

These Rolling Stock Information Sheets have been compiled to provide some key technical data and illustrations on the current passenger fleet in operation across the whole London Underground network. By way of comparison, a short illustrative insight is also provided into some of the older (withdrawn) passenger stock of the past. From which much has been learnt in the evolution of technical and design development for today's fleet. In addition, there is also some basic information about some of the engineer's rolling stock in use.

The information is not totally comprehensive – such a publication would require many volumes. Therefore, should you require any further information, please contact Graham Neil, London Underground's Professional Head of Rolling Stock, in the first instance.

Thanks go to the representatives of London Underground's business partners and associates in Tube Lines and LU; Transplant; LU Nominee Company BCV; LU Nominee Company SSL; LU Contracts department; London's transport Museum; Transport for London's (TfL) Visual Image Service; TfL's marketing communications and Corporate Design department and others for their assistance in the provision of information and assistance in the production of this publication.

Graham Neil,  
Professional Head of Rolling Stock



## Equipment details

Bodies:	Welded steel underframe riveted aluminium frame and aluminium alloy panelling. Exterior painted on refurbishment in LUL corporate red, white and blue livery.
Bogies:	4-wheel symmetrical plate frame bogies of welded/riveted construction. Wheel diameter, new, 31ins.
Couplers:	London Underground Automatic Wedglock between units, semi-permanent tray between cars within a unit.
Traction system:	A.E.I. Traction pneumatic single camshaft, resistance controller with series/parallel grouping and 2 stages of weak field. Brush LTI 15 axle-hung, nose-suspended motors, 16/65 gear ratio, 4 per driving motor car, 1 per driving axle, the two motors on each bogie are connected in permanent series.
Compressors:	Reavell TBC38Z or Westinghouse 3HC43 (reciprocating), 1 on each trailer.
Brakes:	Rheostatic on Driving Motor cars. Air-operated brake block per wheel on all cars. Service braking – Rheostatic and staged e.p. with mercury retarders. Note that the rheostatic brake does all the braking at low brake rate and low passenger load. As the rate and/or load increase, trailer (air) brakes are applied, then motor (air) brakes. Emergency braking – e.p. and Westinghouse automatic air brake. Parking brake – Automatic spring-applied, air released.
Auxiliary power supplies:	One A.E.I Traction Motor- Alternator-Rectifier (MG3007), per trailer car. Two of three trailers are fitted with a Sepsa static converter to provide power for saloon ventilation fans, cab air conditioning and on the 3 car unit to charge additional battery fitted to the UNDM
Main lighting:	115V ac Fluorescent tubes – 12x5ft, 4x4ft, 4x2ft and 4x'D' tubes (2x2ft and 2x'D' tubes less on driving motor cars). All are inverter driven and fed by a 115V ac supply.
Emergency lighting:	Two of the 4ft tubes in each car are fed from a 50V dc supply. In addition, all 2ft tubes on cars in 4-car units are similarly fed.



# 1972 MkI and MkII Tube Stocks

## Bakerloo line



**Built by Metro-Cammell, Birmingham 1972 - 1974**

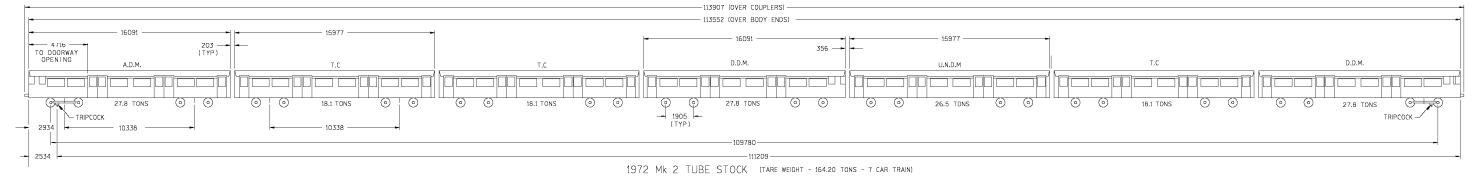
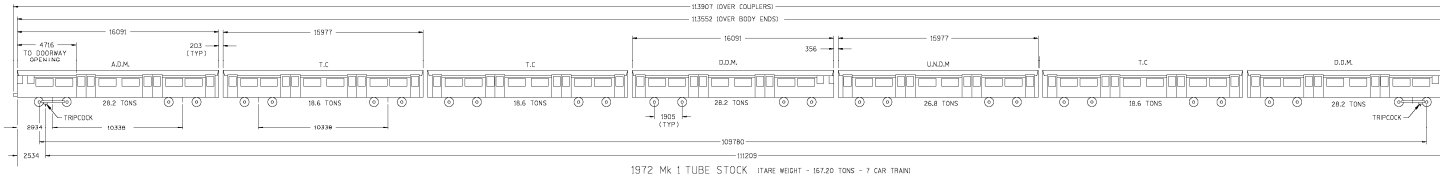
**Entered service Northern line 1972-1975**

**Refurbished by Tickford Rail Limited at Rosyth Royal Dockyard 1991-1995**

**Maintained by: LUL Nominee Company BCV**

## Principal characteristics

Track gauge:	4ft 8½ ins/1435mm
Current system:	630V dc 3 <sup>rd</sup> and 4 <sup>th</sup> rail, floating earth
Types of vehicle:	Driving Motor (DM); Trailer (T); Uncoupling Non-Driving Motor (UNDM)
Formation per unit:	Four cars, formed DM – T – T – DM*, and three cars formed UNDM – T – DM
Formation per train:	Seven cars, formed DM – T – T – DM + UNDM – T – DM* * one train is formed of DM – T – T – UNDM + UNDM – T – DM
Number of train:	36 seven-car trains.
Operation:	Conventional O.P.O. driving with doors operated by train operator in leading cab.



### Vehicle details and statistics

	Driving Motor Car	Trailer Car	UNDM
Length over body ends:	52ft 9ins	52ft 5ins	52ft 5 ins
Width of body:	8ft 8ins	8ft 8ins	8ft 8ins
Car height:	9ft 5¼ins	9ft 5¼ins	9ft 5¼ins
Tare weight : MKI	28.2 tons	18.6 tons	26.8 tons
Tare weight : MKII	27.8 tons	18.1 tons	26.5 tons
Tare weight of 7-car train:	167.2 tons (MKI), 164.2 (MKII)		
Passenger door open width: (double):	4ft 6ins	4ft 6ins	4ft 6ins
Passenger door open width: (single):	2ft 3ins	2ft 3ins	2ft 3ins
Car number series:	3231-3267 & 3299 3331-3367 3531-3567	4231-4267 & 4299 4331-4367 & 4399 4531 -4567	3399 & 3431-3467
	<ul style="list-style-type: none"> <li>Unit 3299-4299-4399-3399 replaced unit 3249</li> </ul>		
Vehicles in stock:	107	108	37
Grand total in stock	252		

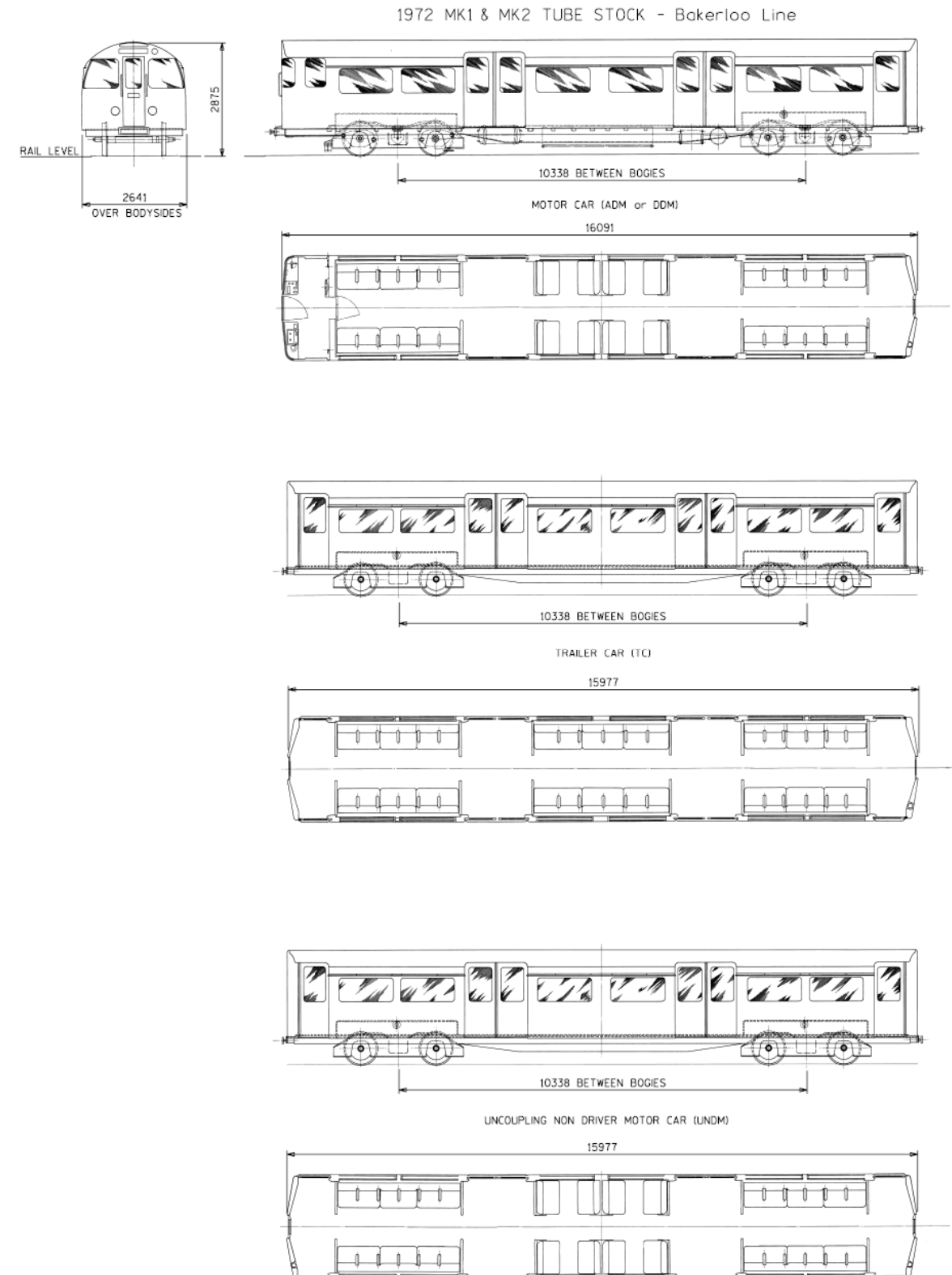
### Passenger accommodation:

Please note that standing capacity figures exclude seating capacity

Seating capacity: (Number of seats per train)	268
Standing capacities: Floor area available for standing passengers (m <sup>2</sup> ) <sup>a</sup>	116.60
Maximum observed standing capacity (5 customers per m <sup>2</sup> )	583
Maximum full load standing capacity (6 customers per m <sup>2</sup> ) <sup>b</sup>	700
Theoretical crush standing capacity (7 customers per m <sup>2</sup> ) <sup>c</sup>	816

### NOTES:

- Capacities here are figures **calculated** from floor area for design purposes
- For propulsion performance rating
- For structural and braking capacity



