also, an interesting point, results vary very widely between different types of station.

PRELIMINARY 'SYSTEM C' RESULTS

	<u>Capital Cost</u>	<u>Annual Cost</u>	<u>Annual Gain</u>	<u>Annual Savings</u>
Arnos Grove	£13 000	£5 500	£5 000 2.2%	-£500
Bounds Green	£16 000	£1 500	£10 000 4.9%	£8 500
Brent	£28 000	£2 000	£4 000 4.5%	£2 000
Burnt Oak	£24 500	£2 000	£8 500 4.6%	£6 500
Canons Park	£23 000	£2 000	£4 000 3.7%	£2 000
Cockfosters	£24 500	£2 000	£9 000 6.1%	£7 000
Colindale	£19 000	£5 500	£12 500 9.1%	£7 000
Dollis Hill	£19 500	£1 500	£8 500 7.5%	£7 000
Edgware	£39 000	£7 000	£9 500 3.3%	£2 500
Hendon Central	£21 000	£6 000	£8 500 3.9%	£2 500
Hyde Park Corner	£20 000	£6 000	£16 000 8.1%	£10 000
Kilburn	£28 000	£2 500	£10 000 3.7%	£7 500
Leytonstone	£31 500	£2 000	£7 000 2.4%	£5 000
Manor House	£28 000	£6 500	£12 000 4.3%	£5 500
Stanmore	£25 000	£6 000	£13 000 6.7%	£7 000
West Hampstead	£20 000	£1 500	£9 000 5.0%	£7 500
Willesden Green	£20 000	£2 000	£6 000 2.4%	£4 000

It is to be inferred that additional staff seem to be required at stations currently being equipped with 'System C' - a commodity shorter than money, possibly. Presumably where the additional staff are not forthcoming delays to passengers occur or else ticket-checking standards are further reduced.

The financial 'results' tabulated above are, incidentally, very suspect. NO indication is given (with them in their source) as to how they were arrived at, or their relative importance with respect to each other or anything in particular. They are of use only in a pure comparison exercise. As an

example of items taken into account in an attempt to arrive at the tabulated increase in receipts, the following criteria were considered,

- a) Upwards adjustments
 - i. for fares inflation above the general rate
 - ii. correction for fraudulent opportunities arising out of a 5p minimum fare (considered to be 'rather low') as opposed to 10p
 - iii. for introduction of better gate checking logic (No explanation forthcoming; one wonders how, if or when the enormous capital cost will outweigh any fraud due to the present 'bad logic')
- b) Downwards adjustments
 - i. for the loss of excess fares previously paid in elsewhere.
 - ii. for loss of initial staff enthusiasm
 - iii. for increased passenger adeptness as frauds which still remain possible (or have now been laid open).

There are so many variables that the increase in receipts seems not only unreliable, but completely arbitrary.

HEATHROW AIRPORT / CENTRAL?

The London Transport Passengers' Committee, supported by the Heathrow Airport Consultative Committee, is to make representations to London Transport and the Greater London Council to change the proposed name Heathrow Central to Heathrow Airport, with possibly 'central' added in small lettering. Members of the LTPC voted by a majority of two on a resolution to include the word 'Airport' in the station name.

London Transport, when considering the names of the stations on the Piccadilly Line extension, proposed the name 'Heathrow Central' because of a further possible extension to Perry Oaks, in which case there might have been a 'Heathrow West' station. If this new extension were built there would then be three stations within the Airport perimeter. However, only the central station would normally be used by passengers to and from the terminal buildings.

1973 Piccadilly Line rolling stock already entering service has the destination 'Heathrow' (with an aircraft symbol in white on a blue background) on the destination blinds.

In view of the expected opening date, late 1977, and the considerable amount of altered publicity already erected by LT, giving the name as 'Heathrow Central', the LTPC's action seems a little late.

PRE-EMPTIVE TICKET ARRANGEMENTS

London Transport's publicity coverage is generally very good, however, in the light of recent fares increases, one noticeable anomaly has appeared, namely the lack of publicity for pre-emptive ticket arrangements.

The arrangement whereby quarterly and annual season tickets are increased proportionally prior to a general fares revision was first introduced in 1972. While British Railways have implemented the arrangements to the full, they have only applied in respect of Underground season tickets from the latest fares increase. The main reason for implementing the full arrangements now is due to the Central Government insistence to make public transport more self-supporting, and this means extracting every last drop of revenue. The Executive therefore introduced what it considered

a fair arrangement, whereby a passenger buying a ticket for a period greater than one month, just prior to the increase, would pay a rate reflecting the the old rate up to the revision date and the higher rate for the remaining period.

However, judging by the large number of phone calls and letters of complaint received by LT, the LTFC and the GLC Transport Committee, the publicity coverage failed to bring the pre-emptive arrangements to the notice of a large number of passengers.

