

## **London Transport Works Cars.**

The operation of these cars was divided between the Permanent Way Engineer (Tramways), in respect of Rail Grinders/Scrubbers, Snow Brooms/Ploughs, Water Cars and Welding Van, and the Rolling Stock Engineer in respect of Breakdown Cars, Sand/Service/Stores Vans, Vacuum Cleaner Platform, and Wheel Carriers.

### **A) Ex-municipal owned works cars taken over on 1<sup>st</sup> July, 1933.**

01 – 04      Class H    Rail Grinders.

Built 1905 for LCC by M&G. M&G single truck fitted with plough carrier extension at one end and an off-centre roof mounted trolley pole.

Allocation    01 was north side and last seen on 9.7.1938 in Leyton depot.  
and Duties.    02 was south side and sent immediately to Erith depot to grind the very badly corrugated former Erith Council tracks (with 013). Also seen in Bexleyheath depot at that time. Noted in Clapham depot on 14.8.1938 it remained there until 1949. It was seen in Brixton Hill depot on 23.6.1949 but returned to Clapham depot to be there at least up until 4.4.1950. On 29.3.1950 it was recorded as allocated to Divisional Engineer (Rolling Stock), FD division Camberwell to be transferred to Norwood depot by 3.5.1950 for operations from Deptford wharf. On 5.5.1951 it was the star of the TLRS visit to Norwood depot where it remained in regular use until last seen there on 1.3.1952.  
03 was north side being noted at Hampstead depot on 10.4.1938. Transferred south side to New Cross by March, 1939, remaining there until last seen on 6.5.1950. Then seen in Norwood depot on 30.12.1951 being last seen there on 1.3.1952.  
04 was north side and last seen on 9.7.1938 in Leyton depot.

Livery. From “all-over” LCC Lake with gold lined dashes, all four had been repainted “all-over” LT Red by 1939. In LTE days, 02/03 had received Gill Sans numerals and yellow lined dashes.

Overhauls at CRD. 02 general repairs 27.7.1936 and again in 1950.  
03 repainted February, 1939

Disposal. 01 scrapped in Leyton depot and written off 19.7.1938.  
02 at Charlton (Penhall Road yard) on 5.4.1952, dismantled by 8.4.1952 and formally sold to Cohens for £590 on 15.4.1952.  
03 at Charlton (Penhall Road yard) in March, 1952, until dismantled on 23.6.1952. Formally sold to Cohens for £590 on 30.6.1952.  
04 scrapped in Leyton depot and written off 19.7.1938.

Note. So corrugated was the ex-Erith track that on take-over LPTB sent rail grinders 02, 013 and one other (03 or 014) which were seen altogether at Erith depot on 16.12.1933.

05 – 06      Class J    Stores Vans (small).

Built 1908 for LCC by M&G with 16'4" loa. van section. Brill single truck fitted with centrally fixed plough carrier and an off-centre roof mounted trolley pole.

Allocation and Duties. 05 was north side based at Holloway depot but at Bow depot on 13.5.1938 and seen in Poplar depot between 3.7.1938 and 12.2.1939 probably on sand duty from Poplar wharf after withdrawal of Sand Van 05(M). Transferred south side it was at Purley depot in 1940, being last seen there in December, 1942. First seen in Clapham depot on 8.12.1943, it remained there until the end of March, 1950. Intended to be transferred by 3.5.1950 to Norwood depot for operation from Deptford wharf it was withdrawn beforehand.

06 was south side and noted at New Cross depot on 16.10.1938 and 4.3.1939. Noted in Clapham depot on 19.11.1939, seen at work within Deptford wharf on 13.5.1940 and again in Brixton Hill depot on 16.11.1940, all probably on sand delivery duties. Continued to be based at New Cross depot until 28.5.1949.

Livery. 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.

Overhaul at CRD. 05 overhauled and repainted somewhere between 1948 and 1950.

Disposal. 05 authorised for disposal in 1948 but rescinded. Had arrived at Charlton (Penhall Road yard) by 17.4.1950. Sold to Cohens for £440 on 14.11.1950, it was scrapped during the week ending 2.12.1950.

06 arrived at Brixton Hill depot on 28.5.1949 and scrapped there on 31.5.1949.

07 – 010      Class K    Stores Vans (large).

Built 1909 for LCC by M&G with 22' loa. van section. Brill single truck fitted with centrally fixed plough carrier and an off-centre roof mounted trolley pole.

Allocation and Duties. 07 was north side (thought to be Poplar).

08 was north side and seen at Holloway depot in February, 1934, on 10.4.1938 and 6.11.1938. To store at Purley depot by 15.2.1941 then seen at Streatham depot on 19.1.1942 it was last seen in Purley depot in December, 1942. It was next seen in store at Hampstead depot on 22.9.1943 and last seen there on 17.1.1947. Thought to have been at Holloway depot during the summer of 1947, it was next seen on 5.5.1949 in Brixton Hill depot and thence to New Cross depot for sand delivery duties from Deptford wharf as well as general items CRD and depots. Last recorded in New Cross depot on 6.5.1950.

09 was south side based at New Cross depot and in addition to conveying general items between CRD and depots, regularly delivered bagged sand from the driers at Deptford wharf. On 10.7.1938 it was recorded visiting Holloway depot but remained in service from New Cross until towards the end of 1948.

010 was south side based at New Cross depot and in addition to conveying general items between CRD and depots, regularly delivered bagged sand from the driers at Deptford wharf. Noted at New Cross depot on 16.10.1938 it was regularly seen in service until the summer of 1951. Apart from Deptford wharf, it was also photographed within CRD and Camberwell and Streatham depots.

07 – 010     Class K    Stores Vans (large).    (continued)

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

Overhaul. 07 at CRD requiring extensive repairs but noted on 27.1.1936 having stood there for a long time.

08 at Brixton Hill depot on 5.5.1949 being repainted.

010 in New Cross depot having general repairs on 6.5.1950 (trolley pole removed) and then entered CRD on 22.6.1950 for collision repairs and left on 22.8.1950.

Disposal. 07 had already been approved for disposal by 15.11.1935 because of its condition. From CRD it was transferred to Hampstead depot where it was scrapped on 18. 8.1936.

