

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-Gammell Stock
 Train Length: 50.7m (approx)
 Train weight: 87.8 Tonnes
 Max speed: 60mph
Equipment summary: Air braked
 Wedglock 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
 Wedglock 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



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 Wedglock 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.



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