

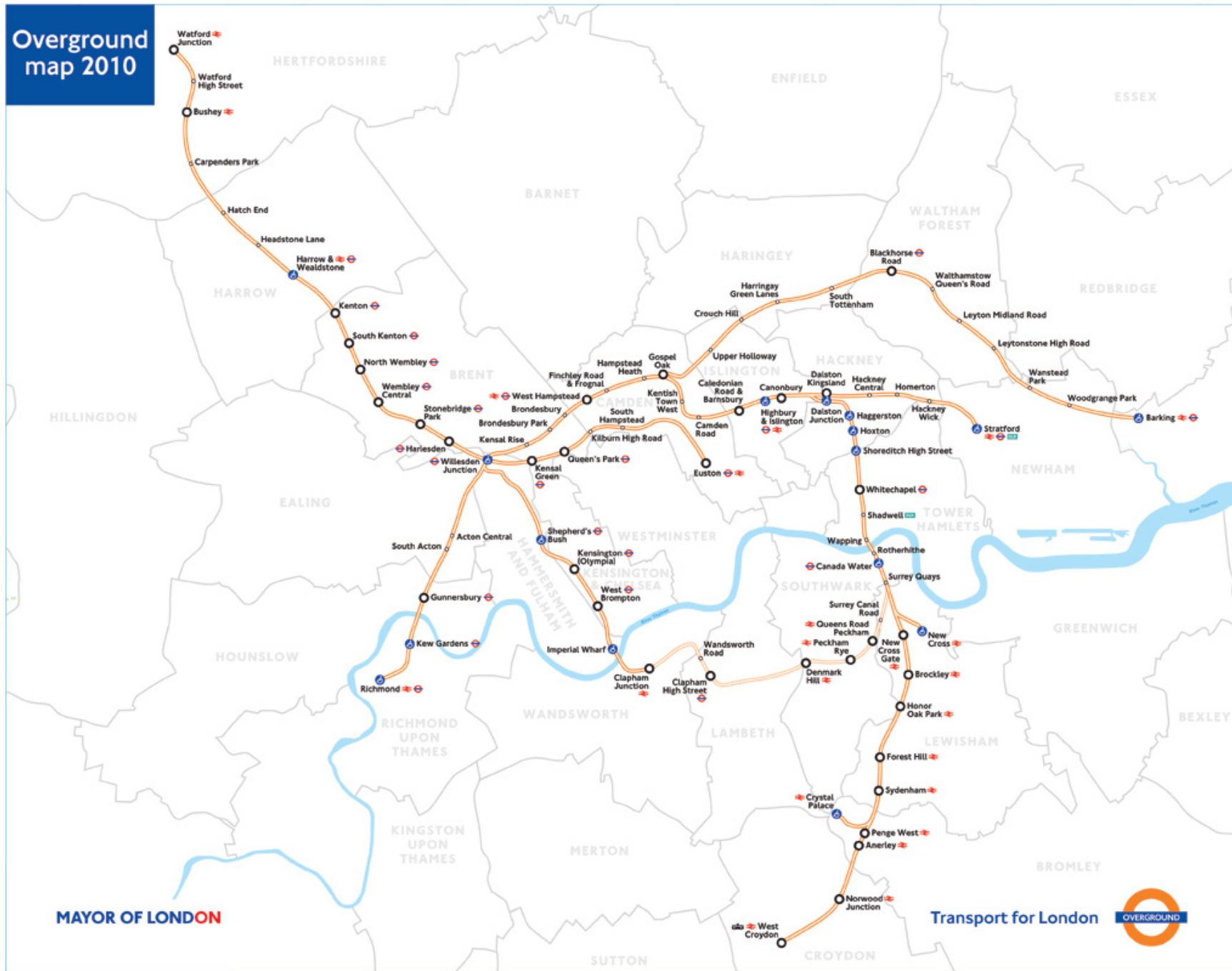
Access to Transport Committee

The new London Overground class 378 electric trains

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Overground map 2010





Background

- New trains ordered when TfL got go-ahead for London Overground project
- 1st batch – 3-car trains for North & West London Lines to replace existing class 313 trains built 1976
- First one entered service 29th July
- 2nd batch – 4-car trains for new East London Line service (opens May 2010)
- 3rd batch – extra cars to lengthen NLL / WLL trains to 4-cars (2011)
- 4th batch – extra trains for ELL Clapham Junction route (2012)
- *New diesel trains for Barking – Gospel Oak line due 2010 – but different design*

Why new trains?

- ELL is new service so needs new trains
- Existing class 313 lack capacity, can't easily be lengthened & can be put to good use elsewhere
- Makes sense to have standardised fleet

Here's the capacity problem -

313 problem – lots of seats, but not much standing space





5 minutes BEFORE departure – Noon at Clapham Junction on a
SATURDAY !

- So TfL studied the traffic
- Concluded most passengers make short journeys – average 13 minutes
- Decided on maximum standing space

London TravelWatch was consulted – on the detail (but not the concept)

Here's the proof – two LTW has-beens viewing the mock-up at the Derby factory



Key features of the finished design

Side seats only – like most Underground trains



Ample standing space – and straphangers added to the monkey rails (a late afterthought)



Double grab rails, so less need to fight for a handhold. A longstanding LTW request. But not universal.



Wide gangway between cars – see right down the train



and extra standing space !



Visible staff - conductor works in passenger saloon



Comments received

No luggage racks – but does it matter? The tube doesn't have them



Good circulation at doorways – but perhaps a bike problem?



Line maps over the doors - not visible from seats –
but TfL say they'll put this right



Priority seats in different colour – but is it different enough?



And (almost) finally

The 378s are air-conditioned – a first in UK for high-density metro trains with frequent stops and door openings.

LTW did not ask for this - but it's intuitively popular.

But is it “green” – and should LTW be concerned about this?

Would decent draught-free opening windows – as used on Routemasters but not on modern buses – be acceptable for metro trains?

Of course there's nothing new under the sun – the first NLL electric
trains c1914

Side seats, straphangers, monkey rails, no luggage racks

I went to school on these – but not in 1914 !

