

# ROLLING STOCK CHANGES AND MOVEMENTS

## 2024 TUBE STOCK:

From Wildenrath, Germany, delivered to Ruislip Depot, via Calais Fréthun, Dollands Moor and Wembley –

DM1 IM1 KM1 IM1 KM2 IM1 KM1 IM1 DM1

38001-39001-40001-41001-42001-45001-46001-47001-48001 12.10.24 (Train 1)

- DM: Driving motor car (1 motor bogie, 1 trailer bogie).
- IM: Intermediate car (no bogies).
- KM: Key motor car (2 motor bogies).

The point has been raised about the final design for the 2024 Tube Stock, which seems to differ with the first train to arrive in London, not only when originally conceived, but during the early building programme. When the order was placed, the design had only a waist band, with or without a cab door. An early photo of a three-car trial in a climate test rig is without the waist band applied. Did this become part of the first two test trains? It is presumed both of those had a waist band, or was only one in press photos on test? The one at press release had no waist band on the cab doors! The first into the UK has no waist band down the train, so was it removed during trials, or did one have and one not in Austria. It seems it is a late decision to drop the waist band, and go with near normal LU livery, perhaps apart from black window surrounds. The white gap in the blue skirt by the doors doesn't seem to feature on these trains – yet ...

Looking back, the Instructions to Bidders for the NTfL (New Tube for London) rolling stock contract, dating back in January 2016, was recently released in response to a Freedom of Information request. It reveals details of the total order expected back then. The subsequent Covid outbreak has resulted in financial stringencies and delays in the programme. We recall that the NTfL feasibility study suggested a possible fleet of 250 new trains, split between 100 trains for each of the Piccadilly and Central lines, 40 on the Bakerloo and 10 for the Waterloo & City Line. It is thought that this is the first time that the following details have been made public.

- Piccadilly Line: 94 trains all to be delivered by April 2025, with a maximum of 112 trains (which assumes resignalling for 36tph).
- Bakerloo Line: About 36 trains all delivered by April 2027, with a maximum of 41 for the current line (assumes resignalling for a frequency boost), and possibly up to 37 additional trains for the Hayes extension – the 2017 consultation mentioned 9 trains for 27tph to Lewisham, so beyond to Hayes could use another 28 trains: a maximum Bakerloo fleet of 78 trains.
- Central Line: About 89 trains all delivered by April 2031, with a maximum of 113 trains (assumes resignaling for 36tph).
- Waterloo & City Line: About 5 trains delivered by April 2032, with a maximum of 7 trains. This replacement will be combined with one of the above lines.



*Left: At the launch of the then New Tube For London (NTFL) at King's Cross northern ticket hall on 26 October 2014 (see Underground News No.636, December 2014), there were a number of photographs displayed of what the new stock might look like. The initial illustrations showed a train with no driver's cab (such was the aspiration then) a thin blue line almost halfway down from the windows and a very narrow blue skirt at floor level.*

**Photo: Brian Hardy**

*Below: A further but later illustration of the new stock (Left) showing the narrow blue stripe has been moved up to just below the saloon windows and extends across the cab door, whereas the test train (071) on the Windenrath test track (Right) shows the blue stripe omitted across the cab door. It will be interesting to see if it is delivered in that condition or delivered with no stripe at all.*

**Photos: Transport for London (Left) and Siemens Mobility (Right)**





**Above:** An early photo (Left) of a three-car trial in a climate test rig is without the waist band applied, and no car number to identify it. And the delivery of unit 001 arriving at West Ruislip (Right) on 14 October 2024 confirms there is no thin blue stripe, if ever there was in the first place ... The photo also shows the 'suspended' or 'hanging' non-bogie cars

**Photos: Siemens Mobility (Left) and David Brabham (Right)**

**Opposite:** Two views of unit 002 emerging from the Siemens factory in Vienna, and again showing no narrow blue stripe.

**Both photos: Wolfaal Doly**



It seems that, so far, there are at least two variations in the appearance of the 2024 Tube Stock, '071', which was launched some months ago and complete with narrow blue stripe, and at least 001 and 002 without the blue stripe. We recall that there were three minor livery variations to S8 Stock when it was new, now down to two.

## D STOCK:

On 1 September 2024, it was observed that the two D Stock cars in store at Barry had been separated from their bogies and turned on their side. It is assumed the bogies will be salvaged but the scrapping of the two cars (7502 and 7043) was thought to be imminent. The scrapping of D Stock trailer 17104 was also thought to be imminent.

## MISCELLANEOUS VEHICLES:

Following reports that London Underground was selling off some of its surplus engineering vehicle assets by an online auction, which was scheduled to take place on 14 August 2024, it is believed that all vehicles involved have been sold. Those involved are listed below. At the time of typing this, all were still on LU property, pending their transfer away to their new owners.

All 14 Schöma diesel/battery locomotives (1-14), rail wagon RW824, cranes C625, TRM627 and TRM628, along with hopper wagons HW201, HW203, HW206 and HW215.