

DEPOT OVERHAULS

WHO DID WHAT, WHEN AND WHERE

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In the January 2023 issue of *Underground News*, we took a brief look at Acton Works and how, in the 1980s, the central work of train overhaul was transferred out to various line depots. The indication of an overhauled carriage and/or unit was a stencilled date to be found at the bottom left corner of each car at each end. With unit stock, some dates could vary by a month, where the overhaul overlapped from the end of one month into the next as the different cars were completed. However, that was all to change, even before the beginning of overhauls at depots. The 1973 Tube Stock, with its half-red cab fronts, began overhaul at Acton in 1982 and the first unit (120-520-320) was completed in July 1982. Tradition had it that the heavy overhaul (HO) date was stamped on the car end at lower left but on unit 120, it was only on the red front end at lower left, as seen (*Below*) on the train at Rayners Lane on the westbound and not on the intermediate cars and their ends. Presumably there was some objection from on high about the white date on the red front because it was removed quite quickly and, as far as it is known, no other units of 1973 Tube Stock overhauled at Acton Works were given a date. It is now over 40 years since that first overhaul was done.



Month/year dates continued to be applied on other stocks that were being overhauled from Acton Works apart from those with the half red fronts – the 1973 Stock was the only contender at the time.

AND SO TO THE DEPOTS

Older stocks were given a heavy overhaul every five years or so but the other factor in deciding when overhauls were necessary was the mileage, which sometimes accounted for some units being a long way out of sequence – they were never in strict delivery order anyway. More modern stocks had nine years between overhauls.

When trains began being overhauled at individual depots, they soon added their own identity in additional to the traditional date, in the form of a coloured logo of various descriptions (see page 22, January 2023 issue). However, the application of the logos and dates soon fell out of favour.

It may be first thought that overhauling stock at a line's depot would be plain and simple with that line's stock, but not so! Some overhauls were done far and wide and on other lines' premises.



Left: The traditional location for a heavy overhaul date was towards the bottom left of each car corner, as seen on 1962 Tube Stock NDM 9629 at West Ruislip, showing 4/77. NDM 9629 was the odd-man-out in having door inspection hatches fitted at the bottom of the aluminium body, which it kept until withdrawn.

GOLDERS GREEN

The first line to undertake depot overhauls was the Northern Line at Golders Green and comprised its own 1956/59 Tube Stock, along with the 1972 MkII Stock. The first unit of each type to be 'stopped'

(taken out of service) were units 1151 and 3563 on 04.09.85 and 03.09.85 respectively, and were completed on 06.11.85 and 12.11.85 respectively. The last unit of 1972 MkII Tube Stock to be overhauled at Golders Green was 3553 from the Jubilee Line on 11.04.87. This completed the first round for that stock type with future overhauls to be undertaken at Stonebridge Park, where all that stock would then be.



Left: A 1959 Tube Stock arrives at Colindale on the southbound, sporting a 2/94 overhaul date and the second version of the logo, which was in the form of the famous East Finchley archer. Although other changes included the Northern Line names on the sides and Underground roundels instead of London Transport, they still looked unkempt as they were approaching the end of their life. Moreover, the scourge of graffiti didn't help matters either, as its shadow was left after removal. By then also, corner grab rails had been removed to deter surfing.

Depot initiatives were the interior repainting of the cabs in four separate but different colours in 1989 (that painted red was soon painted back to standard) and 25 units with the saloon interior in cream.

Excluded from the overhaul work at Golders Green was the Northern Line's 1972 MkI Tube Stock, which ventured far afield to Stonebridge Park on the Bakerloo Line.

STONEBRIDGE PARK

Stonebridge Park began depot overhauls in 1986 and began with its (then) own 1959 Tube Stock. The first unit was 1239 (stopped 04.02.86 and released 30.04.86). The depot did only a handful of this type, the last being 1084 which was completed on 02.02.87. 1084-2084-9085-1085 was at first a donor unit for HO spares at Golders Green and was declared withdrawn. However, 1085 returned to service by replacing collision damaged 1031 on the Northern Line (*which accounts for why the car on the Epping – Ongar Railway at North Weald as 1031 was really 1085*). The Kensal Green collision on 16.10.86 caused three cars (1052-2052-9053) to be scrapped and their place was taken by 1084-2084-9085 and thus these three cars were returned to service with the remaining 1053.

