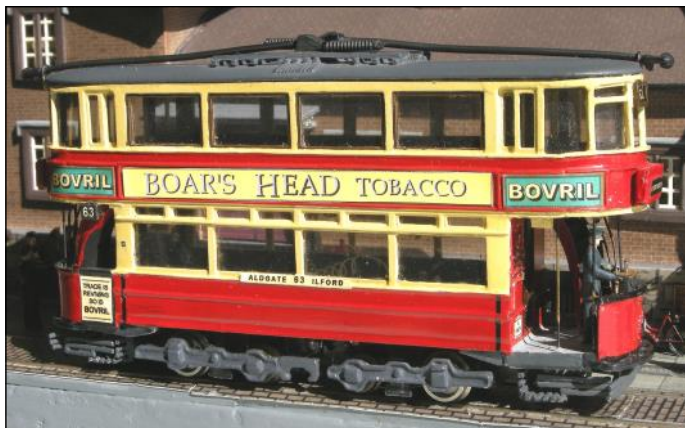
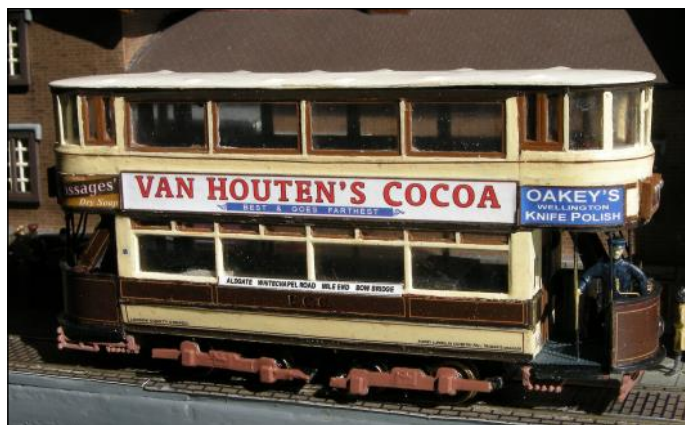


East London Bogie Cars in 00 Gauge -

On these two pages, John Prentice models six systems, then shows us some of the originals on the following two pages



Ex-East Ham 94 is made by a modification to an old BEC Kits E/1. The model is conduit-only as it is only run on my conduit layout. It is painted in the livery first used by London Transport when applied at West Ham depot and has no fleet name. Note the grey roof and brown frames to the upper-deck drop windows.



London County Tramways 910 is a modification of a Tower Models E/1 into a much earlier condition. It is trolley-less and represents Griffiths-Bedell stud operation. It has two BEC-type bogies. This model runs on my stud contact layout when I want to show a London alternative to its usual Hastings Dolter studs.



Ex-Leyton 192 is an E/3 heavily modified from a Tower Models E/1. It is painted in an experimental blue livery tried by London Transport before the adoption of the familiar red and cream. The model has a single BEC-type motor unit with a scratch built unpowered second bogie. For my layout it is used as conduit only.



London Transport 936 is an experimental rehabilitated E/1 and the one most used in East London. It was constructed from a Chris Cornell etched brass kit, modified to suit. It has two BEC-type motor units and a PC models sprung trolley pole.



Walthamstow 48 is a modification of the Chris Cornell LUT W-type kit. There were a few changes made by Walthamstow before it entered service there. This model won the TLRS Ralph Price trophy for best small-scale model at the Society's 2002 AGM.



Ex-West Ham 320 is a very much modified Tower Trams E/1 kit, with open balconies fitted to represent this earlier type of tram. The model has a single BEC-type motor unit with a scratch-built unpowered second bogie. For my own layout it is used as conduit only.

All models were built and photographed by the author.

This article is a follow up to that on 4-wheel East London trams in Tramfare 325. Readers may be familiar with my East London conduit layout which is styled on Aldgate and is very strictly set in 1934, using mostly bogie trams. The East Ham, West Ham, and Leyton cars are examples. The other three are "out of period" but represent more unusual East End bogie cars.