## Equipment details

Bodies:	Welded steel underframe riveted aluminium body frame and aluminium alloy panelling. Exterior painted on refurbishment in LUL corporate red, white and blue livery.
Bogies:	4-wheel symmetrical plate frame bogies of welded/riveted construction. Wheel diameter 790mm new, 710mm worn.
Couplers:	London Underground Automatic Wedglock between units, semi-permanent bar between cars within a unit.
Traction system:	G.E.C. Traction pneumatic single camshaft, resistance controller with series/parallel grouping and 2 stages of weak field and rheostatic dynamic brake. Brush LTI 18 axle-hung, nose-suspended motors, 300 volt motors, 17/75 gear ratio, 4 per driving motor car, 1 per driving axle, the two motors on each bogie are connected in permanent series.
Compressors:	Westinghouse 3HC43 (reciprocating) with integral 630V dc motor, 1 on each single-ended trailer, 2 on special trailers (double-ended units)
Brakes:	Service brake: Motor cars – blended rheostatic/friction brake with load control. Trailer cars – friction brake with load control. Friction brake – one brake per wheel. Emergency Brake: All cars – Friction brake. Brake control: via energise to release Westcode 7-step valve. Steps 3,4,5,6, for service, step 7 for emergency. Service brake: Energise to apply 3-wire control system. Emergency: Energise to release electric control. Parking brake: Automatic spring-applied, air released.
Auxiliary power supplies:	G.E.C. Traction type MG3007 Motor- Alternator-Rectifier – one per motor car, nominal 50V lead acid battery, 77Ah, Powernetics 6kVA single phase, 240V, 50Hz static converter to feed saloon fans and cab air conditioning – one per trailer.
Main lighting:	115V, 850Hz supply from the motor alternator supplying fluorescent tubes via individual inverters – 20 tubes per driving motor car and 22 tubes per trailer/UNDM car.
Emergency lighting:	Four battery-fed fluorescent tubes per car supplied by individual inverters and normally forming part of the main saloon lighting.
Heating:	Panel heaters, 4.2kW per car.
Ventilation:	Seven extractor fans per car, two of which are inverter-fed from the battery. Manually operated ventilators over saloon side windows.
Passenger Information:	Six LED, scrolling visual display units per car. Semi-automatic audio station announcements. Passenger alarm with talkback to driver.
Doors:	Pneumatically operated sliding doors. Two double and one single per side (driving motor cars), two double and two single per side (trailer and UNDM cars).
Train Protection	Tripcocks/train stops/deadman's handle.

# 1973 Tube Stocks

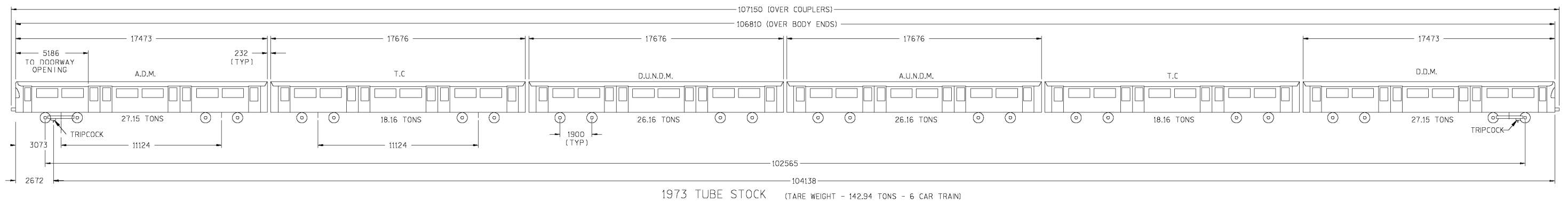
## Piccadilly line



**Built by Metro-Cammell, Birmingham 1974 - 1977**  
**Entered service Piccadilly line 1975-1978**  
**Refurbished by Bombardier Prorail 1995-2000**  
**Maintained by: London Underground – AP JNP**

## Principal characteristics

Track gauge:	4ft 8½ ins/1435mm
Current system:	630V dc 3 <sup>rd</sup> and 4 <sup>th</sup> rail, floating earth
Types of vehicle:	Driving Motor (DM); Trailer (T); Uncoupling Non-Driving Motor (UNDM), Double End Driving Motor (DM*), Special Trailer (T*).
Formation per unit:	Three cars, formed DM – T – UNDM (152 units) or DM* – T* – DM* (21 units)
Formation per train:	Six cars, formed DM – T – UNDM + UNDM – T – DM DM* – T* – DM* + UNDM – T – DM DM – T – UNDM + DM* – T – DM* DM* – T – DM* + DM* – T – DM*
Number of train:	86.5 six-car trains.
Operation:	Conventional O.P.O. driving with doors operated by train operator in leading cab.



### Vehicle details and statistics

	Driving Motor Car	Trailer Car	UNDM
Length over body ends:	17473mm	17676mm	17676mm
Width of body:	2629mm	2629mm	2629mm
Car height:	2888mm	2888mm	2888mm
Tare weight	29.76 tonnes	20.18 tonnes	28.53 tonnes
Double-Ender	30.22 tonnes	20.93 tonnes	-
Tare weight of 6-car train:	156.93 – 159.84 tonnes (dependent on formation)		
Passenger door open width : (double) :	1370mm	1370mm	1370mm
Passenger door open width : (single) :	685mm	685mm	685mm
Car number series:	100-253	500-696	300-453
Double-Ender	864-897		
Vehicles in stock:	194	173	152
Grand total in stock		519	

### Passenger accommodation:

Please note that standing capacity figures exclude seating capacity

Seating capacity: (Number of seats per train) 228

Standing capacities: Floor area available for standing passengers (m<sup>2</sup>)<sup>a</sup> 114

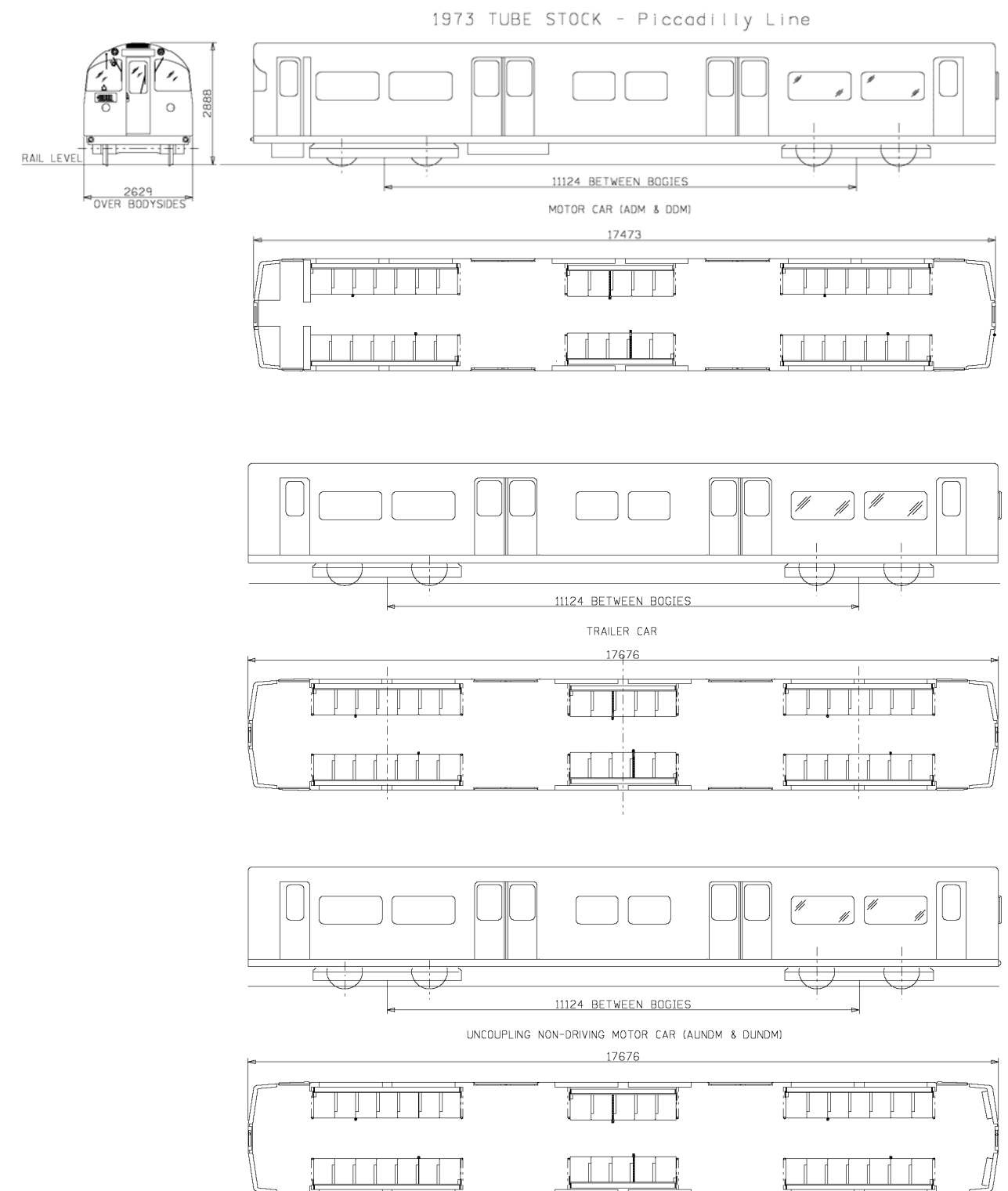
Maximum observed standing capacity (5 customers per m<sup>2</sup>) 570

Maximum full load standing capacity (6 customers per m<sup>2</sup>)<sup>b</sup> 684

Theoretical crush standing capacity (7 customers per m<sup>2</sup>)<sup>c</sup> 798

### NOTES:

- a) Capacities here are figures **calculated** from floor area for design purposes
- b) For propulsion performance rating
- c) For structural and braking capacity



## Equipment details

Bodies:	Constructed by using welded aluminium extrusions. Pneumatically-operated sliding doors, externally hung. Exterior painted in London Underground corporate red, white and blue livery.
Bogies:	H-frame type bogies without headstocks, for welded steel-box section, built by Siemens Rail Solutions. Wheel diameter 700mm.
Couplers:	London Underground Automatic Wedgelock between units, semi-permanent bar between cars within a unit.
Traction system:	Brush Traction/ABB G.T.O. thyristor, dc chopper control with all axles motor by Brush Electrical Machines type LT130, frame-mounted traction motors with 21/136 gearbox ratio.
Compressors:	Westinghouse Type V.R.S.20 (reciprocating).
Brakes:	Fully blended dynamic regenerative rheostatic and E.P. brake with slip/slide protection. Automatic controlled spring applied, air-released parking brakes.
Auxiliary power supplies:	A.B.B./Brush Electrical Machines static converter, one per 2-car unit.
Main lighting:	Fluorescent tubes fed by inverters from 50V dc – 26 per car
Emergency lighting:	As main lighting, but remains lit when line supply fails. 4 fluorescent tubes per DM, 6 per NDM (additional to main lighting).



