

THE TIMETABLE for period beginning  
6th June 1978

Tuesday 6 June

Library evening, 18.30. The Society's library open for inspection at 9A Dunrobin Court, 389 Finchley Road, London NW3 6HE.

Friday 9 June

Talk by Mr.D.G.Jobling, Design and Construction Engineer (Civil Engineering) London Transport, on L.T. Railway Bridges. 19.00 for 19.15 at Hammersmith Town Hall.

Night of Friday 9 June/Saturday 10 June

All night visit to Permanent Way night work. FULLY BOOKED.

Saturday and Sunday 24 & 25 June

The Society will be operating its sales stand at the National Showbus Rally, Hillingdon Show, Uxbridge.

Wednesday 5 July

Library evening, 18.30. Other details as for 6 June.

Thursday 6 July

Morning visit to Parsons Green Works and Building Depot. Restricted numbers. Applications with SAE to Mr.G.A.Finch, 161 Valetta Road, London, W3 7TA.

Friday 14 July

Talk by Mr.P.Cassell. Vegetation Control on London Transport. 19.00 for 19.15 at Hammersmith Town Hall.

Tuesday 1 August

Library evening, 18.30. Other details as for 6 June.

Friday 11 August

Talk by Mr.F.G.Rutty, Traction Engineer, London Transport. Train Performance and Testing on London Transport. 19.00 for 19.15 at Hammersmith Town Hall.

Saturday 19 August

Visit to Hornsey E.M.U. Depot British Rail. FULLY BOOKED.

Friday 8 September

19.00 for 19.15 at Hammersmith Town Hall. Details to be announced.

Saturday 16 September

Morning visit to Hammersmith depot. Restricted numbers. Applications with SAE to Mr.G.A.Finch, 161 Valetta Road, London W3 7TA.

Printed and published 12 times a year by the London Underground Railway Society. Correspondence to the Assistant Editor, 13 Castleton Road, Eastcote, Ruislip, Middlesex, HA4 9QQ. Opinions expressed are those of contributors and not necessarily endorsed by the Society. Members requiring a reply to their correspondence are asked to include an SAE. The contents of this journal are copyright.



NEW VICTORIA LINE TIMETABLES - SATURDAYS & SUNDAYS

From Saturday 6th May and Sunday 7th May 1978, new timetables for those days of the week were introduced on the Victoria Line, (No.17 Saturdays, No.18 Sundays). Slightly extra running time has been allowed; Euston to Kings Cross northbound + ½ minute, Finsbury Park to Seven Sisters northbound + ½ minute, Highbury to Kings Cross southbound + ½ minute and Oxford Circus to Green Park southbound + ½ minute. On Saturdays, 17 trains still provide the service, but one additional train remains in service after 19.00, (14 trains, formerly 13 trains.)

The service intervals remain the same at (minutes), SATURDAYS:-  
 Brixton to Victoria 5-7 (6-9 before 11.00 and after 19.00).  
 Victoria to Kings Cross 4 (5 before 11.00 and after 19.00).  
 Kings Cross to Seven Sisters 4-8 (5-10 before 11.00 and after 19.00).  
 Seven Sisters to Walthamstow 12 (15 before 11.00 and after 19.00).

SUNDAYS:-  
 Brixton to Victoria 5-7 (7½ before 10.00)  
 Victoria to Kings Cross 6 (7½ before 10.00, 4 after 17.00).  
 Kings Cross to Seven Sisters 6 (7½ before 10.00, 4-8 after 17.00).  
 Seven Sisters to Walthamstow 12 (15 before 10.00).

The services are not self contained and work in overlapping sections as detailed below. For comparison, the previous workings are also shown.

