

London (LCC) 106

Version: 3 Author: R Westman

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General Data

Controllers: Westinghouse T2

Truck: Brill 21E

Motors: 2 x 40HP, Westinghouse 220

Length: 29ft

Capacity: 35 Up, 22 Down, 10 Standing

Emergency Information for Conductors

To stop the tram:

1. Switch off nearest Red Handled Circuit Breaker (if in doubt, switch off both - the other is for conduit and is disconnected)
2. Apply a handbrake firmly
3. Move to front platform
4. Return controller to Off
5. Remove controller key

Location of Equipment

Fire Extinguisher:	Under the stairs	North End
Circuit Breakers:	Platform roof	Both Ends
Light Switches:	Under the stairs	Both Ends
Changeover Switch:	Under the stairs	South End
Point Iron:	Saloon floor	South End
Controller Key:	Box under stairs	North End
Sand Pedal:	Platform floor	Both Ends
Gong Pedal:	Platform floor	Both Ends
Lifeguard Reset Pedal:	Platform floor	Both Ends

Current Collection

The tram is fitted with a Swivel Head trolley, which is fitted with a rope and which should not use any trolley reversers

When turning the trolley with passengers on board, the conductor should ascend the rear stairs, remind passengers to remain seated, and then signal to the driver that it is clear to turn

The trolley rope should be routed through the stair handrail and dropped behind the stairs. It should not be dropped behind the controller or tied to the stair handrail

Controller

- Four series and Four parallel power notches
- Seven rheostatic brake notches
- The controllers are not fitted with notch arrestors

Sand

There are four sand hoppers which discharge sand in front of the lead wheels. To access them the whole seat requires lifting, so the driver and conductor should work together when checking sand levels. The seat may be held open by the prop in the centre

As the sand pedal remains on each platform it should be lowered at the new rear end and raised at the new front end by turning each one 90°

Braking

1. Electric (Rheostatic), on controller, the normal service brake
2. Hand (Wheel), for use when the tram has almost stopped
3. Track (Magnetic), applied during fierce electric braking

Bells

Two separate bell cords run through the lower saloon, each operating the bell at one end of the car. The left hand cord, when facing the direction of travel, sounds the bell on the driver's platform. The conductor should use the cord on the platform, by the platform steps

There are no bells on the upper deck

Lighting

At the north end there are two switches, which control the lower saloon and the destination lights

At the south end there are two switches. The rotating switch controls the head, canopy, upper deck and signal lights, and the other is the changeover switch

A red light can be shown to the back by turning the lens on the outside of the bulkhead

The destination lights should be on whilst running to illuminate coloured route lights, which should not be altered from White/Black/White

Lifeguards

To reset the Lifeguard the pedal should be pushed firmly back into the floor

Heating and Ventilation

The tram is not fitted with heaters

In the lower saloon there are hinged quarter lights above the saloon windows

Other Operational Information

Platform chains are fitted and should be used to deny access to the tram. They should always be across at the driver's end. At the conductor's end the chain should be passed around the adjacent upright before securing, which will prevent it swinging around and damaging paintwork

Stair head chains are fitted and should be used to chain off the stairs at the front of the car, and when not across the stairs should be attached to the hook and not be allowed to dangle freely

To turn the seats on the upper deck they should be lifted slightly first, then flipped, and then dropped into the slots again. Visitors should be advised of this before they attempt to turn their seats

A Brief History

Originally built in 1903 as a London County Council “B” Class tram, as part of a batch of 100, and is a typical early British tram. Originally featured reversed stairs, which were changed in 1908 because the Metropolitan Police objected to them

As with all the early LCC trams it was not fitted with a trolley pole as the entire LCC system was at that time conduit operated. In 1912 it was given a top cover and a trolley pole.

It ran in service until 1924, when it was converted for use as a snowbroom and numbered 022. It worked in this capacity until the system closed in 1952, when it was stored at Norwood Depot and then in Clapham Museum

It was given to the TMS in 1971, was restored in London by the London County Council Tramways Trust, arriving at Crich in 1983. It is restored to 1908 condition, as one of its eight sisters who were given trolley poles whilst retaining their open top decks

After withdrawal and then a brief reappearance in service in 2010, it waited for its slot in the workshop schedules and returned to service in 2015

Destinations

There is one handle at the base of each destination blind which rotates the blind both ways

Both destinations should show the same display

Typical Destinations:

Lakedale Road

Kashgar Road

Woolwich

Abbey Wood

Beresford Square

Plumstead Station

Middle Gates

Wickham Lane

Bostall Lane

Any problems should be reported to the Duty Inspector immediately