

Single and Double-End PCC Cars

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Seashore Trolley Museum

PCC Cars Available for Purchase

The Seashore Trolley Museum of Kennebunkport, Maine presently has for sale nine air-electric PCC cars. Six are double-end, single unit cars and three are single-end, multiple unit equipped cars. The six double end cars represent the only fleet of double-end American streetcars built before 1950 available for purchase anywhere, thus they represent a unique opportunity to equip a heritage trolley line. More details of both series of cars follows:

- 1. Six ex-Dallas, later Boston MBTA, double-end cars.** These cars are from an order of 25 built by Pullman-Standard in 1945. After rail service in Dallas ended in January, 1956, the cars were stored until sold to Boston in two groups in 1958 and 1959. They were operated in Boston until about 1980. They are Westinghouse-equipped, and, as double-ended cars, they are particularly versatile. Though the cars have had many years of hard service, they spent less time operating in salt-treated city streets than did PCC cars of comparable vintage from Philadelphia and Toronto that have been rehabbed for service in other cities. Before 1959 these cars were in snow-free Dallas. After coming to Boston, they spent the majority of their time running on the Mattapan-Ashmont line, which has no street running and hence limited exposure to salt.

Our preference is to sell this group of cars as a fleet.

Of the six cars, one is in essentially operating condition as last operated in revenue service. Our intention is to bold this car unless the entire fleet is purchased.

Two others are in essentially complete states, and were awaiting heavy mechanical overhauls when the decision was made to discontinue the operation of Dallas cars, at which time we purchased them.

Another was acquired from a defunct museum and has some fire damage, and requires somewhat more body and interior appointment outfitting than the above cars.

The last two were converted for light work service to carry tools and equipment to LRV derailment sites. Their interiors are devoid of passenger appointments and large doors have been cut into their bodies where the car bodies were designed for location of center passenger doors. Thus, the cars are not distorted, and offer opportunities for wheelchair access. Both are in good condition, and one has been mechanically overhauled not too long prior to being replaced in work car service.

The cars available are Massachusetts Bay Transportation Authority fleet numbers 3327, 3328, 3331, 3338, 3343 and 3344.

Briefly, in order to provide a long service life the cars require general overhaul of mechanicals and wiring, varying degrees of bodywork, including renewal of most stepwells, window sash rehabilitation and some underfloor structural work. The cars are generally equipped with longitudinal seating which will require some reupholstery work. The trucks appear to be low mileage since last overhaul.

We believe that the existence of this fleet of identical 50+ year old double-end streetcars offers an excellent opportunity to equip a heritage-oriented streetcar line with workable cars in a contemporary operating environment.

2. **Three single end multiple unit PCC cars.** Two of the cars are so-called “flat-top” single-end traditional pre-war style PCC cars built by Pullman-Standard for Boston in 1944. They have Westinghouse electrical equipment. One Westinghouse car was extensively rehabilitated about 1980 as a prototype to examine costs and needs for a similar program to encompass the remaining fleet in service at that time, and it has seen little operation since. The other Westinghouse car is in relatively good condition. The two “flat top” cars are MBTA fleet numbers 3037 and 3069.

The last car is very similar to the above and is General Electric-equipped. Its chief difference is that it has a forced air ventilation housing monitor running the length of the roof, and consequently, sealed windows. We are in a position to furnish spare Edwards sash identical to the above four cars if desired. This car is in relatively good condition, having been extensively rebuilt about two years prior to being removed from service for relatively minor coupler mounting repairs, and the car was purchased by the Museum. This car is MBTA fleet number 3174.

These cars offer a unique opportunity to operate standardized pre-war style PCC cars.

All of the cars are being sold as used equipment in need of repair, and therefore we cannot offer any guarantees or warranties. The cars are offered on an as-is, where-is status. Some cars are missing various interior appointments, but we will try to supply suitable replacement items as needed. As noted, the level of rehabilitation and overhaul varies from car-to-car.