# 1992 Tube Stocks

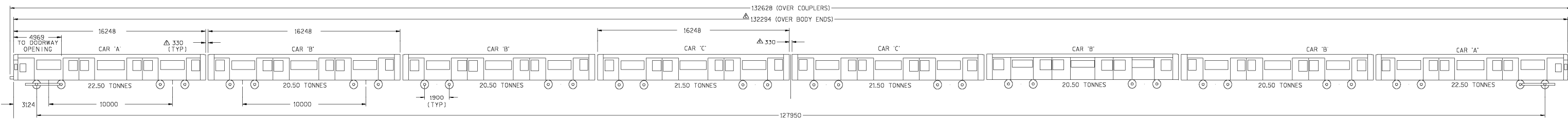
## Central line



**Built by ABB Transportation, Derby 1991-1994**  
**Entered service Central line 1993-1995**  
**Maintained by: LUL Nominee Company BCV**

## Principal characteristics

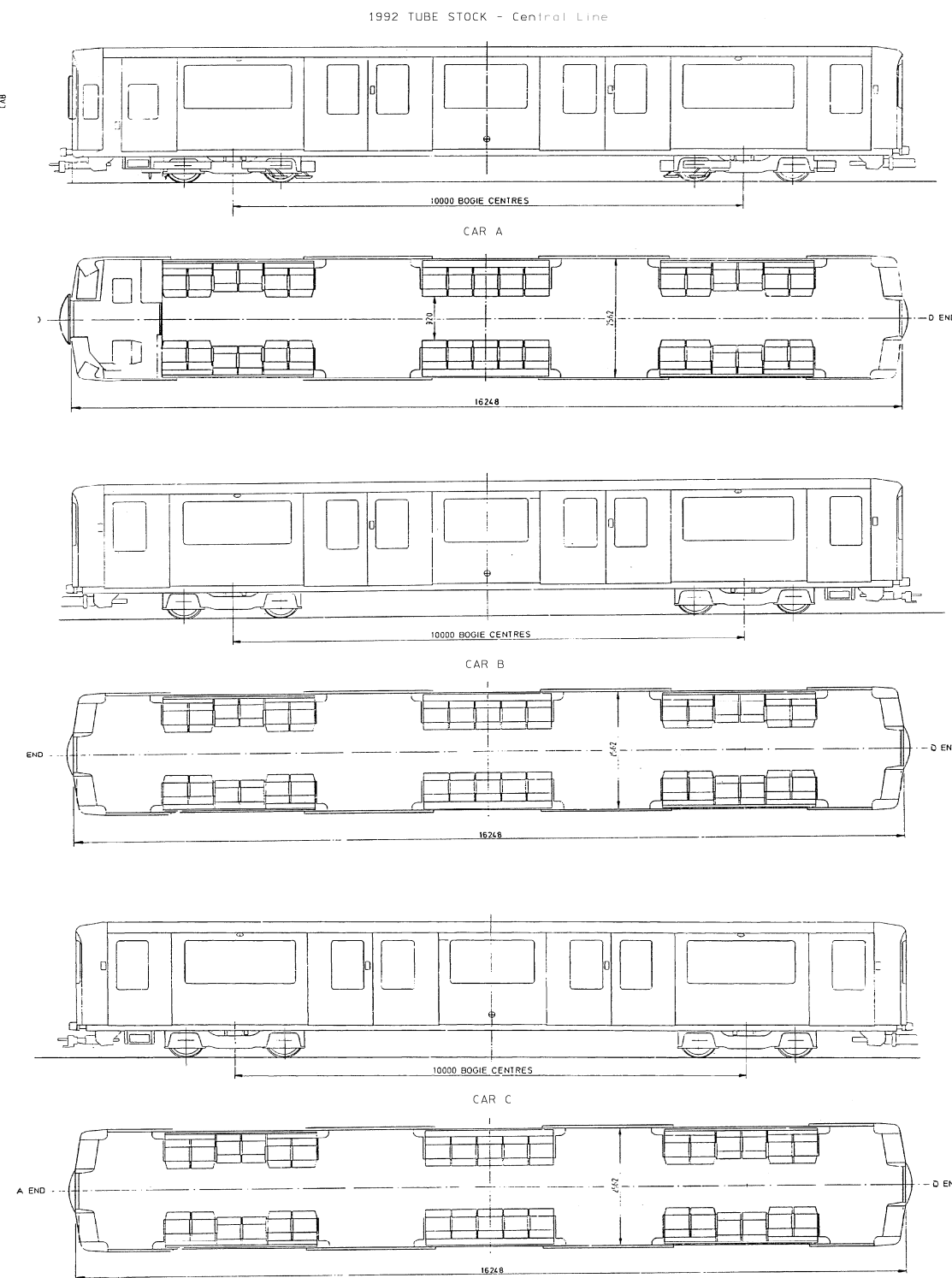
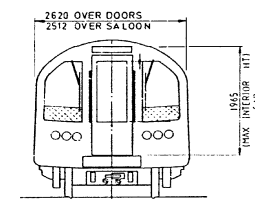
Track gauge:	4ft 8½ ins/1435mm
Current system:	630V dc 3 <sup>rd</sup> and 4 <sup>th</sup> rail, floating earth
Types of vehicle:	Driving Motor (DM) – car type 'A' Non-Driving Motor (NDM) – car types 'B' or 'C' De-icing Non-Driving Motor (NDM) – car type 'D'
Formation per unit:	Two cars, formed A-B, B-C or B-D
Formation per train:	Eight cars, in any one of 36 combinations of A-B, B-C and B-D two car units, with 'A' type car always at outer ends.
Number of train:	85 eight-car trains.
Operation:	Fully Automatic (A.T.O.). Non-automatic driving (coded manual (A.T.P.)). Emergency driving (slow manual) Doors operated by the train operator in leading cab. One person operated.



1992 TUBE STOCK (TARE WEIGHT - 170.00 TONNES - 8 CAR TRAIN)

Vehicle details and statistics

	DM Car 'A'	NDM 'B'	NDM 'C'/'D'
Length over body ends:	16248mm	16248mm	16248mm
Width of body:	2620mm	2620mm	2620mm
Car height:	2869mm	2869mm	2869mm
Tare weight	22.5 tonnes	20.5 tonnes	21.5 tonnes
Tare weight of 8-car train:		170.0 tonnes	
Passenger door open width (double) :	1664mm	1664mm	1664mm
Passenger door open width (single) :	832mm	832mm	832mm
Car number series:	AB Units	B: 920001-92349 (odd numbers)	-
	BC Units	B: 920002 - 92266 (even numbers)	C: 93002-93266 (even numbers)
	BD Units	B: 92402-92464 (even numbers)	D: 93402-93464 (even numbers)
Vehicles in stock:	175	340	165
Grand total in stock		680	



Passenger accommodation:

Please note that standing capacity figures exclude seating capacity

Seating capacity: (Number of seats per train)	272
Standing capacities: Floor area available for standing passengers (m <sup>2</sup> ) <sup>a</sup>	155.02
Maximum observed standing capacity (5 customers per m <sup>2</sup> )	775
Maximum full load standing capacity (6 customers per m <sup>2</sup> ) <sup>b</sup>	930
Theoretical crush standing capacity (7 customers per m <sup>2</sup> ) <sup>c</sup>	1085

NOTES:

- a) Capacities here are figures **calculated** from floor area for design purposes
- b) For propulsion performance rating
- c) For structural and braking capacity

## Equipment details

Bodies:	Constructed by using welded aluminium extrusions. Pneumatically-operated sliding doors, externally hung. Exterior painted in London Underground corporate livery.
Bogies:	H-frame type bogies without headstocks, for welded steel-box section, built by Siemens Rail Solutions. Wheel diameter 700mm.
Couplers:	London Underground Automatic Wedglock between units, semi-permanent bar between cars within a unit.
Traction system:	Brush Traction/ABB G.T.O. thyristor, dc chopper control with all axles motor by Brush Electrical Machines type LT130, frame-mounted traction motors with 21/136 gearbox ratio.
Compressors:	Westinghouse Type V.R.S.20 (reciprocating).
Brakes:	Fully blended dynamic regenerative rheostatic and e.p. brake with slip/slide protection. Automatic controlled spring applied, air-released parking brakes.
Auxiliary power supplies:	A.B.B./Brush Electrical Machines static converter, one per 2-car unit.
Main lighting:	Fluorescent tubes fed by inverters from 50V dc – 26 per car
Emergency lighting:	As main lighting, but remains lit when line supply fails. 4 Fluorescent tubes per DM, 6 per NDM (additional to main lighting).



# 1992 Tube Stocks

## Waterloo & City line



**Built by ABB Transportation, Derby 1991-1994**  
**Entered service Waterloo & City line 1993 (classified as Class 482 rolling stock)**  
**Refurbished by: Wabtec Rail UK, Doncaster 2006.**  
**Maintained by: LUL Nominee Company BCV**

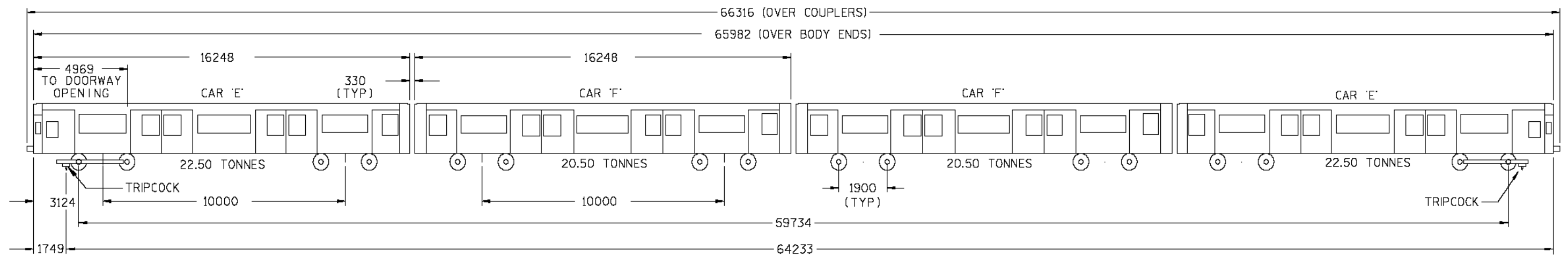
## Principal characteristics

Track gauge:	4ft 8½ ins/1435mm
Current system:	630V dc 3 <sup>rd</sup> and 4 <sup>th</sup> rail (earth return through 4 <sup>th</sup> rail)
Types of vehicle:	Driving Motor (DM) – car type 'E' Non-Driving Motor (NDM) – car type 'F'
Formation per unit:	Two cars formed E-F.
Formation per train:	Four cars formed E – F + F – E
Number of train:	5 Four-car trains.
Operation:	Non-automatic driving (tripcock). Capable of conversion to A.T.P./A.T.O. Emergency driving (slow manual) Doors operated by train operator in leading cab. One person operated.

Information sheet date: 4<sup>th</sup> Edition







### Vehicle details and statistics

	DM Car 'E'	NDM 'F'
Length over body ends:	16248mm	16248mm
Width of body:	2620mm	2620mm
Car height:	2869mm	2869mm
Tare weight	22.5 tonnes	21.5 tonnes
Tare weight of 4-car train:	86.0 tonnes	
Passenger door open width (double) :	1664mm	1664mm
Passenger door open width (single) :	832mm	832mm
Car number series:	EF Units A: 65501-65510	F: 67501-67510
Vehicles in stock:	10	10
Grand total in stock	20	

