

## A QUICK GLANCE at CERTAIN FEATURES about LONDON TRANSPORT's TRAMCARS

This section gives information specifically about the London Transport's tramcars themselves. Not only is it a quick glance for those generally interested in the London tramways but particularly as a **quick guide for modellers**.

(Note – numbers 3-4, 400-401 were blank; numbers 45-47, 50-52, 54-55, 61-67, 348, 350-354, 356-362, 364, 2031, 2062-5, 2499, 2501-2502, 2504-2506, 2508-2510, 2512-2514, 2518-2520, 2530 allocated but cars withdrawn without being so renumbered, and 1446 renumbered by LCC before LPTB being set-up. Cars stored at Fulwell and Penge depots on 1.7.33 have been omitted. Cars 1445, 1447-1448, 1450-3, 1455-1457, 1462-1467, 1469-1476 stored at Hampstead have also been omitted, as never used again. Works car numbers were in the 0 or 00 series with some exceptions like 1A(ex-West Ham), 148(ex-LUT), 19s, 20D, 63K, 363.

### A. Cars fitted for conduit current collection

#### A1. Only fitted for conduit operation

1. Single truck cars
  - a) single-deck – works 010(ex-LCC in final years),011-012 (ex-LCC), 027, 029, 030-032, 038-039,041-042,044,046-047,049-054.
  - b) double-deck – works 045.
2. Double truck cars
  - a) double-deck – enclosed top 101-160, 512-544,726.

#### A2 Also fitted with trolley pole/s for conduit and overhead operation

1. Single truck cars
  - a) single-deck – works 02-03&05-010&013-014(ex-LCC), 05(ex-MET), 015-026, 028, 033-037.
  - b) double-deck – ‘enclosed’ top 259, 268, 271-272, 1449, 1459, 1715, 1723, 1726.
  - c) double-deck – ‘balcony’ top 59, 72, 80, 217, 247, 258, 266.
2. Double truck cars
  - a) double-deck – ‘enclosed’ top 1-2, 81-100, 161-210, 295-312, 325-344, 375-399, 402-511, 545-725, 727-1426, 1441, 1444, 1477-1676, 1727-2003, 2042-2061, 2066-2165, 2167, 2169-2254, 2256-2301.
  - b) double-deck – ‘balcony’ top 313-324.
  - c) double-deck – ‘open stair’ top 2422, 2438

#### A3 Notes

1. On single truck cars the plough carrier was mounted between the wheel sets, except on 1449, 1459, 02-03(ex-LCC) when fitted at one end.
2. On double truck (bogie) cars the plough carrier was either bolted on to one truck or body mounted between them.
3. All other LT tramcars were fitted with one or two trolley poles and no plough carriers in their **final condition**. See Section J.
4. The above table has been verified from photographs and enthusiast notes.

### B. Cars only fitted with trolley poles (not mentioned in section A)

#### B1 Passenger and staff cars

1. Single truck cars
  - a) single-deck 2302-2316.
  - b) double-deck – ‘enclosed’ top 33-40, 269-270, 273, 1427-1440, 1442-1443, 1445, 1447-1448, 1450-1458, 1460-1476, 1677-1722, 1724-1726, 16c-30c.
  - c) double-deck – ‘balcony’ top 5-32, 41-58, 60-71,73-79, 211-258, 260-267, 274-294, 2004-41, 7D-8D, 10D-14D.
2. Double truck cars

- a) single-deck 2062-2065
- b) double-deck – ‘enclosed’ top 2166, 2168, 2255, 2317, 2412.
- c) double-deck – ‘balcony’ top 2318-2357, 2467-2497.
- d) double-deck – ‘open stair’ top 365-374, 2358-2411, 2413-2466, 19D.
- e) double-deck – open top 345-362, 364, 2498-2529, 1c-15c, 1D-6D, 9D, 15D-18D, 1s-16s, 36s-42s, 44s-51s

## B2 Works cars

- 1. Single truck cars
  - a) single-deck 04&07&09(ex-MET), 055-057, 001, 003, 1A, 20D, 63K.
  - b) double-deck – open top 010-014(ex-MET), 006, 363.
- 2. Double truck cars
  - a) single-deck 02&08(ex-MET), 005.
  - b) double-deck – open top 148(ex-LUT), 19s

## B3 Notes

- 1. See Section J.

