

# THE 1972 MkI TUBE STOCK

Spurred on by the article in the November 2023 issue of *Underground News* about the 1972 MkII Tube Stock's 50th anniversary into service, we take a look at the previous and first build – the 1972 MkI Tube Stock, the vast majority of which is now history.

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*It should be noted that some of the photographs have been used before!*



**Above:** The second train of 1972 MkI Tube Stock to be delivered (on 29 February 1972) is seen in Ruislip Depot when new and after commissioning, with DM 3502 leading. This was the first train to enter passenger service on the Northern Line on 26 June 1972.

**Left:** The interior of the same train looking towards the trailing end of a motor car which had the guard's control panels. The seating moquette was as per the Victoria Line's 1967 Tube Stock in red, black and grey, which it kept until the first round of heavy overhauls. Also note the maple wood flooring in pristine condition, which never lasted long once in service.

**Both photos: LT Museum**

This group of rolling stock came about because of the deteriorating condition of the 1938 Tube Stock on the Northern Line – a damaging strike by craftsmen at Acton Works in 1969 had led to the cancellation of many trains because of equipment problems, mostly affecting compressors on the Bakerloo and Northern lines' 1938 Tube Stock. On the Northern Line, for example, up to 40 trains were at one time cancelled for defective stock, and those that were available were often short-formed of six cars instead of seven.

Politics therefore played a substantial part in ordering 30 new seven-car trains for the Northern Line, which was placed in July 1970. This became the 1972 MkI Tube Stock and was built by Metro-Cammell. Because of the urgency to order new trains, the 1972 Tube Stock was almost identical in design to the Victoria Line's 1967 stock, but built for crew operation. The outer end cabs on the 1972 Stock motor cars therefore had no calling-on light adjacent to the destination blind. Nonetheless, a number of features from 1967 stock were retained, including the lack of side doors to the driving cab.

The internal layout was the same as the Victoria Line 1967 Tube Stock – i.e. driving motor cars had transverse seating in the centre section, while trailers had all longitudinal seating to provide more standing space. The UNDMs had the same interior layout as the driving motor cars. Seating capacity was therefore 40 on DM and UNDM cars and 36 on trailers, totalling 268 on a seven-car train. There were no end tip-up seats, other than at the guard's position, which was one drop-down seat and locked out of use when not occupied by the guard.

Driving controls comprised a traction/brake controller (TBC) to the left of the cab, rather than separate devices for braking (on the left) and motoring (on the right). The TBC incorporated the driver's safety device (dead man's handle). As with the 1967 Tube Stock, the motor alternator and compressor were located on trailer cars.

Small red car numbers were provided on the car end corners at waist level and 'UNDERGROUND' transfers in the centre section of driving motor cars. In all other respects, the cars were in unpainted aluminium with a black roof, with no other colour relief.

The trains were formed into three- and four-car units, one of each being required for each train (M-T-T-M+UNDM-T-M). The shunting control equipment for the new UNDM cars was obtained from withdrawn 1938/49 stock UNDM cars. The 30 new trains enabled 30 of the most unreliable 1938 Tube Stock trains (210 cars) to be withdrawn and scrapped<sup>1</sup>.

The 'D'-end motor cars in three-car units only had a mechanical couplers, as these would always be at the outer ends of trains, whichever way round they faced. However, because trains could become turned on the Kennington loop<sup>2</sup>, either end of a four-car unit (32xx and 33xx) could couple to an uncoupling driving motor car and therefore these units had automatic couplers at both ends.

What turned out to be the first order (of two – the second was the 1972 MkII Tube Stock – q.v.) comprised 90 driving motor cars, 90 trailers and 30 uncoupling non-driving motor cars, all in unpainted aluminium, forming 30x7-car trains. The stock was numbered 3201-3230 ('A' end DMs), 3301-3330 ('D' end DMs), 3501-3530 ('D' end DMs), 4201-4230, 4301-4330 and 4501-4530 (trailers) and 3401-3430 (UNDMs). Like the 1967 Tube Stock, external door-indicator lights were fitted, which had become a standard item on new 'tube' stock from 1956.

The first train entered service on the Northern Line on 26 June 1972 (units 3202 and 3502) and all 30 trains were in service by July 1973, the last on 30 July (3209 and 3508). It is therefore plain to see that trains did not enter service in the order they were delivered, nor in numerical order.

The 30 trains then settled down to a mostly uneventful life for their first ten or so years, working alongside older stocks. Indeed, between 1976 and 1978, the Northern Line train fleet comprised 1938, 1956, 1959, 1972 MkI and 1972 MkII types and it was anyone's guess what type would turn up. In fact there was no distinction in the working timetables of the time as to which type of stock was allocated to which particular working<sup>3</sup>.

## EXPERIMENTS, DISPLAY AND ADAPTATION

As is the case with all stocks at some stage in their life, experiments are carried out with the future in mind, be they equipment-related or cosmetic. It may involve just an individual car, a unit, or even a whole train, according to what is being tested or trialled.

As early as May 1972, one side of DM 3201 was given red passenger doors and front cab door at Acton Works, as an appearance trial prior to the second batch of 1972 Stock (1972 MkII). The red passenger doors idea was included on the 1972 MkII fleet and a solid red roundel (on every car) replaced the plain red 'UNDERGROUND' name.

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<sup>1</sup> The 210 cars scrapped included seven cars that had been prematurely withdrawn, either for serious defects or were collision damaged and considered not worth repairing.

<sup>2</sup> The working timetables catered for trains to stable the right way round (i.e. 'A'-end facing north and 'D'-end facing south), this despite most Kennington via Charing Cross trains being scheduled to turn via the loop. In the event of an odd number of trips, these trains were timetabled to reverse instead via Kennington siding. In reality, however, this went out of the window, with stock shortages (from 1969), shortage of guards (1973-75) and frequent service disruptions.

<sup>3</sup> The only variation was when a new or different type of stock was introduced, when their workings were detailed in the Traffic Circular until all crews were trained.





**Above:** The last four-car unit of 1972 Mk1 Tube Stock order was 3230 seen here at Finchley Central when still relatively new, although not the last to enter service.

**Photo: LURS Collection**

**Below:** A train of 1972 Mk1 Tube Stock stabled on No.16 siding at Edgware. This was one of five sidings here from 1932, the other four behind the cable run were abolished in May 1940. No.16 siding was abolished on 30 December 2012.







**Above:** Looking northwards to East Finchley, and Highgate Depot on the right, with 1938 Tube Stock dominating the scene. The depot building was renewed in c.1970 and still looks smart here. To the left is the former Wellington Goods Yard, by now a builder's merchants.

**Below:** Interior of a 1972 Mkl DM looking towards the guards controls, with the guard's jacket hanging up beside the communicating door.

