

# ROLLING STOCK CHANGES AND MOVEMENTS

## PREVIOUS ADDITIONS, CORRECTIONS & DECEMBER 2015

From Acton Works to Neasden, ex-Life Extension work –

3267-4267-4367-3367+3434-3534-3534                      18.12.15      Train 3  
(Neasden to Stonebridge Park 21.12.15)

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

3251-4251-4351-3351+3456-4556-3556                      18.12.15      Train 4

### 1973 TUBE STOCK:

The all-over advert livery “Night Tube” train was still running in mid-December.

### 1992 TUBE STOCK:

Waterloo & City Line train 65503-67503+67504-65504 was ‘unwrapped’ from its “Rugby World Cup” livery over the weekend of 5/6 December 2015, but the special seating remained, being removed two weeks later over the weekend of 19/20 December.

### 2009 TUBE STOCK:

From Bombardier, Derby, to Northumberland Park by road, ex-engineering mods –

11012 12012      14.12.15                      11011 12011      16.12.15  
13012 14012      15.12.15                      13011 14011      17.12.15

This makes four trains out of the first eight to be completed (Trains 3, 5, 6 and 7) with four more to dealt with (Trains 4, 8, 9 and 10). It should be noted that Trains ‘1’ and ‘2’ (also known as Trains 48 and 49) are not the original Trains 1 and 2 and these followed on after Train 47 at the end of the build. They do not, therefore, have to be modified.

From Ealing Common by road for ‘disposal’ –                      17009                      02.12.15

From Ealing Common to Vivarail, by road –

7009 7088 17088                      30.11.15                      7119 17100 17119      14.12.15  
7013 7124 17124                      07.12.15                      7100                      17.12.15  
17013                      09.12.15

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

8009 8088                      01.12.15                      8119                      15.12.15  
8013 8124                      08.12.15                      8100                      16.12.15

### D STOCK UNIT STATUS 18 DECEMBER 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	31	30	6	67	34	35	34	103
T	65	65	20	150	31	30	3	64	34	35	17	86
UNDM	65	65	–	130	30	31	–	61	35	34	–	69
Total:	195	195	60	450	92	91	9	192	103	104	51	258
Units:	└──────────┬──────────┘			150	└──────────┬──────────┘			64	└──────────┬──────────┘			86
Trains:	└──────────┬──────────┘			75	└──────────┬──────────┘			32	└──────────┬──────────┘			43

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

### S STOCK:

From Bombardier, Derby, to Old Dalby Test Centre –

21548-22548-23548-24548-24547-22547-21547                      04.12.15      Train 182

From Old Dalby Test Centre delivered to Ruislip depot –

21494-22494-23494-24494-24493-22493-21493                      03.12.15      Train 155  
21496-22496-23496-24496-24495-22495-21495                      10.12.15      Train 156  
21498-22498-23498-24498-24497-22497-21497                      17.12.15      Train 157

From Ruislip to Neasden –

21488-22488-23488-24488-24487-22487-21487	03.12.15	Train 152
21490-22490-23490-24490-24489-22489-21489	12.12.15	Train 153
21492-22492-23492-24492-24491-22491-21491	18.12.15	Train 154

Entered service, Circle & Hammersmith –

21486-22486-23486-24486-24485-22485-21485	06.12.15	Train 151
21488-22488-23488-24488-24487-22487-21487	14.12.15	Train 152
21490-22490-23490-24490-24489-22489-21489	18.12.15	Train 153

### S STOCK STATUS – 18 DECEMBER 2015

										Total
Trains commissioned for service:	59	60	61	62	63	64	65	66	67	
	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	149	150	151	152	153	160	
	161	162								
Returned to Derby:	‡ 68	81	* 99							3
To be commissioned	154	155	156	157						4
Trains at Old Dalby:	142	158	159	163	164	165	166	167	168	17
	169	171	176	177	178	180	182	184		
<b>Total S7:</b>										<b>116</b>
S7 trains out of sequence at Derby:	100	101	170	172	173	174	175	179	181	10
	183									
S7 trains complete at Derby:	185	186	187	188	189	190	191			7
Metropolitan Line S8 complete	Trains 1-58									58
<b>Grand Total:</b>										<b>191</b>

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

‡ Ex-S7+1 returned to Derby for reformation into S7. It was noted on Sunday 20 December was that this S7+1 train remained formed as such and thus Train 99 remained in S6 formation without 23xxx.

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

### THE LAST OF THE ORDER .....

In a ceremony on Friday 18 December 2015 the final carriage (22565 of Train 191) of the £1.5 billion S Stock train order was presented by Bombardier in Derby. The intermediate car, which is still being fitted out at Bombardier's Litchurch Lane facility, is the last of 1,395 S Stock carriages that have been built for London Underground over the past few years which was an order comprising 191 new trains for the Metropolitan, District, Hammersmith & City and Circle lines. However, more are to be built in 2016. One S7 (Train 192) will be the replacement train which is required for Croyley Rail Link (or Metropolitan Line Extension as it is now to be called). The extra Metropolitan Line train is S7+1 Train 72, which will remain in that formation and will make the Metropolitan Line's 59th train. The other S7+1 train currently on the Metropolitan Line (Train 70) will remain so for the time being as a part cover for future ATC equipping, where trains will be returned to Derby for this work to be done. This will leave Trains 100 and 101 still in S6 formation at Derby, so two new intermediate cars are to be built to replace those two currently in S7+1 formations.



Modifications are being made to the S8 Stock. Having had problems with receiving in-cab CCTV images at some locations, it has been necessary to bring the 'plate' forward. At the time of writing, two thirds of the fleet had been modified. The above show the receiving aerials for the station CCTV cameras and positioning beacons at stations in modified form. It will be interesting to see if the S7 fleet is similarly modified.

**Both photos: Chris Cobley**

### **MISCELLANEOUS VEHICLES:**

Matisa B45 tamping machines delivered to Ruislip depot –

TMM775 TMM776 04.12.15

Returned to Ruislip by road ex-Pullman Rail, Cardiff, ex-heavy overhaul –

CW1053 CW1055 21.12.15

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

Schöma 14 08.12.15

This makes 10 out of the 14 locomotives converted, with four (1, 3, 9 and 12) as yet to be sent for conversion.

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