

ROLLING STOCK CHANGES AND MOVEMENTS

PREVIOUS ADDITIONS, CORRECTIONS & AUGUST 2014

1959/62 TUBE STOCK:

Changes to unit formations –

From: 1570-9691-9441-1441

To: **1570-9691-2440-9441-1441** 18.07.14 Revert to west-end Central Line Sandite

From: 1682-2682-9459-1407

To: **1682-9577-9459-1407** 04.08.14 Motive power increase

The east-end Central Line Sandite train is now formed 1406-2406-9125-1681+1682-9577-9459-1407

1967/72 TUBE STOCK:

Overhauled at Stonebridge Park depot – 3465-4565-3565 09.06.14

1992 TUBE STOCK:

The advert train for 'Magnum' ice cream (units 91171+93460+93264+91071) was 'unwrapped' on 09.08.14.

'CAR END' MODS:

The car end mods programme has now stopped, but is far from complete. All driving motor car cab ends and shunting ends of their NDMs have been completed in A-B units, but not all of the trailing ends of both cars.

Only a few B-C and B-D (NDM units) have been completed, some with all ends and some with the 'shunting' ends only. This list summarises the position of all 340 two-car units at 31 August 2014.

COMPLETED A-B UNITS – BOTH CARS, BOTH ENDS

91005	91007	91009	91013	91021	91025	91027	91031	91037	91041
	91047	91049							
91051	91067	91071	91083	91085	91091	91093	91095	91097	91103
	91105	91111							
91117	91119	91123	91125	91137	91139	91143	91145	91147	91149
	91151	91153							
91165	91167	91169	91177	91183	91185	91191	91195	91199	91201
	91203	91205							
91213	91217	91219	91223	91227	91231	91233	91237	91239	91241
	91243	91245							
91247	91249	91251	91253	91255	91257	91259	91263	91265	91267
	91269	91275							
91277	91285	91287	91291	91293	91297	91299	91301	91305	91311
	91313	91315							
91317	91323	91325	91327	91329	91331	91347			91

COMPLETED A-B UNITS – DRIVING AND SHUNTING ENDS ONLY

91001	91003	91011	91015	91017	91019	91023	91029	91033	91035
	91039	91043							
91045	91053	91055	91057	91059	91061	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							
91175	91179	91181	91187	91189	91193	91197	91207	91209	91211
	91215	91221							
91225	91229	91235	91261	91271	91273	91279	91281	91283	91289
	91295	91303							
91307	91309	91319	91321	91333	91335	91337	91339	91341	91343
	91345	91349	84						

COMPLETED B-C UNITS – BOTH CARS, BOTH ENDS

93010	93016	93030	93034	93036	93038	93042	93048	93052	93066
	93070	93074							
93076	93078	93082	93100	93104	93122	93132	93136	93144	93158
	93164	93168							
93196	93200	93202	93216	93218	93222	93226	93228	93230	93234
	93242	93252							
93264							37		

COMPLETED B-D UNITS – BOTH CARS, BOTH ENDS

93406	93412	93418	93424	93426	93432	93440	93442	93446
	9							

COMPLETED B-C UNITS – SHUNTING ENDS ONLY

93012	93018	93026	93050	93060	93068	93072	93080	93102	93110
	93148	93160							
93170	93186	93194	93206	93212	93236	93240	93250	93262	
	21								

COMPLETED B-D UNITS – SHUNTING ENDS ONLY

93402	93430	93434	93436	93444	93450	93464			7
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B-C UNITS OUTSTANDING

93002	93004	93006	93008	93014	93020	93022	93024	93028	93032
	93040	93044							
93046	93054	93056	93058	93062	93064	93084	93086	93088	93090
	93092	93094							
93096	93098	93106	93108	93112	93114	93116	93118	93120	93124
	93126	93128							
93130	93134	93138	93140	93142	93146	93150	93152	93154	93156
	93162	93166							
93172	93174	93176	93178	93180	93182	98184	93188	93190	93192
	93198	93204							
93208	93210	93214	93220	93224	93232	93238	93244	93246	93248
	93254	93256							
93258	93260	93266					75		