NEW TIMETABLES

Previous Timetables

SATURDAYS

Before 11.00

NB Brixton to Seven Sisters  
 Brixton to Walthamstow  
 Victoria to Kings Cross

} as new timetable

SB Walthamstow to Victoria  
 Seven Sisters to Brixton  
 Kings Cross to Brixton

Walthamstow to Brixton  
 Kings Cross to Brixton  
 Seven Sisters to Victoria

11.00 to 19.00

NB Brixton to Kings Cross  
 Brixton to Seven Sisters  
 Victoria to Walthamstow

Brixton to Seven Sisters  
 Brixton to Walthamstow  
 Victoria to Kings Cross

SB Walthamstow to Brixton  
 Seven Sisters to Victoria  
 Kings Cross to Brixton

} as new timetable



NEW TIMETABLESPrevious Timetables

## SATURDAYS (continued)

After 19.00

NB	Brixton to Seven Sisters	Brixton to Kings Cross
	Brixton to Walthamstow	Brixton to Walthamstow
	Victoria to Kings Cross	Victoria to Seven Sisters
SB	Walthamstow to Victoria	Walthamstow to Brixton
	Seven Sisters to Brixton	Seven Sisters to Brixton
	Kings Cross to Brixton	Kings Cross to Victoria

## SUNDAYS

Until 17.00

NB	Brixton to Seven Sisters	as new timetable
	Brixton to Walthamstow	
SB	Walthamstow to Brixton	as new timetable
	Seven Sisters to Brixton	

After 17.00

NB	Brixton to Kings Cross	Brixton to Seven Sisters
	Brixton to Seven Sisters	Brixton to Walthamstow
	Victoria to Walthamstow	Victoria to Kings Cross
SB	Walthamstow to Brixton	} as new timetable
	Seven Sisters to Victoria	
	Kings Cross to Brixton	

REVIEWS

## SCALE DRAWINGS OF L.T. ROLLING STOCK

Drawn by Piers Connor.

This latest set of drawings of London Transport rolling stock consists of up to 38 separate sheets covering the different types of District Railway electric stock from the original 'A' stock up to the 'Q' stock of 1938. Unfortunately, the end views of the cars are not shown with each drawing, but a number of end views are available on separate sheets. Three sheets are also devoted to historical notes of the stocks.

The drawings are detailed and drawn well, and are highly recommended for anyone interested in modelling from 'scratch'. If one is not the modelling kind, then they are also to be recommended for the enthusiast interested in the different types of stock, especially car body details.

The drawings can be obtained from:- the Assistant Sales Manager,  
21 Chestnut Grove,  
London W5 4JT.

Price list on next page.



FLEET DRAWINGS - SALES LIST No.2.

District Railway Electric Stock.

Individual sheets 17p each (Quote reference number)

UD 001	A Stock	End Motor car
UD 002	A Stock	Middle Motor car
UD 003	A Stock	Trailer car
UD 031	A Stock	Rebuilt Motor car
UD 032	A Stock	Rebuilt Control Trailer car
UD 004	B Stock	End Motor car (with luggage compartment)
UD 005	B Stock	End Motor car and Middle Motor car
UD 006	B Stock	Trailer car
UD 007	B Stock	Trailer car (with new seating)
UD 008	B Stock	Composite Control Trailer car
UD 033	B Stock	Motor car (with new seating and trucks)
UD 034	B Stock	Motor car (with new seating, trucks & body panels)
UD 035	B Stock	Composite Trailer car (with new seating and body panels)
UD 009	C & D Stock	Motor car
UD 010	C & D Stock	Trailer car
UD 011	E Stock	Motor car
UD 012	E Stock	Trailer car
UD 013	F Stock	Motor car
UD 014	F Stock	Control Trailer car
UD 015	F Stock	Composite Trailer car
UD 016	F Stock	Trailer car
UD 017	F Stock	Motor car (single ended)
UD 018	G Stock	Motor car
UD 019	H Stock	Trailer car (ex. B Motor)
UD 020	H Stock	Composite Trailer car (ex. B Motor)
UD 021	K Stock	Motor car
UD 022	L & M Stock	Motor car
UD 023	LM & N Stocks	Composite Trailer car
UD 024	M Stock	Trailer car
UD 025	Q Stock	Motor car
UD 026	Q Stock	Trailer car
UD 027	Q Stock	Composite Trailer car

NOTE: that the above do not include end views, and copies of UD 028 UD 029 and UD 030 will be necessary to show them.

UD 028	End Views	A B C D & E Stocks
UD 029	End Views	F G K L M N & Q Stocks
UD 030	Train formations and rebuilt A stock end view.	