## C. Double Truck (Bogie) Cars

- C1 Equal Wheel bogies 1, 101-159, 1852-1903, 2062-2065, 2166, 2168.
- C2 Maximum Traction bogies
  - a) normal 2, 81-100, 160-210, 295-344, 365-399, 402-1426, 1441, 1444, 1477-1676, 1727-1851, 1904-2003, 2042-2061, 2066-2165, 2167, 2169-2301, 2317-2411, 2522-2529, 15D-19D, 02(ex-MET), 005.
  - b) reversed 2412-2521, 08(ex-MET).

## C3 Notes

- 1. Only 2165 changed bogie type from equal wheel to maximum traction (in 1935).

## D. Stair Types on Double Deck Cars (passenger and works)

D1 Normal or Direct stairs whereby the passenger mounted in the direction of travel, were standard (either in straight or 180 degree, half-turn, or quarter-turn curved) for all cars, except those with:-

D2 Half-flight or ‘Robinson’ stairs 365-374, 2318-2411, 2413-2466, 148(ex-LUT works)

D3 Reversed stairs 49, 2166, 2255, 1c-15c.

D4 Stairs either side of central entrance 2168

D5 no stairs 006.

## D6 Notes

- 1. The above table has been verified from photographs and enthusiast notes.
- 2. 08(ex-MET) was converted to single-deck but retained the Direct stairs.

## E. Saloon Window layouts

E1 Single deck passenger cars had six equal window saloons but those works cars converted from passenger cars had three equal windows except 08(ex-MET) which had six unequal windows.

E2 Double deck passenger cars in the main had in-line windows in upper and lower saloons, with single truck cars having three equal windows and double truck cars having either four or six equal windows. Exceptions were:-

1. Single truck cars
  - a) four equal window lower saloon 1D-6D, 9D, 010-014(ex-MET).
  - b) five equal window lower saloon 1c-15c.
  - c) six equal window saloons 2004-2024, 2031-2041
2. Double truck cars
  - a) four equal window upper saloon 2467-2497.
  - b) five unequal window saloons 2317.
  - c) six unequal window lower saloon 2467-2521, 08(ex-MET).
  - d) eight equal window saloons 2255.
  - e) central entrance divides saloons 2168.

#### **F. Cars with Domed Roofs**

- F1 As built 1, 2066-2168, 2317.
- F2 As rebuilt 2, 41-64, 982, 1103, 1260, 1370, 1373, 1444, 2255, 2412.
- F3 Notes
1. Where roofs were of metal construction such as 41-44, 2255, 2317 and 2412, LPTB painted them silver.
  2. Other roofs were of timber/canvas so were painted in the then current LT colour as for all other cars.

#### **G. Cars with LCC 1929 Design Top Decks**

- G1 As built 101-210, 552-601, 1852-2003.
- G2 As rebuilt 420, 454, 989, 1081, 1120, 1235.
- G3 Notes
1. E class 420 was re-equipped in 1938 as E/1 class and renumbered 1597 (II).
  2. HR/2 class 127 and 1893 received replacement E/1 class rehabilitated upper decks as a result of war damage.

#### **H. Cabins for Drivers (not used for passenger access/egress)**

- H1 Open fronted 2317.
- H2 Windscreened 1, 2066-2168, 2255.

#### **I. Front Exit and Central Entrance Cars (otherwise entry/exit always at rear)**

- I1 Central entrance 2168.
- I2 Front exit 2066-2167, 2255.

#### **J. Cars already listed in Sections A and B but fitted with two trolley poles**

- J1 Throughout LT service 1-2, 81-100, 161-210, 295-298, 300-301, 303-312, 344, 364-399, 420, 454, 552-601, 1081, 1351-1353, 1371-1400, 1427, 1429-1431, 1433, 1437, 1727-2029, 2030-2061, 2066-2168.
- J2 2 poles at 1933 but only 1 by 1937 2028.

J3 2 poles at 1933 but only 1 by 1948 299, 309.

J4 Notes

1. LPTB received E/1 class 835 and 1360 with bow collectors and 844 and 1172 with pantographs, each being replaced by a single trolley pole.

**K. Headlamp Positions on Car Fronts.**

K1 Centrally on dash 1-2, 5-20, 24-30, 32-40, 45-399, 402-1445, 1447-2168

K2 Centrally on upper deck canopy 2182, 2184-2185, 2187, 2190, 2194, 2196-2197, 2199-2200, 2203, 2206, 2208-2210, 2214, 2218-2220, 2222-2223, 2225, 2227, 2230-2231, 2235, 2241, 2244-2246, 2254, 2256, 2259, 2483, 2486, 2489, 2492-2494, 2496-2497, 19D, 010-014(ex-MET).

K3 None 21-27, 29-32, 41-44,