

BEC-KITS Nr. 31 Brussels P.C.C. 7000 series

We recommend that the modeller obtains a colour photograph of the prototype to determine the exact car to be modelled. Study the drawing carefully, read the instructions and have a dry run to familiarise yourself with the various parts. Assemble the kit with a modern, quick-drying epoxy resin glue or a Cyanoacrylate superglue. Paint as many of the small parts as you can before assembly. Be careful not to paint any edges/surfaces where glue is to be applied.

Brief history

After the Second World War, many tramway systems were faced with the problem of old and worn out tram fleets, and several European Companies considered the North American P.C.C. (Presidents' Conference Committee) standard car, which had proved to be most successful modern design, with many thousands built for American systems.

The Belgian firm "La Brugeoise, Nicaise et Delcuve" built the car bodies and trucks at their Bruges wagon factory, the motors and electrical equipment being supplied by A.C.E.C. (Charleroi, Belgium). The technical data differed on the later series of similar cars built for Brussels only (see below). To make the P.C.C. cars more suitable for running through the narrow streets of Europe, the body width was reduced from 2.54 m to 2.20 m. The door and passenger accommodation were also altered.

The Hamburger Hochbahn A.G. (H.H.A.) purchased one Bruges built P.C.C. for comparison tests with their own Falkenried built V6. This car was numbered 3060 and came into service on 13th February 1952. It ran in Hamburg until mid-January 1958. This car was famous for its smooth running and its very bright illumination. It was only able to run on route number 8 between Dehnhaiide and Farmsen due to the car's restricted bogie swing, route number 8 having no sharp curves.

In January 1958, the car went to Copenhagen, where it ran in its Hamburg livery and number from 23rd March to 14th April 1958, arriving back in Brussels three days later. The car ran there with the fleet number 7000. It was withdrawn from service in 1993 and repainted in Hamburg livery for return to Germany for preservation. The total number of cars built with the same body design was 177. All were still in service in 1980 but 88 had been broken up by the middle of 1995.

City	Fleet numbers	Year	Gauge	Notes
Hamburg	3060	1951	1435 mm	Became Brussels 7000 in 1958
Belgrade	112-116	1953	1000 mm	
Brussels	7001-7050	1951/53	1435 mm	
Brussels	7051-7080	1955/56	1435 mm	
Brussels	7081-7155	1957/58	1435 mm	Second-hand trucks and electrical equipment from Kansas City Public Service - built St. Louis Car Co. 1942
Brussels	7156-7171	1970/71	1435 mm	Second-hand trucks and electrical equipment from Johnstown (Pennsylvania) Traction Co. - built St. Louis Car Co. 1946/47

Construction options

The decals supplied are for Brussels and for the Hamburg 3060 version. The earlier Brussels cars should have the ventilators removed from the car front. This also applies to the Hamburg car. The later Brussels version can be modelled by carefully removing the ribbing on the front and rear fenders, and by adding a pantograph to the forward end of the roof.

If a working single-arm pantograph or trolley pole (not supplied) is to be used for electrical pickup, determine the method of fitting and wiring, whether the 2-rail pickup truck needs rewiring and whether the collector needs to be insulated from the body and wired to the motor.

Assembly Instructions

- 1 Using a minimum amount of glue, carefully fit the male press studs (10) to the top of the motor bogie brackets and the female press studs (11) into the bolsters (9), making sure that the glue does not foul the spring clips.
- 2 Glue the car sides (1 and 2) together with car front (3) and rear (4). Place on a flat surface and allow to set, making sure that the assembly is square.
- 3 Glue the front (5), centre (6) and rear (7) floors in place.
- 4 Slide the bolsters (9) into position and glue into place, making sure that they are correctly placed to accept the traction units.
- 5 Glue the front lifeguard (8) into place on the underside of the front floor (5).
- 6 At this stage, we suggest that the body is painted both inside and out. When dry, cut the glazing strip to cover the inside of all the window areas and fit inside.
- 7 Clip both traction units (12) into position. Note from the drawing that both bogies point in the same direction with the motors forwards. Soldering a thin, flexible, multicore wire between the motors on the two bogies will greatly improve running.
- 8 Glue the trolley housing (14) into place on roof (13). When set, add the trolley pole (15).
- 9 Glue the roof assembly to body. When set, add the trolley guard (16) and advert boards (17).
- 10 Finally add the side number box (18) to the car side. Paint the complete roof.

Check that no unpainted surfaces remain. If so, paint as appropriate. Add the waterslide decals as required. The car is now ready for service and we hope that you have enjoyed constructing this model. Every care has been taken in checking and packing this kit. Should any part be missing or defective, please return only the incorrect part for free replacement.

Brussels Painting

Exterior car body, main roof

Interior car body.

Centre of roof, trolley pole

Bogies and fenders.

Note: Fleet numbers 7000-7155 are for trolley pole version only originally.

Colour

light yellowish cream

grey-greenish yellow

black

light brown

Humbrol paint numbers

mix Nos. 6 & 69

No. HR 145

mix Nos. 9 & 34

Hamburg Painting

Exterior car body sides and ends - upper, roof edges, trolley housing and guard.

Exterior car body sides and ends - lower, beading round silver flash.

Trolley pole, retriever and trucks

Flash on sides, some lining

Centre of roof

Colour

cream (RAL 1001)

red (RAL 3000)

black

silver

mid-grey

Humbrol paint numbers

No. 41

No. 19

No. 145

Bibliography:

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Further information on the Brussels cars may be obtained from MUPDOFER A.S.B.L., P.O. Box 1343, B-1000, Brussels, Belgium. Please enclose two international reply coupons. We would like to thank M. Alain Piette of Brussels and Herr Helmut Gieramm of Hamburg, for their help in supplying information and photographs used in the design of this kit.