**Both photos: LURS Collection**



In September 1975, trailer 4209 was fitted with ceiling-mounted fans and the roof was modified to have ventilation slots for the expelled air. It is thought that this was connected with the 1973 Tube Stock, as they were built to incorporate fans from new. (Even though many of the 1973 Stock trains had been delivered, there were design and technical difficulties and it was not until October 1977 that fans were first used. However, not all cars were fitted and those that did have them were

*subsequently decommissioned*). The fans on trailer 4209 were removed in May 1977 but the vent slots remained until it was withdrawn for scrap.

### DELIVERY AND ENTRY INTO SERVICE

#### 'A'-END UNITS

#### 'D'-END UNITS

UNIT	ARRIVE RUISLIP	TO G.GRN	E/S N'THN	UNIT	ARRIVE RUISLIP	TO G.GRN	E/S N'THN
3201	01.02.72	28.07.72	04.09.72	3501	01.02.72	28.07.72	04.09.72
3202	29.02.72	10.04.72	26.06.72	3502	29.02.72	10.04.72	26.06.72
3203	21.03.72	21.04.72	06.09.72	3503	21.03.72	21.04.72	06.09.72
3204	30.03.72	05.05.72	17.07.72	3504	11.04.72	05.05.72	17.07.72
3205	28.04.72	24.05.72	08.07.72	3505	28.04.72	24.05.72	08.07.72
3206	04.05.72	08.06.72	01.08.72	3506	04.05.72	08.06.72	01.08.72
3207	23.05.72	26.04.73	21.05.73	3507	23.05.72	26.04.73	21.05.73
3208	09.06.72	19.06.73	05.07.73	3508	09.06.72	11.07.73	30.07.73
3209	19.06.72	11.07.73	30.07.73	3509	30.06.72	09.08.72	22.08.72
3210	30.06.72	21.07.72	14.08.72	3510	30.06.72	21.07.72	14.08.72
3211	13.07.72	09.08.72	22.08.72	3511	13.07.72	19.06.73	05.07.73
3212	25.07.72	30.08.72	15.09.72	3512	25.07.72	30.08.72	15.09.72
3213	01.08.72	07.09.72	28.09.72	3513	01.08.72	07.09.72	28.09.72
3214	26.08.72	28.09.72	18.10.72	3514	26.08.72	28.09.72	18.10.72
3215	08.09.72	10.10.72	24.10.72	3515	08.09.72	10.10.72	24.10.72
3216	19.09.72	19.10.72	30.10.72	3516	19.09.72	19.10.72	30.10.72
3217	28.09.72	02.11.72	13.11.72	3517	28.09.72	02.11.72	13.11.72
3218	07.10.72	14.11.72	24.11.72	3518	07.10.72	14.11.72	24.11.72
3219	18.10.72	23.11.72	04.12.72	3519	18.10.72	23.11.72	04.12.72
3220	28.10.72	07.12.72	11.12.72	3520	28.10.72	07.12.72	11.12.72
3221	04.11.72	14.12.72	18.12.72	3521	04.11.72	14.12.72	18.12.72
3222	14.11.72	28.12.72	06.01.73	3522	14.11.72	28.12.72	06.01.73
3223	28.11.72	09.01.73	15.01.73	3523	28.11.72	09.01.73	15.01.73
3224	30.11.72	17.01.73	26.01.73	3524	19.12.72	17.01.73	26.01.73
3225	19.12.72	01.02.73	13.02.73	3525	19.12.72	01.02.73	13.02.73
3226	20.12.72	24.01.73	02.02.73	3526	20.12.72	24.01.73	02.02.73
3227	05.01.73	08.02.73	14.02.73	3527	05.01.73	08.02.73	14.02.73
3228	19.01.73	19.02.73	23.02.73	3528	19.01.73	19.02.73	23.02.73
3229	30.01.73	06.03.73	14.03.73	3529	30.01.73	06.03.73	14.03.73
3230	20.02.73	29.03.73	03.04.73	3530	20.02.73	29.03.73	03.04.73

The first reformation of units took place in April 1981, when UNDM 3412 was damaged in a derailment. 3412 was swapped with 3420 with 3412-4520-3520 going to Acton Works for repair (3412) and heavy overhaul (all three cars). The other unit (3420-4512-3512) remained in service and both returned to normal service formations in September 1981.

DM 3322 had the honour of appearing in the Lord Mayor's Show in London in November 1981.

Prior to the arrival of the 1986 Prototype Tube Stock, trailer 4205 was fitted with Dunlop floor tiles and trailer 4517 with Vamac floor tiles as a trial for future new stock.

With future new stocks in mind, DM 3305 was fitted with self-steering lightweight bogies at BREL (Derby) in March 1984. After trial trips on British Rail metals, it returned to Morden by road on 20 June 1985 and entered service on 18 November 1985.

This was followed by DM 3230 being sent to Thomas Hill at Derby in May 1984 for the fitting of frame-mounted motors on Gloucester built rigid-frame bogies. It returned to Morden by road on 2 April 1985 and entered service in this form on 6 December 1985.

These led to further reformations, as follows:

Date	From	To	Notes
05.84	{ 3205-4205-4305-3305 3230-4230-4330-3330	} 3205-4205-4305-3330	{ 3230 and 3305 bogie experiments 4230 and 4330 stored
04.85 07.85	} 3205-4205-4305-3330	{ 3230-4230-4305-3330 3205-4205-4330-3305	} For service (see dates above)





**Above:** DM 3301 in Acton Works before entering service, demonstrating what the red doors would look like on the future 1972 MkII Tube Stock.

**Photo: LURS Collection**

**Left:** Early days of the 1972 MkI Tube Stock on the Northern Line, with trains basking in the sun with open doors on a hot summer's day.



**Opposite:** (Lower) Trailer 4209 in platform 2 at High Barnet which was fitted with fans between September 1975 and May 1977. After the experiment ended, the slots on each side of the roof for expelled air remained.





**Above:** (Left) Following the farewell tour to the 1938 Tube Stock on the Northern Line on 4 June 1978, a tour using a train of 1972 M1 Tube stock was operated on 24 September, running over the same routes and using the same times, formed of 3325+3527. This tour was titled "The Highways and Byways of the Northern Line". Looking south, the train is seen near Highgate (high level) tunnels on what was then the shunting neck to Highgate Wood Sidings. The disused northbound line is on the right.



**Above:** (Right) DM 3322 was exhibited in the Lord Mayor's Parade on Saturday 14 November 1981, the theme being 'Transport'. It was freshly overhauled and was loaded onto a lorry Friday evening for display the following day.