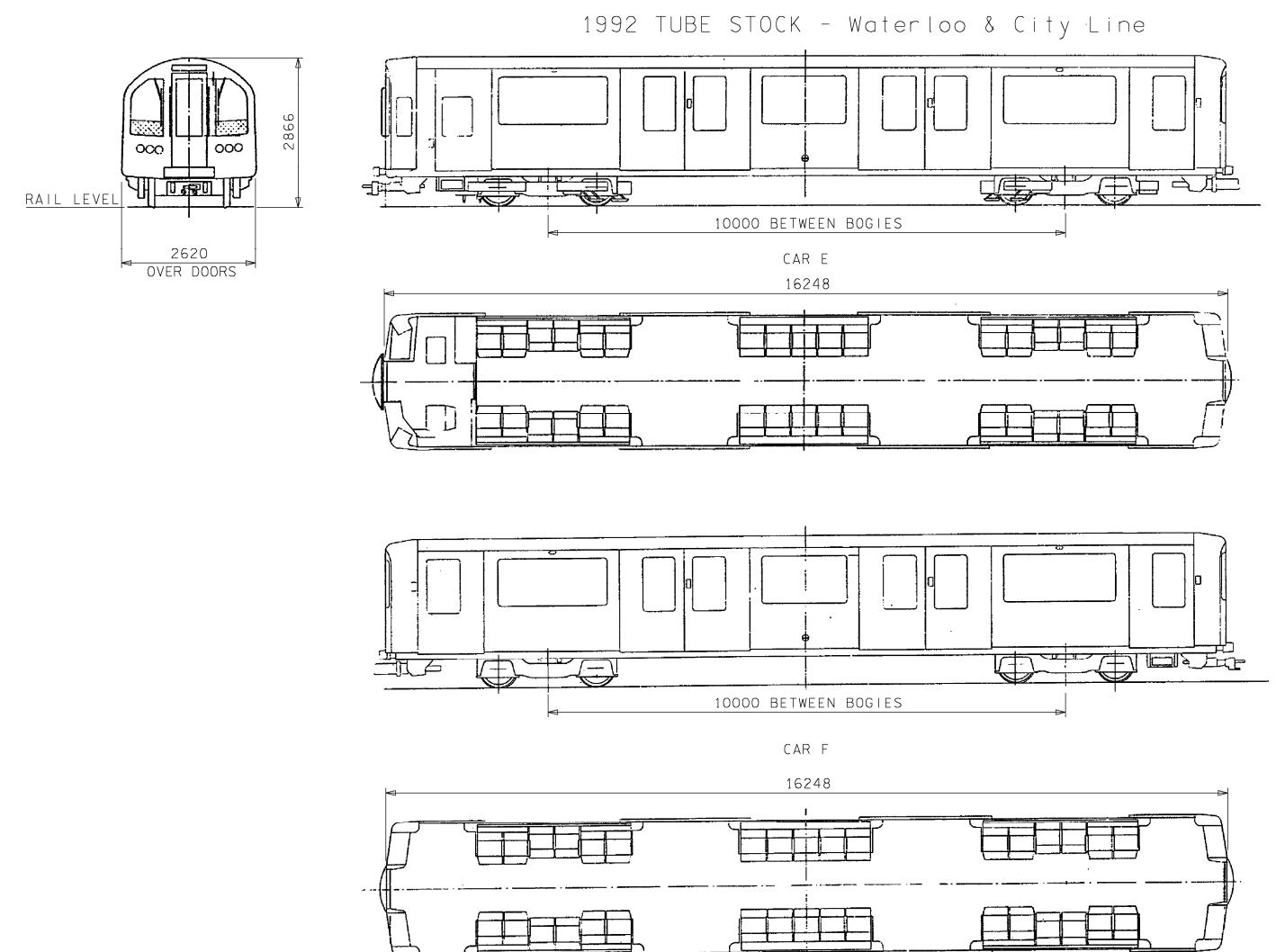
### Passenger accommodation:

Please note that standing capacity figures exclude seating capacity

Seating capacity: (Number of seats per train)	136
Standing capacities: Floor area available for standing passengers (m <sup>2</sup> ) <sup>a</sup>	74.04
Maximum observed standing capacity (5 customers per m <sup>2</sup> )	370
Maximum full load standing capacity (6 customers per m <sup>2</sup> ) <sup>b</sup>	444
Theoretical crush standing capacity (7 customers per m <sup>2</sup> ) <sup>c</sup>	518

### NOTES:

- Capacities here are figures **calculated** from floor area for design purposes
- For propulsion performance rating
- For structural and braking capacity



## Equipment details

Bodies:	Body shell of welded aluminium extrusions. Exterior painted in London Underground corporate red, white and blue livery.
Bogies:	Twin-transom flexible frame bogies without headstocks. Frame constructed from steel plate sections and steel castings, built by ADtranz. Rubber chevron primary and secondary suspension. Wheel diameter 770mm (new).
Couplers:	London Underground Automatic Wedgelock between units, semi-permanent bar between cars within a unit.
Traction system:	Alstom Onyx 3 phase AC drive using IGBT technology providing variable voltage and frequency supplies to four frame mounted 3-phase induction motors per motor car, each driving and individual axle through a flexible coupling and double reduction gearbox.
Compressors:	Westinghouse RCS rotary screw compressor driven by integral electric motor.
Brakes	Fully blended regenerative/rheostatic and e.p. friction tread brake with load control and slip/slide protection. Independent control circuits for emergency brake (energise to release) and service brakes (energise to apply). Spring applied, air released parking brake. One block per wheel, all wheels.
Auxiliary power supplies:	One IGBT auxiliary converter per unit. Provides 3-phase 415V, 50Hz to supply 3-phase and 240V single phase equipment and 52V dc for battery charging and control circuits.
Main lighting:	Fluorescent tubes fed by inverters from 50V dc – 26 tubes per motor car, 28 per trailer car and UNDM car.
Emergency lighting:	Four fluorescent tubes per car fed from a 52V battery and normally forming part of the main salon lighting.
Ventilation:	Electric heating and forced ventilation system with six ventilation fans per car, three of which have d.c. brushless motors fed from the 52V battery. Operators cab air conditioned.
Passenger Information:	Six automated LED scrolling visual display units per car. Automated audio station announcements and driver operable Public Address. Passenger alarm with talkback to driver.
Doors:	Pneumatically operated sliding doors, externally hung. Two double and one single per side (DM cars), two double and two single per side (trailers and UNDM cars)



# 1995 Tube Stocks

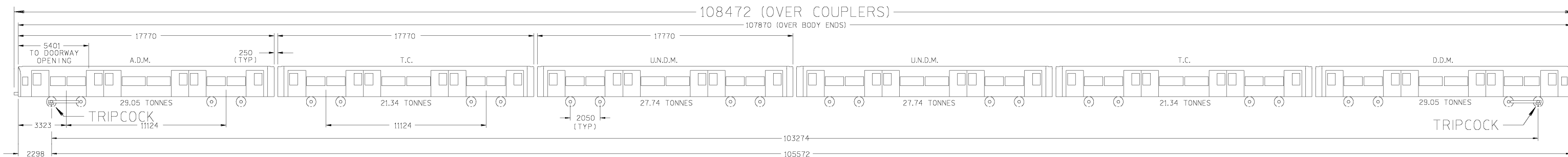
## Northern line



**Built by Alstom Transportation 1996-1999**  
**Entered service Northern line 1997-2000**  
**Refurbished from 2013**  
**Maintained by: Alstom under a PFI agreement.**

## Principal characteristics

Track gauge:	4ft 8½ ins/1435mm
Current system:	630V dc 3 <sup>rd</sup> and 4 <sup>th</sup> rail, floating earth.
Types of vehicle:	Driving Motor (DM) Trailer (T) Uncoupling Non-Driving Motor Car (UNDM)
Formation per unit:	Three cars, formed DM – T – UNDM
Formation per train:	Six cars formed DM – T – UNDM + UNDM – T – DM
Number of train:	106 six-car trains.
Operation:	Thales Transmission Based Train Control (T.B.T.C) automatic operation A.T.O./A.T.P. (Conventional O.P.O driving with Tripcock train protection until TBTC implementation is complete. Estimated completion 2014.)



1995 TUBE STOCK - TARE WEIGHT - 156.66 TONNES - 6 CAR TRAIN

### Vehicle details and statistics

	Driving Motor Car	Trailer Car	UNDM
Length over body ends:	17770mm	17770mm	17770mm
Width of body:	2630mm	2630mm	2630mm
Car height:	2875mm	2875mm	2875mm
Tare weight	29.4 tonnes	21.5 tonnes	27.9 tonnes
Tare weight of 7-car train:		157.6 tonnes	
Passenger door open width: double:	1406mm	1406mm	1406mm
:single:	703mm	703mm	703mm
Car number series:	51501-51686	52501-52686	53501-53686
De-icing units:	51701-51726	52701-52726	53701-53726
Vehicles in stock:	212	212	212
Grand total in stock		636	

### Passenger accommodation:

Please note that standing capacity figures exclude seating capacity

Seating capacity: (Number of seats per train) excluding tip up seats	200
Tip up seats in Multi-purpose area	48
Standing capacities: Floor area available for standing passengers (m <sup>2</sup> ) <sup>a</sup>	110.36
Maximum observed standing capacity (5 customers per m <sup>2</sup> )	552
Maximum full load standing capacity (6 customers per m <sup>2</sup> ) <sup>b</sup>	662
Theoretical crush standing capacity (7 customers per m <sup>2</sup> ) <sup>c</sup>	773

### NOTES:

- Capacities here are figures **calculated** from floor area for design purposes
- For propulsion performance rating
- For structural and braking capacity



## Equipment details

Bodies:	Constructed using welded aluminium extrusions. Exteriors painted in London Underground corporate red, white and blue livery. Interiors are finished in a turquoise, purple and ivory colour scheme with yellow grab poles.
Bogies:	Two axle, H-frame bogies without headstocks, of welded steel box-section, built by Alstom ACR, France. Rubber chevron primary and rubber diablo secondary suspension. Wheel diameter 770mm (new). Flange lubrication is provided by a bogie mounted, solid stick sprung against the wheel flange.
Couplers:	Automatic Wedglock between units, semi-permanent bar between cars within a unit.
Traction system:	Four frame mounted, 3-phase induction motors per car, each driving an individual axle through a flexible coupling and double reduction gearbox. All four motors per car are fed from a single voltage-source inverter using GTO thyristor devices, derived from those used on Class 465 Networked trains
Compressors:	Westinghouse HRS reciprocating compressor driven by integral 630V dc electric motor.
Brakes	Fully blended regenerative/rheostatic and e.p. friction tread brake with load control and slip/slide protection. One tread brake block per wheel. Independent control circuits for emergency brake (energise to release) and service brakes (energise to apply). Automatic spring applied, air released parking brake. One block per wheel, all wheels.
Auxiliary power supplies:	One IGBT auxiliary converter per unit, configured as a GTO thyristor step down chopper feeding an IGBT inverter. Provides 3-phase 415V, 50Hz to supply 3-phase and 240V single phase equipment and 52V dc for battery charging and control circuits.
Main lighting:	230V ac fluorescent tubes individually fed by inverter from 50V dc – 26 tubes per motor car, 28 per trailer car and UNDM car.
Emergency lighting:	Four fluorescent tubes per car fed from a 52V battery and normally forming part of the main salon lighting.
Ventilation:	Electric heating and forced ventilation system with six ventilation fans per car, three of which have d.c. brushless motors fed from the 52V battery. Operators cab air conditioned.
Passenger Information:	Six automated LED scrolling visual display units per car. Automated audio station announcements and driver operable Public Address. Passenger alarm with talkback to driver.
Doors:	Pneumatically operated sliding doors, externally hung. Two double and one single per side (DM cars), two double and two single per side (trailers and UNDM cars)



# 1996 Tube Stocks

## Jubilee line



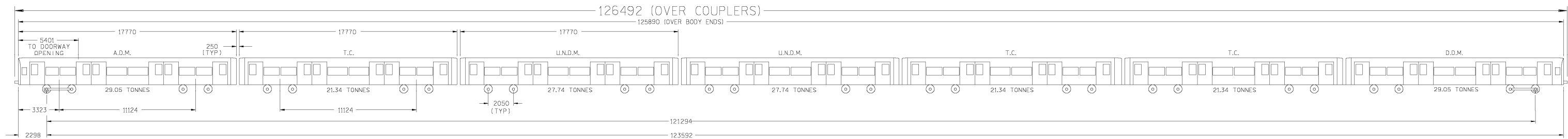
**Built by Alstom Transportation 1995-1998 and 2005-2006**  
**Entered service Jubilee line 1997-2000 and 2005-2006**  
**Maintained by: London Underground – AP JNP**

## Principal characteristics

Track gauge:	4ft 8½ ins/1435mm
Current system:	630V dc 3 <sup>rd</sup> and 4 <sup>th</sup> rail, floating earth.
Types of vehicle:	Driving Motor (DM) Trailer (T) Uncoupling Non-Driving Motor Car (UNDM)
Formation per unit:	Three cars formed, DM – T - UNDM (west/north) Four cars formed, UNDM – T - T – DM (east/south)
Formation per train:	Seven cars formed DM – T – UNDM + UNDM – T - T - DM
Number of train:	63 seven-car trains.
Operation:	(1) Conventional one person Operation (O.P.O.) with tripcock Train Protection. (2) Thales Transmission Based Train Control (T.B.T.C) automatic operation A.T.O./A.T.P.

