

BEC-KITS Nr. 32 Brussels rebodied class 5000 series bogie cars

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. This kit can be soldered together, **BUT** this is not recommended unless you are **VERY** experienced with a temperature-controlled soldering iron.

Paint as many of the parts as you can before assembly. Be careful not to paint any edges/surfaces where glue is to be applied. Cut the glazing strip to cover the inside of all the window areas and fit inside before assembly, being careful not to foul the bonding surfaces of the parts to be glued together.

If a working trolley pole (not supplied) is to be used for electrical pickup, determine the method of fitting and wiring, whether the 2-rail pickup bogies (**MEEQ** equal wheel bogies available separately) need rewiring and whether the trolley pole needs to be insulated from the body and wired to the motors.

Brief history

The original 5000 class was ordered early in 1935 to be ready to carry the huge crowds that were expected for the 1935 World Fair. The order was for 25 double-truck wooden-bodied fast trams, mounted on license-built Brill 84E trucks. These were the first bogie trams in Brussels. The builder was Ateliers de La Dyle et Bacalan at Louvain, Belgium and the class were numbered 5001 - 5025. Delivery came on time and the cars proved to be good, fast and reliable, as expected. All were immediately pressed into service on the exhibition routes. They lasted to the end of the downtown city routes in 1976, when the North-South pre-metro tunnel opened. These original series 5000 cars may be built from BEC-KITS number BK40.

Following severe damage, some cars were rebuilt after the war. These rebuilds varied widely and only cars 5006, 5020, 5021 and 5023 can be made from this kit. 5006 and 5023 were rebodied in steel in 1964-65 following accident damage and were rebuilt in the streamlined style of the then classic Brussels P.C.C. class 7000 series (BEC-KITS number BK31). 5020 and 5021 were given quite similar bodies a little earlier for the same reasons.

Other rebuilds included 5001, which kept its wooden body but was altered in the late forties to feature a third centre door to test the 'Peter Witt' passenger flow method, which was to be used on the then projected P.C.C. class 7000 fleet. 5016 was completely rebuilt inside, while keeping its original wooden body. 5018 was altered in 1948-49 as the first prototype of the new Belgian designed car, based on the P.C.C. patents. This car had a mixed construction streamlined body (composite wood/aluminium) and, depending on the period, P.C.C. or other experimental trucks and electrical equipment. This car only had 2 sets of doors and is now at the Brussels Tramway Museum, Woluwe depot. In 1976, the four rebodied cars, which can be modelled from our kit, were withdrawn from service and subsequently converted into works cars (towing cars).

Construction options

Either the 1960 rebuilds or 1964 rebuilds can be made from the parts supplied in this kit. The later version can be modelled by carefully removing the ribbing on the front and rear fenders (this applies only to some rebodied cars, depending on the date chosen for the model). The 1960 rebuilds do not have the rubber window inserts and for exact accuracy these should be carefully filed away.

1960 rebuilding: (earlier version) cars 5020 and 5021 have the traditional trolley base part 14a, no rubber window inserts, fenders filed or not.

1964 rebuilding: (later version) cars 5006 and 5023 have the P.C.C. trolley base part 14, together with rubber window inserts and levelled fenders.

Assembly Instructions

- 1 Using a minimum amount of glue, carefully fit the male press studs (10) to the pips on top of the motor bogies and the female press studs (11) into the bolsters (9), making sure that the glue does not foul the spring clips which should be aligned front to back, parallel to the tram.
- 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 in the slots in the body sides and glue into place, making sure that they are correctly placed to accept the bogie 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 Carefully fit the bogie sides (18) to the unmotorised bogie units (12).
- 8 Clip both bogie units (12) into position. Note from the drawing that if motorised bogies are used, both bogies point in the same direction with the motors forwards. Soldering thin, flexible, multicore wires between the motor brushes on the two bogies will greatly improve running.
- 9 Glue either the trolley housing (14) or the trolley plank (14a) into place on roof (13). When set, add the trolley pole (15).
- 10 Glue the roof assembly to the body. When set, add the trolley guard (16) and the advert boards (17).
- 11 Finally, 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 email us about the incorrect part for free replacement.

Painting instructions

Exterior car body, main roof

Interior car body

Roof around trolley base, trolley pole

Bogies, fenders and trucksides

Colour

light yellowish cream

grey-greenish yellow

black

light brown

Humbrol paint numbers

mix Nos. 6 & 69

No. HR 145

mix Nos. 9 & 34

Fleet numbers

5006, 5020, 5021 and 5023. Note: Until 1970 all the cars had four large size fleet numbers, after this date the side numbers were replaced by smaller ones.

Bibliography

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Acknowledgements

Further information on the Brussels cars may be obtained from MUPDOFER A.S.B.L., P.O. Box 1343, B-1000, Brussels, Belgium. We would like to thank M. Alain Piette of Brussels for his help in supplying information and photographs for this kit.