

# ROLLING STOCK CHANGES AND MOVEMENTS

## PREVIOUS ADDITIONS, CORRECTIONS & APRIL 2013

### 1967/72 TUBE STOCK:

Overhauled at Stonebridge Park depot –

3459-4559-3559	18.03.13	3255-4255-4355-3355	18.03.13
3256-4256-4356-3356	02.04.13		

### 1992 TUBE STOCK:

#### 'CAR END' MODS:

Car ends completed since previous report are shown **thus**. The status has changed with a small few, in that both ends have been done to both cars instead of just one (DM) car.

The following units have had all four body ends replaced:

<b>91005</b>	91007	91009	91013	91021	91027	91031	91037	91049	91051	<b>91067</b>	<b>91071</b>
91085	<b>91091</b>	91093	91095	91097	91103	<b>91105</b>	91111	91119	<b>91123</b>	91125	91137
91139	<b>91143</b>	91145	91147	91149	91151	91165	91167	91169	91177	91185	91195
91199	91201	91203	91217	91223	91231	91233	91239	91241	91243	91245	91247
91249	91253	91255	91257	91259	91263	91269	<b>91275</b>	<b>91277</b>	91285	91291	91299
91301	91305	91313	91315	91317	91323	91325	91327	91329	91347		
93016	93034	<b>93038</b>	93042	93066	93078	93082	93100	93104	93132	<b>93136</b>	93144
93158	<b>93164</b>	<b>93200</b>	93202	93218	93222	93230	93242	93264			
93418	<b>93424</b>	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	91019	91023	91029	<b>91033</b>	91035	91039	91043	91053	91059
<b>91063</b>	<b>91065</b>	91069	91073	91075	91077	91079	91081	91087	91099	91101	91107
<b>91109</b>	91113	91115	91121	<b>91127</b>	<b>91129</b>	91131	91133	91135	<b>91141</b>	91155	91157
91159	91161	91163	<b>91171</b>	91173	91179	91181	91183	91187	91189	91197	<b>91207</b>
91209	<b>91211</b>	91213	91215	91221	91229	91235	91271	<b>91279</b>	91281	91283	91287
91289	91303	91309	<b>91319</b>	91321	91339	91343	91349				
<b>93102</b>	<b>93450</b>										

### INNER END INTER-CAR-BARRIERS

These are being fitted to all inner end cars, as on 1972 Stock on the Bakerloo and 1996 Stock on the Northern. Those outstanding to be done on the Central Line's 1992 Tube Stock are as follows:

91005	91023	91089	91189	91317	91323	91331	91337	
93004	93014	93018	93054	93090	93140	93146	93174	93252

Note that the outer ends of driving motor cars will not have, although it is believed that on occasion DMs will continue to be used in the middle of train formations, but to a lesser than greater extent.

### C STOCK:

Withdrawn from service and transferred Hammersmith to Acton Works for disposal –

5528-6528+6588-5588+6701-5701	26.04.13
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### S STOCK:

From Neasden, returned to Derby for mods –

21008-22008-25008-24008-24007-23007-22007-21007	04.04.13	Train 3
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From Bombardier, Derby, to Old Dalby Test Centre –

21352-22352-25352-24352-24351-22351-21351	05.04.13	Train 84
21354-22353-25354-24354-24353-22353-21353	12.04.13	Train 85
21356-22356-25356-24356-24355-22355-21355	19.05.13	Train 86
21358-22358-25358-24358-24357-22357-21357	26.05.13	Train 87