08 authorised for disposal in 1948 but rescinded. Had arrived at Charlton (Penhall Road yard) during the summer of 1951. Sold to Cohens on 30.8.1950, it was scrapped during the week ending 5.10.1951.

09 authorised for disposal in 1948, it was dismantled at Brixton Hill depot on 24.5.1949. The body was sold but the truck and motors were recovered.

010 was at Charlton (Penhall Road yard) in July, 1951, sold to Cohens on 8.9.1951 and Scrapped during the week ending 5.10.1951.

011 – 012     Class L    Wheel Carrier.

Built 1909 for LCC by M&G. Peckham Special single truck fitted with Warner Radial axle boxes and centrally fixed plough carrier so could only operate electrically over conduit tracks. Like all other trams and railway wagons visiting CRD, shunting was by tractor No.351X.

Allocation and Duties. Both were south side based at New Cross depot for the purpose of conveying heavy and light items for repair between Charlton Central Repair Depot (CRD) and the largest depots at Camberwell, Clapham and New Cross. Rubbish was also removed from these depots to CRD.

Livery. The wagon planks (the number of which differed from time to time) were unpainted timber but the remaining bodywork was LCC Lake. On 011 the Lake had changed to LT 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. The LT fleet name was never carried.

Disposal. 011 left CRD for Penhall Road yard on 5.7.1952, sold to Cohens on 24. 7.1952 and was Scrapped during week ending 26.7.1952.

012 was at Charlton (Penhall Road yard) in June, 1952, sold to Cohens on 11.7.1952 but having been scrapped by them during the week ending 5.7.1952.

013            Class L/1   Rail Grinder/Snow Plough.  
014            Class L/1   Rail Grinder

Built during WW1 by LCC to carry market garden produce from Eltham to Woolwich market and rebuilt as service vehicles in 1925. (013 from Class B passenger car No.129 and 014 from No.139.) Brill single truck fitted with centrally fixed plough carrier with a post mounted trolley pole at one end.

Allocation. 013 was south side and immediately sent to Bexleyheath and Erith depots to assist 02 as mentioned above. On 31.12.1937 was stored at Hampstead en-route to Walthamstow depot.  
014 was north side based at Hampstead. It did the rounds being at Walthamstow depot in July, 1936, Stamford Hill depot on 3.7.1938, at Leyton depot between 15.9.1938 and 22.1.1939 before returning to Hampstead. Transferred south side it was first stored at Purley depot as early as 15.2.1941 and last recorded there on 18.11.1945. Noted in Clapham depot on 14.7.1947 it remained there until early 1949.

Livery. 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 fleet name (certainly before 1947).

Disposal. 013 offered to Cohens for £14 and to be cleared from Hampstead depot by 4.2.1938. Was within Walthamstow depot on 19.2.1938 and moved to the alongside yard and sold to Cohens on 2.3.1938 to be scrapped there on 3.3.1938.  
014 moved to Brixton Hill depot where it was scrapped on 24.5.1949

015            Class L/2   Sand Van.

Rebuilt 1930 by LCC from Class C passenger car No.273 (note 'chamfered Brush' corner pillars to saloon). Brill single truck fitted with centrally fixed plough carrier and an off-centre roof mounted trolley pole.

Allocation and Duties. 015 was north side as it had been seen several times at Hackney depot in the early 1930s, probably delivering bagged sand from the driers at Poplar wharf, and recorded as being at Poplar depot between 3.7.1938 and 12.2.1939. Transferred south side it was seen on 11.1.1941 stored in Purley depot where it remained for the duration of the war. Then in 1947 was recorded as based at New Cross depot for delivering bagged sand from the driers at Deptford wharf to all depots (supported by the Stores Vans mentioned above) which it did until the summer of 1951. Note, at Deptford wharf the sand had been brought in by barge and discharged by grab to the driers by a rail mounted travelling crane (whether numbered or not is unknown), alas the means of barge discharge is unknown for Poplar wharf.

Livery. In "all-over" LCC Lake, 015 received the LT fleet name 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 Gill Sans numerals and yellow lined dashes. No fleet name was carried on the red livery.

Overhaul at CRD. 015 entered for general repairs on 18.9.1937 and left on 2.10.1937.

Disposal. 015 arrived at Charlton (Penhall Road yard) during summer of 1951, sold to Cohens on 30.8.1951 and scrapped during the week ending 5.10.1951.

Rebuilt 1926-1927 by LCC from Class B passenger cars (note 'beaded Dick Kerr' corner pillars to saloon). The bodies were raised by 6" to permit electrically driven revolving brushes to be fitted under the platforms. Duties were purely snow clearance. 023/024 differed by having hand brake wheels instead of the usual handles. Brill single truck fitted with centrally fixed plough carrier and an off-centre roof mounted trolley pole, except 027/029/030/031 which were not fitted with a trolley pole.

- Allocation. 016 was south side and although not first recorded there until 16.10.1938 could have been at Abbey Wood depot for its entire life until 18.3.1951 when it was transferred to Charlton (Penhall Road yard) where an Annex was created to store working cars whilst New Cross and Abbey Wood depots were being converted to bus garages.
- 017 was south side and first recorded at Camberwell depot on 16.10.1938. Seen snow clearing at Victoria in December, 1939. Noted on 7.1.1940 as based at New Cross depot and remaining there till 1950, although photographed in Camberwell (10.4.1948) and Abbey Wood (1.10.1949) depots.
- 018 was south side and recorded as based at New Cross depot on 16.10.1938, where it remained until transferred to the Charlton (Penhall Road Annex) by summer of 1951. Returned to New Cross depot by 30.12.1951, it was then stored at Norwood depot by 1.3.1952.
- 019 was south side and recorded as based at Camberwell depot on 16.10.1938, where it remained based until early in 1951.
- 020 was south side and recorded as based at Camberwell depot on 16.10.1938, where it remained based until spring 1951.
- 021 was south side and recorded as based at Norwoodl depot on 16.10.1938, where it remained based until March, 1952.
- 022 was south side and based at Streatham depot. On 14.6.1936 it was seen shunting withdrawn cars within Brixton Hill depot where it was stored when not required at its parent depot for snow clearance and towing/pushing 'dead' car duties. It was noted in Norwood depot in December, 1939, but remained at Streatham depot until last recorded there on 7.4.1950. Noted in Abbey Wood depot on 17.6.1950, it then had transferred to Charlton (Penhall Road Annex) by 8.9.1951 before being at Norwood depot on 30.12.1951, from whence it did its New Cross duties, until at least 1.3.1952.
- 023 was south side and recorded as based at Clapham depot on 14.8.1936, where it remained based until being withdrawn by 19.3.1949 and thereafter stored there.
- 024 was south side and recorded as based at Clapham depot on 16.10.1938, where it remained based until the end of 1950.
- 025 was south side based at Streatham depot (first recorded on 16.10.1938) but stored between winters at Brixton Hill depot (first recorded on 23.10.1938) until transferred to Abbey Wood depot in 1950, transferred to Charlton (Penhall Road Annex) for Abbey Wood duties until 1951.
- 026 was south side and recorded as based at Wandsworth depot on 16.10.1938, where it remained until 1950 moving to Clapham depot till the end of 1950. Transferred to Abbey Wood depot and then to Charlton (Penhall Road Annex) for Abbey Wood Duties till spring, 1952.
- 027 was north side and recorded as based at Hampstead depot on 18.3.1934, where it remained until withdrawn on 14.10.1938.