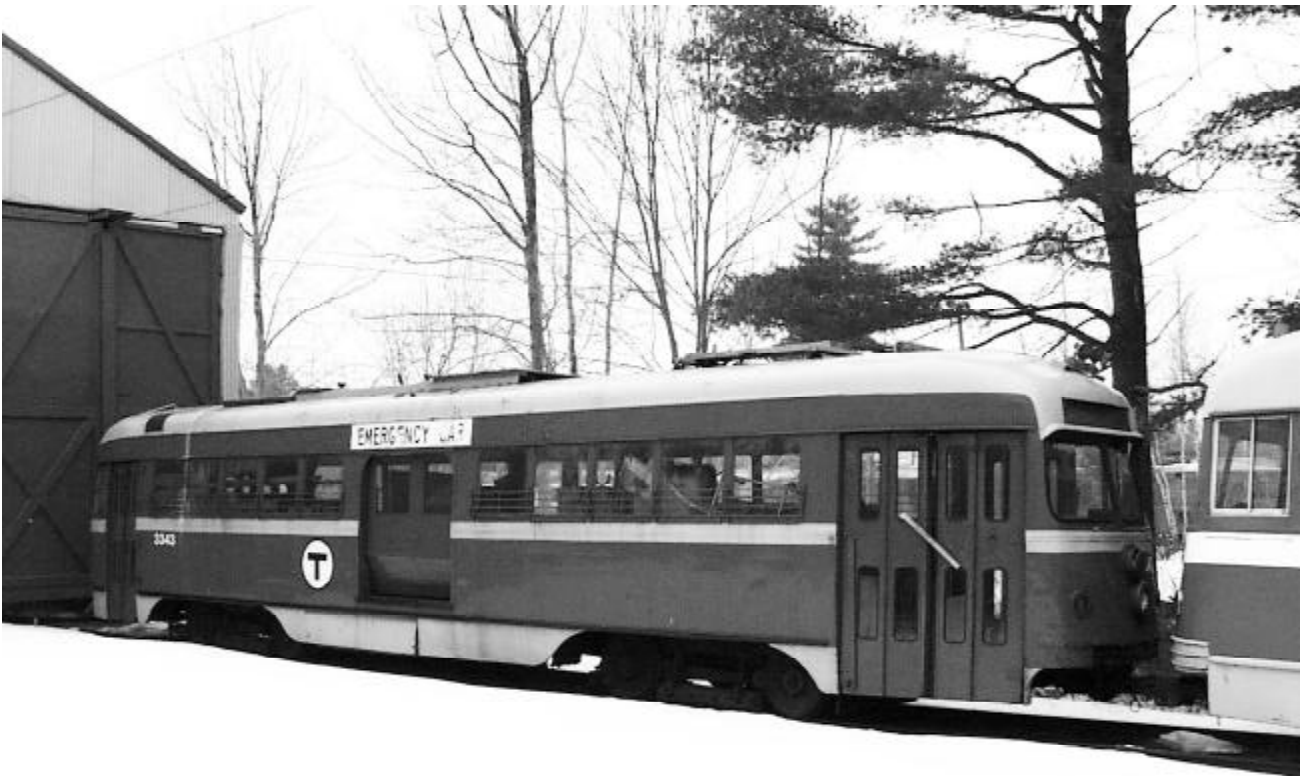
The Museum regards these cars as a part of its endowment, and all proceeds of the sale will advance the Museum’s ability to provide inside storage for vehicles not now provided with carhouse space. We have undertaken a progressive repainting and tarping program to protect these cars, with the majority having been processed to date.



Typical car in passenger configuration, photographed February, 2000.



The two cars in work configuration, photographed February, 2000. Both may be easily returned to passenger status.





Two views of double end car 3331.