Information sheet : 4<sup>th</sup> Edition





1996 TUBE STOCK - TARE WEIGHT - 177.60 TONNES - 7 CAR TRAIN

Vehicle details and statistics

	Driving Motor Car	Trailer Car	UNDM
Length over body ends:	17770mm	17770mm	17770mm
Width of body:	2629mm	2629mm	2629mm
Car height:	2875mm	2875mm	2875mm
Tare weight	30.0 tonnes	20.9 tonnes	27.1 tonnes
Tare weight of 7-car train:		176.9 tonnes	
Passenger door open width:			
	double: 1406mm	1406mm	1406mm
	:single: 703mm	703mm	703mm
Car number series:	96001-96126	96201-96279 96318-96326 96281-96317 (odd numbers) 96601-96725 (odd numbers) De-icing trailers: 96880-96918 (even numbers)	96401-96526
Vehicles in stock:	126	189	126
Grand total in stock		441	

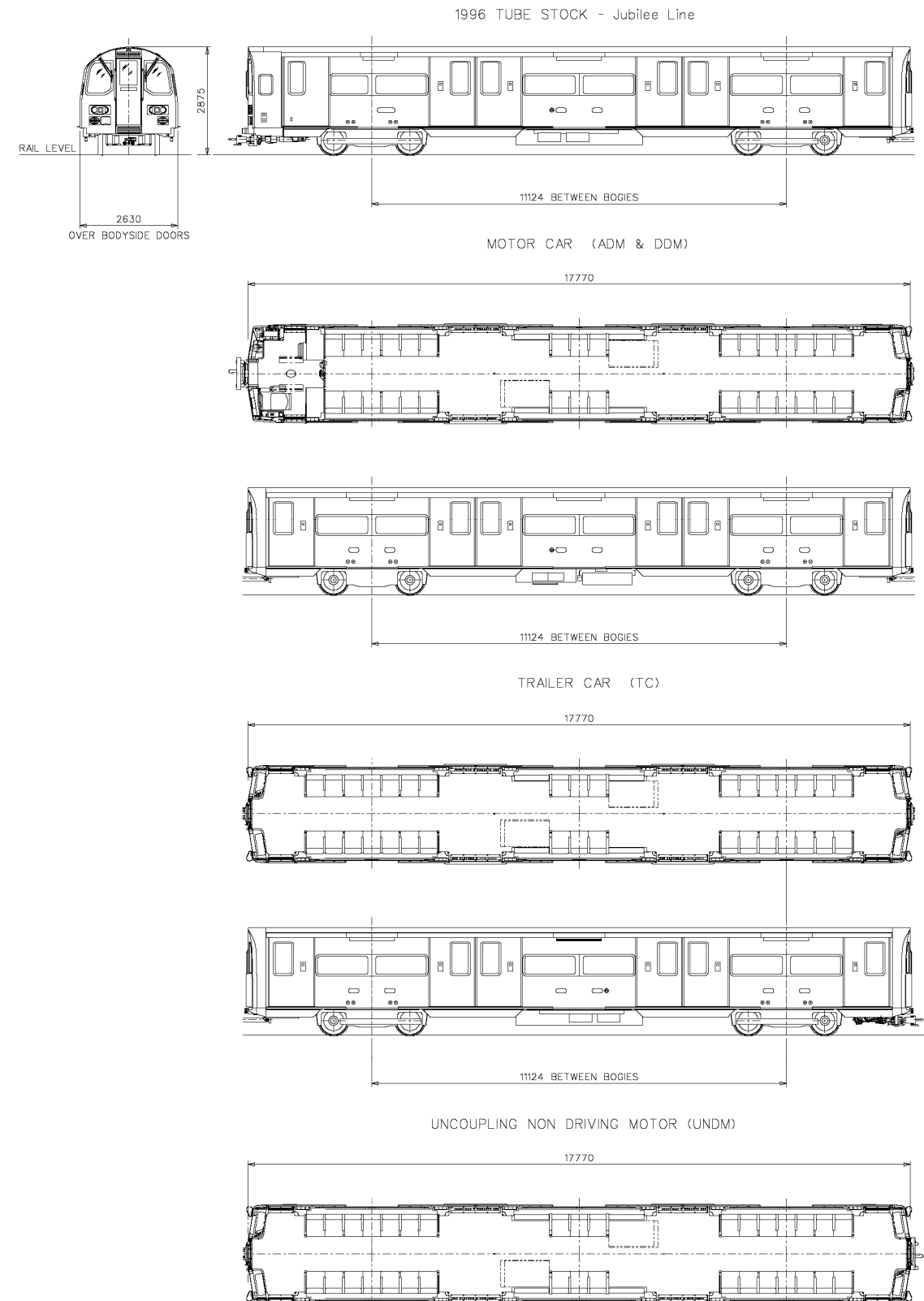
Passenger accommodation:

Please note that standing capacity figures exclude seating capacity

Seating capacity: (Number of seats per train) excluding Perch Seats	234
Perch Seats in Multi-Purpose Area	56
Standing capacities: Floor area available for standing passengers (m <sup>2</sup> ) <sup>a</sup>	145.92
Maximum observed standing capacity (5 customers per m <sup>2</sup> )	730
Maximum full load standing capacity (6 customers per m <sup>2</sup> ) <sup>b</sup>	875
Theoretical crush standing capacity (7 customers per m <sup>2</sup> ) <sup>c</sup>	1021

NOTES:

- a) Capacities here are figures **calculated** from floor area for design purposes
- b) For propulsion performance rating
- c) For structural and braking capacity



## Equipment details

Bodies:	Aluminium extrusions welded and huckbolted (FICAS Technology).
Bogies:	BTUK Flexible frame.
Couplers:	Wedgelock with pneumatic connections only on the A and A1 cars, swing bolt bar coupler between D and D1 cars, bolted bar coupler flange at all other positions.
Traction System:	Bombardier 3 phase AC, 75% motored. 24 motors, each rated at 75KW with Regenerative and Rheostatic braking.
Compressors:	Knorr-Bremse VVI20T oil free reciprocating – 3 Phase AC Motor.
Brakes:	Knorr-Bremse EP2002 with PEC7 actuators.
ATO:	Westinghouse DTG-R (Distance to go - radio).
ATP:	Radio transmission based system, Westinghouse, DTG-R.
Auxiliary power	Bombardier static converter, one per four car unit, on the B cars.
Supplies:	110V dc control system with 102V 200Ah DC battery on the B cars.
Saloon lighting:	19 (A cars) or 22 (B/C/D cars) (including emergency lighting) fluorescent T5 Tubes via individual inverters per car.
Emergency lighting:	7 (A cars) or 9 (B/C/D cars) battery-fed fluorescent T5 Tubes via individual inverters per car normally forming part of the main saloon lighting.
Ventilation:	Saloon forced ventilation system that consists of six side mounted ducting systems to take the exterior air to air grilles mounted at head height. Dedicated cab air conditioning.
Passenger Information:	An LED external facing front destination display with separate train number display per train front. One external platform facing destination LED display per vehicle side. Six internal side facing Saloon LED displays per car.
CCTV:	OPO TTCCTV displayed on 2 monitors in cab via UHF leaky feeder. Saloon CCTV system viewable in cab when stationary and recorded digitally.
Doors:	Six electrically operated sliding doors per side, externally hung and configured as two double doorways and two single door ways. Fitted with obstacle detection and sensitive edge plus threshold lighting when doors are open.



# 2009 Tube Stock

## Victoria line



**Built by Bombardier Transportation UK, Derby 2007-2011**  
**Entered service in 2009 - 2012**  
**Maintained by : LUL Nominee Company BCV**

## Principal characteristics

Track gauge:	1435mm
Current system:	630v dc 3rd and 4th rail, shoe gear fitted to A and D cars
Types of vehicle:	A(1) : Driving Motor car (DM) B : Trailer car (T) C : Non Driving Motor car (NDM) D(1) : Uncoupling Non Driving Motor car (UNDM)
Formation per unit:	A(1) car – B car – C car – D(1) car
Formation per train (8):	A – B – C – D + D1 – C – B – A1
Number of trains:	47 eight car.
Operation:	One Person Operated (OPO) Automatic Train Operation (ATO) Manual Driving (Protected Manual or Restricted Manual)



## Equipment details

Bodies:	Aluminium underframe, riveted aluminium body frame. Unpainted aluminium alloy panelling pre-refurbishment, exteriors painted on refurbishment in LUL red, white and blue corporate livery.
Bogies:	Flexible H-frame type bogies without headstocks of welded steel-box section with rubber joints to accommodate track twist. Wheel diameter 790mm new, 710 worn.
Couplers:	London Underground Automatic Wedglock between units, semi-permanent bar between cars within a unit.
Traction system:	G.E.C. Traction pneumatic single camshaft, resistance controller with series/parallel grouping and 2 stages of weak field. Brush LT118 axle-hung, nose-suspended motors, 17/75 gear ratio, 4 per driving motor car, 1 per driving axle, the two motors on each bogie are connected in permanent series.
Compressors:	Westinghouse 3HC43, reciprocating with integral 630V dc motor, 1 on single-ended trailer cars, 2 on double-ended trailer cars.
Brakes:	Service brake: Motor – blended rheostatic/friction brake with load control. Trailer cars – friction brake with load control. Friction brake – one brake block per wheel.  Emergency brake: All cars – Friction brake.  Brake control: via energise to release Westcode 7-step valve. Steps 3/7, 4/7, 5/7, 6/7 for service, step 7/7 for emergency.  Service brake: Energise to apply 3-wire control system.  Parking brake: automatic spring applied, air released.
Auxiliary power supplies:	One G.E.C. Traction Motor- Alternator-Rectifier (type MA3007), one per DM and UNDM car. One Mawdsley type 7CA Motor-Alternator-Rectifier per trailer car for supplying 240V ac extractor fans.
Main lighting:	115V ac Fluorescent tubes, 18 per motor car, 20 per trailer/UNDM car.
Emergency lighting:	2 inverter-fed, 50V dc powered, fluorescent tubes per car.
Doors:	4 double sliding per car, per side.



# D78 Stock

## District line

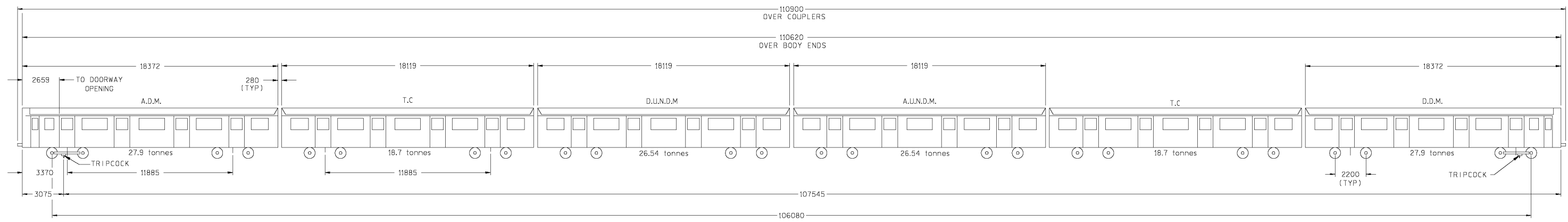


**Built by Metro-Cammell, Birmingham 1978 - 1981**  
**Entered service District line 1979-1983**  
**Refurbished by Bombardier Transportation UK, Derby 2004 - 2008**  
**Maintained by: LUL Nominee Company SSL**

## Principal characteristics

Track gauge:	4ft 8½ ins/1435mm
Current system:	630V dc 3 <sup>rd</sup> and 4 <sup>th</sup> rail, floating earth
Types of vehicle:	Driving Motor (DM), Double Ender Driving Motor (DM <sub>2</sub> ) Trailer (T), Uncoupling Non-Driving Motor (UNDM)
Formation per unit:	Three cars, formed DM – T – UNDM or DM <sub>2</sub> – T <sub>s</sub> – DM <sub>2</sub>
Formation per train:	Six cars, formed DM – T – UNDM + UNDM – T – DM DM – T – UNDM + DM <sub>2</sub> – T <sub>s</sub> – DM <sub>2</sub> DM <sub>2</sub> – T <sub>s</sub> – DM <sub>2</sub> + DM <sub>2</sub> – T <sub>s</sub> – DM <sub>2</sub> DM <sub>2</sub> – T <sub>s</sub> – DM <sub>2</sub> + DM – T – UNDM
Number of train:	75 six-car trains.
Operation:	Conventional one person operation (OPO) driving with doors operated by train operator in leading cab.