- Allocation.      028 was north side and recorded as based at Hampstead depot on 19.6.1938 from whence it did Holloway depot duties, until at least September, 1939. Transferred south side, it was at New Cross depot in 1940 where it remained, although seen at Holloway in April, 1948, until 1950. In 1951 it was based at Charlton (Penhall Road Annex) before returning to be seen at New Cross depot on 30.12.1951 and then again in store in Norwood depot on 1.3.1952.
- 029 was north side and recorded as based at Hampstead depot on 10.4.1938, from whence it did Holloway depot duties being based there in winter months as noted on 6.11.1938. With closure of Hampstead depot in 1947, it was based at Holloway depot as recorded on 30.8.1948 until 28.5.1949.
- 030 was north side and based at Hampstead depot. Although first recorded there on 10.4.1938, approval to withdrawal had been given on 22.3.1938.
- 031 was north side and based at Hampstead depot (first recorded in May, 1938) being noted there still in November, 1939. Transferred south side it was seen stored in Purley depot on 25.4.1940 where it remained at least until 23.4.1947, despite being reportedly seen at Clapham common in February, 1941. By 1948 it was recorded at Clapham depot in store.
- 032 was north side and based at Hackney depot (first recorded on 10.4.1938) until at least 22.1.1939 having been seen at work at Aldersgate on 22.12.1938. Transferred to Hampstead depot by September, 1939, it moved south side to be seen at Purley in the 1940s, whence it remained till at least 23.2.1947 before being recorded in store at Camberwell depot in 1948.
- 033 was north side and based at Hackney depot (first recorded on 10.4.1938) until at least 22.1.1939. Transferred to Hampstead depot by September, 1939, it moved south side being seen at Streatham depot on 4.12.1943, where it remained based until at least 7.4.1950. It was also regularly used as the Brixton Hill depot shunter whilst Cohens worked there during 1949.
- 034 was north side and based at Bow depot (first recorded in January, 1934) until at least 16.10.1938. Transferred to Hampstead depot by September, 1939, it moved south side being seen at Streatham depot on 16.12.1940 but by December, 1942, it was based at Purley depot until early in 1950 operating from Thornton Heath depot in winter months until the end of 1949. Transferred to Streatham depot by 7.4.1950.
- 035 was north side and based at Poplar depot (first recorded on 3.7.1938) until at least 12.2.1939. Transferred to Hampstead depot by September, 1939, to operate from Holloway depot in winter months but was permanently based there from 1947 until 4.4.1952.
- 036 was north side and based at Leyton depot (first recorded on 22.2.1938) until at least 22.1.1939, seen sweeping at Whipps Cross on 24.12.1938. Transferred to Hampstead depot by September, 1939, it moved south side being at New Cross depot on 21.12.1940, where it remained based at least until 29.3.1952, although it had been at Charlton (Penhall Road Annex) outside winter months.

Livery. All when rebuilt 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 fresh plain LT Red and Cream in 1943. 026 was seen in 1941 in "all-over" LT Red and plain dashes while 028, 032 and 035 carried the Lake livery during the war. 033 not seen in red until 1947. Notes taken in 1934 and 1938, stated that 034 carried 'Class C' on its side, the latter also that it was 'light brown and cream' (probably the Lake had faded). Photos show that at 034's final repaint it correctly carried 'Class B'. 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

War damage. 016 Abbey Wood depot 7.10.1940.  
017 New Cross depot 21.12.1940.  
018 New Cross depot 21.12.1940.  
028 New Cross depot 21.12.1940.  
031 Purley depot 16.6.1944.  
032 Purley depot 16.6.1944.  
036 New Cross depot 21.12.1940.

Overhaul. 017 received a complete overhaul at CRD and left on 16.12.1947.  
020 entered CRD for repairs in June, 1950, but was withdrawn.  
021 at New Cross depot for repairs on 22.8.1948.  
023 at Brixton Hill depot for repairs 1946/1947.  
033 at Brixton Hill depot for repairs and repaint 5.5.1945.

Disposal. 016 sold to Cohens for £900 on 13.6.1952, it had already been scrapped at Penhall Road yard during the week ending 7.6.1952.  
017 sold to Cohens for £900 on 3.10.1950, it had already been scrapped at Penhall Road yard during the week ending 23.9.1950.  
018 sold to Cohens for £900 on 15.4.1952, it had already been scrapped at Penhall Road Yard during the week ending 12.4.1952.  
019 was at Charlton (Penhall Road yard) in April, 1951. Sold to Cohens on 26.6.1952, it was scrapped during the week ending 29.6.1951.  
020 sold to Cohens for £900 on 3.10.1950, it had already been scrapped at Penhall Road yard during the week ending 23.9.1950.  
021 was at Charlton (Penhall Road yard) on 5.4.1952. Sold to Cohens for £900 on 15.4.1952, it had already been scrapped during the week ending 12.4.1952.  
022 was at Charlton (Penhall Road yard) from March, 1952. Officially withdrawn from the Capital Assets Register on 1.11.1953, it was removed to store at Reigate bus garage and thence to the British Transport Commission's Clapham museum for eventual preservation. It took further moves via Bexleyheath and the London County Council Tramways Trust's works at Bonwell Street, East London, before a restored working Class B open-topper, now No.106 in full LCC livery, came to its present home at the National Tramway Museum, Crich, Derbyshire.  
023 sold to Cohens on 29.6.1951 and scrapped at Penhall Road yard during the week ending 30.6.1951.

