

ROLLING STOCK CHANGES AND MOVEMENTS

PREVIOUS ADDITIONS, CORRECTIONS & DECEMBER 2011

CORRECTION TO A STOCK DISPOSAL DATES:

From Northwood to Booths, Rotherham, by road for scrap –

5145	6145	27.09.11	30.09.11
5144	6144	28.09.11	29.09.11
5027	6027	29.09.11	28.09.11
5026	6026	30.09.11	27.09.11

From Northwood to Knights Rail, Eastleigh, by road for scrap –

5201	6201	12.10.11	13.10.11
5200	6200	13.10.11	12.10.11

From Northwood to ~~Knights Rail, Eastleigh~~, **Booths, Rotherham**, by road for scrap –

5075	6075	21.11.11	5074	6074	22.11.11
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1992 TUBE STOCK 'REFRESH' – UPDATE:

Train	Units and Completion Dates							
38	91143	29.11.11	91247	29.11.11	93196	29.11.11	93226	29.11.11
39	91031	01.12.11	91041	01.12.11	93050	01.12.11	93144	01.12.11
40	91137	06.12.11	91229	06.12.11	91341	06.12.11	93140	06.12.11
41	91029	08.12.11	91151	08.12.11	91169	08.12.11	93442	08.12.11
42	91269	13.12.11	91311	13.12.11	91323	13.12.11	93202	13.12.11
43	91087	15.12.11	91161	15.12.11	93076	15.12.11	93410	15.12.11
44	91025	20.12.11	91179	20.12.11	93156	20.12.11	93428	20.12.11
45	91005	23.12.11	91053	23.12.11	91331	23.12.11	93120	23.12.11

LU HERITAGE STOCK:

Pre-1938 Tube Stock from Acton Works to Knights Rail, Eastleigh, by road for disposal –

L135	PC850	04.12.11
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1967/72 TUBE STOCK:

Transfer of Asset Inspection Train Lillie Bridge – Northfields –

3079-4313-3313	04.12.11	3213-4213-3179	05.12.11
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Overhauled at Stonebridge Park depot – 3461-4561-3561 01.12.11

Update on disposal dates:

Acton Works to Booths, Rotherham, by road for scrap – 4186 14.09.11

The following cars of Victoria Line 1967/72 Tube Stock remained at Acton Works on 30 November 2011:

3007 3107 3022 3122 (for future Tunnel Cleaning Train)

3075-4075-4175-3175 (possible Acton Works shunting unit)

In addition, units 3060+3061 were still at Northumberland Park for shunting purposes, awaiting the return of 2009 Stock Train 20 from Derby.

1973 TUBE STOCK:

Overhauled at Cockfosters depot –

198-598-398	06.10.11	331-531-131	08.11.11
160-560-360	20.10.11	407-607-207	01.12.11
317-517-117	31.10.11		

2009 TUBE STOCK:

From Bombardier, Derby, delivered to Northumberland Park depot by road –

13002	14002	01.12.11	13001	14001	05.12.11) Part Train 1/48
11001	12001	06.12.11				

11004 12004	10.12.11	13004 14004	12.12.11) Train 2/49
13003 14003	13.12.11	11003 12003	14.12.11	

Entered service, Victoria Line –

11002-12002-13002-14002-14001-13001-12001-11001	16.12.11	Train 1/48
11004-12004-13004-14004-14003-13003-12003-11003	20.12.11	Train 2/49

The original build sequence of Train 48 as laid down is 11095-12095-13095-14095-14096-13096-12096-11096 but has Train 1 numbering (11001-12001-13001-14001-14002-13002-12002-11002).

The original build sequence of Train 49 as laid down is 11097-12097-13097-14097+14098-13098-12098-11098 but has Train 2 numbering (11003-12003-13003-14003-14004-13004-12004-11004).

However, because car 14095 was damaged at Derby on 04.11.11, Train 48 was delivered 'on paper' as 11095-12095-13095-**14097**-14096-13096-12096-11096, BUT numbered 11001-12001-13001-**14001**-14002-13002-12002-11002.

Train 49 arrived 'on paper' as 11097-12097-13097-**14095**-14098-13098-12098-11098 but numbered 11003-12003-13003-**14003**+14004-13004-12004-11004.

This means that the odd-numbered 14xxx cars of Trains 1/48 and 2/49 have been exchanged, but arrived with the 'correct' numbers!

And due to a quirk of fate, Train 2 (as units 003 + 004) has the dubious honour of being both the first (units now scrapped) and last (newly built replacement units) 2009 Tube Stock to enter Passenger Service – probably a unique achievement.

