

EARLY A STOCK CHANGES AND CASUALTIES

In *Underground News* No.611 (November 2012) we covered the history of the A Stock, including the reformations due to collisions and other incidents and renumbering. Here are a few photographs to complement those notes.



Left: The first unit to be 'stopped' long-term because of a defect was 5036-6036-6037-5037 on 19 July 1977. As time progressed, the urgency to reinstate it to service lessened because of service cuts with fewer trains needed for service – with a fleet total of 58 eight-car trains, only 39½ were required for service from December 1982, and even with the East London Line requirement (6x4-car units), there was still 16 trains spare, in theory at least. Therefore, 5036-6036-6037-5037 lay derelict at Neasden for many years, but as we know, trailer 6036 was acquired to work as a Rail Adhesion car in 1986 and continued to perform this function for over 30 years until scrapped in April 2018. With the upturn in passenger traffic from the mid-1980s, it was time for a sort out of A Stock units and deciding what to do about those out of use. Cars 5029 and 5116 were badly damaged in the Kilburn collision of 11 December 1984 and were subsequently scrapped. The undamaged cars from this incident were reformed into one unit 5028-6028-6117-5117 in June 1985 and the whole unit renumbered 5232-6232-6233-5233 respectively in August. It was later decided to reinstate 5036 unit and a good unit was formed from 5036-6116-6037-5037 in March 1993 and renumbered 5116-(6116)-6117-5117 – the shadow of the original number being seen. So after an absence of some 16 years, (most of) 5036 unit returned to passenger service.



One unit that took part in experiments with air metacone suspension was 5218-6218-6219-5219, motor car 5218 being the one so equipped. It spent much time out of service after testing had been completed and it was not worth the cost of reinstating 5218 to original condition. To that end, unit 5208-6208-6209-5209 had been long-term-stopped and DM 5208 replaced 5218 in July 1992, the latter being scrapped in October 1994. The original 5218 is seen (Left) in Neasden Depot, having been 'robbed' of its useful parts.

The replacement 5218 is seen (Below) in service at Wembley Park with the former number still visible in the original position.

Photos: Phil Wimbush (Above), Brian Hardy (Below)



Opposite: With spare motor car 5208 replacing 5218, the other end motor car of this unit, 5209, was used to replace DM 5121, which had been damaged in a collision in Neasden Depot in 1986. The original 5121 was partially repaired at Acton Works but in the end, it was deemed more suitable to replace it with 5209 and renumber it to 5121 for unit consistency. The replacement 5121 is seen in the shed at Neasden Depot with overhead trolley leads plugged in, with a Jubilee Line train of 1983 Tube Stock on the right. With the 'new' 5121 being A62 Stock, it stood out from the other A60 Stock in that the destination blind had a double thickness rim around the edge (which became standard on A62 DM cars from 5156 onwards).

Photo: Phil Wimbush



Below: Former long-term-stopped trailer 6036 in use as a Rail Adhesion car (then branded as a Sandite Train) at Wembley Park. It was given a maroon-painted roof, which was then a Neasden Depot initiative on overhauled stock. The car was later painted into Corporate livery when the A Stock fleet was refurbished.

Below: One A Stock unit was withdrawn before 5036. This was 5170-6170-6171-5171, badly damaged in a collision with 1938 Tube Stock in Neasden Depot on 27 August 1975. In the end it was decided that the unit wasn't worth repairing and was scrapped although 5171 deputised for a different collision-damaged car in 1977-78 and was used for initial OPO trials.

Both photos: Brian Hardy