UH 001 - 003 (3 sheets) District Railway stock - Historical notes  
set of 3 sheets - 40p



Sets available:-

Stock	Drawings in set	Price	Sheets in set
A	UD001, 002, 003, 031, 032.	70p	5
B & H	UD004, 005, 006, 007, 008, 019, 020, 033, 034, 035.	£1-45	10
C D & E	UD009, 010, 011, 012.	55p	4
F	UD013, 014, 015, 016, 017.	70p	5
G K L M & N	UD018, 021, 022, 023, 024.	70p	5
Q	UD025, 026, 027.	40p	3
End views & Train Formations	UD028, 029, 030.	45p	3
A Complete set of 38 sheets.		£5-30	

BOOK REVIEW

GLASGOW SUBWAY 1896-1977 by Paul J. Kelly and M.J.D. Willsher

27pp, 18 black & white photos, 3 maps.

Price 30p

Published by Light Railway Transport League, 3 Kings Orchard,  
London SE9 5TJ.

Formerly serialized as 'The Forgotten Underground' in early 1977 issues of Modern Tramway, this book covers in detail the past and future of the Glasgow Subway.

Photography is of a high standard, but the text does lack a lot of detail in the case of Cable Haulage, and in the first three parts of the book a lot of errors do appear. For example, on page 17, the uppermost photograph shows the mock-up car at the Scottish Design Centre and not as stated.

The fourth and final chapter is about the various tickets and ticketing systems written by the late W.H. Bett who could not be disputed on this aspect of any railway system.

Overall, it is a very well laid out book, but it merely confirms what other books and technical papers have said in the past.

D.J. Carson

LETTER TO THE EDITOR

Sir,

Re- Heathrow Computer article in UN 192

I was interested to read the subject above, as for one thing I am an old Londoner besides being a London Underground fan.

I wondered however whether a sketch or map could have been included. Those of us who are far away from London could do with a



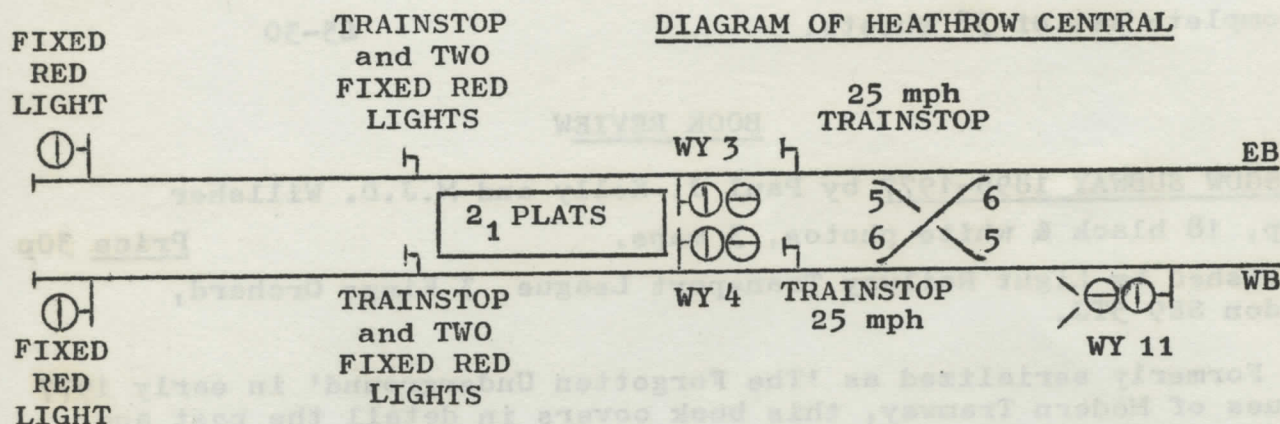
map or two with some articles that appear in Underground News. This would put us in the picture more.

Yours sincerely,  
Henry Rowe.

April 1978.  
Dornoch, Sutherland,  
Scotland.

Assistant Editor's reply:-

Where possible, we will try to include a diagram to help our members who do not live near London. (A map did however accompany the Liverpool article in UN 190.)



The two tunnels beyond the fixed red lights and trainstop (also fixed) are long enough to accommodate a train in each, but are not used as such, merely being over run tunnels. I believe that there are long term plans to extend the line further if another air terminal is built, to Heathrow West, Perry Oaks or even Staines has been suggested, and these over run tunnels would form the start of the extension.

It will be seen from the above diagram that an additional trainstop (without a signal) has been installed on the approach side to each platform from the westbound direction, and before they will lower an approaching train must be travelling at 25 mph or less.