016 – 036 Class B Snow Brooms. (continued)

Disposal. 024 sold to Cohens on 29.6.1951 and scrapped at Penhall Road yard during the week ending 30.6.1951.  
025 sold to Cohens on 29.6.1951 and scrapped at Penhall Road yard during the week ending 30.6.1951.  
026 sold to Cohens for £900 on 30.6.1952 but already scrapped at Penhall Road yard during week ending 21.6.1952.  
027 sold to Cohens for £20 on 17.10.1938 and scrapped at Hampstead depot during October, 1938.  
028 sold to Cohens for £900 on 30.6.1952 but already scrapped at Penhall Road yard during week ending 21.6.1952.  
029 arrived at Brixton Hill depot on 28.5.1949 and was scrapped there on 10.6.1949.  
030 formally withdrawn on 14.10.1938 and sold to Cohens for £20 on 17.10.1938, it was scrapped at Hampstead depot during October, 1938.  
031 scrapped at Brixton Hill depot on 24.5.1949.  
032 scrapped at Brixton Hill depot on 10.6.1949.  
033 sold to Cohens on 29.6.1951 and scrapped at Penhall Road yard during the week Ending 30.6.1951.  
034 recorded at Charlton (Penhall Road yard) in September, 1950, sold to Cohens for £975 on 14.11.1950 and scrapped during the week ending 2.12.1950.  
035 authorised for disposal in 1948 but rescinded. Arrived at Charlton (Penhall Road yard) on 4.4.1952, sold to Cohens for £975 on 15.4.1952 and scrapped there during the week ending 19.4.1952.  
036 recorded in Penhall Road yard on 28.5.1952, sold to Cohens for £875 on 30.6.1952 but already scrapped there during the week ending 21.6.1952.

037 – 044 Class C Snow Ploughs.

Rebuilt 1930-1931 by LCC from double-deck Class C passenger cars to single-deck (note 'chamfered Brush' corner pillars to saloon). The bodies were not raised as a plough beam was fitted diagonally under each platform. Duties were purely snow clearance. Brill single truck fitted with centrally fixed plough carrier. Trolley poles were not reinstated. In 1934 and 1935, LPTB rebuilt certain cars to conform to the Class B Snow Brooms as stated in the following text. Roof mounted off-centre trolley poles were installed.

Allocation. 037 was north side and had been converted to SNOW BROOM when seen in Edmonton depot in 1938. Transferred to Hampstead depot at least by 19.6.1938, it remained there until based at Holloway depot (first recorded on 11.2.1940) till 4.4.1952.  
038 was north side based at Hampstead until withdrawn in October, 1936.  
039 was north side based at Hackney depot until withdrawn in October, 1936.  
040 was north side and had been converted to SNOW BROOM when seen in Finchley depot on 27.2.1938, it was withdrawn the following month.



Allocation. 041 was north side and had been converted to SNOW BROOM and had moved west side when seen in Stonebridge Park depot on 29.6.1935 where it remained until it was withdrawn in March, 1938.  
042 was north side and had been converted to SNOW BROOM and had moved west side when seen in Stonebridge Park depot on 29.6.1935 where it remained until it was withdrawn in March, 1938.  
043 was north side based at Hampstead depot and seen there on 18.3.1934 and 8.4.1934. Upon conversion to SNOW BROOM it was based at Finchley depot on 21.10.1935 (when considered for withdrawal) but remained there to at least 27.2.1938, when it was withdrawn the following month.  
044 was north side based at Hampstead until withdrawn in October, 1936.

Livery. All when rebuilt were painted plain LCC Lake and Cream and, with the exception of 037, remained so until scrapped. 037 was to survive into LTE days, when it sported LT Red and Cream, yellow lined dashes and Gill Sans numerals.

Disposal. 037 arrived at Charlton (Penhall Road yard) on 4.4.1952, sold to Cohens for £870 on 15.4.1952 having been scrapped during the week ending 12.4.1952.  
038 authorised for disposal in 1936 and offered to Cohens, it had moved to Walthamstow depot by February, 1938. Sold to Cohens for £19 on 19.3.1938, it was moved to the alongside yard and scrapped on 22.3.1938.  
039 authorised for disposal in 1936 and offered to Cohens, it was moved to Hampstead depot by 15.6.1938. Sold to Cohens for £19 on 24.5.1938 it was scrapped there on 25.6.1938 but its chassis was seen on 9.7.1938.  
040 authorised for disposal on 22.3.1938, it was parked on the Manor House office siding in July, 1938, en-route to Hampstead depot. Sold to Cohens for £20 on 17.10.1938, it was scrapped in Hampstead depot in October, 1938.  
041 authorised for disposal on 22.3.1938 and offered to Cohens, it was moved to Hampstead depot by 10.4.1938. Sold to Cohens for £20 on 17.10.1938, it was scrapped there in October, 1938.  
042 authorised for disposal on 22.3.1938 and offered to Cohens, it was moved to Hampstead depot by 10.4.1938. Sold to Cohens for £20 on 17.10.1938, it was scrapped there in October, 1938.  
043 authorised for disposal on 22.3.1938 and offered to Cohens, it was moved to Hampstead depot by May, 1938. Sold to Cohens for £20 on 17.10.1938, it was scrapped there in October, 1938.  
044 authorised for disposal on 20.10.1936 and offered to Cohens it had moved to Walthamstow depot by 20.2.1938. Sold to Cohens for £19 on 17.3.1938, it was Moved to the alongside yard and scrapped on 22.3.1938.

**BEWARE** when modelling the above Class B and C classes in **post-war condition**. Prior to 1939, all would have had glazed windows but cometh the war when replacement glass was in short supply, many of these received boarded windows. Some were panelled with single boards whilst others were paneled with timber planking. At the end of this article is a list of websites where photos of most of these cars can be found.

## 045 – 054    Class C

There is great mystery surrounding the next ten works cars, their power collection, their allocation and duties, their liveries, even whether they were single or double deck! Very little documentation has come to light.

