

ROLLING STOCK CHANGES AND MOVEMENTS

PREVIOUS ADDITIONS, CORRECTIONS & SEPTEMBER 2013

1967/72 TUBE STOCK:

Collision Stonebridge Park depot 17.09.13 – 3438-4538-3538

1992 TUBE STOCK:

'CAR END' MODS:

Car ends completed since previous report are shown thus.

The following units have had all four body ends replaced:

91005	91007	91009	91013	91021	91025	91027	91031	91037	91041	<u>91047</u>	91049
91051	91067	91071	<u>91083</u>	91085	91091	91093	91095	91097	91103	91105	91111
91117	91119	91123	91125	91137	91139	91143	91145	91147	91149	91151	<u>91153</u>
91165	91167	91169	91177	91185	<u>91191</u>	91195	91199	91201	91203	<u>91205</u>	91213
91217	<u>91219</u>	91223	91227	91231	91233	<u>91237</u>	91239	91241	91243	91245	91247
91249	<u>91251</u>	91253	91255	91257	91259	91263	91265	<u>91267</u>	91269	91275	91277
91285	91291	<u>91297</u>	91299	91301	91305	<u>91311</u>	91313	91315	91317	91323	91325
91327	91329	<u>91331</u>	91347								
93016	93034	93038	93042	93066	93078	93082	93100	93104	91322	93132	93136
93144	93158	93164	93200	93202	93216	93218	93222	93230	<u>93234</u>	93242	93264
93418	93424	93440	93442	93446							

The following units have had body ends replaced at both ends of the 'A' car, but not the adjacent 'B' car or, in the case of B-C / B-D units, the shunting end only replaced:

91001	91003	91011	91015	91017	91019	91023	91029	91033	91035	91039	91043
<u>91045</u>	91053	<u>91055</u>	91057	91059	<u>91061</u>	91063	91065	91069	91073	91075	91077
91079	91081	91087	91089	91099	91101	91107	91109	91113	91115	91121	91127
91129	91131	91133	91135	91141	91155	91157	91159	91161	91163	91171	91173
<u>91175</u>	91179	91181	91183	91187	91189	<u>91193</u>	91197	91207	91209	91211	91215
91221	<u>91225</u>	91229	91235	<u>91261</u>	91271	91273	91279	91281	91283	91287	91289
91293	<u>91295</u>	91303	<u>91307</u>	91309	91319	91321	<u>91333</u>	<u>91335</u>	<u>91337</u>	91339	<u>91341</u>
91343	<u>91345</u>	91349									
93102	93170	93450									

It will be noted that all cab ends have now been completed (but not all the adjacent 'B' cars).

1995 TUBE STOCK:

REFURBISHMENT UPDATE:

51631-52631-53631+53632-52632-51632	04.09.13	Train 7
51504-52504-53504+53505-52505-51505	19.09.13	Train 8
51638-52638-53638+53639-52639-51639	24.09.13	Train 9

A STOCK:

Changes to unit formations –

From: 5234-6234-6036-6235-5235	To: 5234-6234-6235-5235	22.09.13
From: 5110-6110-6111-5111	To: 5110-6110-6036-6111-5111	22.09.13

C STOCK:

From Hammersmith to Acton Works, withdrawn stock –

5539-6539+6704-5704+6725-5725	30.09.13
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From Neasden to Northwood for disposal –

5520-6520+6567-5567+6536-5536	04.09.13
5587-6587+6507-5507+6554-5554	06.09.13
5576-6576+6730-5730+6590-5590	11.09.13

From Hammersmith to Northwood for disposal –

5714-6714+6510-5510+6558-5558	16.09.13
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*5593-6593+6574-5574+6569-5569 30.09.13

From Northwood to Arlington Fleet Services, Eastleigh, by road for scrap –

5536	6536	04.09.13	5730	6730	12.09.13
5567	6567	05.09.13	5576	6576	12.09.13
5554	6554	06.09.13	5569	6569	30.09.13

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

5520	6520	05.09.13	5558	6558	16.09.13
5507	6507	09.09.13	5510	6510	17.09.13
5587	6587	10.09.13	5714	6714	18.09.13
5590	6590	11.09.13			

Note * DM 5593 was originally numbered 5548 and the present (and surviving) DM 5548 was originally numbered 5593.