A STOCK SUMMARY AS AT 6 DECEMBER 2011:

'A'	5000	5010	5012	5014	5016	5018	5020	5022	5024	5034	5038	5040	5044
	5046	5050	5052	5068	5070	5072	5076	5078	5080	5082	5084	5126	5128
	5130	5134	5138										
'D'	5147	5149	5151	5153	5161	5163	5165	5169	5181	5183	5189	5191	5193
	5195	5199	5203	5211	5213	5215	5219	5221	5223	5225	5227	5229	5231
A/D	5056	5060	5062	5088	5090	5092	5094	5096	5098	5100	5102	5104	5106
	5108	5112	5114	5116	5118	5120	5122	5232					

TOTAL: 29x'A', 26x'D', 21xA/D = 76 UNITS = **38 TRAINS**

5-CAR SANDITE

A/D	5110	5234
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50 YEARS OF A STOCK SUMMARY – END DECEMBER 2011:

These are the units that have made it to 50 years with the relevant (50th) dates quoted, as delivered and, where applicable, in service, and whether they are still with us or have been scrapped.

Unit	DATES DELIVERED		DATES IN SERVICE		Notes
	Scrapped	Extant	Scrapped	Extant	
5000		02.02.61		13.09.61	1
5002	30.03.61				
5004	29.04.61		12.06.61		
5008		13.05.61		12.06.61	
5010		13.05.61		13.06.61	
5012		27.05.61		26.06.61	
5014		27.05.61		26.06.61	
5016		10.06.61		07.07.61	
5018		10.06.61		07.07.61	
5020		24.06.61		26.07.61	
5022		24.06.61		26.07.61	
5024		06.07.61		10.08.61	
5026	06.07.61		10.08.61		
5028		20.07.61		21.08.61	
5030	20.07.61		21.08.61		

Unit	DATES DELIVERED		DATES IN SERVICE		Notes
	Scrapped	Extant	Scrapped	Extant	
5032	30.07.61		21.08.61		3 4
5034		30.07.61		21.08.61	
5036		12.08.61		07.09.61	
5038		31.08.61		09.09.61	
5040		21.09.61		05.10.61	
5042	21.09.61		05.10.61		
5044		30.09.61		16.10.61	
5046		30.09.61		16.10.61	
5050		14.10.61		30.10.61	
5052		28.10.61		20.11.61	
5056		11.11.61		05.12.61	
5060		25.11.61		23.12.61	
5062		25.11.61		23.12.61	
5068		22.12.61			
5070		22.12.61			

It will be appreciated that units 5006, 5048, 5054, 5058, 5064 and 5066 did not make it to 50 years, either 'delivered' or 'in service'.

1. 5008 was renumbered 5034 (unit extant). 6008-6009-5009 renumbered 6234-6235-5235 and extant as second Rail Adhesion Train.
2. 5028-6028 now 5232-6232. 6029-5029 scrapped.
3. 5034 was renumbered to 5008 and then 5234, still extant as second Rail Adhesion Train.
4. 5036-6037-5037 now 5116-6117-5117 and extant.

S STOCK:

Readers cannot have failed to notice that there has been little S Stock activity over the last few weeks. The following may be quoted:

TRANSPORT FOR LONDON has refused to accept any more new Underground S Stock subsurface trains from Bombardier in Derby for the time being, because of 'reliability issues'.

Transport Commissioner Peter Hendy told the Transport for London Board that 16 of the new trains have been placed in service on the Metropolitan Line, but that further deliveries had been halted temporarily while some modifications are made.

Information on the problems has been hard to come by, but an excellent article in "Modern Railways" for January 2012, pages 82-83, explains as much as has been divulged.

From Old Dalby, delivered to Neasden –

21034-22034-25034-24034-24033-23033-22033-21033 15.12.11

Entered service, Metropolitan Line –

21034-22034-25034-24034-24033-23033-22033-21033 22.12.11

STATUS END-DECEMBER 2011

									Total
Trains delivered and not in service:	22 ‡	29 \$	57 *						3
Trains commissioned for service:	1	2	3	4	5	6	7		22
	8	9	10	11	13	14	15		
	16	19	21	24	25	26	27		
	28								
Trains at Old Dalby:	12	30	31						3
Trains O/S at Bombardier out of sequence:	17	18	20	23	58 †				5

* Pre-production train. PP1 now Train 57 and 7-car.

† Pre-production train. PP2 now Train 58.

‡ Production train 22, formed as 7-car.

\$ Production train 29, formed as 7-car.

With 38 trains of A Stock and 22 commissioned trains of S Stock, this represents roughly one-third (new stock) and two-thirds (old stock).

MISCELLANEOUS VEHICLES:

From Northumberland Park to Ruislip by road (unable to return by rail because of non availability of crossovers at Finsbury Park) – L21 L31 13.12.11

From Ruislip to Acton Works by road –

L25 21.09.**10** For upgrade mods

L27 27.01.11 For upgrade mods and repair, ex-derailment Earl's Court – Gloucester Road on 12.05.10.

L31 22.12.11 For upgrade mods

From Acton Works to Ruislip by road –

L25 21.12.11 Ex-upgrade works