There is photographic evidence that 045 remained double-deck in original LCC passenger car livery and without a snow plough, and that 048 was rebuilt by LPTB as a Class C Snow Broom and repainted LT Red and Cream with gold lined dashes and LCC numerals. (Could this have been a complete rebuild of a double-deck car?). Notes from a visit to Brixton Hill depot on 11.2.1934 log LCC 215 being there in LCC livery with a LPTB ownership sticker over Fell's name. In photos inside Brixton Hill depot in 1936, four Class C double-deck cars in LCC livery 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 Snow Plough conversions at 044 and kept the remaining Class C as Breakdown Cars in the same way the 'Combine' companies used redundant passenger cars? After all, LPTB's General Manager, Mr. T E Thomas, came to the LCC from the 'Combine'.

## 045 – 046    Class C    Breakdown Cars.

Used as such by LCC, these double-deck Class C passenger cars had been delicensed in 1930. Brill single truck fitted with centrally fixed plough carrier. Trolley poles were not reinstated.

Allocation. 045 was south side and based at Brixton Hill depot (first recorded on 11.2.1934) and remained there until withdrawn, if in fact it was ever used again.  
046 probably as 045 as no records have survived.

Livery. 045 retained the fully lined LCC Lake and Cream livery and L.C.C. fleet name.  
046 is believed to have been the unknown Class C car photographed on 14.6.1936, in Brixton Hill depot, said to have been in a red and cream livery.

Disposal. 045 on 14.6.1936 was prepared at Brixton Hill depot for scrapping. Sold to Cohens on 12.8.1936, it was scrapped there that month.  
046 believed to be the unknown car at Brixton Hill depot awaiting scrapping for which sale was made to Cohens on 12.8.1936, and was scrapped there that month.

## 047 – 054    Class C    Snow Ploughs.

Rebuilt 1930-1931 by LCC from double-deck Class C passenger cars to single-deck (note 'chamfered Brush' corner pillars to saloon). The bodies were not raised as a plough beam was fitted diagonally under each platform. Duties were purely snow clearance. Brill single truck fitted with centrally fixed plough carrier. Trolley poles were not reinstated. In 1934 and 1935, LPTB rebuilt certain cars to conform to the Class B Snow Brooms as stated in the following text. Roof mounted off-centre trolley poles were installed.

047 – 054    Class C    Snow Ploughs    (continued)

- Allocation. 047 possibly north side, depot unknown, until withdrawn in October, 1936.  
048 possibly north side, depot unknown, until conversion to SNOW BROOM and moved to west side, based at Hanwell depot where seen on 29.6.1935. It was withdrawn on 22.3.1938, but whereabouts since 1936 unknown.  
049 - 051 possibly south side, depot unknown.  
052 was south side based at New Cross depot.  
053 unknown.  
054 was south side based at Clapham.
- Livery. 047 unknown.  
048 repainted to LT Red and Cream with Grey trucks and under gear on conversion.  
049 – 054 unknown.
- Disposal. 047 authorised for disposal on 20.10.1936, moved to Walthamstow yard by 27.4.1938, when scrapped on that date. Sold to Cohens for £19 on 24.5.1938.  
048 authorised for disposal on 22.3.1938, moved to Hampstead depot by 10.4.1938. Sold to Cohens for £20 on 17.10.1938 and scrapped there that month.  
049 - 051 Sold to Cohens on 12.8.1936 and scrapped at Brixton Hill depot.  
052 authorised for disposal on 20.10.1936, moved to Walthamstow yard by 27.4.1938, when scrapped on that date. Sold to Cohens for £19 on 24.5.1938.  
053 sold to Cohens on 12.8.1936 and scrapped at Walthamstow yard.  
054 authorised for disposal on 20.10.1936, moved to Walthamstow yard by 27.4.1938, when scrapped on that date. Sold to Cohens for £19 on 24.5.1938.

055                    ex-West Ham Rail Grinder.

Built 1906 for West Ham Corporation by M&G, numbered 2A. M&G single truck with tank roof mounted trolley pole. Rebuilt by LPTB with canopies and renumbered.

Allocation. West Ham depot until declared redundant by 15.11.1935.

Livery. West Ham livery replaced by “all-over” LCC Lake and plain dashes with LCC numbers.

Disposal. Stored at West Ham depot (there on 7.3.1936), moved to Leyton depot (there on 13.11.1937) before arriving at Walthamstow yard by 20.1.1938. Sold to Cohens for £17 on 20.1.1938 and to be cleared by 4.2.1938. Scrapped there on 27.1.1938 but as awkward to turn over it was burned on the rails.

056                    ex-Croydon Rail Grinder/Welding Van. (continued)

Rebuilt 1916 by CCT from a Water Car to a Welding Car. Brill 21E single truck with roof mounted trolley pole on pillar.

Allocation. At Thornton Heath depot at least until March, 1934 and transferred to West Ham works for repainting and LPTB numbering with Gill Sans numerals on plain dashes with single headlamps. Based at West Ham depot until withdrawn in October, 1936

Livery. Remained in CCT Light Grey until repainted in 'all-over' LT Grey (described as grey-green).

Disposal. Authorised for disposal on 20.10.1936, it was stored at West Ham depot to at least 9.6.1937. Sold to Cohens complete for £20 on 9.6.1937, it was at Walthamstow yard by 12.12.1937 and dismantled there on 14.12.1937.

057                    ex-Ilford Rail Grinder/Snow Plough.

Built 1903 for Ilford Corporation by BEC. Rebuilt 1932 by Ilford on a long wheelbase single truck with roof mounted trolley pole and V-shaped plough beams fitted under platforms.

Allocation. Ilford depot until declared redundant by 15.11.1935.

Livery. Ilford livery replaced by "all-over" LT grey (described as mid-grey) given its LPTB number in Gill Sans numerals on plain dashes,

Disposal. Authorised for disposal on 20.10.1936, it was stored at Ilford depot to at least 9.6.1937. Sold to Cohens for £20 on 9.6.1937, it was at Walthamstow yard by 21.11.1937. Breaking up commenced there on 12.12.1937 and was completed on 16.12.1937.

1A                    ex-West Ham Water Car.