### Vehicle details and statistics

	Driving Motor Car	Trailer Car	UNDM
Length over body ends:	18372mm	18119mm	18119mm
Width of body:	2840mm	2840mm	2840mm
Car height:	3630mm	3630mm	3630mm
Tare weight	29.8 tonnes	20.2 tonnes	29.1 tonnes
Post – Refurbishment	30.7 tonnes	21.2 tonnes	29.8 tonnes
Tare weight of 6-car train:		158.2 tonnes	
Post Refurbishment		163.6 tonnes	
Passenger door open width	1127mm	1127mm	1127mm
Car number series:	7000-7129	17000-17129	8000-8129
Double-Ender	7500-7539	17500-17538	-
Vehicles in stock:	170	150	130
Grand total in stock		450	

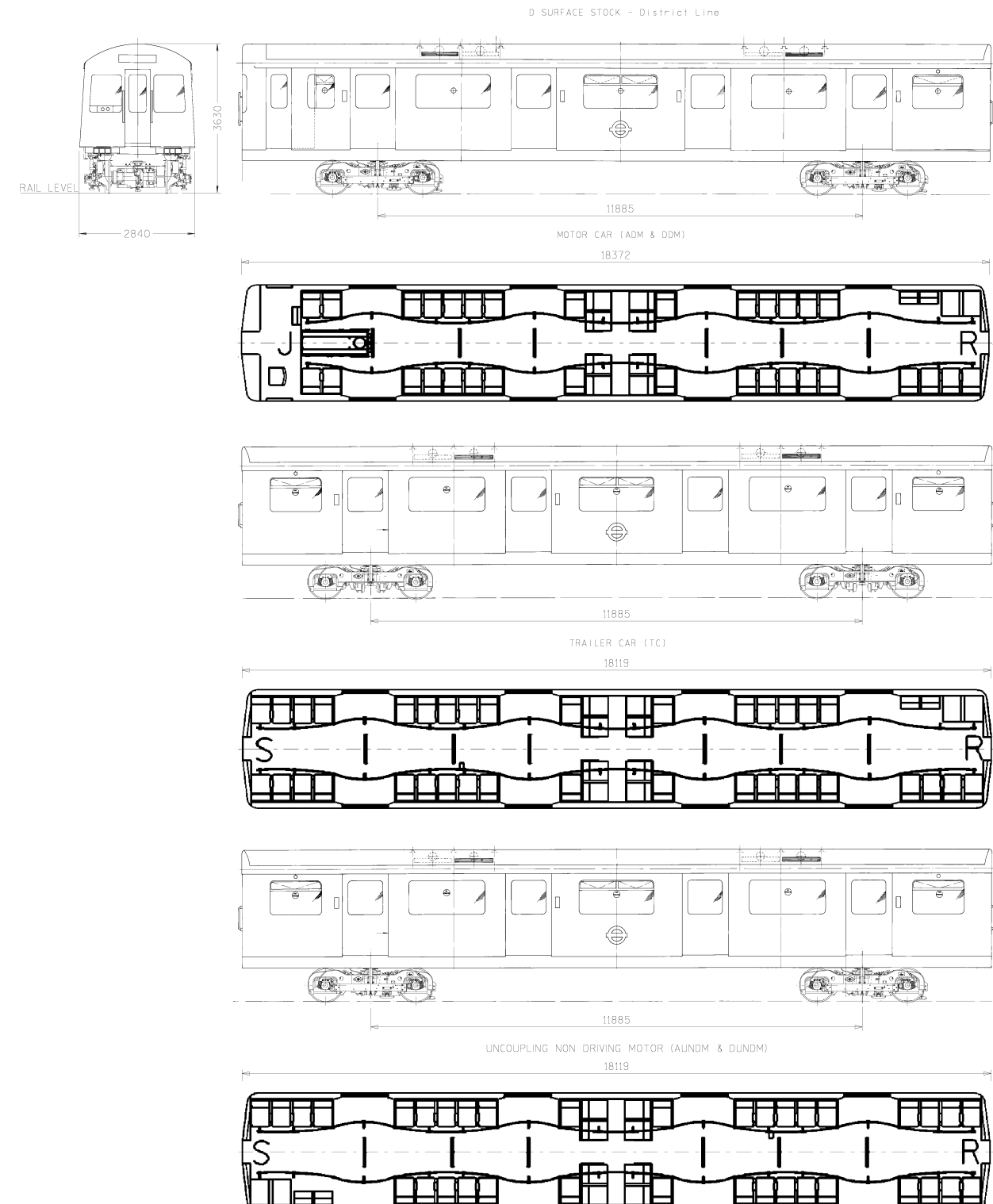
### Passenger accommodation:

Please note that standing capacity figures exclude seating capacity

Seating capacity: (Number of seats per train)	280
Standing capacities: Floor area available for standing passengers (m <sup>2</sup> ) <sup>a</sup>	136.91
Maximum observed standing capacity (5 customers per m <sup>2</sup> )	685
Maximum full load standing capacity (6 customers per m <sup>2</sup> ) <sup>b</sup>	821
Theoretical crush standing capacity (7 customers per m <sup>2</sup> ) <sup>c</sup>	958

### NOTES:

- Capacities here are figures **calculated** from floor area for design purposes
- For propulsion performance rating
- For structural and braking capacity



## Equipment details

Bodies:	Aluminium extrusions welded and huckbolted (FICAS Technology). Through gangways provided between car with internal and external bellows and overlapping sliding plates.
Bogies:	Bombardier Flexible frame.
Couplers:	Wedgelock with pneumatic connections only on the front of DM cars, muff coupler flange between cars.
Traction System:	Bombardier 3 phase AC, all axles motored and one inverter per car. Regenerative and Rheostatic braking.
Compressors:	Knorr-Bremse VV120T oil free reciprocating – 3 Phase AC Motor.
Brakes:	Knorr-Bremse EP2002 with PEC7 actuators.
Auxiliary power Supplies:	Bombardier static converter, two per train fitted to M1 cars. 110V dc control system with 108V, 220Ah battery on M1 cars.
Saloon lighting:	21 fluorescent T5 Tubes via individual inverters per car.
Emergency lighting:	5 battery-fed fluorescent T5 Tubes via individual inverters per car normally forming part of the main saloon lighting.
HVAC:	Single roof mounted saloon air conditioning module with dual refrigeration circuits supplying ceiling mounted air ducts. Separate module on DM cars for cab air conditioning with fallback air from the saloon module. Internal and external smoke detection.
Passenger Information:	An LED external facing front destination display with separate train number display per train front. One external platform facing destination LED display per vehicle side. Two double sided internal side facing Saloon LED displays per car.
CCTV:	OPO TTCCTV displayed on 2 monitors in cab via microwave transmission. Saloon CCTV system viewable in cab when stationary and recorded digitally.
Doors:	Six electrically operated sliding doors per side, externally hung and configured three double doors per side. Fitted with obstacle detection and sensitive edge plus threshold lighting when doors are open.



# S7 Stock

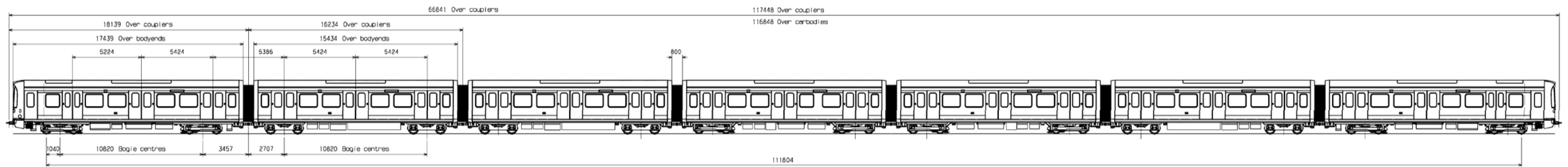
## District, Circle and Hammersmith & City lines



**Built by Bombardier Transportation UK, Derby 2011-2014**  
**Due to enter service in 2012 - 2014**  
**Maintained by : LUL Nominee Company SSL**

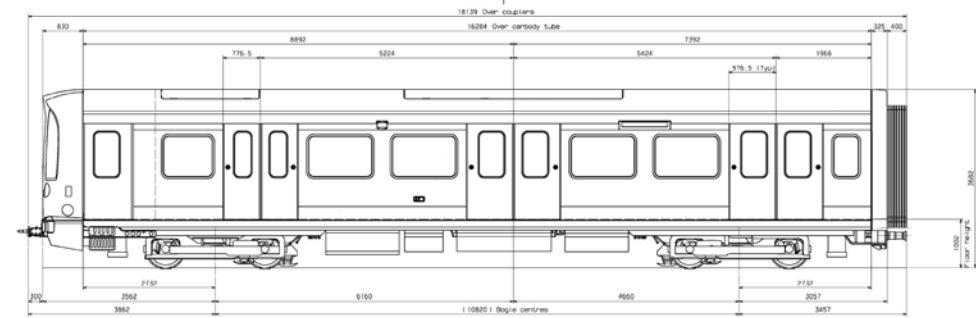
### Principal characteristics

Track gauge:	1435mm
Current system:	630v dc 3rd and 4th rail, (capable of 750v operation), shoe gear fitted to DM and MS cars
Types of vehicle:	DM : Driving Motor Car M1, M2 & MS : Non Driving Motor M2D : Non Driving Motor with De-icing Equipment
Formation per unit:	7 car blocked train
Formation per train :	DM-M1-MS-MS-M2-M1-DM or DM-M1-M2-MS-MS-M1-DM
Number of trains:	133 seven car.
Operation:	Conventional One Person Operated (OPO) pre-signalling upgrade Full Automatic Train Operation (ATO) with automatic door opening Manual Driving (Protected Manual or Restricted Manual)

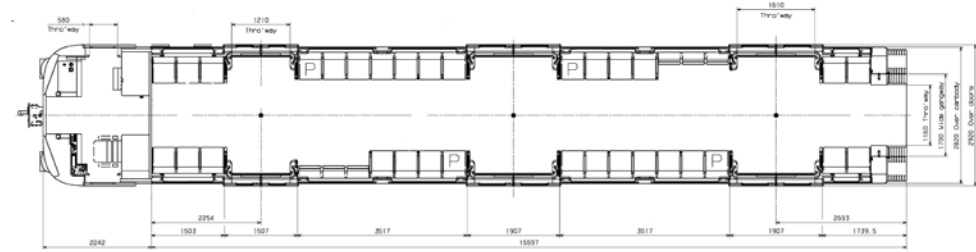


Vehicle details and statistics	DM	M1	M2	MS
Length over body ends:	17439mm	15434mm	15434mm	15434mm
Width of body:	2820mm	2820mm	2820mm	2820mm
Car height:	3682mm	3682mm	3682mm	3682mm
Tare weight (estimated)	33.3 tonnes	30.6 tonnes	27.5 tonnes	29.2 tonnes
Tare weight of 7-car train: (estimated)	213.7 tonnes inc gangway			
Passenger door open width (1 <sup>st</sup> set)	1210mm	1610mm	1610mm	1610mm
Passenger door open width (others)	1610mm	1610mm	1610mm	1610mm
Car number series:	21301-21566	22301-22566	23302-23566*	24301-24566
	*excluding even car number 23302 – 23386. Replaced with M2D, de-icing cars numbers 25302 to 25086 (even only).			
Vehicles in stock:	266	266	133	266
Grand total in stock	931			