The junction home signal (WY 11) is approach controlled and will not clear until the approach track circuit is occupied. The signal to the rear of WY 11 (draw up signal WY 1100) is also approach controlled and will only clear if an approaching train travels over an inductor at between 15 and 30 mph, the inductor being about 350 ft to the rear of the signal. To the rear of the inductor, two separate repeater signals each display a permanent yellow aspect.

Moveable angles (on No.5 points) form part of the scissors crossover at Heathrow.



## NEWSFLASHES

- NF 1990 Pre 1938 tube stock Pilot motor car L130 ran into 1973 tube stock motor car 208 in Northfields depot on Friday morning 5th May 1978. Damage to both cars was at each driving position corner. L130 and L131 were due to take 1973 tube stock car 112 to Acton for repair, but this did not take place. However on 8th May 1978, the newly damaged unit (208-608-408) was taken to Acton for repair.
- NF 1991 The commemorative plaque on 1973 tube stock motor car 165 (which went to Shildon for the Rail 150 celebrations in 1975) has been stolen. The theft was first noticed on 4.5.78 and the thief has removed the grille and car number plate as well. The plate on UNDM car 365 was stolen earlier in the year.
- Assistant Editor's comments and feelings:-  
NOT SUITABLE FOR PUBLICATION !!!
- NF 1992 1972 Mk.II stock motor car 3555 was in service on 1.5.78 on the Northern Line, still fitted with an illuminated train or set number panel. Motor car 3360 has additionally one ordinary type of No-Smoking label.
- NF 1993 New C77 stock 6-car train 5724-6724+6725-5725+6726-5726 ran from Hammersmith depot to Putney Bridge and back on Sunday 30.4.78 for gauging at Putney Bridge. Reversal there was via the crossover west of the station.
- NF 1994 A further 1938 tube stock train formed with the 4-car unit at the north end and 3-car at the south end was 10242 and 11179 on 4.5.78, working train 132 to Watford Junction. Six car trains (2x3-car units) are still occasionally seen on the Bakerloo Line, and on 4.5.78 one was seen at West Hampstead with 'SHORT TRAIN' chalked on each end.
- NF 1995 CP stock motor car 53263 was seen in service on 4.5.78 (in bus red livery, overhauled 2/74) with one leaf of a pair of double doors in train red, obviously a defective door replacement.
- NF 1996 1938 tube stock 4-car unit 10188-012268-12015-11188 collided with the stops in the south shunting neck at Neasden on 24.4.78 in the evening, causing severe damage to 11188.
- NF 1997 Extractor fans have been fitted to 1973 tube stock units 185 (week ending 28.4.78) and 115, 135 (week ending 6.5.78).
- NF 1998 Metropolitan locomotive No.12 was working between Amersham and Rickmansworth week ending 12.5.78, testing brake blocks. It was stabled overnight in Rickmansworth bay platform and returned to Ealing Common depot on Friday 12.5.78.



NF 1998 (continued)

The locomotive is gradually being repainted, and during the tests the half repainted condition was very apparant.

NF 1999 The paths provided for crew training between Queens Park and Watford Junction/Croxley Green depot ceased after Friday 5th May 1978, the last day of operation of timetable No. 76. From 8th May (timetable No.77) one train is scheduled to work empty between Queens Park and Stonebridge Park depot for the same purpose during the midday off peak on Monday to Friday. When the train was running to Watford and Croxley, on at least one occasion it was formed of 1972 Mk.II stock.

NF 2000 The car numbers for the D78 stock will be:-

65 'A' end single cab 3-car units  
65 'D' end single cab 3-car units

DM 'A' end West	Trailer	UNDM Middle	+	UNDM Middle	Trailer	DM 'D' end East
7000	17000	8000		8001	17001	7001
7002	17002	8002		8003	17003	7003

and so on until

7128	17128	8128		8129	17129	7129
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20 'Double-Cab' units

DM 'A' end West	Trailer	DM 'D' end East
7500	17500	7501
7502	17502	7503

and so on until

7538	17538	7539
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NF 2001 The Tunnel Cleaning Train has recently been on test (not cleaning tunnels yet) between Whitechapel and Bromley on the District Line.