**Photo: LURS Collection**

Following a reorganisation of work to be undertaken at Acton Works, the task of heavy overhauls was to be transferred to depots, the first being Golders Green. Therefore, in June 1985, unit 3203-4203-4303-3303 was withdrawn from service, to provide the spares necessary for overhauling the 1972 stock fleet at Golders Green depot<sup>4</sup>. This began with the Jubilee Line's allocation of 1972 MkII Tube Stock, which necessitated transfers between Neasden and Golders Green which began in September 1985, the first unit being completed November. All 'first round' heavy overhauls of the 1972 MkII Tube Stock were completed in April 1987, 47 units at Acton and the rest (19) at Golders Green. The 1972 M1 Stock originally had the red/black/grey moquette whereas the MkII had blue and green. Whilst the M1 Stock only ever had two overhauls (apart from the handful that survived on the Bakerloo Line – q.v.), a refresh post-second overhaul introduced an orange and black moquette on all remaining cars.



**Above:** The first round of heavy overhauls for the 1972 M1 Stock was undertaken at Acton Works and just a date stamp (a barely visible 3/82) was on car corners (Left). Second overhauls were done at Stonebridge Park, this being 5/87 with the Stonebridge Park logo on the southbound at Colindale.



In the meantime, the first round of overhauls for the 1972 M1 Stock was done at Acton Works from October 1978 through to May 1984. The second round of M1 overhauls was in fact undertaken at Stonebridge Park, which involved transfers between Golders Green and Stonebridge Park. The first was completed in March 1987 and the last was completed in November 1990. This comprised 24 'A'-end units and 26 'D'-end units. The balance of six and four units respectively was due to the withdrawal of unit 3203, and the rest being earmarked for conversion to work with the 1967 Tube Stock on the Victoria Line, thus increasing their stock holding from 39½ trains to 43 because of increased ridership, of which more in a moment.

We now back track a little. It was never intended that the 1972 M1 and 1972 MkII Stocks should couple together for service, as they were built for crew operation and ATO respectively (although the latter never materialised on them). However, that was to change from 1984, when 18 trains of 1972 MkII Tube Stock returned to the Northern Line for service as part of one of several stock reallocations at the time. (Details of all these stock reshuffles may be found in *Underground News* No.698, February 2020, pages 104-113). They were made compatible with the 1972 M1 Stock and indeed mixed formations did operate from time to time. This was taken a step further in January 1986 following a collision between M1 UDM 3420 and MkII DM 3544. To make a serviceable three-car unit, DM 3520 took the place of 3544, making one car in the unit M1 and

<sup>4</sup> One four-car unit of 1959 Tube Stock was also withdrawn at the same time to provide overhaul spares for the 1959 Tube Stock fleet overhauls.

two cars MkII. Both units reverted to normal in May 1987. Photographs of these were published in the November 2023 issue of *Underground News*, page 674.

At this point, the 1972 MkI Tube Stock fleet was still complete at 30 seven-car trains.

Increasing passenger traffic in the mid-1980s, especially on the Victoria Line, required more trains and the 1967 Tube Stock fleet of 39½ trains needed to be increased, ideally to 43 trains. This was achieved by taking units of 1972 MkI Stock and converting them to run with the very similar-looking 1967 Stock. With finances tight (whenever are they not?) the converted MkI cars would be formed in the middle of eight-car trains to avoid them having to be fully converted for ATO. In short, the cabs in the middle (of 1972 MkI Stock) would only ever be used for shunting purposes in the depot. Of course, the guard's control panels were removed from the trailing ends of the motor cars and each two-car pair was formed into two cars of a 1967 Stock unit.

Five four-car units and four three-car units were selected. The four-car units were split into M-T pairs (20 cars), but the three-car units each had their UNDM cars removed and were thus also made M-T pairs (8 cars). The 28 cars gave the required number to make the 43 trains required. The conversion work was done at Acton Works between 1987 and 1989. The work not only involved the renumbering of the 1972 converted cars, but also some of the 1967 stock cars involved with the scheme, which gave 32 'A' end, 32 'D' end and 22 double-ended four-car units, making a line total of 43 eight-car trains, 3½ more than hitherto. Two motor-trailer pairs were also converted from 'D' cars to 'A' cars and those involved can be found in the renumbering below. Furthermore, during 1989 and into early-1990, all 43 Victoria Line trains were modified at Acton Works by having 'passenger alarm' push buttons fitted (in place of pull-down handles), along with improved safety features, which included the converted 1972 MkI cars, all of this following the King's Cross fire. A new spring-applied parking brake replaced the original hydraulic handbrake.

TABLE OF 1972 CONVERSIONS IN DATE ORDER EX-ACTON

CARS	STOCK	FROM LINE	TO ACTON	NEW No.	ACTON TO VIC LINE	IN SERVICE VIC LINE	NOTE
3520	1972 MkI	N	28.06.87	<b>3084</b>	11.10.87	04.12.87	1
4520	1972 MkI	N	28.06.87	<b>4084</b>	11.10.87	04.12.87	1
4141	1967	V	20.09.87	<b>4184</b>	11.10.87	04.12.87	
3141	1967	V	20.09.87	<b>3184</b>	11.10.87	04.12.87	
3216	1972 MkI	N	03.04.88	<b>3085</b>	29.05.88	29.06.88	
4216	1972 MkI	N	03.04.88	<b>4085</b>	29.05.88	29.06.88	
4152	1967	V	24.04.88	<b>4185</b>	29.05.88	29.06.88	
3152	1967	V	24.04.88	<b>3185</b>	29.05.88	29.06.88	
3052	1967	V	24.04.88	3052	05.06.88	04.07.88	2
4052	1967	V	24.04.88	4052	05.06.88	04.07.88	2
4316	1972 MkI	N	03.04.88	<b>4152</b>	05.06.88	04.07.88	
3316	1972 MkI	N	03.04.88	<b>3152</b>	05.06.88	04.07.88	
CARS	STOCK	FROM LINE	TO ACTON	NEW No.	ACTON TO VIC LINE	IN SERVICE VIC LINE	NOTE
3041	1967	V	20.09.87	3041	12.06.88	21.07.88	2
4041	1967	V	20.09.87	4041	12.06.88	21.07.88	2
4516	1972 MkI	N	03.04.88	<b>4141</b>	12.06.88	21.07.88	
3516	1972 MkI	N	03.04.88	<b>3141</b>	12.06.88	21.07.88	
3001	1967	V	05.06.88	3001	26.06.88	28.07.88	2
4001	1967	V	05.06.88	4001	26.06.88	28.07.88	2
4317	1972 MkI	N	06.05.88	<b>4101</b>	26.06.88	28.07.88	
3317	1972 MkI	N	06.05.88	<b>3101</b>	26.06.88	28.07.88	
3217	1972 MkI	N	06.05.88	<b>3080</b>	03.07.88	28.07.88	
4217	1972 MkI	N	06.05.88	<b>4080</b>	03.07.88	28.07.88	
4101	1967	V	05.06.88	<b>4180</b>	03.07.88	28.07.88	
3101	1967	V	05.06.88	<b>3180</b>	03.07.88	28.07.88	
3220	1972 MkI	V	10.04.88	<b>3086</b>	10.07.88	19.12.88	3
4220	1972 MkI	N	25.09.86	<b>4086</b>	10.07.88	19.12.88	
4122	1967	V	26.06.88	<b>4186</b>	10.07.88	19.12.88	
3122	1967	V	26.06.88	<b>3186</b>	10.07.88	19.12.88	
3022	1967	V	26.06.88	3022	14.07.88	06.09.88	2
4022	1967	V	26.06.88	4022	14.07.88	06.09.88	2
4320	1972 MkI	N	25.09.86	<b>4122</b>	14.07.88	06.09.88	
3320	1972 MkI	V	12.06.88	<b>3122</b>	14.07.88	06.09.88	4
3223	1972 MkI	N	08.06.88	<b>3082</b>	31.07.88	16.08.88	
4223	1972 MkI	N	08.06.88	<b>4082</b>	31.07.88	16.08.88	
4105	1967	V	03.07.88	<b>4182</b>	31.07.88	16.08.88	
3105	1967	V	03.07.88	<b>3182</b>	31.07.88	16.08.88	
3003	1967	V	10.07.88	3003	07.08.88	18.12.88	2
4003	1967	V	10.07.88	4003	07.08.88	18.12.88	2
4323	1972 MkI	N	08.06.88	<b>4103</b>	07.08.88	18.12.88	
3323	1972 MkI	N	08.06.88	<b>3103</b>	07.08.88	18.12.88	
3007	1967	V	12.02.87	3007	10.02.89	07.03.89	2, 5
4007	1967	V	12.06.88	4007	10.02.89	07.03.89	2
4325	1972 MkI	N	14.07.88	<b>4107</b>	10.02.89	07.03.89	



