

ROLLING STOCK CHANGES AND MOVEMENTS

PREVIOUS ADDITIONS, CORRECTIONS & SEPTEMBER 2015

1967/72 TUBE STOCK:

Overhauled at Stonebridge Park depot –

3441-4541-3541 12.08.15 3460-4560-3560 20.09.15

From Stonebridge Park to Acton Works by road for Life Extension work –

3534 4534 3434 13.09.15 3267 4267 4367 3367 20.09.15 Train 3

Arrive Stonebridge Park ex-Acton

3260-4260-4360-3360+3344-4533-3533 20.09.15 Train 2

Derailed Stonebridge Park depot 14.09.15 – 3456-4556-3556 (released for service 24.09.15)

Scrapped at Eastleigh by Raxstar –

4003 09.09.15 4141 10.09.15 3141 14.09.15

3105 3085 16.09.15 3049 22.09.15

It should be noted that the cab of 3049 arrived at the Walthamstow Pump Museum on 01.10.15.

D STOCK:

The District Line rolling stock situation reached a peak on 12 August 2015 (see previous issue, page 541) with 21 cancellations. Fortunately, this has now been resolved but an observation made on 2 September 2015 saw the following units out of service around the depot at Ealing Common, many of them just three-car units on their own. The units noted were: 7097, 7084+7083, 7000+7043, 7100, 7061, 7064+7085, 7077, 7112, 7068+7033, 7006+7005, 7536+7089, 7108, 7104+7017 and 7102+7501. This was only part of the problem because there were 'stopped' units at Upminster as well as those stored at Amersham (q.v.), Lillie Bridge, Acton Works and Dagenham East.

In short, S Stock can go for 60 days before its first Exam is due. Depot 'pit' space is at a premium at the moment due to the major work being done at Upminster and Ealing Common, plus the (then) overtime ban which caused additional resourcing problems. A lot of maintenance staff had also been being taken off duties to be trained on S Stock maintenance and therefore it was easier to take a D Stock out of service, dump it out of the way and then put an S7 into service, rather than try and maintain D Stock.

From Amersham to Ealing Common, ex- temporary storage, via Baker Street and Aldgate East –

7118-17118-8128+8029-17029-7029 05.09.15

From Dagenham East to Ealing Common ex-temporary storage –

7072-17072-8072+8039-17039-7039 24.09.15

From Ealing Common to Vivarail, by road –

7077 17077* 07.09.15

7112 17112 08.09.15

7029 17029 ‡ 10.09.15

7118 17118 ‡ 11.09.15

7122 7125 † 14.09.15

7001 7060 † 18.09.15

From Ealing Common to Booths, Rotherham, by road for scrap –

8077 8112 08.09.15

8029 8118 ‡ 11.09.15

8122 8125 † 15.09.15

8001 8060 17.09.15

From Ealing Common by road for 'disposal' –

17122 17125 † 16.09.15

17001 17060 † 17.09.15

* 17077 was originally numbered 17035.

‡ Ex-store from Amersham sidings.

† Ex-store from Lillie Bridge sidings.

D STOCK UNIT STATUS 25 SEPTEMBER 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	20	18	4	42	45	47	36	128
T	65	65	20	150	20	18	2	40	45	47	18	110
UNDM	65	65	–	130	19	19	–	38	46	46	–	92
Total:	195	195	60	450	59	55	6	120	136	140	54	330
Units:	┌──────────┐ 150 ─────────┘				┌──────────┐ 40 ─────────┘				┌──────────┐ 110 ─────────┘			
Trains:	75				20				55			

* Includes units that may be long-term-stopped or withdrawn.

S STOCK:

From Bombardier, Derby, to Old Dalby Test Centre –

21544-22544-23544-24544-24543-22543-21543 11.09.15 Train 180

From Old Dalby Test Centre delivered to Ruislip depot –

21504-22504-23504-24504-24503-22503-21503 08.09.15 Train 160

From Ruislip to Neasden –

21478-22478-23478-24478-24477-22477-21477 24.08.15 Train 147

21480-22480-23480-24480-24479-22479-21479 02.09.15 Train 148

21504-22504-23504-24504-24503-22503-21503 09.09.15 Train 160

Entered service, Circle & Hammersmith –

21508-22508-23508-24508-24507-22507-21507 † 27.08.15 Train 162

21474-22474-23474-24474-24473-22473-21473 † 12.08.15 Train 145

21506-22506-23506-24506-24505-22505-21505 † 07.08.15 Train 161

21476-22476-23476-24476-24475-22475-21475 † 11.08.15 Train 146

21478-22478-23478-24478-24477-22477-21477 28.08.15 Train 147

21480-22480-23480-24480-24479-22479-21479 08.09.15 Train 148

† Ex-temporary storage at Ruislip (see September 2015 issue, page 513).

S7 STATUS – 23 SEPTEMBER 2015

										Total
Trains commissioned	59	60	61	62	63	64	65	66	67	
for service:	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	137	138	139	140	141	143	144	145	
	146	147	148	161	162					
Returned to Derby:	‡ 68	81	* 99	142						4
At Neasden:	160									1
Trains at Old Dalby:	149	150	151	152	153	154	155	156	157	20
	158	159	163	164	166	167	169	176	177	
	178	180								
Total:										111
Trains out of sequence at Derby:	165	168	170	171	172	173	174	175	179	

† 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.

*From Bombardier, Derby, to Old Dalby Test Centre (**Correction** to previous information) –*

21536-22536-23536-24536-23535-22535-21535

03.07.15 Train 176

MISCELLANEOUS VEHICLES:

Returned to Ruislip by road ex-Clayton ex-battery/electric loco conversion –

Schöma 11 16.09.15.

From Ruislip to DISAB Vacuum Technology, Sweden, by road (and sea!) to be fitted with waste hopper

– GP932 28.09.15