

Line	No. of trains	PVR	No. of spare trains	Repair time	Maintenance time of day	2 minute delay *	New spares
Bakerloo	36 7-car trains	31 trains Mon-Fri	none	Written information is not held on this	Inspections carried out at night Low intensity maintenance carried out at nights Heavy maintenance carried out during the days on a train which is stopped for a number of days Casualty maintenance carried out days/nights Minimal planned worked carried out at weekends	82	No information on future plans
Central	85 8-car trains	77 trains Mon-Fri	Written information is not held on this	Written information is not held on this	Written information is not held on this	292	No information on future plans
Jubilee	63 7-car trains	58 trains Mon-Fri 48 trains Sat & Sun	None	As scheduled by planners so can be days and nights	As scheduled by planners so can be days and nights	100	No information on future plans
Metropolitan	58 8-car trains	48 trains am 49 trains pm Mon-Fri	Written information is not held on this	Written information is not held on this	Written information is not held on this	53	No information on future plans
Piccadilly	86 trains made up of 6 cars.	79 trains Mon-Fri 76 trains Sat 68 trains Sunday	None	repair work is undertaken as and when trains are taken out of service for defects	Work is balanced by the planning team based on resource. Heavy maintenance is generally done on days due to the increased resource required.	88	Additional trains will be purchased but to assist with increased service levels not to be held as spares.

**The number of disruptions are based on delays to the train service of 2 minutes or more where a train in passenger service has either been delayed or withdrawn due to an issue related to the train. Whilst an issue may have caused a delay to the service, in many cases the train will have continued in service for the rest of the day without any subsequent delays, or the need to withdraw it.*

What is the fastest accelerating train on the London Underground and are the accelerating speeds limited in the interest of passenger comfort/safety?

It is believed the record for acceleration is held by an S8, whilst not in passenger service. The simple answer is they all accelerate at the same rate, with the exception of the Bakerloo and Piccadilly, which do lack horsepower. It is the signalling system that restricts the maximum allowed acceleration, not the train itself.