Built 1905 for West Ham Corporation by M&G on 5'6" w/b single truck with tank mounted trolley pole.

Allocation. West Ham depot and soon made redundant.

Livery. Retained West Ham livery.

Disposal. Removed to Hampstead depot by 18.3.1934 and sold complete to Cohens and scrapped there that month.

19E                    ex-Croydon    Snow Broom.

Built 1906 for Croydon Corporation as double-deck passenger car.

Allocated LPTB No.363 but number never carried, withdrawn on 6.12.1933 and delicensed on 17.2.1934. In February/March, 1934, at Thornton Heath depot, fitted with fixed brooms, replacing lifeguards/trays, under platforms and repainted from CCT passenger car livery to "all-over" LT Red.

Allocation. Thornton Heath depot until declared redundant in November, 1935, but continued to be used until January, 1937 when seen sweeping snow.

Disposal. In January, 1937, instructions given to replace the two BTH 509C motors by WH 220 before moving to Croydon depot where scrapped by Cohens. Formally withdrawn on 31.3.1937 but probably scrapped earlier that month.

20D                    ex-Erith            Water Car.

Built 1905 for Erith Council by M&G. M&G 5'6" w/b single truck with tank mounted trolley pole.

Allocation. Erith depot but probably never used.

Livery. Probably never received the suffix and retained the Erith livery.

Disposal. Stored in Erith depot (seen on 9.9.1933 but not there on 16.12.1933). Broken up there or in Abbey Wood depot with parts disposed of via CRD.

63K                    ex-Walthamstow Rail Grinder.

Built 1905 for Walthamstow Corporation by Brush. Single truck with roof mounted trolley pole.

Allocation. Walthamstow depot until redundant in 1935.

Livery. Given suffix but remained in Walthamstow livery said to have been bright yellow.

Disposal. Authorised for disposal on 12.6.1935 and offered as a complete 'Rail Scrubbing tramcar' with motors and scrubbing gear dismantled. Sold to Cohens on 29.8.1935 having possibly been scrapped at Walthamstow in June, 1935, in the alongside yard.

Other rail vehicles unpowered and unnumbered.

Four wheel flat wagons. From LCC came one for carrying motors and other heavy items within Holloway depot, surviving at least to 1936. From Bexley Council came one for permanent way materials which was hauled by a passenger car, fate unknown.

## **B) Ex-company owned works cars taken over on 1<sup>st</sup> July, 1933.**

### 02M            ex-MET    Stores Van/Wheel Carrier.

Built 1923 by MET on bogie chassis from a former passenger car. Van section (for odd and ends) equipped with one swiveling gantry with 'block and tackle (load 1 ton) which had to be manhandled to each end to span the wagon section (for wheel sets, motors, track shoes, wheel brake blocks and other heavy items) on either side of the van. M&G 3L maximum traction bogies and van roof mounted trolley pole.

Allocation. Operated from Hendon works delivering to ex-MET depots (ex-LUT depots occasionally) until October, 1936, upon cessation of Cohens recovery of 'high-speed' motors and other items from scrapped cars there for LPTB's reuse. Moved to Wood Green depot and withdrawn.

Capacity. Could carry about 8 driving wheelsets and 4 pony wheelsets plus GE58 and GE67 motors, track shoes and wheel brake blocks on open sections.

Crew. From 1927 to 1936, the regular driver was 'Jock' Robins and his assistant ('van boy') was Harold Smart. They never had an accident just a share of derailments.

Duties. Initially the trip pattern was Mondays and Thursdays to Edmonton depot, Tuesdays and Fridays to Finchley and Wood Green depots, with occasional trip to Small Stores at Manor House, Wednesdays and Saturdays to Stonebridge Park depot. On Wednesdays the Car had its weekly clean.

Livery. The 'all-over' MET Brown livery was replaced by 'all-over' LT grey (described as battleship grey) with plain dashes and Gill Sans numerals but the suffix was not applied.

Disposal. Transferred to Walthamstow yard by 6.12.1936 and handed over to Cohens on 21.1.1937 and dismantled on 27.1.1937. The van section less cranes was used as a store and remained there until at least 11.5.1938. Formally sold to Cohens for £17.10s. on 6.3.1937.

### 04M            ex-MET    Rail Scrubber.

Built 1906 for SMET by Brush as Type M open top double deck passenger car No.47. Sold to MET 1927 and rebuilt as single deck works car. Brush 21E 7'6" w/b single truck and roof mounted trolley pole.

Allocation. Based at Acton depot until declared redundant on 15.5.1935 remaining there until at Least 29.6.1935.

Livery. Retained MET 'all-over' Brown livery.

Disposal. Moved to Hampstead depot by 13.11.1935 when sold to Cohens complete. Certainly scrapped there by 9.3.1936 but thought to have been scrapped in November, 1935.

05M                    ex-MET    Sand Van.

Built 1911 by MET as a six wheel open wagon. Rebuilt 1913 by MET as four wheel van and in 1926 vestibuled with windscreens. Brush AA single truck with roof mounted trolley pole.

Allocation. Based at Finchley depot until February 1938 as no sign of car there the following month.

Crew. The regular driver was Mr. Matterface (whose son Victor had assisted him with the loading before he was employed by MET).

Duties. Delivering bagged sand from the driers at Wood Green depot to ex-MET depots. Car went to load at driers on Saturday mornings for noon return to Finchley depot, deliveries being made Mondays to Fridays to Edmonton, Finchley, Stonebridge Park and Wood Green depots plus Hendon works/depot.) In 1936, all north side sand drying was concentrated at Poplar wharf and this delivery programme remained until at least 27.2.1938.

Livery. Retained 'all-over' MET Brown at least to spring 1936. Repainted in 'all-over' LT Grey (described as battleship grey) with plain dashes and Gill Sans numerals but the suffix was not applied. Fitted with CONDUIT plough carrier, fixed centrally on the truck, to access Poplar wharf.

Disposal. Transferred to Hampstead depot by July, 1938, sold to Cohens for £20 on 17.10.1938 and scrapped there that month.

07M                    ex-MET    Breakdown Car/Service Van.

Built 1906 for CCT by Brush as open top double deck passenger car (second no.43), sold 1927 to SMET and loaned to MET in 1928. Rebuilt by MET as a single deck Service Van (but also called a Breakdown Van and Breakdown Car). M&G 21EM 7'6" w/b single truck; roof mounted trolley pole.