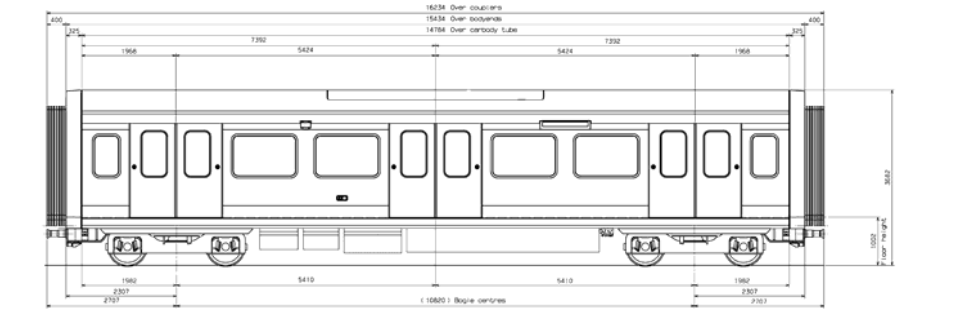
DM Car



M1 / M2 Car



MS Car



**Passenger accommodation:**

Please note that standing capacity figures exclude seating capacity

Seating capacity: (Number of full seats per train) 256

Seating capacity : (Number of tip up seats, excluding wheelchair spaces) 44

Wheelchair spaces/ additional tip up seats 4

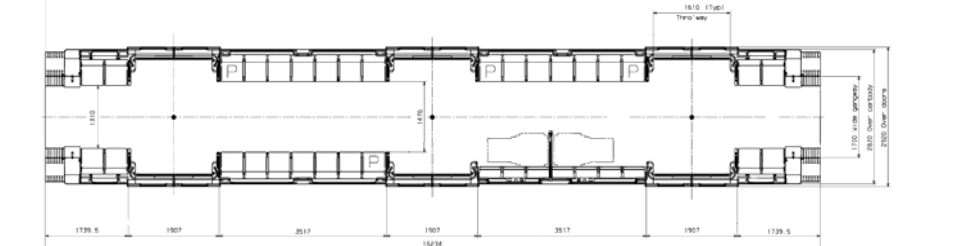
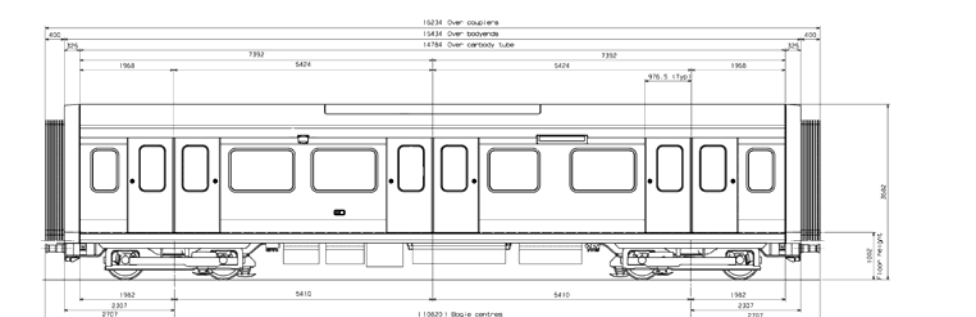
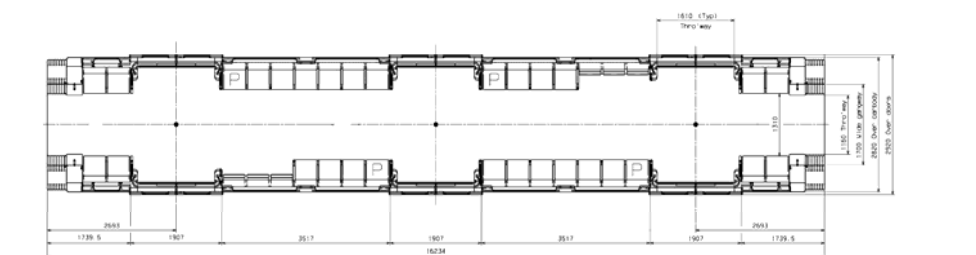
Maximum observed standing capacity (5 customers per m<sup>2</sup>) 789

Maximum full load standing capacity (6 customers per m<sup>2</sup>)<sup>b</sup> 953

Theoretical crush standing capacity (7 customers per m<sup>2</sup>)<sup>c</sup> 1112

**NOTES:**

- a) Capacities here are figures **calculated** from floor area for design purposes
- b) For propulsion performance rating, tip up seats in use
- c) For structural and braking capacity (and JTC), tip up seats in use



## Equipment details

Bodies:	Aluminium extrusions welded and huckbolted (FICAS Technology). Through gangways provided between car with internal and external bellows and overlapping sliding plates.
Bogies:	Bombardier Flexible frame.
Couplers:	Wedgelock with pneumatic connections only on the front of DM cars, muff coupler flange between cars.
Traction System:	Bombardier 3 phase AC, all axles motored and one inverter per car. Regenerative and Rheostatic braking.
Compressors:	Knorr-Bremse VVI20T oil free reciprocating – 3 Phase AC Motor.
Brakes:	Knorr-Bremse EP2002 with PEC7 actuators.
Auxiliary power	Bombardier static converter, two per train fitted to M1 cars.
Supplies:	110V dc control system with 108V, 220Ah battery on M1 cars
Saloon lighting:	21 fluorescent T5 Tubes via individual inverters per car.
Emergency lighting:	5 battery-fed fluorescent T5 Tubes via individual inverters per car normally forming part of the main saloon lighting.
HVAC:	Single roof mounted saloon air conditioning module with dual refrigeration circuits supplying ceiling mounted air ducts. Separate module on DM cars for cab air conditioning with fallback air from the saloon module. Internal and external smoke detection.
Passenger Information:	An LED external facing front destination display with separate train number display per train front. One external platform facing destination LED display per vehicle side. Two double sided internal side facing Saloon LED displays per car.
CCTV:	OPO TTCCTV displayed on 2 monitors in cab via microwave transmission. Saloon CCTV system viewable in cab when stationary and recorded digitally.
Doors:	Six electrically operated sliding doors per side, externally hung and configured as three double doorways per side. Fitted with obstacle detection and sensitive edge plus threshold lighting when doors are open.



# S8 Stock

## Metropolitan line



**Built by Bombardier Transportation UK, Derby 2008-2012**

**Entered service in 2009 - 2012**

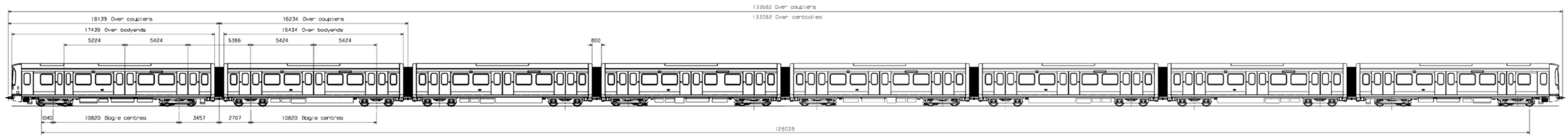
**Maintained by : LUL Nominee Company SSL**

## Principal characteristics

Track gauge:	1435mm
Current system:	630v dc 3rd and 4th rail, (capable of 750v operation), shoe gear fitted to DM and MS cars
Types of vehicle:	DM : Driving Motor Car M1, M2 & MS : Non Driving Motor M2D : Non Driving Motor with De-icing Equipment
Formation per unit:	8 car blocked train
Formation per train (8):	DM-M1-M2-MS-MS-M2-M1-DM
Number of trains:	58 eight car.
Operation:	Conventional One Person Operated (OPO) pre-signalling upgrade Full Automatic Train Operation (ATO) with automatic door opening Manual Driving (Protected Manual or Restricted Manual)

**Information sheet : 4<sup>th</sup> Edition**





### Vehicle details and statistics

	DM	MI	M2	MS
Length over body ends:	17439mm	15434mm	15434mm	15434mm
Width of body:	2820mm	2820mm	2820mm	2820mm
Car height:	3682mm	3682mm	3682mm	3682mm
Tare weight	33.3 tonnes	30.6 tonnes	27.5 tonnes	29.2 tonnes
Tare weight of 8-car train:	241.2 tonnes inc gangways			
Passenger door open width (1 <sup>st</sup> set)	1210mm	1610mm	1610mm	1610mm
Passenger door open width (others)	1610mm	1610mm	1610mm	1610mm
Car number series:	21001-21116	22001-22116	23001-23116*	24001-24116
	*excluding even car number 23002 – 23056. Replaced with M2D, de-icing cars numbers 25002 to 25056 (even only).			
Vehicles in stock:	116	116	116	116
Grand total in stock	464			

### Passenger accommodation:

Please note that standing capacity figures exclude seating capacity

Seating capacity: (Number of full seats per train) 306

Seating capacity : (Number of tip up seats, excluding wheelchair spaces) 50

Wheelchair spaces/ additional tip up seats 4

Maximum observed standing capacity (5 customers per m<sup>2</sup>) 870

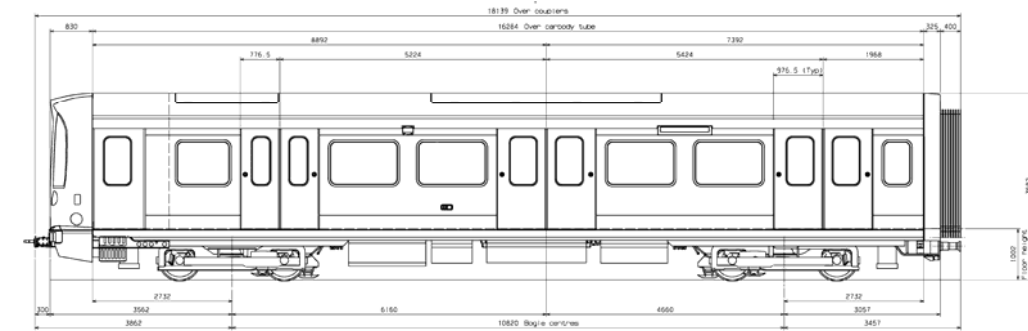
Maximum full load standing capacity (6 customers per m<sup>2</sup>)<sup>b</sup> 1044

Theoretical crush standing capacity (7 customers per m<sup>2</sup>)<sup>c</sup> 1218

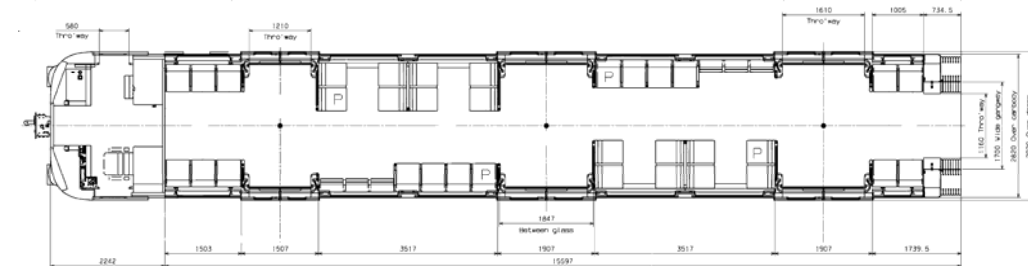
### NOTES:

- a) Capacities here are figures **calculated** from floor area for design purposes
- b) For propulsion performance rating, tip up seats in use
- c) For structural and braking capacity (and JTC), tip up seats in use