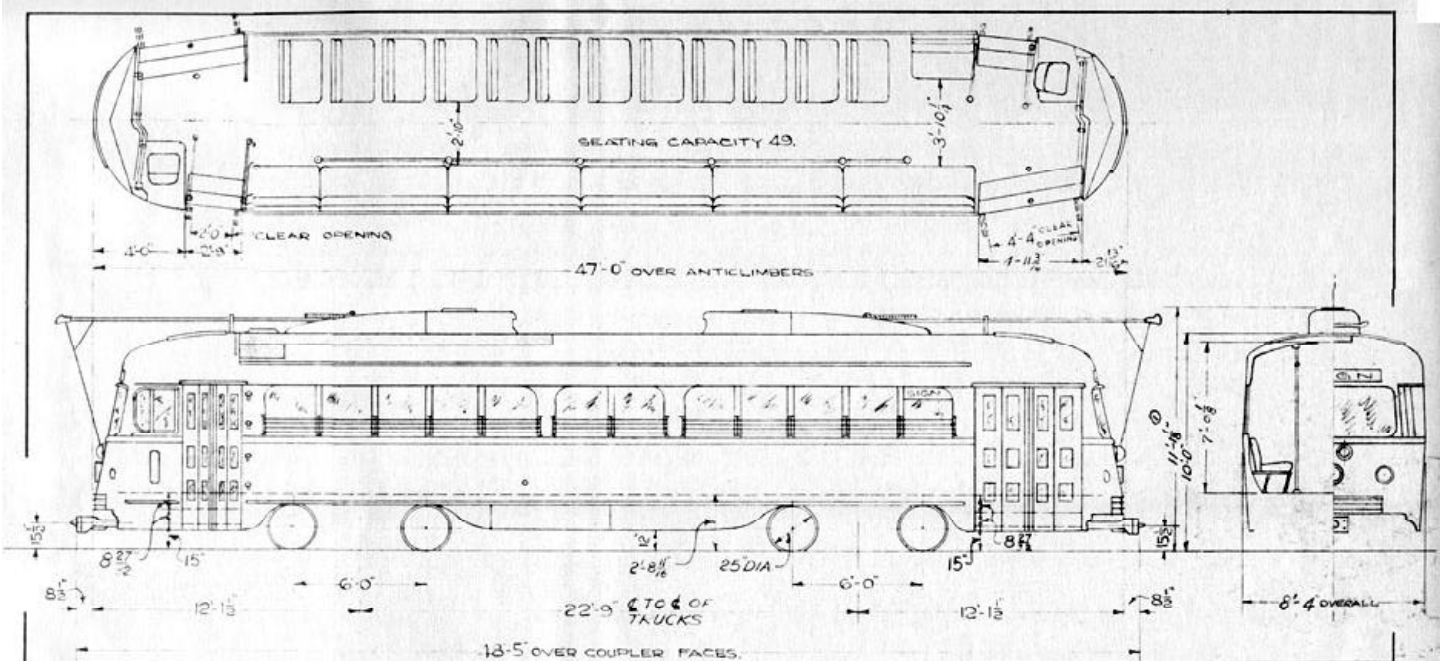
Above: Double-end car 3338 with the protective tarpaulin partially removed to enable the photograph.

Below: An interior view of double-end car 3343.



Facing page - upper: Clearance outline including dimensions of double-end PCC cars.

Facing page - lower: Clearance outline of the four "flat top" single-end PCC cars.



CAR BUILDER	PULLMAN STD	WEIGHTS.	
TRUCK BUILDER	CLARK EQUIP CO	TRUCKS WITHOUT MOTORS	12,140 [#]
TRUCKS	CLARK B-2	FOUR MOTORS	2,800 [#]
MOTORS	WEST 1432-H E	BODY	24,420 [#]
CONTROL	WESTINGHOUSE		
AIR BRAKES	CLARK DRUM		
		TOTAL LIGHT	39,360 [#]
		MAX LOAD (112 PASS)	16,520 [#]
		TOTAL LOADED	55,880 [#]