Allocation. Finchley depot it remained there until withdrawn sometime before 25.5.1936.

Livery. Retained 'all-over' MET Brown until repainted in 'all-over' LT Grey (described as battleship grey) with plain dashes and Gill Sans numerals but the suffix was not applied.

Disposal. Transferred to Hampstead depot by 25.5.1936 and used as a temporary store. Sold to Cohens for £16 and to be handed over at Walthamstow depot. It was recorded scrapped by 31.8.1937 although because of lack of space, at Hampstead and Walthamstow, it was more likely to have been scrapped in December, 1936 at Croydon depot.

08M                    ex-MET    Breakdown Car.

Built 1904 for MET by Brush as Type B open top double deck passenger car No.22. Upon withdrawal rebuilt vestibuled with windscreens and cut-down to single deck. Brush BB maximum traction bogies and a trolley pillar with pole.

Allocation. Finchley depot until withdrawn before December, 1934.

Livery. Retained MET full passenger livery without the suffix being applied.

Disposal. Transferred to Fulwell depot by December, 1934 and scrapped there.

09M                      ex-MET      Salt Car.

Built 1907 for CCT by Brush as open top double deck passenger car No.69, sold 1927 to SMET and loaned to MET in 1928 for conversion to a salting car for ice clearance. Brill 21E 7'6" w/b single truck with a trolley pillar with pole.

Allocation. Unknown.

Livery. Presumed to have remained CCT's Munich Lake and Ivory with MET numerals without the suffix being applied.

Disposal. At Fulwell depot by 2.10.1934, when sold to Cohens, less motors, controllers, switches, resistances, wiring, trolley heads and axle bearings, and scrapped there by end of December, 1934.

010M – 013M ex-MET      Breakdown Cars.

Built 1906 for MET by Brush as Type D open top double deck passenger cars and upon withdrawal in 1931 reused as Breakdown Cars with only a fleet number change. Brush AA 7'5" w/b single truck fitted with centrally fixed plough carrier and a trolley pillar with pole.

Allocation. 010M–011M unknown  
012M based at Acton depot at least to 20.1.1934.  
013M based at Edmonton at least to 20.10.1936.

Livery. Retained MET full passenger livery without the suffix being applied.

Disposal. 010M-012M at Fulwell depot by 2.10.1934, when sold to Cohens, less motors, controllers, switches, resistances, wiring, trolley heads and axle bearings, and scrapped there by end of December, 1934.  
013M transferred to Hampstead depot by 25.5.1936. Sold to Cohens for £17.10s. on 14.12.1936 to be handed over at Walthamstow depot. Recorded as scrapped by 31.8.1937, it is thought that it was scrapped at Walthamstow yard during December, 1936.

014M                      ex-MET      Breakdown Car.

Built 1903 by Brush as an open top double deck passenger car, bought by MET in 1904, becoming Type D/1 in 1907 and rebuilt 1920/1 to reassemble Type D cars. Withdrawn in 1931 and reused as a Breakdown Car. Brush AA 7'5" w/b single truck fitted with centrally fixed plough carrier and a trolley pillar with pole.

Allocation. Hounslow depot until withdrawn.

Livery. Retained MET full passenger livery without the suffix being applied.

Disposal. At Fulwell depot by 2.10.1934. Sold to Cohens, less motors, controllers, switches, resistances, wiring, trolley heads and axle bearings, and scrapped there by end of December, 1934.



001L                    ex-LUT     Rail Scrubber.

Built 1901 for LUT by BEC and reequipped in 1920s by LUT.    McGuire 'Columbian' 5'6" w/b single truck with trolley pole mounted on roof control equipment box.

Allocation.    Wood Green depot (full time) and Finchley depot (weekdays only) until 1937.

Livery.        Retained 'all-over' Brown (described as dark bauxite) until repainted in 'all-over' LT Grey with plain dashes and Gill Sans numerals without the suffix being applied.

Disposal.      Transferred to Hampstead depot by 31.12.1937 and stored for scrapping at Walthamstow depot.    Sold to Cohens for £17 on 20.1.1938 for clearance by 4.2.1938, seen in Leyton depot on 22.2.1938 and had arrived at Walthamstow yard entrance on 2.3.1938. Dismantling commenced on 3.3.1938 and the two compartment tank body was lifted by lorry mounted crane the following day.

003L                    ex-LUT     Rail Scrubber.

Built 1903 for LUT by BEC and reequipped in 1920s by LUT.    McGuire 'Columbian' 5'6" w/b single truck with trolley pole mounted on roof control equipment box.

Allocation.    Acton depot until redundant by 21.10.1935.

Livery.        Retained 'all-over' LUT Brown (described as dark bauxite) until 30.6.1934 when repainted at Hendon works in 'all-over' LT Grey with plain dashes and Gill Sans numerals without the suffix being applied.

Disposal.      Transferred to Hendon works and scrapped by 29.7.1936.

005L                    ex-LUT     Stores Van/Wheel Carrier.

Built 1913 by LUT on bogie chassis from a Type W or U passenger car.    Van roof mounted lattice-work girder frame extended over both wagon sections (each with own manually operated 'block and tackle' probably for 1 ton load) supporting a centrally mounted trolley pole.    Brill 22E maximum traction bogies.

Allocation and Duties.    Based at Hanwell depot at least to 29.6.1935 for carrying wheels, motors and heavy items between Hendon works and Fulwell, Hanwell and Hounslow depots.    At the same time, also used for the carriage of permanent way materials from the Brentford canal siding.    Then operated until October, 1936, from Hendon works for the recovery from Cohens of 'high-speed' motors and other items from scrapped cars there for LPTB's reuse.    Transferred to Wood Green depot until withdrawn.

Livery.        Retained 'all-over' brown (described as dark bauxite) until repainted some time before 29.6.1935 in 'all-over' LT Grey with plain dashes and Gill Sans numerals without the suffix being applied.

Disposal.      Arrived at Walthamstow depot by 6.12.1936 and dismantled there between 22.1.1937 and 25.1.1937.    Formally sold to Cohens for £17.10s. on 6.3.1937 who retained the Van section as a store.

006L ex-LUT Rail Scrubber.