3325	1972 Mkl	N	14.07.88	<b>3107</b>	10.02.89	07.03.89	
3225	1972 Mkl	N	14.07.88	<b>3083</b>	10.02.89	07.03.89	
4225	1972 Mkl	N	14.07.88	<b>4083</b>	10.02.89	07.03.89	
4107	1967	V	12.06.88	<b>4183</b>	10.02.89	07.03.89	
3107	1967	V	12.06.88	<b>3183</b>	10.02.89	07.03.89	
3527	1972 Mkl	N	13.07.88	<b>3081</b>	24.02.89	24.04.89	1
4527	1972 Mkl	N	13.07.88	<b>4081</b>	24.02.89	24.04.89	1
4103	1967	V	10.07.88	<b>4181</b>	24.02.89	24.04.89	
3103	1967	V	10.07.88	<b>3181</b>	24.02.89	24.04.89	
3005	1967	V	03.07.88	3005	24.02.89	26.06.89	2
4005	1967	V	03.07.88	4005	24.02.89	26.06.89	2
4529	1972 Mkl	N	08.06.88	<b>4105</b>	24.02.89	26.06.89	
3529	1972 Mkl	N	08.06.88	<b>3105</b>	24.02.89	26.06.89	

Notes:

1. Conversion also from 'D' to 'A' end.
2. No change in numbering.
3. Temporary loan Northern to Victoria 22.10.86 with 3220 replacing 1967 Stock 3014 (collision damage).
4. Temporary loan Northern to Victoria 29.01.87 with 3320 replacing 1967 Stock 3007 (collision damage).
5. Date to Acton Works for repair, 3320 temporarily vice.

#### SUMMARY OF RENUMBERING

##### 'A'-END NORTH LEADING AND 'D' END SOUTH MIDDLE

New Number			<b>4101</b>	<b>3101</b>
Unchanged Number	3001	4001		
Stock	1967	1967	1972 Mkl	1972 Mkl
Old Number			4317	3317
New Number			<b>4103</b>	<b>3103</b>
Unchanged Number	3003	4003		
Stock	1967	1967	1972 Mkl	1972 Mkl
Old Number			4323	3323
New Number			<b>4105</b>	<b>3105</b>
Unchanged Number	3005	4005		
Stock	1967	1967	1972 Mkl	1972 Mkl
Old Number			4529	3529
New Number			<b>4107</b>	<b>3107</b>
Unchanged Number	3007	4007		
Stock	1967	1967	1972 Mkl	1972 Mkl
Old Number			4325	3325
New Number			<b>4122</b>	<b>3122</b>
Unchanged Number	3022	4022		
Stock	1967	1967	1972 Mkl	1972 Mkl
Old Number			4320	3320
New Number			<b>4141</b>	<b>3141</b>
Unchanged Number	3041	4041		
Stock	1967	1967	1972 Mkl	1972 Mkl
Old Number			4516	3516
New Number			<b>4152</b>	<b>3152</b>
Unchanged Number	3052	4052		
Stock	1967	1967	1972 Mkl	1972 Mkl
Old Number			4316	3316

##### 'A'-END NORTH MIDDLE AND 'D' END SOUTH LEADING

New Number	<b>3080</b>	<b>4080</b>	<b>4180</b>	<b>3180</b>
Stock	1972 Mkl	1972 Mkl	1967	1967
Old Number	3217	4217	4101	3101
New Number	<b>3081</b>	<b>4081</b>	<b>4181</b>	<b>3181</b>
Stock	1972 Mkl	1972 Mkl	1967	1967
Old Number	3527	4527	4103	3103
New Number	<b>3082</b>	<b>4082</b>	<b>4182</b>	<b>3182</b>
Stock	1972 Mkl	1972 Mkl	1967	1967
Old Number	3223	4223	4105	3105
New Number	<b>3083</b>	<b>4083</b>	<b>4183</b>	<b>3183</b>
Stock	1972 Mkl	1972 Mkl	1967	1967
Old Number	3225	4225	4107	3107
New Number	<b>3084</b>	<b>4084</b>	<b>4184</b>	<b>3184</b>
Stock	1972 Mkl	1972 Mkl	1967	1967
Old Number	3520	4520	4141	3141
New Number	<b>3085</b>	<b>4085</b>	<b>4185</b>	<b>3185</b>

Stock	1972 Mkl	1972 Mkl	1967	1967
Old Number	3216	4216	4152	3152
New Number	<b>3086</b>	<b>4086</b>	<b>4186</b>	<b>3186</b>
Stock	1972 Mkl	1972 Mkl	1967	1967
Old Number	3220	4220	4122	3122

At the end of the conversion programme, the Northern Line's fleet of 1972 Mkl Stock then comprised 24x4-car and 26x3-car units.

Those units now missing were:

Withdrawn for overhaul spares – 3203  
 4-car units to Victoria Line – 3216, 3217, 3220, 3223, 3225  
 3-car units to Victoria Line – 3516, 3520, 3527, 3529

Also withdrawn were the four UNDMs from the four three-car units that were converted for use on the Victoria Line.

It had become necessary to paint Underground stock once again. Although the unpainted aluminium finish was acceptable, once graffiti took a hold, the finish was ruined, as it left shadows on the bodywork, far worse on older stock where the aluminium was more porous. To that end, three Northern Line trains<sup>5</sup> were given trial liveries.