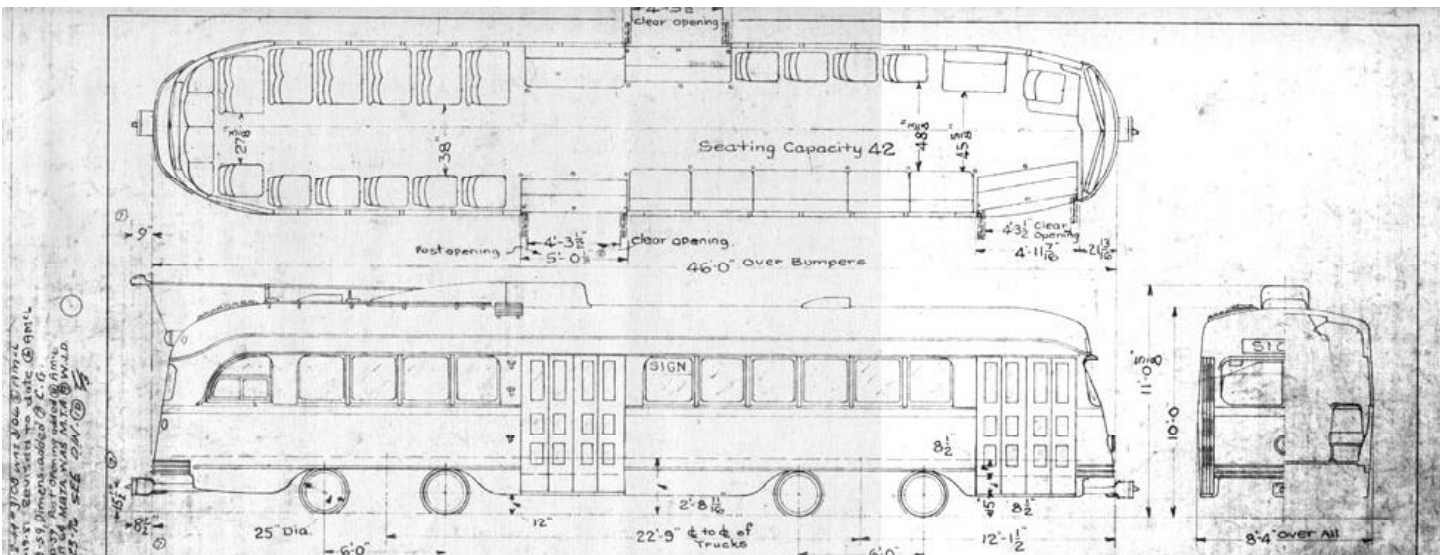
SINGLE UNIT OPERATION ONLY

MASS BAY TRANSPORTATION AUTH
DEPT. R.S. & S. ENGINEERING DIV.

DATA SHEET
P.C.C. CARS NOS. 3322-3346

DRAWN BY H.S.W.	DATE PRINTED	DRAWING NUMBER 34012	
CHECKED BY R.C.	SCALE 3/16" = 1 FOOT	DATE 3-31-59	FILE 167
		ISSUE	C

APPROVED ENGR OF EQUIPMENT APPROVED SUPERINTENDENT



	CARS (4)				
	3022-3053	3054-3056	3067-3070	3097-3100	3112-3141
Car Builder	Pull. Std.	Pull. Std.	Pull. Std.	Pull. Std.	Pull. Std.
Truck Builder	Clark Equip Co	Clark Equip Co	Clark Equip Co	Clark Equip Co	Clark Equip Co
Trucks	Clark B-2	Clark B-2	Clark B-2	Clark B-2	Clark B-2
Motors	West 1432-D	West 1432-H	West 1432-H	56E1198F3	56E1198F3
Control	Westinghouse	Westinghouse	Westinghouse	Gen. Elec.	Gen. Elec.
Air Brake	Tread Brakes	Tread Brakes	Tread Brakes	Tread Brakes	Tread Brakes
Weights					
Trucks without motors	13,195 [#]	13,195 [#]	13,195 [#]	13,195 [#]	13,195 [#]
Four Motors	2,800 [#]	2,800 [#]	2,800 [#]	2,900 [#]	2,900 [#]
Body	22,865 [#]	22,865 [#]	22,865 [#]	22,865 [#]	22,925 [#]
Total light	38,860 [#]	38,860 [#]	38,860 [#]	39,060 [#]	39,060 [#]
Max Load (150 Pass)	18,200 [#]	18,200 [#]	18,200 [#]	18,200 [#]	18,200 [#]
Total loaded	57,060 [#]	57,060 [#]	57,060 [#]	57,260 [#]	57,220 [#]

