

## London Underground - Central Line Depot Upgrades

During the last quarter of 1989 a study was undertaken to review and report on the existing facilities at both the Ruislip and Hainault depots, and, to propose an upgrade solution for the depot infrastructure to cater for the introduction of the 1991 rolling stock.

From discussions with the depot staff at that time, there existed a ratio of at least 7:1 ( in terms of man hours) for unplanned to scheduled maintenance respectively. The major influence on the exercise was therefore to redesign the facility with a view to reducing this imbalance.

Major tasks incorporated within the exercise were:

- Survey on building location, condition, and housekeeping etc, and develop a report
- Provision of CAD drawings in support of above
- Survey and condition report on major equipment available
- Comments on management structure and control system
- Review of existing Maintenance regime and stabling facilities at both depots
- Proposal for revised maintenance regime to maximise usage of redeveloped facilities and establish stabling capabilities in regard to 1991 stock
- Recommendation on revised wheel turning periodicity by Underfloor Wheel Lathe. ( Eventually considered by LUL for system wide introduction in 1998/99)
- Redesign of overall site to give benchmark solution for maintenance of the new 1991 rolling stock, consideration in design being given to phased introduction/withdrawal of the new 1991 rolling stock and existing stock respectively
- Recommendation for the provision of new equipment to include:
  - Underfloor Wheel Lathe
  - Train Washing Plant
  - Bogie Cleaning Unit
  - Lifting Equipment
  - Maintenance Management System
  - Paint Facilities
  - Compressed Air Supply System
  - Overhead Traction Shore Supply
  - Associated Budget Costs

A study was undertaken in 1990 with regard to the possible relocation of the engineering train maintenance facility at that time situated within the Central Line Depot at Ruislip.

The existing facilities were surveyed and related maintenance staff interviewed at both the Ruislip and main maintenance complex at Lillee bridge to ascertain requirement in regard to maintenance intervals an equipment required.

A potential site was identified within the Ruislip complex. A layout of the proposed new facility with connecting trackwork was presented to LUL with budgetary equipment costs.

Relocation of Engineering Train Maintenance Facility