The first one was blue above the waist and white below the waist (units 3204 and 3522) and entered service on 16 October 1989. The second was all white on the bodywork with blue passenger doors (units 3227 and 3518), entering service on 19 October 1989, both being designed by consulting companies. The first (blue/white) livery was initially deemed to be the new LU Corporate livery. However, the third train (units 3202 and 3523) was designed by the late Mark Orsman, one of LU's in-house engineers and was white with a blue lower section with red passenger doors, entering service on 22 December 1989.

<sup>5</sup> The Metropolitan Line's A Stock that was allocated to the East London Line was also given the three trial liveries.



It was this that became the adopted LUL Corporate livery. All three trains had all red fronts on operative cabs. The work was undertaken by Vic Berry at Leicester. It should be pointed out that the liveries were for aesthetic purposes and did not include any interior refurbishment. Whilst the red doors livery was adopted as the Corporate livery, the trial train did have minor differences from what was adopted, which saw car numbers, Underground roundels and line name repositioned.

With the 1967/72 Stock fleets approaching the half-life stage, consideration was given to refurbishment. Two 1967 Tube Stock units on the Victoria Line (3061 and 3110) were selected for refurbishment trials, this being done in 1989 by Vic Berry of Leicester and Tickford Rail. The interiors were completely gutted and new lighting, seating, flooring, panelling and grab rails were fitted. The exteriors were painted in a livery of blue above the waist, white below, red front cabs and grey roofs. The train re-entered service on the Victoria Line on 9 October 1989.

It was subsequently decided that the whole Victoria, Bakerloo and Northern Line fleets should be refurbished, as they were all of roughly the same vintage. The first Victoria Line train (comprising units 3005 and 3185) was despatched in June 1990, followed by one from the Bakerloo Line. The work was undertaken by Tickford Rail Ltd. at Rosyth Royal Dockyard. The exteriors were painted in what had become the new corporate 'red doors' livery – off white with a blue skirt, red cab ends and grey roofs. Only operative cabs were given red-painted ends. Cabs relegated to the middle of trains (on single-ended units) had the blue and white (with grey cab door) extended around the middle cab area. Inside, the finished product was similar to the prototype, with refinements, and included space for fans to be fitted at a later date. Passenger alarm push-buttons were replaced by handles and an audible door-close bleep was provided. The light blue colour was used on grab Victoria Line rails and brown for the Bakerloo Line. In the driving cab, improvements were made for Train Operators and the old lever-operated door controls were replaced by push buttons.

The original intention was to refurbish all the Northern Line's 1972 Mk1 Tube Stock fleet<sup>6</sup>, with the same modifications, but with grab rails being in Northern Line black. Of course, the trains were to remain crew-operated rather than ATO on the Victoria Line and OPO on the Bakerloo Line. The first train of 1972 Mk1 Tube Stock to go for refurbishment was 3218+3507 on 22 October 1991 and returned to Ruislip on 6 April 1993, entering service in refurbished form on 20 September 1993.



**Opposite:** One of the three refurbished trains of 1972 Mk1 Tube Stock on the Northern Line in Golders Green Depot. Note the reinforced driving cab windows, outlined in black. The line name is on the front cab door, the roundel is centrally placed on all cars, and the car numbers located at the outer ends of each car. Leading is DM 3224, which was later involved in a collision at Morden and subsequently scrapped, along with its adjacent trailer, 4224.

Even though the refurbishment work on the Northern Line's 1972 Mk1 Stock had begun, the possibility of new rolling stock for the Northern Line had been in the air for some time and a subsequent decision was made to replace the complete (mixed stock) fleet. The decision to go for new trains meant that only three trains of 1972 Mk1 stock were refurbished for service on the Northern Line. Moreover, other 1972 Mk1 Tube Stock was adapted for further service on the Victoria Line, 3204 and 4204 becoming 3116 and 4116 respectively in May 1995 and 3312 becoming 3156 in February 2000.

Unit 3203 (withdrawn for overhaul spares in 1985 – q.v.) and 3501 (collision damaged) were converted to OPO and returned to service on the Bakerloo Line to enable its fleet (of 1972 MkII Tube Stock) to be increased from 33 to 34 trains.

<sup>6</sup> The plan also included refurbishment of the Northern Line's 1959 Tube Stock and to that end, one seven car train was refurbished at Acton Works and Plassers, West Ealing, in 1993.



Following collision damage to two 1972 MkII units, effectively leaving the Bakerloo Line one train short, the deficiency was eventually made up by converting refurbished 1972 MkI stock units 3218+3507 from the Northern Line to one-person-operation, becoming respectively 3265+3565 in October 1994 and keeping the fleet at 34 trains. Service increases called for one more additional train and five cars from a second Northern Line refurbished 1972 MkI train (cars 4324 and 3324 and unit 3524) became 3266+3566 in June 1995. DM 3224 and trailer 4224 had been scrapped and the two remaining cars (3324 and 4324) were 'turned' and converted into 'A'-end cars, becoming 3266 and 4266 respectively. The other two cars of the unit (4365 and 3365) came from spare MkII cars 4349 and 3349. The remaining refurbished but crew-operated 1972 MkI train on the Northern Line subsequently succumbed to OPO conversion for the Bakerloo Line, with 3210+3512 becoming 3267+3567 in June 1997. This gave the Bakerloo Line 36 trains once again, the same number as in 1938 Tube Stock days. The movements and renumbering of these four trains may be found on pages 678 and 679 of the November 2023 issue of *Underground News*.

There were 14 cars scrapped in 1995 and 1996, which included the four UNDM cars displaced by the Victoria Line conversions in 1988-90. This left 20 seven-car trains on the Northern Line at the time when the 1995 Tube Stock began to enter service, from when withdrawals began in earnest. The last 1972 MkI Tube Stock ran on the Northern Line on 3 February 1999.

Whilst much of the remaining fleet was scrapped, various plans were put forward for the future use of some of the 1972 MkI Tube Stock once it was displaced and in the meantime it was stored at various locations around the Underground system. Those not earmarked for possible use were scrapped, the net result being that two three-car units and 19 four-car units were put into store. Indeed, some cars were moved off LUL metals by road to the safe confines of DERA at Shoeburyness. Apart from four six-car formations which were sent for scrap from Ruislip Depot, all other scrapping moves were by road.