It would be fair to state that passengers usually complain when events work against them and fail to give credit when in their favour, but in order to pacify or pre-empt any possible complaints on future occasions, the publicity coverage should be improved.

It is also of interest to note that LT considers the Go-As-You-Please tickets as tourist tickets only and do not see any justification to publicise them for use by the commuting public.

NEWSFLASHES

NF 1692 London Transport posters from the post-war period (mainly) will be on show on HMS Belfast between 7 August and 31 August. Some of the posters are illustrated in the London Transport/Phaidon Press book entitled 'London Transport Posters' and assembled by LT's new Publicity Officer Mr Michael Levey. The book will be officially published at the opening of the exhibition and will be available at TEOs and bookshops at £3.50, but copies have already been seen on sale (on 27 July) in a well-known Central London 'bookshop'.

NF 1693 The Northern City Line will re-open on 16 August under BR control between Drayton Park and Old Street. It is now thought trains may be able to continue in passenger service to Moorgate since it is likely that escalator work there will be finished. The first train will depart Drayton Park at 06.45 and there will be a ten-minute service until 07.45, eight-minute until 09.05 and from 16.05 to 18.45 and ten-minute between 09.05 and 16.05 and after 18.45 until the last train at 19.55. On Saturdays there will be a ten-minute service in the morning and eight-minute in the afternoon, and on Sundays, apparently, eight-minute all day. When the through service commences the first southbound (Up) train will be the 05.00 from Hertford North and the first northbound (Down) train will be the 05.45 from Moorgate.

NF 1694 The driver and guard of a Bakerloo Line train were killed in a collision in Neasden depot on Wednesday 7 July. Twenty-five 1938 stock cars (believed all EHO) were involved.

NF 1695 A report in the Daily Telegraph for Wednesday 30 June indicates that LT have virtually had to stop recruitment due to financial restrictions. According to the newspaper they are short of 2600 (bus) drivers, about the same as last year.

NF 1696 Videotape-recorders are to be used in conjunction with station television cameras in a further attempt to catch 'muggers' and to reduce violence. Stations patrolled will be Brixton, Stockwell, Clapham North, Clapham Common, Balham, Tooting Broadway and South Wimbledon. The equipment will be housed in a central Control Room.

NF 1697 London Transport renamed Brent station Brent Cross on Tuesday 20

July. All but one of the rectangular nameplates had been replaced by similar ones with the new name. By 21 July, the remaining rectangular plate and the four 'three-piece' plates had been altered. At the time of writing few other signs (such as line diagrams and direction signs on lamp-posts) had been altered. The cost of the exercise is not known at present.

- NF 1698 'A' stock car 5218 fitted with trial air-suspension, entered passenger service in the evening peak on 5 July 1976. It is initially confined to service on the Watford line.
- NF 1699 Sixty trains of 1973 stock had been completed by mid-June of which 25½ were ready for service. One train was delivered recently with its motors fitted as a trial to reduce commissioning work at Ruislip.
- NF 1700 Guard Bill Nevard, aged 80, has retired from London Transport after sixty-one years service. He started work in 1915 as a gateman on the Great Northern, Piccadilly and Brompton Railway. He so enjoyed his work in later years that at age 65 he decided to stay on. He was based at Edgware.
- NF 1701 Essex County Council has agreed to contribute towards the service on the Epping-Ongar shuttle, at present alleged to be making a loss of over £300 000 but 'service economies' will be needed. LT propose to reduce the two-train peak service to one, presumably allowing the passing loop to be removed. LT says the maximum frequency that can then be provided while retaining good connections at Epping, is 35 minutes as compared with the present 20-minute intervals. A questionnaire detailing possible timetable options was handed to passengers at stations north of Epping on the morning of 15 June. The options allow passengers to choose which of the more popular trains could be retained and which they would mind least being altered.
- NF 1702 The GLC is to appoint Mr Roger Graef to the London Transport Executive as a part-time member at a salary of £1000. The appointment is for three years. Mr Graef is a forty year old TV film producer and writer on planning and communications. He has produced thirty-five documentary films for television, is a governor of the British Film Institute and Chairman of its committee on information and documentation. He is also a member of the DoE Development Control Review Advisory Committee and chairman of the study group on public involvement in planning. Mr Daly said Mr Graef has a wide knowledge and has much to offer London Transport.

LETTER TO THE EDITOR

Sir,

(With reference to pp 216-7) the August 1963 issue of London Transport Magazine, p6, explains how split-level arm rests were introduced experimentally in one car on the Bakerloo Line following a suggestion by Mr D McDermid (a passenger). This was followed by twenty-one cars on the Northern Line. It was then intended so to equip five 7-car trains on the Northern Line.

14 July 1976
Camberley, Surrey

Yours faithfully,
R P G Richards