

ROLLING STOCK CHANGES AND MOVEMENTS

PREVIOUS ADDITIONS, CORRECTIONS & MAY 2015

Not in Service
 Elephant & Castle
 Queen's Park
 Stonebridge Pk
 Harrow & W'stone
 Waterloo
 Piccadilly Circus
 Paddington
 Lambeth North
 Willesden Jctn
 Wembley Central
 Not in Service
 Test Train

1967/72 TUBE STOCK:

From Stonebridge Park to Acton Works by road for life-extension work –

3260 3360 4260 4360 03.05.15

Overhauled at Stonebridge Park depot –

3247-4247-4347-3347 23.04.15

The new lower case blinds on Bakerloo Line 1972 Tube Stock are as shown opposite:

1992 TUBE STOCK:

Units 65503+65504 on the Waterloo & City Line has been vinyl 'wrapped' (for six months) promoting the Rugby World Cup in September 2015. The branding covers the whole train, including partial window coverage and will extend to the interior with custom made moquette designs for the seat covers. The Waterloo & City Line was chosen to reach out to a core audience of finance workers and business people on their commute to work in the City. It was first reported in service on 19 May 2015. It also leads one to wonder if the DDA rules have been broken in that the doors should be a total contrast to the rest of the train for partially sighted people?

D STOCK:

D STOCK UNIT STATUS 31 MAY 2015

Type	As delivered				Already disposed				Stock remaining			
	'A'	'D'	A/D	Total	'A'	'D'	A/D	Total	'A'	'D'	A/D	Total
DM	65	65	40	170	10	9	2	21	55	56	38	149
T	65	65	20	150	10	9	1	20	55	56	19	130
UNDM	65	65	–	130	9	10	–	19	56	55	–	111
Total:	195	195	60	450	29	28	3	60	166	167	57	390
Units:	└──────────┬──────────┘			150	└──────────┬──────────┘			20	└──────────┬──────────┘			130
Trains:				75				10				65

Withdrawn from service and from Ealing Common to Vivarail, Long Marston by road –

7045 17045 11.05.15 7054 17054 12.05.15

7069 17069 13.05.15 7116 17116 14.05.15

Withdrawn from service) and from Ealing Common to Booths, Rotherham, by road for scrap –

8045 8054 12.05.15 8069 8116 14.05.15

S STOCK:

From Neasden returned to Bombardier for reformation to S7 –

21320-22320-25320-23420-23319-25382-22319-21319 21.05.15 Train 68

From Bombardier, Derby, to Old Dalby Test Centre –

21506-22506-23506-24506-24505-22505-21505 08.05.15 Train 161

From Bombardier, Derby, returned to Neasden ex-ATMS mods –

21116-22116-23116-24116-24115-23115-22115-21115	28.05.15	Train 56
From Old Dalby Test Centre delivered to Ruislip depot –		
21460-22460-23460-24460-24459-22459-21459	06.05.15	Train 138
21458-22458-23458-24458-24457-22457-21457	12.05.15	Train 137
From Old Dalby Test Centre returned to Bombardier –		
21468-22468-23468-24468-24467-22467-21467	19.05.15	Train 142
From Ruislip to Neasden –		
21460-22460-23460-24460-24459-22459-21459	08.05.15	Train 138
21458-22458-23458-24458-24457-22457-21457	27.05.15	Train 137
Entered service, Circle & Hammersmith –		
21448-22448-23448-24448-24447-22447-21447	07.05.15	Train 132
21454-22454-23454-24454-24453-22453-21453	02.05.15	Train 135
21432-22432-23432-24432-23431-22431-21431	15.05.15	Train 124
21460-22460-23460-24460-24459-22459-21459	14.05.15	Train 138

S7 STATUS 31 MAY 2015

										Total
Trains commissioned for service:	59	60	61	62	63	64	65	66	67	74
	69	† 70	71	† 72	73	74	75	76	77	
	78	79	80	82	83	84	85	86	87	
	88	89	90	91	92	93	94	95	96	
	97	98	102	103	104	105	106	107	108	
	109	110	111	112	113	114	115	116	117	
	118	119	120	121	122	123	124	125	126	
	127	128	129	130	131	132	133	134	135	
	136	138								
Returned to Derby:	‡ 68	81	* 99	142						
At Neasden:	137									3
Trains at Old Dalby:	139	140	141	143	144	145	146	147	148	25
	149	150	151	152	153	154	155	156	157	
	158	159	161	162	163	164	166			
Total:										105
Trains out of sequence at Derby:	160	165								

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

‡ Ex-S7+1 returned to Derby for reformation into S7.

* Temporary formed S6, along with Trains 100 and 101, all of which are still at Derby.

The Thales radio based CBTC system, which is intended for implementation for SUP ATC, uses tags on the track and a reader on each train to determine the location on the network. The new optimised tag reader has been developed by Tagmaster to ensure optimum tag reading in the most challenging circumstances, such as sections of curved track. This is an important step forward in gaining confidence in the performance of the new optimised tag reader and helps identify the best location for the tags on the track. This is the second in a series of engineering tests being carried out at Old Dalby in the development of the interface design for the ATC equipment on board the S stock trains, using unit 21432-21431 (now in service).

S STOCK ON THE DISTRICT 'MAIN LINE'

At the time of going to press, details as follows (but will undoubtedly change by the time you read this!). Note that the list excludes the C&H S7 trains over the District and the Wimbledon – Edgware Road trains. None are yet scheduled on Sundays, although that is not to say there will be none running!

MONDAYS TO FRIDAYS

Train	Start AM	Stable AM	Start Aft	Stable Eve	Stable night
7	04.47 UP	–	–	–	00.03 UP
32	04.40 EC (W)	–	–	–	01.21 EC (W)
56	06.01 UP	–	–	21.21 EC (W)	–
62	05.42 EC (W)	–	–	19.26 UP	–
63	05.16 EC (E)	–	–	–	00.15 EC (W)
64	08.22 UP	–	–	–	00.30 EC (W)
66	06.00 EC (E)	–	–	–	00.09 UP
67	05.31 EC (W)	–	–	–	00.56 EC (W)
123	05.37 EC (W)	10.37 EC (W)	–	–	–
124	–	–	16.04 EC (E)	20.50 EC (W)	–

SATURDAYS

Train	Start AM	Stable AM	Start Aft	Stable Eve	Stable night
40	05.09 EC (E)	–	–	–	00.29 UP
51	05.35 EC (W)	–	–	–	00.42 EC (W)
64	05.46 UP	–	–	–	00.34 EC (W)

MISCELLANEOUS VEHICLES:

SCHÖMA UPDATE, CORRECTIONS AND SUMMARY TO DATE –

Locomotives	Ex-Ruislip	Rtn Ruislip	Locomotives	Ex-Ruislip
2 <i>Nikki</i>	22.04.14	10.03.15	10 <i>Clementine</i>	20.02.15
5 <i>Sophie</i>	23.04.14	26.03.15	6 <i>Denise</i>	06.03.15
4 <i>Pam</i>	01.10.14	30.04.15	7 <i>Annemarie</i>	10.04.15
8 <i>Emma</i>	01.10.14	01.05.15	13 <i>Michele</i>	13.04.15