Stonebridge Park then took on the Northern Line's 1972 MkI Tube Stock beginning with unit 3501 (stopped 22.01.87 and released 08.03.87) and continued until that fleet was completed with 3507 (stopped 03.10.90 and released 22.11.90). The second round of 1972 MkII overhauls then began with unit 3253 (stopped 12.11.90 and released 18.01.91) and continues to this day although there is no visual

identification that a particular unit has been overhauled. The stock is currently on its fifth round of HOs, which of course includes the 1972 Mk1s converted to OPO to work with the Mk1s.

NORTHUMBERLAND PARK

This depot took over the Victoria Line's 1967 Tube Stock, and later the cars of 1972 Mk1 converted to work with them. The first unit was 3121, stopped 14.05.86 and released 18.07.87. This continued until the stock's withdrawal, the last being unit 3144, completed 03.09.09, by which time the replacement 2009 Tube Stock was imminent.

It should also be noted that between 31.01.07 and 07.05.08, 13 four-car units were overhauled at Acton Works because of upgrade work taking place at Northumberland Park for the forthcoming new 2009 Tube Stock.

COCKFOSTERS

This was one of the depots to deal just with its own stock, the first being unit 115, stopped 19.04.86 and released 04.06.86. This continued until programme lifts and other maintenance procedures were introduced and the last HO in the traditional sense was unit 880, stopped 27.08.13 and released 16.09.13.

NEASDEN

The overhaul of the A60 and A62 Stock was undertaken at Neasden, the first unit being 5092, stopped 09.05.87 and released 26.07.87. In a further depot initiative, seven units were given roofs painted in Metropolitan maroon and a further three in red¹. Some units were also given names on the driving cab fronts but these were short lived because of objections from 'on high'. The corporate standards then dictated that car roofs should be painted 'merlin grey' which continued until overhauls ceased on the A Stock with unit 5201, stopped 14.01.05, released 09.03.05.



¹ History tells us one of two things – firstly that the maroon paint ran out and red was substituted, or secondly that what remained of the maroon became red because of the over enthusiastic mixing it with white ... Will we ever know?

Opposite: Freshly overhauled A60 unit 5042 departing Wembley Park (Centre, Left) on the northbound, sporting its shiny 'Metropolitan' maroon roof, one of seven so treated. The section under the Train Operator's window has been painted black to give an impression of front cab window symmetry. The HO logo and HO date is at bottom right. In contrast, the rear of this train in platform 3 at Baker Street (Centre, Right) has no black painted section under the Train Operator's window, nor does it have an overhaul date. One of three units given a red roof is seen between Eastcote and Ruislip Manor from Oak Grove, heading westbound for Uxbridge (Bottom, Left). Most units overhauled at Neasden, however, were given merlin grey roofs, with an example being seen departing from Hillingdon (Bottom, Right). This is during the rebuilding and resiting of Hillingdon station, with the A40 road diversion taking place.



Above: All Neasden overhauled units were given Underground roundels instead of London Transport transfers – these were applied to driving motor cars only. This photo highlights the problem of graffiti removal on aluminium bodied trains, where a shadow is left even after removal because of the porous bodywork. Later in the Neasden Depot overhaul process, units began acquiring 'Metropolitan' line names above saloon windows, one on each car and car numbers relocated above the saloon windows at the car ends, both being illustrated here at Wembley Park. Seen here is DM 5218 and was originally 5208 which had become spare. It replaced the original 5218 which had experimental bogies and suspension and its conversion back to standard was then deemed not to be cost effective.