B-D UNITS OUTSTANDING

93404	93408	93410	93414	93416	93420	93422	93428	93438	93448
	93452	93454							
93456	93458	93460	93462					16	
						340			

1995 TUBE STOCK:**REFURBISHMENT UPDATE:**

51561-52561-53561+53562-52562-51562	05.08.14	Train 57
51612-52612-53612+53613-52613-51613	12.08.14	Train 58
51626-52526-53626+53627-52627-51627	18.08.14	Train 59
51647-52647-53647+53648-52648-51648	23.08.14	Train 60
51589-52589-53589+53590-52590-51590	29.08.14	Train 61

C STOCK:

From Acton Works to Plumcroft School, Plumstead, by road – 572007.08.14

S STOCK:

From Neasden, returned to Derby for mods –	Train	Deliv Train	Rtn
21102-22102-23102-24102-24101-23101-22101-21101	12.08.14	Train 49	Train 49
21104-22104-23104-24104-24103-23103-22103-21103	28.08.14	Train 50	Train 50

From Bombardier, Derby, to Neasden ex-mods–

21094-22094-23094-24094-24093-23093-22093-21093	14.08.14	Train 46	Train 47
21098-22098-23098-24098-24097-23097-22097-21097	21.08.14	Train 48	Train 48

From Bombardier, Derby, to Old Dalby Test Centre –

21470-22470-23470-24470-24469-22469-21469	29.08.14	Train 143
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What was thought to be the first S7 in normal timetabled service on the District Line occurred (unplanned) on Monday 21 July, when S7 21316-21315 worked train 121. However, this was not from its normal start (05.36 ex-Ealing Common depot) because the train was scheduled to be a D Stock but was cancelled because of “no OK stock” (as the saying goes in the trade). With a spare S7 in Lillie Bridge depot, train 121 began passenger service at 07.40 Earl’s Court eastbound, having originated from Kensington Olympia. It then worked to Barking and then back to Ealing Broadway, then Ealing Common depot. A similar situation occurred on Thursday 7 August, using 21370-21369. A further instance occurred on 26 August 2014 when the training train was reformed into train 2 ex-Olympia for 08.10 Earl’s Court eastbound. However, it was not allowed to run to Upminster (which is currently expected to be available from an undisclosed date in December).

With the delivery of more S stock trains from Bombardier to Old Dalby, further storage and testing capacity has become necessary. Recent track work at Old Dalby was completed on 21 July 2014 providing two new crossover tracks. This enables a further 11 S Stock trains to be delivered from Bombardier to Old Dalby for testing. The additional crossover raises the train storage capacity at Old Dalby up to 34 S Stock trains. The latest plan is for another six trains to be delivered to London from September, expected to be at the rate of one per week, with then another break in deliveries until the New Year. The highest recorded S7 train noted in the yard at Derby on 27 August 2014 was 21506-21505 (Train 161) but with paper numbers only in the windows.

MISCELLANEOUS VEHICLES:

RW808 and the body of JLE5 Ruislip to KBRS Wolverton by road for inspection and assessment of damaged wagon JLE5	11.08.14
C626 Ruislip to L.H. Barton-under-Needwood by road for condition survey work	11.08.14
L18 from Acton Works to Ruislip by road ex-Life Extension mods	11.08.14
L22 from Ruislip to Acton Works by road for Life Extension mods	12.08.14
TCC5 (cab only) ex-Ruislip depot by road to South Wales Loco Cab Preservation Group	15.08.14

TCC5 is seen in its new home (*Opposite*) with a class 50 cab (left) and the cab of a ‘Peak’ (right).

Photo: Mark Brooks

HERITAGE MOVES (FOR H&C150 AND STEAM ON THE CHESHAM BRANCH):

L150 – No.1 – 353 – Milk Van Ruislip to Ealing Common	18.08.14
No.1 – ex-LTM Acton to Barry Railway by road	20.08.14
Metropolitan coaches from Ruislip returned to Bluebell Railway by rail	27.08.14
L150 – ex-LTM Acton to Avon Valley Railway by road	27.08.14