Plans for reuse of the 1972 MkI Tube Stock included four additional eight-car trains for the Victoria Line (eight units), five units for the Waterloo & City Line (to replace the Network SouthEast liveried 1992 Tube Stock, which would then be transferred out to boost the Central Line's fleet) and the remainder for pilot duties and spares. Four cars were earmarked to be an Asset Inspection Train (replacing the Track Recording Train) and four Motive Power Units (MPUs – pilot motors in 'old speak') for a new Tunnel Cleaning Train. Four cars (3515, 3528, 4515 and 4528) were also sold to Schweerbau to become a rail grinding train and were last seen in Germany at Friedrichshafen. Whether they still exist isn't known. Four-car unit 3215 was transferred to London Road in November 1998 after withdrawal for cleaning trials, being scrapped in July 2012 while unit 3229 was located on the Aldwych branch for filming and training purposes until scrapped in October 2023 – this was the last 1972 MkI (apart from those still in service on the Bakerloo Line). The London Transport Museum took DM 3530 for preservation in May 1999 and currently resides at Acton.

The Asset Inspection Train was to be formed of four-car unit 3213 with 1967 Stock DMs 3079/3179 later inserted in the middle to provide increased traction. The pilot motors for the Tunnel Cleaning Train were 3107 and 3122 (both ex-Northern Line and MkI Victoria Line conversions) and (included for completeness) 1967 Stock DMs 3007 and 3022. Their intended numbers were L160, L158, L161 and L159 respectively but were never carried. Work was underway on both conversions but was stopped when both projects were cancelled. In short, none of those cars retained were used again and were scrapped.



**Left:** Of the four UNDMs withdrawn for the Victoria Line extra trains programme, UNDM 3420 was used in various trial schemes for interior décor and exterior painting schemes. The livery on the left section of UNDM 3420 was not adopted, even though the placement of the roundels and car numbers were on the third 'red doors' train. This car was scrapped from Acton Works in 1996, as were the other three (3416,

3427 and 3429). All four cars were removed from Acton Works for scrap by road.

**Photo:** LURS Collection

## ASSET INSPECTION TRAIN MOVEMENTS



	3213	4213	3179	3079	4313	3313
<i>Road moves shown thus.</i>						
Withdrawn Northern	02.11.98	02.11.98	-	-	02.11.98	02.11.98
Golders Green - Neasden	29.12.98	29.12.98	-	-	29.12.98	29.12.98
Neasden - Shoburness	24.05.99	25.05.99	-	-	26.05.99	27.05.99
Shoburness - Lillie Bridge	17.06.00	16.06.00	-	-	05.06.00	05.06.00
Lillie Bridge - Northfields	06.09.04	06.09.04	-	-	06.09.04	06.09.04
Northfields - Lillie Bridge	16.02.07	16.02.07	-	-	16.02.07	16.02.07
Lillie Bridge - Wabtec	19.02.07	19.02.07	-	-	19.02.07	19.02.07
Returned to Lillie Bridge	20.05.09	20.05.09	-	-	19.05.09	19.05.09
Lillie Bridge - Northfields	06.07.09	06.07.09	-	-	06.07.09	06.07.09
Withdrawn Victoria	-	-	30.06.11	30.06.11	-	-
Northumberland Park - Acton	-	-	15.07.11	15.07.11	-	-
Acton - Lillie Bridge	-	-	19.07.11	19.07.11	-	-
Northfields - Lillie Bridge	22.11.11	22.11.11	-	-	22.11.11	22.11.11
Lillie Bridge - Northfields	05.12.11	05.12.11	05.12.11	04.12.11	04.12.11	04.12.11
Northfields - Ruislip	18.07.12	18.07.12	18.07.12	18.07.12	18.07.12	18.07.12
Ruislip - Eastleigh	10.10.12	10.10.12	10.10.12	10.10.12	10.10.12	10.10.12
Eastleigh - Ruislip	04.03.14	04.03.14	05.03.14	05.03.14	06.03.14	06.03.14
Ruislip - Northfields	02.06.14	02.06.14	02.06.14	02.06.14	02.06.14	02.06.14
Northfields to scrap	24.06.21	24.06.21	23.06.21	25.06.21	23.06.21	25.06.21

## 1972 Mki TUBE STOCK DISPOSAL

### (1) PRIOR TO MAIN WITHDRAWAL PROGRAMME

05.05.95	ex-Morden by road	3304				
09.05.95	ex-Morden by road	3224	4224	4304		
28.09.95	ex-Morden by road	3526	4526			
29.09.95	ex-Morden by road	3403	3405	3505	4505	
08.12.96	ex-Acton Works by road	3416	3420	3427	3429	

### (2) MAIN WITHDRAWAL PROGRAMME

			RENUMBERED		DATE		LINE				
DM	T	UNDM	To	Date	W/D	W/D	DISPOSAL SCRAP FROM				
FOUR-CAR UNITS:											
3201					02.11.98	N	11.01.04	Hainault			
	4201				02.11.98	N	11.01.04	Hainault			
	4301				02.11.98	N	11.01.04	Hainault			
3301					02.11.98	N	11.01.04	Hainault			
3202					02.02.99	N	07.06.17	Acton Works			
	4202				02.02.99	N	08.06.17	Acton Works			
	4302				02.02.99	N	08.06.17	Acton Works			
3302					02.02.99	N	08.06.17	Acton Works			
3203			3264	02.92							
	4203		4264	02.92							
	4303		4364	02.92							
3303			3364	02.92							
3204			3116	02.95	06.08.10	V	16.08.10	Acton Works			
	4204		4116	02.95	06.08.10	V	13.08.10	Acton Works			
	4304				24.02.94	N	09.05.95	Morden			
3304					24.02.94	N	05.05.95	Morden			
3205					16.10.98	N	21.04.10	Acton Works			
	4205				16.10.98	N	21.04.10	Acton Works			
	4305				24.09.98	N	29.02.04	Hainault			
3305					16.10.98	N	21.04.10	Acton Works			
3206					23.09.98	N	09.10.08	MOD Shoeburyness			
	4206				23.09.98	N	26.11.08	MOD Shoeburyness			
	4306				23.09.98	N	26.11.08	MOD Shoeburyness			
3306					23.09.98	N	30.10.08	MOD Shoeburyness			
3207					07.07.98	N	22.09.98	Morden			
	4207				03.12.98	N	13.11.08	MOD Shoeburyness			
	4307				07.07.98	N	23.09.98	Morden			
3307					07.07.98	N	22.09.98	Morden			
3208					23.09.98	N	28.02.04	Hainault			
	4208				23.09.98	N	28.02.04	Hainault			
	4308				23.09.98	N	28.02.04	Hainault			
3308					23.09.98	N	28.02.04	Hainault			
3209					03.12.98	N	09.10.08	MOD Shoeburyness			
	4209				03.12.98	N	25.09.08	MOD Shoeburyness			
	4309				03.12.98	N	25.09.08	MOD Shoeburyness			
3309					03.12.98	N	08.09.08	MOD Shoeburyness			
3210			3267	06.97							
	4210		4267	06.97							
	4310		4367	06.97							
3310			3367	06.97							
3211					02.11.98	N	10.01.04	Hainault			
	4211				02.11.98	N	10.01.04	Hainault			
	4311				02.11.98	N	10.01.04	Hainault			
3311					02.11.98	N	10.01.04	Hainault			
3212					07.07.98	N	13.04.10	Acton Works			
	4212				07.07.98	N	13.04.10	Acton Works			
	4312				07.07.98	N	13.04.10	Acton Works			
3312			3156	05.99	23.12.10	V	13.01.11	Acton Works			
3213					02.11.98	N	24.06.20	Northfields			
	4213				02.11.98	N	24.06.20	Northfields			
	4313				02.11.98	N	23.06.20	Northfields			
3313					02.11.98	N	25.06.20	Northfields			



