

14th Annual Queen Mary Large Scale Model Train Show! The Philadelphia PCC-II! Muni Gets Brussels Tram!

Queen Mary Show

June 5th and 6th were the dates of this annual large scale train show that has been held on the Queen Mary in long Beach for the past thirteen years. Significant traction models being shown were the LGB New Orleans "St Charles" trolley (Column 2, top right), a New York City, Third Avenue Transit Car (Photo 2) and a Christmas Trolley (Photo 3). Sharp readers will see that the last two cars are actually New Orleans cars in disguise. Nevertheless, all doors open and the steps fold down in a realistic manner. USA Trains displayed GG-1 #4876 (Photo 4) and several passenger cars. Hartland displayed several trolley cars, including the Birney shown in column 2 as Photo 5.

Light Rail Products, a large-scale traction company and a Trolleyville vendor, owned by Karl Johnson, displayed at this show for the first time. LRP has traction parts for the G-scale traction enthusiast and is currently working on three cars for later introduction. These cars include a steeple cab, a line car and an early semi-convertible streetcar.



**The PCC-II,
[...An LRV in PCC clothes...]**



LGB New Orleans Streetcar (Photo 1)



LGB Third Avenue Streetcar (Photo 2)



LGB Christmas Streetcar (Photo 3)



USA PRR GG-1 Electric Loco (Photo 4)



Hartland Single Truck Birney (Photo 5)

The Southeastern Pennsylvania Transportation Authority (SEPTA) suddenly withdrew the last three PCC equipped lines from service during the summer of 1992. At that time they promised to keep the lines intact (both track and overhead wire) and to acquire new cars within a few years. SEPTA stated that the older 1947 and 1948 PCC cars were "too worn out" to continue to operate them. SEPTA then put the 110 cars up for sale and they started being "snapped up" at a record pace. The Municipal Railway of San Francisco, realizing that they were committed to a rebirth of streetcars on Market Street decided to purchase 14 of the cars. In 1994, Muni purchased the cars and sent them to Morrison-Knudsen for total rebuilding, paint them in different colors of the cities that ran them and use them for base service on the new F-line.

When the F-line opened in September 1995 with these pristine rebuilt cars, it became obvious that SEPTA's "too worn out" was completely erroneous and periodically, articles began to appear in the local newspapers about the exiled trolley cars and why they were not here.

Political considerations led to a higher type rebuilding for Philadelphia. There would be 18 to 24 cars "rejuvenated". They are to be air-conditioned, equipped with turn signals, back-up lights and fabric covered seats, The cars are ADA compliant and other than the PCC shell, these cars have the latest running gear. So the car is actually a modern LRV masquerading as a PCC. The traction motors are AC similar to the most modern diesel locomotives. Also, in the "rejuvenation" process, the original steps to the roof adjacent to the center doors are removed. This eliminates the final exterior distinction between the former 2701-2800 (1947) and 2091-2800 (1948) classes of Philadelphia PCC cars. So there is a new class, 2320, the PCCLRV.

Trolleyville visited Elmwood District recently and has provided pictures of the cars in the right column. Service was expected to start June 13th. However, as this issue went to press, needless bureaucratic wrangling involving City Councilman Nutter over 59th Street use by the trolleys leaving Callowhill District had forced not only Route 15 to remain a bus line but also LRV equipped Route 10 to become a bus line.



Front of 2327 showing new turn signals.



Side view of 2327 showing sealed windows!



Rear of 2324 showing turn signals, stoplights and back-up lights.

Muni Gets Brussels PCC

On Friday, June 4th, San Francisco Municipal Railway officials received another historic trolley to add to their growing collection, a Brussels PCC car, number 7037. Shown to the right is a photo taken on that day at Geneva Yard, home of the historic PCC and conventional streetcar fleet.



1979 Tatra built PCC at Geneva - June 9, 2004

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