APPROVED *P.H. Smith*
Supt. of Rolling Stock & Shops

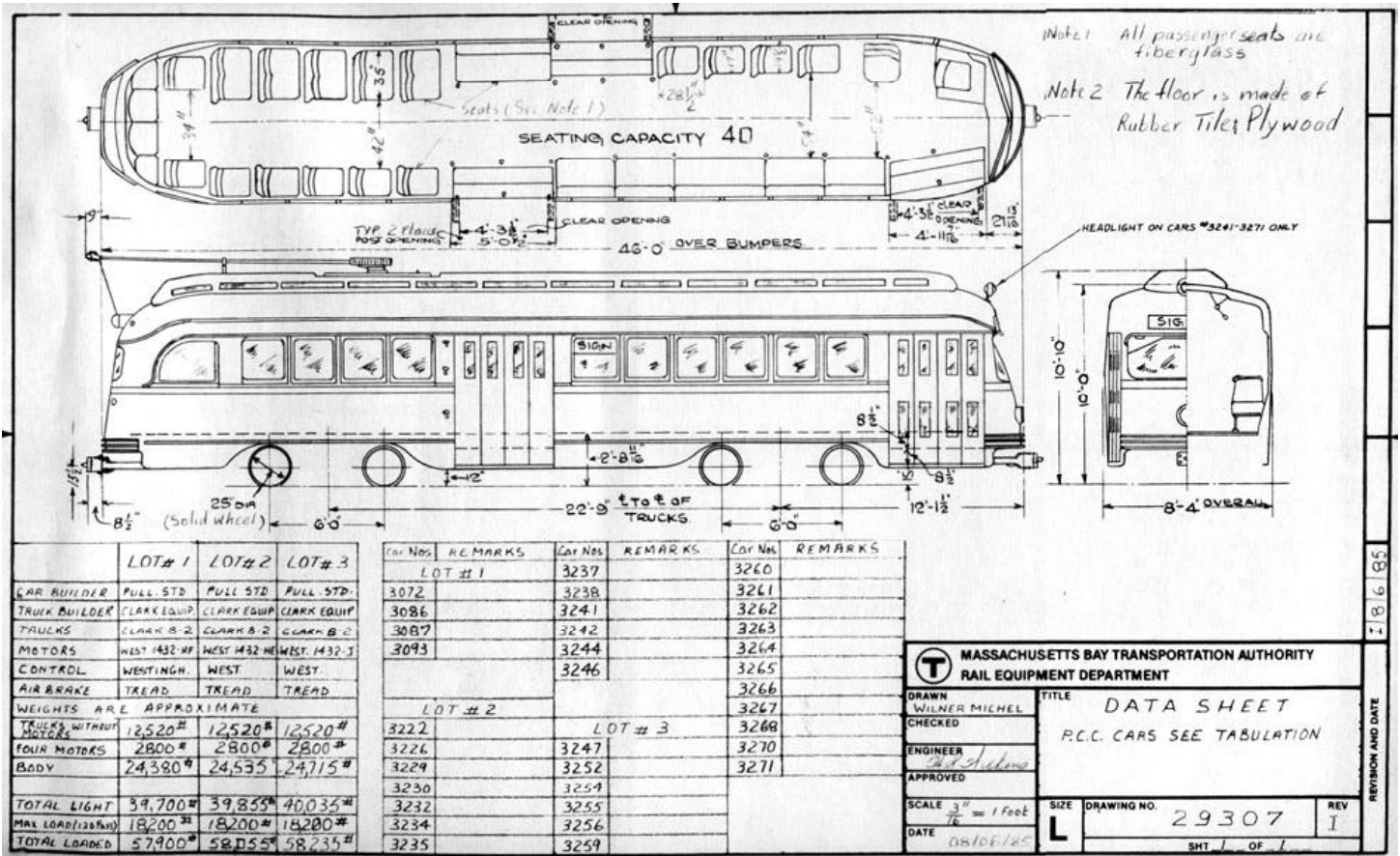
MASS BAY TRANSPORTATION AUTH
DEPT. R.S. & S.

