

ROLLING STOCK CHANGES AND MOVEMENTS

PREVIOUS ADDITIONS, CORRECTIONS & JUNE/JULY 2019

1967/72 TUBE STOCK:

From Stonebridge Park to Acton Works for life extension retrofit mods –

1) 3251-4251-4351-3351+3438-4538-3538 27.06.19 Train 4 (ex-Trains 4 and

3) 3258-4258-4358-3358+3434-4534-3534 25.07.19 Train 5 (ex-Trains 8 and

From Acton Works to Stonebridge Park ex-life extension retrofit mods –

5) 3267-4267-4367-3367+3432-4532-3532 29.05.19 Train 2 (ex-Trains 3 and

2) 3237-4237-4337-3337+3433-4533-3533 19.06.19 Train 3 (ex-Trains 1 and

1) 3251-4251-4351-3351+3438-4538-3538 24.07.19 Train 4 (ex-Trains 4 and

Now that the five-year project to extend the life of the Bakerloo line fleet has been completed (excluding the retrofit work to the first eight trains, now under way), this makes them serviceable for the next 16 years. That would make them just over 60 years old in 2033 and possibly the longest lasting fleet in intensive use in LUL's history.



Above: (Left and Right) Two views of repaired 1972 MkII Tube Stock DM 3338, which was returned to Stonebridge Park from Acton Works on 28 April 2019. It is still being worked on for return to service and as this car is in the middle of train formations, the cab end is white with blue 'skirt'. The black sections around and above front cab 'M' door are inter-car barriers to prevent passengers climbing out and over in the event of an emergency, one of the recommended modifications from the incident at Holland Park on 25 August 2013. The cab end was acquired from 1967 Tube Stock DM 3061 and the front cab door has yet to have white/blue vinyls. The '1967' giveaway is the former train set number position under the front cab door.

Both photos: M.R. Fountain



Left: As noted opposite, the four-car unit of 1972 Mkl Tube Stock based on the Aldwych branch was moved from Holborn to Stonebridge Park for maintenance in two sections, pausing overnight in Ruislip Depot. It is seen (Left) passing through South Harrow at the break of dawn on 12 June 2019. It will be noted that one side of the train has been given roundels on the car sides but the opposite side has no transfers at all. Both cab ends have received red vinyls.

Photo: Tommy Cooling



On the second leg of the transfer, the train is seen on the southbound at Swiss Cottage (Left) and laying over in Ruislip Depot (Above) before final return to the Aldwych branch. This is the only

complete four-car unit now (mostly!) unpainted, along with the two withdrawn cars of the same stock (3411 and 4511) currently in Acton Works.

Photos: Jason Cross (Left) and Keith Roberts (Right)

From Holborn to Ruislip Depot for maintenance –

3229-4229-4329-3329 12.06.19 (onwards to Stonebridge Park 13.06.19)

From Stonebridge Park Depot to Ruislip Depot ex-maintenance –

3229-4229-4329-3329 27.06.19 (onwards to Holborn 28.06.19)

Overhauled at Stonebridge Park Depot –

3260-4260-4360-3360 02.07.19 3231-4231-4331-3331 25.07.19

1996 TUBE STOCK:

Mid-life refurbishment at Stratford Market Depot –

96044-96244-96444+96407-96607-96207-96007	30.04.19	Train 47
96082-96882-96482+96481-96681-96281-96081	12.05.19	Train 48
96104-96904-96104+96417-96617-96217-96017	25.05.19	Train 49
96038-96238-96438+96477-96677-96277-96077	08.06.19	Train 50

S STOCK:

Ex-Ruislip returned to Derby for ATC mods –

21540-22540-23540-24540-24539-22539-21539	20.05.19	Build Train Train 178	Mod Train Train 189
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21324-22324-25324-24324-24323-22323-21323
 21552-22552-23552-24552-24551-22551-21551

22.05.19 Train 70 Train 190
 24.05.19 Train 184 Train 191

From Ealing Common (LT Museum compound) to Derby for ATC mods and reformation –
 25386 06.06.19

The reason that 25384 (previously inserted in 21324-21323) was not used to be reinserted into Train 70 (where it previously was) is because it would have required more work to restore it to operational condition than 25386. It is planned to remove the de-icing equipment from 25386 at some stage, when it will be renumbered 23323) and also from 25384 (which will not be renumbered while it remains in long term storage at Derby).