DM	T	UNDM	RENUMBERED		DATE		LINE	DISPOSAL		SCRAP FROM
			To	Date	W/D	W/D				
3214					02.11.98	N		13.06.08	MOD Shoeburyness	
	4214				02.11.98	N		13.06.08	MOD Shoeburyness	
	4314				02.11.98	N		13.06.08	MOD Shoeburyness	
	3314				02.11.98	N		13.06.08	MOD Shoeburyness	
3215					27.10.98	N		07.12	London Road	
	4215				27.10.98	N		07.12	London Road	
	4315				27.10.98	N		07.12	London Road	
	3315				27.10.98	N		07.12	London Road	
3216			3085	05.88	28.06.11	V		16.09.15	Eastleigh	
	4216		4085	05.88	28.06.11	V		28.08.15	Eastleigh	
	4316		4152	06.88	21.10.10	V		26.10.10	Eastleigh	
	3316		3152	06.88	21.10.10	V		26.10.10	Eastleigh	
3217			3080	07.88	15.11.10	V		17.11.10	Eastleigh	
	4217		4080	07.88	15.11.10	V		18.11.10	Eastleigh	
	4317		4101	06.88	22.07.10	V		10.08.10	Eastleigh	
	3317		3101	06.88	22.07.10	V		03.08.10	Eastleigh	
3218			3265	10.94						
	4218		4265	10.94						
	4318		4365	10.94						
	3318		3365	10.94						
3219					02.10.98	N		20.04.12	MOD Shoeburyness	
	4219				02.10.98	N		20.04.12	MOD Shoeburyness	
	4319				02.10.98	N		19.04.12	MOD Shoeburyness	
	3319				02.10.98	N		19.04.12	MOD Shoeburyness	
3220			3086	07.88	22.03.11	V		11.03.16	Acton Works	
	4220		4086	07.88	22.03.11	V		11.03.16	Acton Works	
	4320		4122	07.88	23.02.11	V		27.04.11	Acton Works	
	3320		3122	07.88	23.02.11	V		25.04.19	Acton Works	
3221					02.11.98	N		26.04.12	MOD Shoeburyness	
	4221				02.11.98	N		26.04.12	MOD Shoeburyness	
	4321				02.11.98	N		27.04.12	MOD Shoeburyness	
	3321				02.11.98	N		27.04.12	MOD Shoeburyness	
3222					22.09.98	N		16.06.05	Acton Works	
	4222				22.09.98	N		17.06.05	Acton Works	
	4322				22.09.98	N		22.10.08	MOD Shoeburyness	
	3322				22.09.98	N		22.10.08	MOD Shoeburyness	
3223			3082	07.88	23.03.11	V		02.08.17	Eastleigh	
	4223		4082	07.88	23.03.11	V		01.08.17	Eastleigh	
	4323		4103	08.88	07.06.11	V		01.08.17	Eastleigh	
	3323		3103	08.88	07.06.11	V		16.01.18	Eastleigh	
3224					24.02.94	N		09.05.95	Morden	
	4224				24.02.94	N		09.05.95	Morden	
	4324		4266	06.95						
	3324		3266	06.95						
3225			3083	02.89	05.10.10	V		13.10.10	Acton Works	
	4225		4083	02.89	05.10.10	V		12.10.10	Acton Works	
	4325		4107	02.89	15.02.11	V		07.04.11	Acton Works	
	3325		3107	02.89	15.02.11	V		23.04.19	Acton Works	
3226					03.12.98	N		27.09.04	MOD Shoeburyness	
	4226				03.12.98	N		24.02.05	MOD Shoeburyness	
	4326				03.12.98	N		16.06.05	MOD Shoeburyness	
	3326				03.12.98	N		17.06.05	MOD Shoeburyness	

			RENUMBERED		DATE		LINE		
DM	T	UNDM	To	Date	W/D	W/D	DISPOSAL	SCRAP FROM	
3227					03.02.99	N	23.06.04	MOD Shoeburyness	
	4227				03.02.99	N	29.06.04	MOD Shoeburyness	
	4327				03.02.99	N	30.06.04	MOD Shoeburyness	
3327					03.02.99	N	30.06.04	MOD Shoeburyness	
3228					03.12.98	N	15.12.08	MOD Shoeburyness	
	4228				20.05.98	N	22.09.98	Morden	
	4328				03.12.98	N	13.11.08	MOD Shoeburyness	
3328					03.12.98	N	30.10.08	MOD Shoeburyness	
3229					02.10.98	N	07.10.23	Ruislip	
	4239				02.10.98	N	07.10.23	Ruislip	
	4329				02.10.98	N	08.10.23	Ruislip	
3329					02.10.98	N	08.10.23	Ruislip	
3230					24.09.98	N	29.02.04	Hainault	
	4230				24.09.98	N	29.02.04	Hainault	
	4330				16.10.98	N	21.04.10	Acton Works	
3330					24.09.98	N	29.02.04	Hainault	
THREE-CAR UNITS:									
3501			3564	02.92					
	4501		4564	02.92					
		3401	3464	02.92					
3502					02.11.98	N	02.12.98	Ruislip	
	4502				02.11.98	N	02.12.98	Ruislip	
		3402			02.11.98	N	02.12.98	Ruislip	
3503					24.09.98	N	07.12.98	Northumberland Park	
	4503				24.09.98	N	07.12.98	Northumberland Park	
		3403			27.01.95	N	29.09.95	Morden	
3504					07.10.98	N	12.10.98	Morden	
	4504				07.10.98	N	09.10.98	Morden	
		3404			07.10.98	N	08.10.98	Morden	
3505					30.08.95	N	29.09.95	Morden	
	4505				30.08.95	N	29.09.95	Morden	
		3405			30.08.95	N	29.09.95	Morden	
3506					16.10.98	N	04.11.98	Ruislip	
	4506				16.10.98	N	04.11.98	Ruislip	
		3406			16.10.98	N	04.11.98	Ruislip	
3507			3565	10.94					
	4507		4565	10.94					
		3407	3465	10.94					
3508					07.07.98	N	25.09.98	Morden	
	4508				07.07.98	N	25.09.98	Morden	
		3408			07.07.98	N	25.09.98	Morden	
3509					07.07.98	N	13.04.10	Acton Works	
	4509				07.07.98	N	26.06.00	Acton Works	
		3409			07.07.98	N	26.06.00	Acton Works	
3510					22.09.98	N	04.11.98	Ruislip	
	4510				22.09.98	N	04.11.98	Ruislip	
		3410			22.09.98	N	04.11.98	Ruislip	
3511					02.02.99	N	03.03.14	Acton Works	
	4511				02.02.99	N	26.03.22	Acton Works	
		3411			02.02.99	N	03.07.21	Acton Works	
3512			3567	06.97					
	4512		4567	06.97					
		3412	3467	06.97					