S STOCK:

		Deliv Train	Rtn Train
From Neasden, returned to Derby for mods –			
21026-22026-25026-24026-24025-23025-22025-21025	03.09.13	Train 12	Train 13
21046-22046-25046-24046-24045-23045-22045-21045	10.09.13	Train 22	Train 14
21022-22022-25022-24022-24021-23021-22021-21021	17.09.13	Train 10	Train 15
21062-22062-23062-24062-24063-23063-22063-21063	24.09.13	Train 30	Train 16
From Bombardier, Derby, to Neasden ex-mods–			
21052-22052-25052-24052-24051-23051-22051-21051	12.09.13	Train 17	Train 11
21044-22044-25044-24044-24043-23043-22043-21043	19.09.13	Train 21	Train 12
21026-22026-25026-24026-24025-23025-22025-21025	26.09.13	Train 12	Train 13
From Bombardier, Derby, to Old Dalby Test Centre –			
21402-22402-23402-24402-24401-22401-21401	05.09.13	Train 109	
21404-22402-23404-24404-24403-22403-21403	06.09.13	Train 110	
21406-22406-23406-24406-24405-22405-21405	19.09.13	Train 111	
21408-22408-23408-24408-24407-22407-21407	20.09.13	Train 112	
21410-22410-23410-24410-24409-22409-21409	27.09.13	Train 113	
From Old Dalby, delivered to Ruislip –			
21338-22338-25338-24338-24337-22337-21337	03.09.13	Train 77	
21344-22344-25344-24344-24343-22343-21343	10.09.13	Train 80	
21350-22350-25350-24350-24349-22349-21349	17.09.13	Train 83	
21364-22364-25364-24364-24363-22363-21363	24.09.13	Train 90	
From Ruislip to Neasden –			
21338-22338-25338-24338-24337-22337-21337	04.09.13	Train 77	
21344-22344-25344-24344-24343-22343-21343	11.09.13	Train 80	
21350-22350-25350-24350-24349-22349-21349	18.09.13	Train 83	
21364-22364-25364-24364-24363-22363-21363	25.09.13	Train 90	
Entered service, Circle & Hammersmith –			
21338-22338-25338-24338-24337-22337-21337	07.09.13	Train 77	
21344-22344-25344-24344-24343-22343-21343	20.09.13	Train 80	
21350-22350-25350-24350-24349-22349-21349	26.09.13	Train 83	

S7 STATUS 30 SEPTEMBER 2013

								Total
Trains commissioned for service:	59	60	61	62	63	64	65	
	66	67	† 68	69	† 70	71	† 72	
	73	74	75	76	77	78	79	
	80	82	83	84	85	86	87	
	88	89						30

Being commissioned:	90							1
Trains at Old Dalby:	81	91	92	93	94	95	96	
	97	98	102	103	104	105	106	
	107	108	109	110	111	112	113	
Total:								52

† S7+1 (8-car) in Metropolitan Line service.

The note at the bottom of page 550, previous issue, suggesting the slowing-down (for the time being) of S7 Stock now seems to be unfounded, because a day after that note was finalised and the issue sent to the printer, train 119 (21422-21421) was seen in the yard at Derby, fully numbered and appearing to be complete. On Sunday 29 September 2013, a visit to Derby from the 'public' side of the works revealed Train 122 complete but only with paper numbers in the windows, along with odd cars from Train 126. Seen complete and fully numbered were Trains 115 and 116. Interestingly the six cars from Train 99 have now been split into two groups of three with covers placed over the exposed ends – i.e. where the de-icing trailer (currently in an S7+1 formation in service on the Metropolitan Line) will eventually be inserted.

MISCELLANEOUS VEHICLES:

Ruislip to Wabtec Rail, Kilmarnock for Ward coupler modifications – MW959 MW960 24.09.13



MW956 and MW961 returned from Wabtec Rail in Kilmarnock on Tuesday 10 September. TransPlant are converting four Match Wagons (MW) from low level buckeye couplers at one end of each wagon to standard low level ward couplers, in order to facilitate the movement of Tamping Machines around the London Underground system. In addition the opportunity will be taken to add additional train line and main line air connections at the outer ends of each wagon to improve vehicle coupling times.

When this work is completed flat wagons F351 F355 and F398 will be scrapped as they have reached the end of their service life.

Photo: Mark Brooks

HERITAGE VEHICLES:

LU 150 MOVES (all by road):

L150 (aka 5521) – Bluebell Railway to Ruislip depot	04.09.13
L150 (aka 5521) – Ex-Ruislip depot	12.09.13
Met No.1 – Ruislip depot to Severn Valley Railway	12.09.13
Jubilee coach 353 – Ruislip depot to Severn Valley Railway	12.09.13
Jubilee coach 353 – Severn Valley Railway to LT Museum, Acton	23.09.13