- and East London Bogie Cars in Standard Gauge

These black & white views from the author's collection are of original East London bogie trams similar to, but not all identical with, the corresponding models on the previous two pages and were taken at different dates and with other liveries.



Ex-East Ham 89 is a sister car to 94 as modelled. It is seen here in full London Transport livery at its native Aldgate terminus towards the end of the 1930s, waiting to depart to Ilford Broadway on route 63. It is the former East Ham car 59, built in 1927 by Brush. It ran in the East End until the end of the tramways in 1940 and then, after storage in Hampstead Depot, was fitted with windscreens in 1941 and transferred to Abbey Wood, where it ran until the Last Tram Week in 1952.



London County Council 910 was an E/1 tram used on the ill-fated Griffiths-Bedell stud contact trials in June/July 1908 between Whitechapel Church and Bow Bridge, with the electric cars running mixed together with horse trams. The interested crowds in Whitechapel Road watch the stuck car being manually pushed onto the next live stud, an all-too-common occurrence. The tram was new, being built in 1907 by Hurst Nelson and one of six allocated to Bow Depot for the trial (only three actually used). It was transferred to the LT fleet in 1933 but after a collision in 1938 was scrapped.



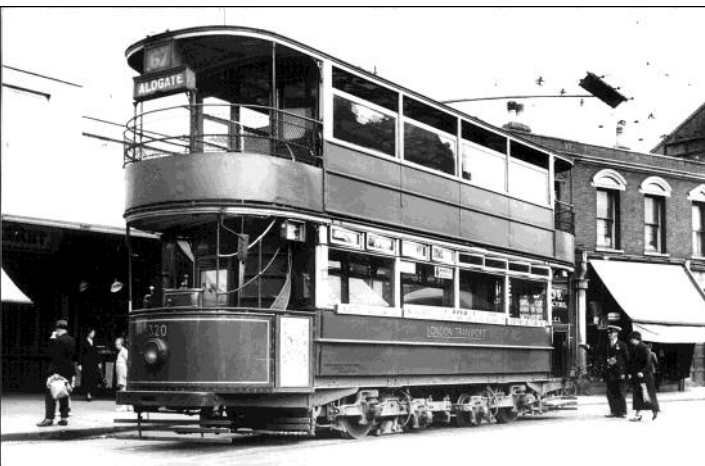
Ex-Leyton 192 was one of the LCC-style E/3 trams purchased by Leyton Council new from English Electric in 1931 and then operated for Leyton by the LCC. It passed to London Transport who, in March 1934, painted it in this experimental blue livery (E/1 583 had a similar livery) which it carried for a year until repainted in what had then been decided would be the standard red and cream. No fleet name had been agreed either and the lighting flash emblem was also experimental. The car is seen here in the Whipps Cross Road. It survived in South London until 1952.



London Transport Rehabilitated 936 is one of only two rehab cars to spend time in the East-End (the other was prototype domed-roof 1260), being at Bow in 1935 when it was first rebuilt and again in 1939. This car was one of the prototype rehabs that preceded the standard rebuild program so is not exactly like the standard version. It transferred to South London where it ran until 1951. It is seen here in 1935 at Stratford Broadway on route 63 to Ilford Broadway.



Walthamstow 48 was one of six London United Tramways (LUT) W-type cars initially hired from LUT in 1919 and then purchased in 1920. It was built in 1902 by the British Electric Car Co. Ltd. as LUT car 227. Always confined to the local routes, at first they ran on the Leyton to Chingford route but after the mid-1920s were on the Markhouse Road - Higham Hill service. Car 48 is seen here in August 1929 at Higham Hill Terminus. The batch was scrapped in 1932 so they never passed to London Transport.



Ex-West Ham 320 was the former West Ham 114 built by Hurst Nelson in 1911. London Transport mostly transferred the newer cars off the 67 Barking-Aldgate route in favour of these early C-type open balcony bogie cars. This one lasted until 1938 and is seen here close to that date at Barking Broadway, waiting to depart to Aldgate. The V-shaped device in the overhead was designed to speed up putting the trolley-wheel into the wire.