DM	T	UNDM	RENUMBERED		DATE W/D	LINE W/D	DISPOSAL	SCRAP FROM
			To	Date				
3513	4513	3413			20.11.98	N	06.01.99	Ruislip
					20.11.98	N	06.01.99	Ruislip
					20.11.98	N	06.01.99	Ruislip
3514	4514	3414			27.10.98	N	02.12.98	Ruislip
					27.10.98	N	02.12.98	Ruislip
					27.10.98	N	02.12.98	Ruislip
3515	4515	3415			03.12.98	N	09.08.99	MOD Shoeburyness
					03.12.98	N	09.08.99	MOD Shoeburyness
					03.12.98	N	24.06.99	Morden
3516	4516	3416	3141	06.88	06.07.11	V	05.10.11	Acton Works
			4141	06.88	06.07.11	V	04.10.11	Acton Works
					03.04.88	N	08.12.96	Acton Works
3517	4517	3417			27.09.98	N	30.09.98	Morden
					27.09.98	N	01.10.98	Morden
					27.09.98	N	30.09.98	Morden
3518	4518	3418			03.02.99	N	15.02.99	Morden
					03.02.99	N	15.02.99	Morden
					03.02.99	N	16.02.99	Morden
3519	4519	3419			03.12.98	N	06.01.99	Ruislip
					03.12.98	N	06.01.99	Ruislip
					03.12.98	N	06.01.99	Ruislip
3520	4520	3420	3084	10.87	21.05.11	V	10.07.15	Acton Works
			4084	10.87	21.05.11	V	17.07.15	Acton Works
					28.06.87	N	08.12.96	Acton Works
3521	4521	3421			02.11.98	N	24.02.99	Ruislip
					02.11.98	N	24.02.99	Ruislip
					02.11.98	N	24.02.99	Ruislip
3522	4522	3422			02.11.98	N	24.02.99	Ruislip
					02.11.98	N	24.02.99	Ruislip
					02.11.98	N	24.02.99	Ruislip
3523	4523	3423			02.10.98	N	14.04.10	Acton Works
					02.10.98	N	14.04.10	Acton Works
					02.10.98	N	14.04.10	Acton Works
3524	4524	3424	3566	06.95				
			4566	06.95				
			3466	06.95				
3525	4525	3425			02.10.98	N	15.10.98	Morden
					02.10.98	N	14.10.98	Morden
					02.10.98	N	13.10.98	Morden
3526	4526	3426			10.03.94	N	28.09.95	Morden
					10.03.94	N	28.09.95	Morden
					24.09.98	N	07.12.98	Northumberland Park
3527	4527	3427	3081	02.89	06.01.11	V	18.01.11	Acton Works
			4081	02.89	06.01.11	V	20.01.11	Acton Works
					13.07.88	N	08.12.96	Acton Works
3528	4528	3428			23.09.98	N	09.08.99	MOD Shoeburyness
					23.09.98	N	09.08.99	MOD Shoeburyness
					23.09.98	N	20.07.99	Morden
3529	4529	3429	3105	02.89	15.06.11	V	16.09.15	Eastleigh
			4105	02.89	15.06.11	V	28.08.15	Eastleigh
					08.06.88	N	08.12.96	Acton Works
3530	4530	3430			03.12.98	N	24.05.99	Morden
					03.12.98	N	25.05.99	Morden
					03.12.98	N	25.05.99	Morden

Out of the original total of 210 cars of 1972 Mkl Tube Stock, 26 still remain in service on the Bakerloo Line and are likely to continue to do so for some years yet. And the rest, as they say, is history. At the present time, the Mkl cars on the Bakerloo are around 53 years old, with the follow-on MkIIs only a year or so younger!



**Above:** Mixed formations of the painted trains soon become the norm, as this train arriving at Morden shows. Note the positioning of the roundels and line name, which was not perpetuated on refurbished trains.

**Left:** Trailer 4324 stands in Golders Green Depot, in pristine condition after refurbishment. This car and the adjacent motor car to the left (3324) may now be found on the Bakerloo Line as 4266 and 3266 respectively, the other two cars of the unit having been scrapped because of collision damage at Morden.



**Previous Page:** (Lower Left) What was then intended to be the four-car Asset Inspection Train is seen passing through West Kensington on 16 February 2007, on its way from Northfields to Lillie Bridge Depot.

**Previous Page:** (Lower Right) After conversion work, the same four-car unit is seen on test on the right, leaving Acton Town for Uxbridge. It was planned that this train would replace the Track Recording Train seen to the left, but it wasn't to be so, even after the addition of two 1967 Stock motor cars in the middle to improve traction. The Track Recording Train remains active, although it did have a period of time in 2024 out of use because of defects.



**Below:** (Left) Two of the intended Motive Power Units (MPUs) for the aborted replacement Tunnel Cleaning Train in the shunting neck at Acton Town. Nearest is DM 3122, a 1972 Mkl car converted for use on the Victoria Line. All four MPUs went for scrap in April 2019.

**Below:** (Right) One of the two 1972 Mkl motor cars (with its trailer companion to the right) converted by Schweerbau for use as a Rail Grinder, seen in Germany at Friedrichshafen.

**Photo: LURS Collection**



**Above:** Interior views of 1972 Mkl Tube Stock pre refurbishment (Left) but with the later seating moquette, and one of the refurbished trains (Right) with new lighting, fans, grabrails and flooring.



**Left:** After disposal by London Underground, the cab of 1972 Mkl DM 3214 was displayed in Hamley's toy shop in Regent Street in its own livery style. This photo was taken on 20 February 2014.

**Opposite:** The very last 1972 Mkl in near original condition was scrapped in October 2023, having been used at Aldwych for many years for filming (hence the red front, Left, and wood grain panelling, Right), both done to give a period look for times past. The interiors retained the later style of seating moquette.

**Both photos: LURS Collection**





**Above:** In happier times for the 1972 Mkl unit normally kept at Aldwych, seen here at Swiss Cottage being transferred to Stonebridge Park Depot for maintenance.

**Photo: Jason Cross**

And finally, how many of us prefer to remember the smart-looking, if rather plain, 1972 Mkl Tube Stock – unspoilt aluminium with black roofs. A southbound train departs from East Finchley (*Left*) and is descending to the tube tunnels. The high level line to the left lead to Highgate Depot and Highgate Wood Sidings.