Changes to unit formations June 2019 –

From: 21324-22324-25324-24324-24323-22323-21323
 To: **21324-22324-25324-24324-24323-25386-22323-21323** Reform S7 to S7+1

Derby to Old Dalby 04.12.15
 Ex-Old Dalby returned to Derby † 15.04.16
 Derby to Old Dalby 28.11.16
 Ex-Old Dalby returned to Derby ‡ 28.07.17
 Arrive Ruislip ex-Derby 06.09.17
 Ruislip to Neasden 09.09.17
 In Service District 17.09.17
 Arrive Ruislip from Derby. ex-ATC mods –

It should be noted that Train 182 (21548-21547), which was the original ATC conversion and underwent tests at Old Dalby, has no need to return for further work. Its movement history is as shown on the left.
 † Prototype ATC/CBTC conversion train.
 ‡ After testing and preparation for service.

21530-22530-23530-24530-24529-22529-21529
 21532-22532-23532-24532-24531-22531-21531
 21502-22502-23502-24502-24501-22501-21501
 21534-22534-23534-24534-24533-22533-21533
 21374-22374-25374-23474-23473-22373-21373
 21324-22324-25324-24324-24323-**25386**-22323-21323
 21540-22540-23540-24540-24539-22539-21539
 21552-22552-23552-24552-24551-22551-21551

	Build Train	Mod Train
22.05.19	Train 173	Train 184
24.05.19	Train 174	Train 185
29.05.19	Train 159	Train 186
31.05.19	Train 175	Train 187
07.06.19	Train 95	Train 188
12.06.19	Train 70	Train 190
14.06.19	Train 178	Train 189
16.06.19	Train 184	Train 191



Left: S7 car 25386 seen leaving Ealing Common Depot (from the LT Museum compound) on 6 June 2019 on its way to Derby for incorporating into S7 Train 70, making it an S7+1 again.

Photo: David Brabham

The S Stock fleet now comprises:

S8	S7+1	S7
58x8	1x8	133x7
464 cars	8 cars	931 cars
1,403 cars		
To that total must be added 25384 which remains stored as a spare car – total 1,404 cars of S Stock.		



On Saturday 15 June 2019, the last S Stock to be modified with TBTC departed from Derby to be returned to West Ruislip and Ruislip Depot. GBRf 66787 top and tailed with GBRf 20901+20905 with barriers are seen passing through platform 4 at Derby with 21552-21551 (Above, Left and Left). Later in the day, the same train is seen laying over for time at Banbury (Above). With the S7s being returned to Derby once and the S8s twice, the S Stock must be the most travelled LU stock!

Photos: Christopher George (Above Left and Left), and Fred Ivey (Above)



Above: Although all S Stock trains are now in London, because of continuing work in the upgrade of Ealing Common Depot, two S7 trains are temporarily stored at Ruislip Depot and are changed over from time to time. DMs 21369 (Left) and 21409 (Right) are seen on 10 July 2019 in sidings at the east end of the depot.

Photo: Trevor Wright

WITHDRAWN STOCK:

On Wednesday 17 July 2019, withdrawn London Underground D Stock DM car 7501 arrived at the Ecclesbourne Valley Railway, having been fitted



Above: In preparation for 4LM signalling stages 1 and 2 to be commissioned, S8 trains make occasional forays empty and out of service for testing purposes. This train is in the eastbound platform at Edgware Road in the early hours of 19 July 2019. As this issue closed for press commissioning had been deferred to later in the year.

Photo: Jack Gordon

HERITAGE STOCK:

For the Steam 150 on the District on 22/23 June 2019, the Bluebell Railway's four Metropolitan Railway coaches arrived at Ruislip Depot by rail on

with experimental running gear. The car is seen at off-loading.



Photo: Courtesy Ecclesbourne Valley Railway

17 June 2019.

The following day, Met E Class No.1, LTM first class coach 353 and the Kent & East Sussex Railway's coach No.100 all arrived at Ruislip by road.

After the event, coaches 100 and 353 returned to the Kent & East Sussex Railway by road (both on the same low loader) on 25 June – see also page 484, this issue. (A visit to the Kent & East Sussex Railway on 13 July 2019 did not find the two carriages in service).

The Bluebell Railway's coaches required 'turning' before their return and worked a test trip with Sarah Siddons and 20.142 via Amersham and Watford, also on 25 June. Departure from Ruislip back to the Bluebell Railway by rail took place on Thursday 27 June, as did Met. No.1 by road to the Epping-Ongar Railway.