From Old Dalby, delivered to Ruislip –

21330-22330-25330-24330-24329-22329-21329	11.04.13	Train 73
21332-22332-25332-24332-24331-22331-21331	16.04.13	Train 74
21340-22340-25340-24340-24339-22339-21339	25.04.13	Train 78
From Old Dalby, returned to Neasden ex-mods at Derby –		
21004-22004-25004-24004-24003-23003-22003-21003	18.04.13	Train 1
From Bombardier, Derby, to Neasden ex-mods and conversion to standard –		
21002-22002-25002-24002-24001-23001-22001-21001	30.04.13	Train 57 (ex-PP1)
Transferred from Ruislip to Wembley Park sidings/Neasden –		
21334-22334-25334-24334-24333-22333-21333	02.04.13	Train 75
21330-22330-25330-24330-24329-22329-21329	15.04.13	Train 73
21332-22332-25332-24332-24331-22331-21331	22.04.13	Train 74
21340-22340-25340-24340-24339-22339-21339	29.04.13	Train 78
Transferred from Neasden to Hammersmith –		
21322-22322-25322-24322-24321-22321-21321	09.04.13	Train 69
21326-22326-25326-24326-24325-22325-21325	03.04.13	Train 71
21334-22334-25334-24334-24333-22333-21333	16.04.13	Train 75
21330-22330-25330-24330-24329-22329-21329	18.04.13	Train 73
Entered service, Hammersmith & City Line –		
21322-22322-25322-24322-24321-22321-21321	10.04.13	Train 69
21326-22326-25326-24326-24325-22325-21325	04.04.13	Train 71
21334-22334-25334-24334-24333-22333-21333	19.04.13	Train 75
21330-22330-25330-24330-24329-22329-21329	19.04.13	Train 73



**Above:** Still in pristine condition, S7 Train 73 is seen at West Ham on the eastbound heading for Barking on 25 April 2013, having entered service just six days earlier.

**Photo: Brian Hardy**

								Total
Trains commissioned for service:	59	60	61	62	64	65	66	15
	67	† 68	69	† 70	71	† 72	73	
	75							
At Wembley/Neasden:	74	78						2
Trains at Old Dalby:	63	76	77	79	80	81	82	12
	83	84	85	86	87			
<b>Total:</b>								<b>29</b>

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

As Wembley Park sidings are now available to stable S7 Stock, transfers from Ruislip will be shown simply as "... to Wembley Park/Neasden" (see above), as it is likely that some trains will berth at Wembley Park before being able to be accommodated at Neasden. All five sidings there were occupied on 26 April 2013 and comprised 21318-21317, 21312-21311, 21322-21321, 21308-21307 and 21316-21315.

On Saturday 27 April 2013, it was noted that Trains 88, 90, 91, 93 and 97 could be seen at Derby, along with cars 21400, 22400, 23400 and 24400 from Train 108. It will be recalled that the S7+1 trains on the Metropolitan Line each contain an additional car (25382, 25384 and 25386) from Trains 99, 100 and 101 respectively. The rest of these trains are approaching completion at Derby and it is assumed at this stage that the S6 cars will be stored until the 253xx cars can be released, which won't be for some time to come. Unless, of course, three new cars from later on in the build take their place on a temporary basis ..... ?

A week later and observed at Derby on Saturday 4 May 2013 were Trains 90, 91, 93, 97, 98 and 102. There was also one un-numbered car visible. There was no sign of any cars related to Trains 99, 100 or 101 (q.v.).

It is currently anticipated that the damaged S Stock cars (21021 and 22021) from the Rickmansworth derailment of 31 March will be repaired at Neasden.

With Train 57 (ex-PP1) now back at Neasden, it has lost not only its red valance either side of the coupler below floor level, but also the thin red 'lip' section at floor level either side of the coupler, making it visibly the same as Train 13 onwards.

### MISCELLANEOUS VEHICLES:

From Acton Works to Ruislip depot by road, ex-mods – L23 29.04.13

From Ruislip depot to Acton Works by road for mods – L51 29.04.13



**Above:** Further to the notes in *Underground News* issues 615 and 617, two views of the modified Rail Wagon in Ruislip depot, which is to be used for the Jubilee Line tunnel lining work.

**Both photos: Mark Brooks**