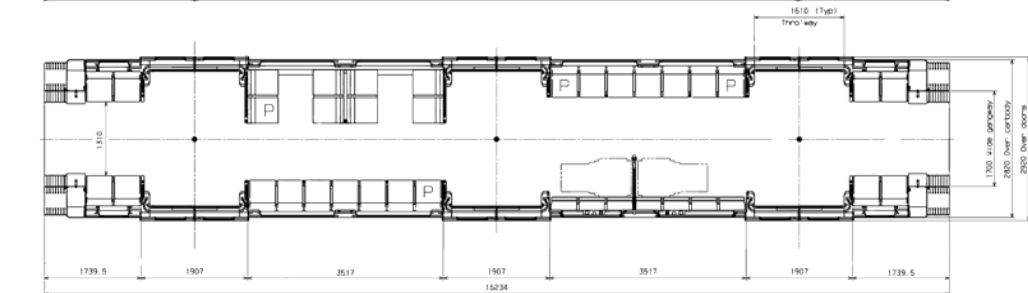
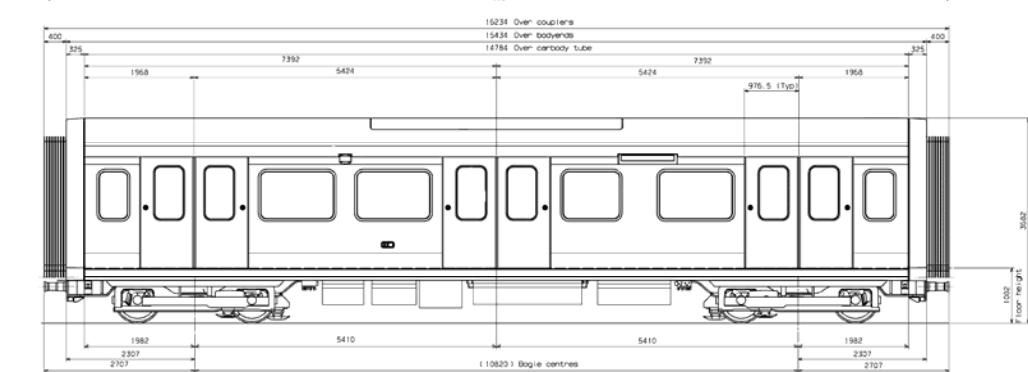
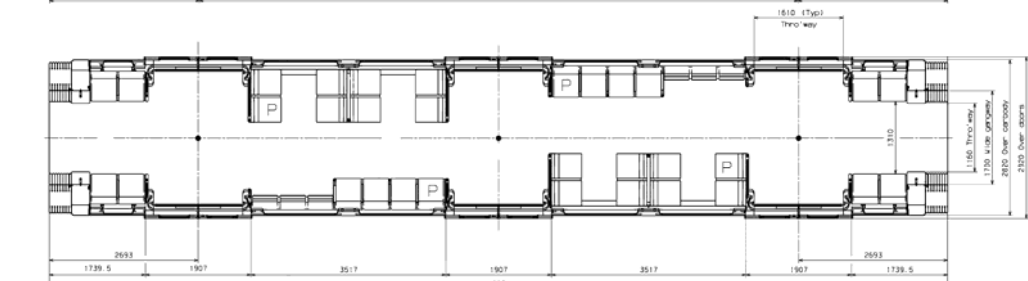
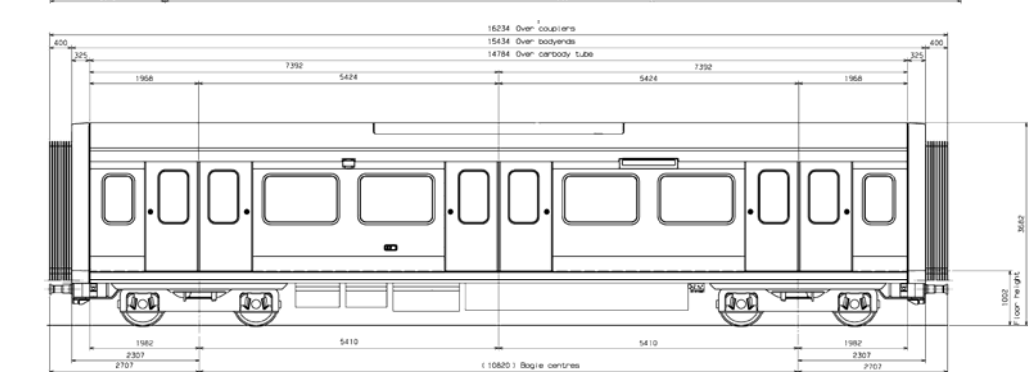
DM Car



M1 / M2 Car



MS Car



# Engineers' Rolling Stock

## All information taken from Transplant Drawings

The following are just seven examples of engineering rolling stock in use across the LU network



Type: Track Recording Train  
In service between: Converted 1987  
Key characteristics: Pilot cars L132/L133 Ex-1960 Cravens Stock  
Track Recording Car Ex-1973 Metro-Cammell Stock  
Train Length: 50.7m (approx)  
Train weight: 87.8 Tonnes  
Max speed: 60mph  
Equipment summary: Air braked  
Wedgelock couplers  
Onboard computers and instrumentation to produce data travelling at normal line speed. Analogue data is plotted on chart recorders. Statistical and defect reports are generated from plotters, recorders store data for off line analysis.  
Paint is sprayed on the track if certain faults are detected.



Type: Spoil and Ballast Wagon (ex BR Turbot) – Fleet of 60  
In service between: January/February 1996  
Key characteristics: Length: 16332mm – over extended buffers  
Tare weight: 14 Tonnes  
Gross weight: 48 Tonnes  
Payload capacity: 34 Tonnes  
Equipment summary: Two pipe distributor air brake system  
Control wiring to allow remote control of rear locomotive  
Drophead Buckeye couplers with conventional drawhooks and buffer for emergency use.



Type: Schoma CFL500VR Diesel Locomotive – Fleet of 14  
In service between: February 1996  
Key characteristics: Weight: 33.88 Tonnes  
Length: 8500mm over buffers  
Gauge: LU Tube Profile  
Max speed: 50km/h  
Primary power 6 cylinder, inline diesel engine  
500Horse Power (380kw)  
Direct and Automatic Braking  
Equipment summary: Two pipe distributor air brake system  
Retractable buffers  
Drophead Buckeye couplers with conventional drawhook and buffers for emergency use.



Type: Tunnel Cleaning Train  
In service between: Converted 1978  
Key characteristics: TCC1/TCC5 Driving motor cars Ex-1938 stock  
TCC2, TCC3, TCC4 – Constructed 1972-1977 LUL Ltd.  
Train weight: 173 Tonnes (Gross)  
Service speed: 0.8-10 km/h  
Max speed: 48km/h  
Equipment summary: Air Braked  
Wedgelock couplers  
Standard electric PCM drive to move to and from site  
Electro-hydraulic drive for constant low speed during cleaning  
Sucking fans and inlets to remove dirt  
Filtration units  
Dirt discharge units  
Heavy refuse compartments  
Blowing fans and nozzles to disturb dirt



Type: Plasser PU 07-16 Tamping and Lining Machine – Fleet of 3  
In service between: 1980  
Key characteristics: Length 19600mm – over extended buffers  
Gross weight: 40 Tonnes  
'Deutz' air cooled Diesel engine  
Equipment summary: Air braked  
Buckeye couplers

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Type: Battery Locomotive – Fleet of 37  
In service between: 1964, 1970, 1974  
Key characteristics: Length 16962mm over extended buffers  
Weight: 62 Tonnes approx  
Max speed 48km/h  
Equipment summary: Able to run on normal traction supply or from 320V dc traction battery  
Normally runs to and from site on traction power and on-site using batteries  
Two pipe distributor air brake system  
Drophead Buckeye couplers with conventional drawhooks and buffers for emergency use.  
Emergency Wedglelock coupler.  
320V DC 15A Socket on cab back for cement mixers.  
White box (10 pin socket) control jumper for long welded rail train lights and communication.  
320V DC (3 pin socket) for wagon mounted compressors and concrete breaker.

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Type: General Purpose Wagon – Fleet of 56  
In service between: 1985 (Jubilee Line Extension Fleet built 1994)  
41- 1985, 15 -1994)  
Key characteristics: Length: 16332mm over extended buffers  
Tare Weight: 19 Tonnes  
Gross Weight: 49 Tonnes  
Payload capacity: 30 Tonnes/19.5 Cubic Metres  
Equipment summary: Two pipe distributor air brake system  
Drophead Buckeye couplers with conventional drawhooks and buffers for emergency use.  
Automatic empty/load valve  
Retractable buffers Buckeye/RCH  
One motor per bogie on motor cars  
Five motor cars per seven car train  
Fluorescent lights and rubber suspension

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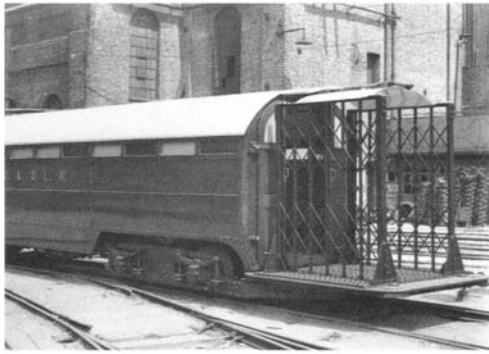
# Passenger Rolling Stock

## Through the ages

The following are just a few examples that illustrate the evolution of London Underground Rolling Stock through the ages



Type: City and South London Railway Locomotive  
In service between: 1890-1923  
Key characteristics: 2 axle locomotive, 43 built  
Equipment summary: Originally axle mounted direct drive  
Air brakes with air reservoirs charged at terminus  
Gear drive motors and compressors fitted in 1907



Type: City and South London Railway Passenger Car  
In service between: 1890-1923  
Key characteristics: Known as 'padded cells' due to the very small windows  
Seats for 35 passengers  
Entrance and Exit platforms with lattice gates supported On bogies of adjacent cars  
Equipment summary: Lighting directly from 500v dc traction supply  
Air brakes with air reservoirs charged at terminus  
Gear drive motors and compressors fitted in 1907



Type: City and South London Railway Motor Coach  
In service between: 1903-1939  
Key characteristics: All steel underframe and Switch-gear compartment. Wooden body. 42 seats Lattice gates at each end for entrance and exit. Ran as six car train or three car train with control trailer at one end  
Equipment summary: Air doors fitted 1926/1928. First Tube train with Tripcock and Trainstop equipment.



Type: Metropolitan Railway Electric Locomotive  
In service between: 1906-1961 (Rebuilt around 1920)  
No.12 "Sarah Siddons" is still in operation and is used on special trains  
Key characteristics: 4 axle locomotive, 20 built  
Equipment summary: Originally axle mounted direct drive  
Air brakes with air reservoirs charged at terminus  
Gear drive motors and compressors fitted in 1907



Type: F Stock  
In service between: 1920-1963  
Key characteristics: All steel construction  
3 x double leaf sliding doors – originally hand operated  
Equipment summary: Fitted with Electro-pneumatic brakes circa 1929  
Doors converted to pneumatic operation circa 1938



# Passenger Rolling Stock

## Through the ages



Type: Standard Stock  
In service between: 1923-1964. Train pictured from 1931.  
Key characteristics: Individual car arrangement allowing flexible formation of cars into trains  
Equipment summary: Equipment cubicle behind driving cabs  
Air doors  
Electro-pneumatic brakes fitted during 1930's

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Type: 1938 Tube Stock  
In service between: 1938-1987.  
A number of units continue to operate on the Isle of Wight  
Key characteristics: More than 1200 purchased originally. The first tube stock with all equipment under the floor. First true multiple unit train.  
Equipment summary: Underfloor 'PCM' air powered camshaft resistance controller  
One motor per bogie on motor cars  
Five motors cars per seven car train

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Type: O/P Stock  
In service between: 1937-1981  
Key characteristics: All steel construction  
Two double and one single passenger doors per car  
Equipment summary: Originally fitted with 'Metadyne' rotary converters which permitted regenerative braking  
Converted to 'PCM' type controller circa 1955

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Type: 1959/1962 Tube Stock  
In service between: 1959-2000  
Key characteristics: Unpainted aluminium panelling on steel frame  
Equipment summary: Underfloor 'PCM' air powered camshaft resistance controller  
One motor per bogie on motor cars  
Five motor cars per seven car train  
Fluorescent lights and rubber suspension

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