RUISLIP

Not truly part of the overhaul process on the 1962 Tube Stock was a mini interior refurbishment, undertaken on a number of units between 11.02.87 (unit 1436 first) and 07.04.89 (1518 last unit). The last four units completed had their interiors repainted in 'goosewing grey' and the last of all, 1518, was the first to have large car numbers on the driving cab corners. Heavy overhauls then followed, beginning with unit 1498 completed 14.04.89 and concluding with unit 1731 on 25.07.91. There were variations in presentation – some had grey roof repaints, some had interior grey repaints. Most had the CLR logo and date, Central Line name, and all but one had Underground roundels instead of London Transport. The last six had large car numbers on the driving cab corners.



DM 1655 leads an eastbound train at Leytonstone, which was given an interior refurb on in October 1990 and sports its plain, basic and uninspiring 'R' logo. It has also acquired the Central Line name on the cab corners but with the car number at the traditional position.



Unit 1639 was given a heavy overhaul at Ruislip in August 1990 and is seen at White City middle road with the CLR logo and date at bottom left. In addition to the line name on the cab corners, the car number has been relocated above the line name on the corners.



Above: (Left) The difference in cab ends with the presentation of car numbers.

Above: (Right) In June 1989, unit 1735 was the fifth unit to be given a heavy overhaul at Ruislip but only the second to receive a grey roof. Looking resplendent in Ruislip Depot (apart from remaining graffiti shadows), the unit also has the Underground logo with car numbers and Central Line name on the cab corners, along with CLR HO logo and date at lower left.

Below: (Left) Unit 1534 was overhauled in October 1989 and is seen at Ealing Broadway after the grey roof had dirtied somewhat, and the logo and date have all but disappeared through graffiti removal. The work taking place on the left is the platform extension in anticipation of the slightly longer and forthcoming 1992 Tube Stock.

Below: (Right) Unit 1565 was overhauled in July 1990 but lacked any roof treatment. It did have a logo and date but this has been lost with graffiti removal. A one-off trial was the application of a large car number on the front below the driver's window.



After heavy overhauls had ended, what were described as 'minor overhauls' were undertaken from 27.06.91 (unit 1406) until 17.08.92 (unit 1731), by which time the Central Line's 1962 Tube Stock was fast approaching replacement.

It should be noted that although Hainault Depot was not normally used for HO work, it did work on the remaining two Cravens 1960 Tube Stock units, which were also painted red at the same time, being 3906 (completed 27.05.90) and 3908 (18.04.91) both for the Epping – Ongar shuttle.

Opposite: (Top Left). Unit 1536 had an interior refurbishment only in August 1987 but was cleaned up for an Open Day at Ruislip Depot with its roof painted black, as it was when new.

Opposite: (Top Right) 1960 Prototype Tube Stock in Hainault Depot, overhauled and painted in red for the Epping – Ongar shuttle with CLR logo on both corners.



EALING COMMON

Ealing Common Depot did a once-round of D Stock heavy overhauls, starting with unit 7538, stopped 05.07.88 and released 03.11.88. The fleet concluded with unit 7043, which had experimental braking by Knorr Bremse, stopped 15.05.96 and released 25.10.96. As far as your writer recalls (but happy to be disproved) was that only the first overhauled unit carried the logo. This was supposed to depict a roll of film in a nod to the Ealing Film Studios but attracted adverse comments in being more akin to looking more like a roll of toilet paper ... (See page 22 of the January issue, second row on the right, and make your own mind up!).

C STOCK

Overhauls of C Stock were undertaken at Upminster, beginning with C77 unit 5708 (stopped 02.06.86 and released 28.08.86). The last unit to be overhauled at Upminster was 5519 (stopped 11.11.92 and released 25.01.93) and thereafter, Hammersmith then took over the role, beginning with unit 5510 (stopped 14.06.93, released 27.07.93) but continued only for a few months, the last being 5531 (stopped 11.11.92 and released 05.02.94). Thereafter, programme lifts and other procedures were introduced which took the place of the traditional heavy overhaul.



Above: (Left) The first heavy overhauls at Upminster were on C77 Stock and all 18 completed up to July 1987 retained their original silver roof, as seen on this train departing from Barbican.

Above: Work then began on overhauling C69 Stock and the first seven units done in 1987-88 were given painted white roofs, superseding the original black. At Farringdon, we look down on the first unit so treated, 5588-6588, in September 1987.