Built 1901 for CCT by Milnes as an open top passenger car, sold 1927 to SMET and loaned to LUT in 1928. Rebuilt by LUT with stairs and upper deck seats removed. Brill 21E 6' w/b single truck with a trolley pillar with pole.

Allocation. Hounslow depot then moved to Acton depot until redundant by 29.6.1935.

Livery. Retained special LUT Red and White livery (Croydon style) with LUT numerals on gold lined dashes, suffix never applied.

Disposal. Stored at Acton depot to at least 21.10.1935 and sometime after moved to Fulwell depot before arriving at Hendon works where scrapped by 24.7.1936.

19S ex-SMET Breakdown Car.

Built 1902 for SMET by G F Milnes as Type K open top double deck passenger car. Milnes 'Girder' 6' w/b single truck with a trolley pillar and pole.

Allocation. Sutton depot and still used initially as spare passenger car but primarily as a Breakdown Car at least to 14.5.1934.

Livery. Retained SMET passenger livery and fleet name with suffix added to fleet numbers.

Disposal. Transferred to Fulwell depot by 27.9.1934 and sold to Cohens less motors, controllers, switches, resistances, wiring, trolley heads and axle bearings. Thought to have been scrapped there by or during October, 1934.

148L ex-LUT Vacuum Cleaner Platform/Snow Broom.

Built 1901 for LUT by ----- as Type X open top double deck passenger car. In early 1920s converted by LUT, upon withdrawal, with an electrically driven rotating broom under each platform and the open upper deck also used from 1930 as a platform from which the upper saloons of Felthams could be vacuum cleaned by hoses through their windows! McGuire maximum traction bogies and a trolley pillar with pole.

Allocation. Hanwell depot until 15.11.1936.

Livery. Retained LUT passenger livery and fleet name until end of 1934. Repainted 'all-over' LT Grey in January, 1935, with Gill Sans numerals but the suffix was not applied.

Disposal. Transferred to Croydon depot on 15.11.1936, sold to Cohens for £21 on 14.12.1936 and scrapped there on 23.12.1936.

Other rail vehicles unpowered and unnumbered.

Four wheel flat wagons. From SMET came one for permanent way materials which was hauled by a passenger car, fate unknown.

**C. Ex-company passenger cars taken over on 1<sup>st</sup>. July, 1933, able to undertake 'works car' duties.**

Ex-MET cars fitted with screw holders attached to the bogie frames to take short handled wooden brooms for snow clearance.

Following major service curtailments by snow in outer north London in the late 1920's, MET embarked on a rapid programme to overcome these. When not in use the brooms were kept in racks on depot walls. By 1933 fifteen cars were reported as being so fitted and maybe the sixteenth by LPTB. The cars were 2169/92, 2202/4\*/10\*/39/40\*/43/47/50/58/60/65/70/85\*/98\*. Only those marked \* were unvestibuled! This system was replaced by allocating the snow ploughs converted by LPTB to snow brooms at ex-MET depots.

Ex-SMET car used for rail grinding.

Type M No. 36 at Penge depot was converted, when required, with grinding blocks on the track brakes and watered from barrels on the platforms.

**D. LPTB fitted passenger cars able to undertake 'works car' duties.**

Ex-Croydon Class E/1 cars (believed only two) at Thornton Heath depot which received the ex-MET style mini-snow broom system. This was an early scheme to replace the need for 19E (see above) but both were replaced by the transfer of 034 to Thornton Heath depot.

Abbreviations used.

BEC = British Electric Car Co.  
CCT = Croydon Corporation Tramways  
CRD = Central Repair Depot at Charlton  
LCC = London County Council Tramways  
loa. = length over all  
LPTB = London Passenger Transport Board (to 1947)  
LTE = London Transport Executive (from 1948)  
LUT = London United Tramways  
M&G = Mountain & Gibson Ltd. of Bury  
MET = Metropolitan Electric Tramways  
SMET = South Metropolitan Electric Tramways  
w/b = wheelbase

### Points of Note.

- 1) This updates and corrects much of what has already been written about London Transport's works cars in various books and magazines. Hopefully this too will need to be updated if further substantiated data comes to light.
- 2) 'MET Brown' was of a reddish brown hue compared with the darker LCC Lake, while 'LUT Brown' was described as dark bauxite.
- 3) 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 snow brooms had the panel in red.
- 4) In LTE days, the windows of snow brooms were often panelled and/or toplights panelled over. When modelling any post-war snow broom a photo is required of each side of the same car and preferably of both ends as well, to get perfection.
- 5) 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 09-014 were conduit fitted and ex-MET 05 was so fitted by LPTB in 1935.
- 6) Only car with windscreens was ex-MET 05, all the others having open fronted platforms, not all had canopies.
- 7) The Gill Sans numerals were gold edged in black and photographs should be consulted as to any lettering, including that for legal purposes, on car sides.
- 8) 'Croydon depot' was the official title given by LPTB to the depot in Aurelia Road when it was reopened in 1935 as a scrapyard for George Cohen & Sons (600 Group) after the entry track direction and layout in Mitcham Road was changed. This title is used today for the Tramlink depot in Therapia Lane that faces Aurelia Road on the opposite side of Mitcham Road. After complaints by Cohens that the roof badly leaked over their operations, LPTB transferred the Cohens operation to Purley depot in November, 1937. Croydon depot was then sold to Croydon Corporation.

Photograph Sources. Websites giving views available of works cars in the above fleet number order.

National Tramway Museum <http://ntm.adlibhosting.com/search/simple> then untick 'library collection' and search 'london transport' for start point for scrolling to find 02, 03, 08, 010 to 013, 015, 022, 027 to 030, 037, 039, 040, 043, 045, 048, 055, 056, 057, 1A, 02M, 04M, 05M, 003L, 005L, 19S and 148L.

Tramway & Light Railway Society <http://tramwayinfo.com> click 'Historic Tramways' on the ticket

- then 'Tramway Works Cars' – list on right to find 02, 05, 08, 011, 013, 018, 020, 028, 036, 040 and 05M.
- then 'London Photographic Database' followed by 'Search the Photographic Database' then search 'works cars' to find 016, 017, 018, 019, 020, 021, 022, 023, 024, 025, 026, 028, 029, 033, 034, 035, 036 and 039 (see 029).

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