

London Transport Works Car liveries plus Points of Note.

a) Ex-municipal cars.

Class H 01 – 04. From “all-over” LCC Lake with gold lined dashes, all had been repainted “all-over” LT Red by 1939 including 01/04 scrapped by then. In LTE days, 02/03 received yellow lined dashes and Gill Sans numerals.

Class J 05 – 06. From “all-over” LCC Lake both had been repainted “all-over” LT Red and having yellow lined dashes and Gill Sans numerals in LTE days.

Class K 07 – 010. From “all-over” LCC Lake, 07 was so scrapped whilst remainder had “all-over” LT Red during the war, going on to receive yellow lined dashes and Gill Sans numerals in LTE days.

Class L 011 – 012. The wagon planks (the number of which differed from time to time) were unpainted timber but the remaining bodywork was LCC Lake. 011 was in red during the war but whether 012 received this at the same time or immediately on cessation is unknown. Certainly in 1946 both cars had yellow lined dashes and Gill Sans numerals which continued to their end.

Class L/1 013 – 014. Both were in “all-over” LCC Lake with gold lined dashes. 014 went on to be repainted “all-over” LT Red with yellow lined dashes, Gill sans numerals and the full LT fleetname.

Class C Sand Van 015. In “all-over” LCC Lake, it received the LT fleetname across both side doors (seen so in 1938). Repainted after the war in “all-over” LT Red with unlined dashes but in LT days received yellow lined dashes and Gill Sans numerals. No fleetname was carried on the red livery.

Class B Snowbrooms 016 – 036. All when rebuilt in 1931 were painted plain LCC Lake and Cream. 027/9 and 030-2 were so when scrapped. From the mid 30’s, 021-4 were repainted LT Red and Cream with gold lined dashes, black lined waist panels and LCC numerals. By 1942/3, 024 was in Indian oxide red in lieu of LT Red. 025 seen in plain LT Red and Cream in 1943. 026 was seen in 1941 in “all-over” LT Red and plain dashes while 028 and 035 carried the Lake livery during the war. 033 not seen in red until 1947. Unfortunately, notes taken in 1934 and 1938, that 034 carried Class C on its side, were not accompanied by the livery then carried! When 036 first in red is not known. However, the LTE period liveries with Gill Sans numerals, were as follows:

“all-over” LT Red with yellow lined dashes – 016

LT Red and Cream with unlined dashes – 017/8/9, 020/2/5/8, 033/6

LT Red and Cream with yellow lined dashes – 021, 023/4/6, 034/5

Class C Snowploughs 037 – 054. LPTB used “snowplough” as a description of all these cars but not all were so rebuilt by LCC after completing the snowbrooms. Certainly, 037-044 were so and in the same livery as the “brooms”. There was no change of livery when 037, 040-3 were rebuilt by LPTB as Class C Snowbrooms in 1935. Only 037 was to survive into LTE days when it sported LT Red and Cream, yellow lined dashes and Gill Sans numerals. Of the remainder there is photographic evidence that 045 remained double-deck in original LCC passenger car livery but without a snowplough, and that 048 was also rebuilt by LPTB as a Class C Snowbroom but repainted LT Red and Cream with gold lined dashes and LCC numerals. (Could this have been a rebuild of a double-deck car?). In photos inside Brixton Hill depot in 1936, four Class C double-deck cars can be seen awaiting scrapping. All appear to be in LCC passenger car livery and one is 045. Records show that 046/9 and 050/1 were also scrapped here at about the same time as 045. Another photo in the same sequence shows the lower deck of a Class C car being scrapped. It has no plough just the standard life tray/guard fittings but appears to be in red and cream livery. 047, 052-4 continued to be allocated out beyond 1936, but

their liveries are not known. Therefore, did the LCC stop conversions at 044 and the remaining Class C kept as Breakdown Cars in the same way the companies used redundant passenger cars?

Grinder 055. When rebuilt by LPTB with canopies, the West Ham livery was replaced by "all-over" LCC Lake and plain dashes with LCC numerals.

Stores Car 056. When rebuilt by LPTB with canopies, the Croydon livery was replaced by "all-over" LT grey (described as grey-green) with unlined dashes and Gill Sans numerals.

Snowplough/Grinder 057. When rebuilt by LPTB with canopies, the Ilford livery was replaced by "all-over" LT grey (described as mid-grey) with unlined dashes and Gill Sans numerals.

Snowbroom 19E. Fitted by LPTB with fixed brooms and repainted from Croydon passenger car livery to "all-over" LT Red.

Stores Car 63K. Given suffix and remained in Walthamstow livery till scrapped.

Water Car 1A. Remained in West Ham livery till scrapped.

Water Car 20D. Probably never received the suffix and remained in Erith livery till scrapped.

b) Ex-company cars.

Ex-MET 02, 04, 05, and 07. All were "all-over" Brown, and with exception of 04, were repainted "all-over" LT Grey (described as battleship grey) with plain dashes and Gill Sans numerals.

Ex-MET Breakdown Cars 08 – 014. All retained the MET passenger livery till scrapped, however as 013 survived to 1938 this may have received an unknown repaint.

Ex-SMET 19S. Number suffices added otherwise SMET passenger livery and fleetname retained till scrapped.

Ex-LUT 001, 003, and 005. All were "all-over" Brown (described as dark bauxite) but repainted in "all-over" LT Grey with plain dashes and Gill Sans numerals.

Ex-LUT 006. Retained special LUT Red and White livery (Croydon style) with LUT numerals on gold lined dashes.

Ex-LUT Vacuum Cleaner Platform/Snowplough 148. LUT passenger livery replaced by "all-over" LT Grey with unlined dashes and Gill Sans numerals.

Points of Note

- 1) The LPTB livery had trucksides grey while the ex-LCC Snowbrooms' "balk timber" panel matched this. In LTE days, these were painted black but some snowbrooms had the panel in red.
- 2) In LTE days, the windows of snowbrooms were often panelled and/ or toplights panelled over. When modelling any post-war snowbroom a photo is required of each side of the same car and preferably of both ends as well to get perfection.
- 3) Of the ex-municipal cars, 01 – 054 were conduit fitted and some of these did not carry trolley poles. Of the ex-company cars, ex-MET 08-014 were conduit fitted and ex-MET 05 was so fitted by LPTB in 1935.
- 4) Only car with windscreens was ex-MET 05, all the others having open fronted platforms.