NF 2002 Further 1938 tube stock motor cars to be fitted with Storno Radio equipment include 10155, 10319 and 11184. This leaves only the following outstanding:-  
10213, 10255, 10261, 10279.  
11142, 11148, 11174, 11178, 11204, 11236, 11284.

NF 2003 R stock 3-car unit 21118-23318-23420 was damaged by fire in Ealing Common depot on 30.3.78. Damage to 23318 was extensive and the whole unit is to be scrapped



ROLLING STOCK ALTERATIONS

MARCH 1978

1938 Tube Stock

From Morden to Neasden

10217-012306-11217+10252-012325-12132-11252 3rd

From Golders Green to Neasden

10233-012330-11233+10228-012322-12125-11228 10th

10235-012334-11235+10280-012343-12142-11280 21st

From Neasden to Ruislip (Condemed)

10112 11112 012228 012417 12001 12436 6th

10224 10304 11224 11226 012312 12411 13th

From Ruislip to Birds (Long Marston) for scrap

10163 10185 10307 11137 11163 11185 012255 012267 2nd

10112 11112 012228 012417 012475 12001 12436 16th

10224 10304 11158 11217 11224 11226 012306 012312 12411 30th

From Northfields to Neasden for reform

10306-012498-11306 12th (E.T.T. Pilot Unit)

Units Reformed at Neasden

10247-012328-11306 17th for scrap

10306-012498-11247 17th E.T.T. Pilot Unit

From Neasden to Northfields (E.T.T. Pilot Unit)

10306-012498-11247 28th

1959 Tube Stock

1132-2132-9133-1133+1162-2162-1163 3rd

1212-2212-9213-1213+1158-2158-1159 10th

1140-2140-9141-1141+1290-2290-1291 17th

} Northfields to  
Golders Green

1973 Tube Stock

Ruislip to Northfields (Experimental Tube Train)

892-692-893 17th

CO/CP STOCK

Ealing Common to Ruislip (Condemed)

53196-54216 16th (between Pilot units detailed below)

Ealing Common to Ruislip (Pilot units for above)

53205-54268+53238-54027 16th



### C77 Stock

From Metro-Cammell to Ruislip

5724-6724+6725-5725+6726-5726 15th

From Ruislip to Hammersmith

5714-6714+6715-5715+6716-5716 9th

From Hammersmith to Ruislip (for further work)

5701-6701+6705-5705+6706-5706 8th

Entered Service Hammersmith & City and Circle Lines

5710-6710+6711-5711+6713-5713 13th

5714-6714+6715-5715+6716-5716 28th

### Miscellaneous Movements

1020-2020-9021-1021 Northfields to Acton for air door conversion 3rd

L130-9435-L131 Acton to Ruislip (ex. derailment) 16th

L37 Acton to Ealing Common (ex. collision) 23rd

L130-3209-L131 Acton to Golders Green (ex. repair) 23rd

53194-013099-54213 Ealing Common to Acton (for repair) 30th

L130-3412-L131 Cockfosters to Golders Green (ex. repair) 2nd

See NF 1952 in UN 192.

### Units to Acton for Overhaul

District 22657-23557 1st

Victoria 3042-4042-4142-3142+3040-4040-4140-3140 1st

Bakerloo 10205-012292-11205 2nd

Central 1400-2400-9401-1401 6th

District 21109-23317-23411+23536-22633 9th

Metropolitan 5202-6202-6203-5203 9th

District 53004-013077-54004 17th

Bakerloo 10186-012270-12028-11186 17th

Metropolitan 5204-6204-6205-5205 21st

Bakerloo 10106-012169-12094-11106 22nd (for E.H.O.)

Northern 1050-2050-1051 29th

Central 1746-2746-9747-1747 29th

### Units ex. Acton from Overhaul

Bakerloo 10225-012308-11225 2nd

Piccadilly 1140-2140-9141-1141 9th

Metropolitan 5196-6196-6197-5197 10th

Central 1716-2716-9717-1717 10th

Victoria 3060-4060-4160-3160 12th

District 21122-23315-23414 14th

District 53194-013099-54213 17th

Metropolitan 5200-6200-6201-5201 21st

Bakerloo 10208-012315-12025-11208 22nd

Piccadilly 1112-2112-9113-1113 29th

District 22641-23548 29th

Central 1740-2740-9741-1741 29th



BACK NUMBERS OF 'UNDERGROUND' AND 'UNDERGROUND NEWS'

The Society has available a limited supply of copies of the original series of 'Underground' (1962-1974) and of back issues of 'Underground News' (1975 to December 1977).

