

East London in 00 Gauge ...

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

Barking 10 is a conversion from a Keil Kraft plastic West Ham kit. I made it some years ago as a static model, as although it has conduit fittings it was out of period for my East London layout. It is shown as it was in 1914. For my latest project I have motorized it with a Tenshodo motor unit and fitted a Meadowcroft working trolley pole.



Ex-East Ham 37G was modified from a BEC white metal kit many years ago and modelled in 1934 condition for occasional use on my East London Layout as a "Special". It was conduit fitted, but for this project I replaced the dummy trolley pole with a Meadowcroft working one.



Ex-Ilford 40 was built as a static model from a modified ABS white metal kit and was unsuitable for my East London Layout having no conduit. It represents the car in 1938. For this project I have motorized it with a Tenshodo motor unit and fitted a Meadowcroft working trolley pole.



London County Council M class cars were used for the Leyton system in later days when LCC was the operator there. Car 1439 is modelled as in 1934, still in LCC livery, and had occasional use on my East London Layout as a "Special" car. It was heavily modified from an ABS white metal kit and had already been fitted with a PC models trolley pole. I have now converted it to carry full Leyton route destinations.



London Transport 2039 ex-Walthamstow is a completely new model built recently from an old BEC kit with a bit of modification. It is modelled in its final form at the end of 1936. It is fitted with two Meadowcroft trolley poles.



London Transport 247 ex-West Ham is a completely new model built recently from an old BEC kit with some modification. It is conduit fitted and modelled in its 1934 condition to be compatible with my East London layout. The livery is the first LT one as applied by West Ham depot, which differs in some respects from the Charlton repaints and has no LT fleet name.

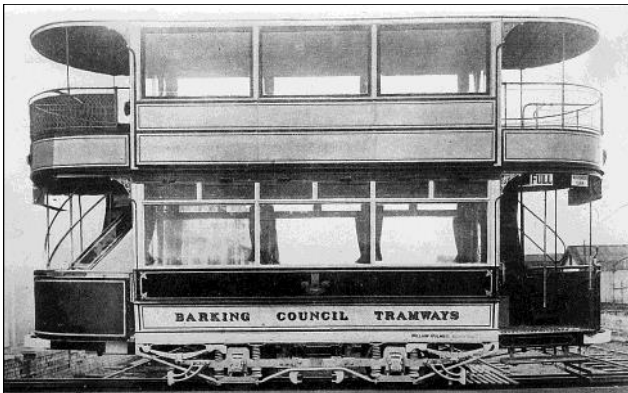


Readers may be familiar with my East London conduit layout which is styled on Aldgate and is very strictly set in 1934, using mostly bogie trams. The above models were created during lockdown in 2020 to form a set of six working 4mm scale East London 4-wheel trams with less strict dating criteria and with trolley poles so they could guest on any suitable layout. All the materials used were from my "stock" and are, in many cases, no longer obtainable.

... and East London in Standard Gauge

These black & white views from the author's collection are of original East London 4-wheel trams similar to, but not identical with, the models and were taken at different dates and with other liveries.

The original **Barking 10** was built by Brush in 1912 and was on a conduit fitted Peckham P22 truck. It was for use on the joint worked through services to Aldgate, but as Barking withdrew from this in 1914 it was sold to Ilford where it became their 27 and then from 1933 London Transport 31, lasting until 1938. This is a maker's official photograph.



This is **East Ham car 40**, one of the batch 36-40 built by Brush in 1921 on conduit fitted Brush 21E style trucks, for use on through workings to Aldgate. It became London Transport 75 and ran until 1935. The tram is seen here at the Royal Albert Docks terminus of the East Ham tramway in about 1930.



These **Ilford cars** were the last new trams to be supplied to a London system. Built by Brush in 1932 on a Peckham P22 trucks, car 37 here retained its number in LT days until sold in 1938 to Sunderland. This view is in at Chadwell Heath in 1938 and was taken by W.A.Camwell.



When the LCC was operating the **Leyton system** they had transferred in a number of M class cars to replace the life expired Leyton 4-wheelers on the local routes. The practice continued in LT days and car 1677 moved to the West Ham depot in 1935 and is seen here at Stratford Broadway. The original car was built by Hurst Nelson in 1910 on a Class 5 swing-bolster truck. London Transport retained the fleet number and it ran until 1937.



This is one of a group of 32 open-top cars built in 1905 by Brush and on Brush 21E style trucks as **Walthamstow 21**. It received the top cover and double trolleys in 1928 and was rebuilt in the "six-window" form in 1931. It is seen here as LT 2034 in Markhouse Road. It ran until January 1937.



The original LT 247 had been built in 1904 by Milnes on a Brush A truck as **West Ham 38**. In 1920 it was rebuilt by West Ham and put on their standard conduit-fitted 7ft wheelbase truck, then being their class D. It ran until 1937. It is seen here at Stratford Broadway in 1934 ahead of class A 236. At the end of 1933 they had been repainted in the West Ham version of the new London Transport livery. Note the lack of fleet name, grey roof, brown frames to the upper-deck drop windows and the serif (not Johnston) fleet numbers.