Left: Merlin grey roofs on C69 Stock then superseded white. C69 unit 5530 at High Street Kensington sports an overhaul logo at lower left but no date.

JUBILEE LINE 1983 TUBE STOCK

Probably the most unloved and unwanted stock on the Underground (despite being loved by a small few) and short lived to boot, heavy overhauls began with the 1983 Tube Stock at Neasden with unit 3615 from Batch I (stopped 19.04.91, released 04.01.92). Acton Works then took on the role, beginning with unit 3610 (stopped 08.01.93, released 06.06.93) and ending with unit 3624 (stopped 05.01.95 and released 09.02.95). Ealing Common Depot also did three units (in 1993 and 1994) and in total only 20 units out of the 63 unit fleet were given a heavy overhaul – 5 at Neasden, 3 at Ealing Common and 12 at Acton Works, of which two at Acton were from batch II. Three units also had to return to Acton from Neasden for rework. By that time, complete Jubilee Line stock replacement (the 1996 Tube Stock) had been authorised and the 1983 Stock had a premature end and prolonged disposal – the last units didn't leave store at South Harrow until 29 June 2015, some 17 years after withdrawal. Because only a few units of 1983 Tube Stock were overhauled, it is worth recording those which were done and where.

Batch I	Batch II	Stopped	Overhauled	Released	Notes	
		3615	19.04.91	Neasden	04.01.92	
		3618	10.10.91	Neasden	07.03.92	
		3611	06.01.92	Neasden	29.04.92	
		3609	06.03.92	Neasden	09.09.92	
		3607	09.07.92	Neasden	27.04.93	
		3610	08.01.93	Acton Works	06.06.93	Returned to Acton for rework †
		3612	08.06.93	Ealing Common	23.12.93	
	3631	06.10.93	Acton Works	18.11.93		
	3662	08.11.93	Acton Works	09.03.94		
		3614	25.08.93	Ealing Common	06.05.94	
		3621	22.02.94	Acton Works	27.04.94	
		3627	15.04.94	Acton Works	14.06.94	Returned to Acton for rework †
		3613	29.04.94	Ealing Common	12.07.94	
		3629	25.04.94	Acton Works	29.06.94	Returned to Acton for rework †
		3617	18.05.94	Acton Works	29.07.94	
		3602	28.07.94	Acton Works	16.09.94	
		3608	14.09.94	Acton Works	14.10.94	
		3626	14.10.94	Acton Works	25.11.94	† Release date is the final date, not having returned to service in between.
		3601	21.10.94	Acton Works	05.01.95	
		3624	05.01.95	Acton Works	09.02.95	



Left: On 20 July 1986, a six-car train of 1983 Tube Stock derailed on the approaching Neasden southbound, three cars coming off the road and causing much track damage. The LT Breakdown gang are seen in attendance with their red vehicles in the background. The two units involved were 3615 and 3629 which did receive an overhaul at Neasden and Acton Works respectively. A similar derailment occurred in the same location on 14 August 1989

involving one of the 1986 Prototype Tube Stock trains – they were immediately withdrawn and never ran in passenger service again. One of the 1986 DM cars is in the LT Museum at Acton but the other 11 were scrapped.

DEPOT LOGOS – A POST SCRIPT

The logos illustrated in the January 2023 issue of *Underground News* were those applicable to overhauls in depots, but there were three other logos which were not for heavy overhauls. On the Metropolitan Line, the Met. Railway crest was added above and close to the Train Operator's cab door (*Below, Left*) on the driver's side. The Piccadilly Line also had two other logos, being for a Programme Lift at Cockfosters (*Below, Centre*) and for Shed Days at Northfields (*Below, Right*).



1972 MkII Tube Stock no longer has overhaul dates displayed, let alone logos applied. In early days (*Above*), a train in the northbound Metropolitan Line platform at Finchley Road (because of weekend engineering work) sports its 3/82 date, done at Acton Works. In Stanmore Sidings (*Left*), unit 3553 displays its date and logo from when it was overhauled at Golders Green Depot. This was one of the trains that stabled direct from Canons Park, hence the destination displayed.

Both photos: Brian Hardy