The issues available are as follows:-

- Underground (1962) Issue Nos: 3, 5, 6, 7, 8, 9, 10, 12.  
Underground (1963) Issue Nos: 16, 17, 18, 19, 20, 21, 22.  
Underground (1965) Issue Nos: 40  
Underground (1966) Issue Nos: 51, 52, 53, 55, 56, 58.  
Underground (1968) Issue Nos: 76, 81, 83.  
Underground (1969) Issue Nos: 87, 88, 89, 91, 92, 93, 94.  
Underground (1970) Issue Nos: 100, 102, 103, 104, 105, 106, 107.  
Underground (1971) Issue Nos: 111, 112, 113, 115, 116, 117, 118, 120.  
Underground (1972) Issue Nos: 123, 124, 125, 126, 127, 128, 131, 132.  
Underground (1973) Issue Nos: 135, 139, 140, 141, 142.  
Underground (1974) Issue Nos: 145, 147, 149, 150, 151, 152,  
153A (the J.P.Thomas obituary issue)  
154, 155, 156.

Index sheets are available for all years from 1962 to 1974 inclusive EXCEPT 1972, at 5p each.

- Underground News (1975) Issue Nos: 157, 158, 159, 160, 161, 162, 163,  
164, 165, 166, 167, 168  
Underground News (1976) Issue Nos: 169, 170, 173, 174, 176, 177, 178.  
Underground News (1977) Issue Nos: 179, 181, 182, 183, 184, 185, 187.

All of the above are available from:

The Sales Manager, 26 Fishery Road, Boxmoor, Hemel Hempstead,  
Herts, HP1 1ND.

Price is 15p per copy for orders for 1 to 10 copies, and 12p per copy for orders for 11 or more copies.

Index sheets are 5p each per year, and all orders are post free to members.

QUARTERLY JOURNAL 'UNDERGROUND' - VACANCY FOR EDITOR

Applications are invited from members for the position of Editor for the Society's quarterly journal 'Underground'. The work will involve obtaining and editing material for the magazine, arranging for original research work for those preparing articles and liaising with those concerned with its production.

Applications please to THE ASSISTANT EDITOR.



### HELP WANTED

Mr. I. A. Bond of 22 Hollybrook Street, Govanhall, Glasgow, G42 7EH wishes to acquire copies of photographs of closed stations taken by members during visits.

Mr. D. A. Gilbert of 39 Brownswood Road, Green Lanes, London, N4 2HP specialises in studying the City Widened Lines, and would like to know whether any member took a photograph of the beginning of Maiden Lane or West Curve at Kings Cross at the point where it left the East Branch or York Curve (the line down from York Road to the Widened Lines towards Moorgate).

Would any members who are able to assist, please write DIRECT.

### ADDRESSES TO REMEMBER

Correspondence and articles for Underground News to:  
The Assistant Editor, 13 Castleton Road, Eastcote, Ruislip, Middlesex, HA4 9QQ.

Orders for publications to:  
The Assistant Sales Manager, 21 Chestnut Grove, London W5 4JT.

Sales queries to:  
The Sales Manager, 26 Fishery Road, Boxmoor, Hemel Hempstead, Herts, HP1 1ND.

Society visits to:  
The Visits Organiser, 161 Valetta Road, London W3 7TA.

Membership queries and current years back numbers of U.N. to:  
The Registrar, 29 Sparke Close, Wellingborough, Northants, NN8 3YL.

NOTE that this is the Registrar's new address and applies from 10th June 1978.

Other queries to:  
The Secretary, 6 Launceston Gardens, Perivale, Greenford, Middlesex, UB6 7ET.

### FORTHCOMING PUBLICATION

It is hoped that in the near future, a pictorial book on Underground Rolling Stock will be published by Bradford Barton. Members are invited to help by submitting their photographs for selection (which MUST be black and white, preferably of stock now withdrawn or of unusual workings).

Further details will be sent to those who reply to this request, when they are available. Photographs please, to the ASSISTANT EDITOR.