

ROLLING STOCK CHANGES AND MOVEMENTS

PREVIOUS ADDITIONS, CORRECTIONS & AUGUST 2016

1967/72 TUBE STOCK:



Above: In *Underground News* for March 2016 (page 175) there was a review of the detail differences on the Bakerloo Line's 1972 Tube Stock. There it was noted that 'D'-end DMs 3560 and 3567 had auto-type couplers rather than the mechanical couplers normally to be found at the driving ends of these cars, along with 'A' end DMs 3259 and 3261 having mechanical couplers instead of automatic. One of the exceptions to the rule is 1972 Mk1 Tube Stock DM 3567 seen departing Queen's Park southbound on 4 August 2016. For life extension work, six trains had been completed with the seventh (at Acton) approaching completion.

Photo: Brian Hardy

1996 TUBE STOCK:

TESTING



On Saturday 13 August 2016, 96044+96007 from the Jubilee Line was used on the South Ealing test tracks, having been transferred over in the early hours of the same day. It returned overnight the following night.

A further train for testing was transferred from Stratford Market depot to Northfields depot in the early hours of Saturday 27 August 2016, comprising units 96098+96097 (Left) and seen in the eastbound local platform at

South Ealing on that day. The train returned to the Jubilee Line on Saturday night/Sunday 27/28 August 2016.

Photo: George Odlum

REFURBISHMENT

It is reported that the midlife refurbishment of the Jubilee Line's 1996 Tube Stock is to begin in October 2016. The work will be done at Stratford Market Depot. Work on the first train is expected to take some 12 weeks and once a 'routine' has been established, from the fourth train onwards, one train is to be completed each fortnight. (*The fleet requirements – 58 trains out of a fleet of 63 – do not allow for more than one train to be dealt with at a time*).

There will be new wheelchair bays in the trailer cars which will include their own passenger emergency alarms. There will be newly painted and vinyl exteriors, the exterior door open buttons will be removed and major work done to address water ingress issues. The yellow grab rails will be removed and replaced with grey ones, the floors replaced with similar design to the Northern Line and the classic turquoise colour of parts of the train will be replaced with white.

The DVA (digital voice announcements) have already been updated to include new and more relevant DVA messages. Completion of the fleet is expected in August 2019.

It is interesting to note that there is no mention of the seating – (1) whether the present hard and uncomfortable 'ironing board' seat bases will be improved and (2) whether a (Jubilee Line) version of the Barman design will be used as has been done on the Bakerloo Line. Ed.

2009 TUBE STOCK:

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

11008	12008	08.08.16	13007	14007	11.08.16
13008	14008	09.08.16	11007	12007	12.08.16

Note that this is the last train (of eight) of 2009 Tube Stock to be returned to Bombardier at Derby for engineering modifications.

D STOCK:

CORRECTION – The formations of the second Rail Adhesion Train will be as follows (with all coupling between cars semi-permanent 'bar') and not as shown in the previous issue:

~~7042-8107-17042-8042-7107~~ **7040-8107-17040-8040-7107**

From Ealing Common to Vivarail, by road –

7042	10.06.16	CORRECTION
7024	7097	22.08.16
7079		30.08.16
7504	7505	31.08.16

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

17516	17042	09.06.16	CORRECTION
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8024	17097	23.08.16	17079	30.08.16
8097	17024	24.08.16	8079 17504	31.08.16

From Acton Works to private preservation – 7027 17.08.16



Above: D Stock DM 7027 on the traverser on 16 August 2016 before departure from Acton Works. Note that handles have been fitted to two single doors (on both sides), equipment has been removed from underside (although the motor bogies are) still attached, and that the car number has been moved from over the small window right next to the cab door. It is strange that the small section of white adjacent to the blue by each passenger door has been removed.

Photo: Colin Smith

D STOCK SUMMARY AS AT 31 AUGUST 2016:

Trains withdrawn:	61x6 –	55x'A'	55x'D'	12xA/D
Trains remaining:	14x6 –	10x'A'	10x'D'	8xA/D
Total:	75x6 –	65x'A'	65x'D'	20xA/D

S STOCK:

From Bombardier, Derby, to Old Dalby Test Centre –

21386-22386-23386-24386-24385-22385-21385	12.08.16	Train 101
21320-22320-25320-24320-24319-23319-21319	19.08.16	Train 68 (ex-S7+1)
21382-22382-25382-24382-24381-22381-21381	26.08.16	Train 99

From Neasden to Derby for ATC mods –

21302-22302-25302-24302-24301-22301-21301	09.08.16	Train 59
21322-22322-25322-24322-24321-22321-21321	16.08.16	Train 69

Reformed at Derby –

UPDATE: It should be noted that the expected reformation of Train 101 did not take place in June 2016. New car 23386 was to be inserted in the formation before moving to Old Dalby (q.v.).

AUGUST 2016 –

From:	21320-22320-25320-24320-24319-23582-23319-21319) 25382 into Train 99
To:	21320-22320-25320-24320-24319-23319-21319) Reverts from S7+1 to S7
From:	21382-22382-24382-24381-22381-21381) ex-S6 reformed to S7 with
To:	21382-22382-25382-24382-24381-22381-21381) 25382 inserted ex-Train 68

From Old Dalby Test Centre delivered to Ruislip depot –

21560-22560-23560-24560-24559-22559-21559	11.08.16	Train 188
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21562-22562-23562-24562-24561-22561-21561	18.08.16	Train 189
21564-22564-23564-24564-24563-22563-21563	25.08.16	Train 190

From Ealing Common to Neasden via Moorgate and Baker Street ex-test track work –

21114-22114-23114-24114-24113-23113-22113-21113	11.08.16
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Above: The extra car in an S8 is obvious here in Ealing Common depot 'Alps' sidings on 8 August 2016, where unit 21114-21113 on the left was visiting for brake testing on the South Ealing test tracks. Two S7s are seen to its right.

Photo: Colin Smith

From Ruislip to Neasden –

21542-22542-23542-24542-24541-22541-21541	01.07.16	Train 179
21546-22546-23546-24546-24545-22545-21545	05.08.16	Train 181
21550-22550-23550-24550-24549-22549-21549	12.08.16	Train 183
21558-22558-23558-24558-24557-22557-21557	19.08.16	Train 187
21560-22560-23560-24560-24559-22559-21559	26.08.16	Train 188

Entered service, District Line –

21554-22554-23554-24554-24553-22553-21553	08.08.16	Train 185
21542-22542-23542-24542-24541-22541-21541	12.08.16	Train 179
21546-22546-23546-24546-24545-22545-21545	19.08.16	Train 181
21550-22550-23550-24550-24549-22549-21549	26.08.16	Train 183

S STOCK STATUS – 31 AUGUST 2016

Now that the S Stock order is approaching completion and the majority of trains in service, the summary will now concentrate on those trains outstanding:

Trains at Old Dalby:	68	99	100	101	142	191†	192
Trains delivered and O/S to enter service:	187	188	189	190			
At Derby for ATC mods	20	24	59	69	182		

Note that Train 182 has not yet been delivered and has gone directly into ATC mods at Derby.

† Departed Old Dalby for Ruislip 31.08.16.

MISCELLANEOUS VEHICLES:

- From Ruislip Depot to Acton Works by road for life extension – L16 01.08.16
- From Acton Works to Ruislip Depot by road ex-life extension – L53 02.08.16
- Class 20 diesel 20.142 arrived Ruislip depot 31.08.16 in preparation for 'Steam on the Met.'. It has been repainted in an LT 'pannier tank style' livery. *Photos to follow – Ed.*