DATA SHEET
P.C.C. CARS 3022-3056, 3067-3070
3097-3100, 3112-3141.

Scale: 3/16" = 1 Ft. Date issued Dr. L.M.D.
Mar. 8, 1945 **27646** Tr. L.M.D.
Dwr. 150 *[Signature]* Ch.

Approved *[Signature]*

11-45, Not added, L.M.D.
4-15-46, Not added, L.M.D.
4-15-48, Not added, L.M.D.
4-15-49, Not added, L.M.D.
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4-15-95, Not added, L.M.D.
4-15-96, Not added, L.M.D.
4-15-97, Not added, L.M.D.
4-15-98, Not added, L.M.D.
4-15-99, Not added, L.M.D.
4-15-100, Not added, L.M.D.



Clearance outline of the fan-equipped single-end PCC cars, such as car 3174, currently offered for sale.

The following section is a reproduction of a 1965 publication about this series of cars published by the Boston Street Railway Association

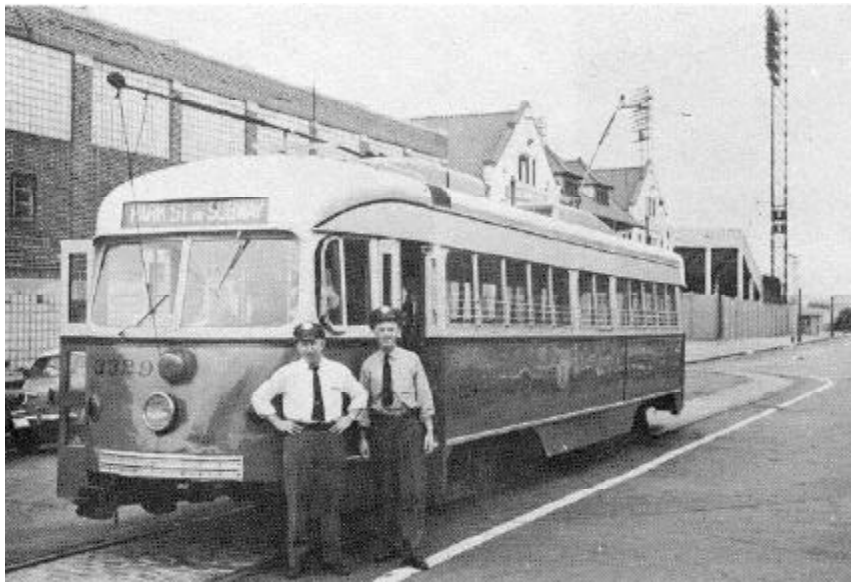
BOSTON'S “DALLAS” CARS



Number 3327 on Commonwealth Avenue at Blandford Street, march 30, 1965

Photo by Edward A. Anderson

Metropolitan Transit Authority
Massachusetts Bay Transportation Authority



Instructor John Fennell and Operator
Jim Murphy pose beside 3329 on Gaffney
Street, July 12, 1959.

This bulletin is concerned with the double end PCC cars purchased by the Metropolitan Transit Authority in 1958 and 1959 and is intended to cover pictures and information omitted from the general PCC roster published in 1961. This fifth bulletin in the series on the equipment of the Boston Elevated Railway and the Metropolitan Transit Authority is designed to supplement that previous publication. As in the earlier publications much of the information came from various sources. Standard reference works used include the annual reports of the Metropolitan Transit Authority, PCC Cars of North America, and Surface Cars of Boston 1903-1963.

Every effort has been expended to insure accuracy of fact, but any serious errors or important omissions should be called to the editor's attention. To all who cooperated in the preparation of this booklet, the writer expresses his thanks and appreciation, particularly to William J. Grimes of Boston whose notes and on the scene observations were invaluable in the preparation of the narrative. The photographs are credited individually.

Edward A. Anderson

September 1, 1965

published by

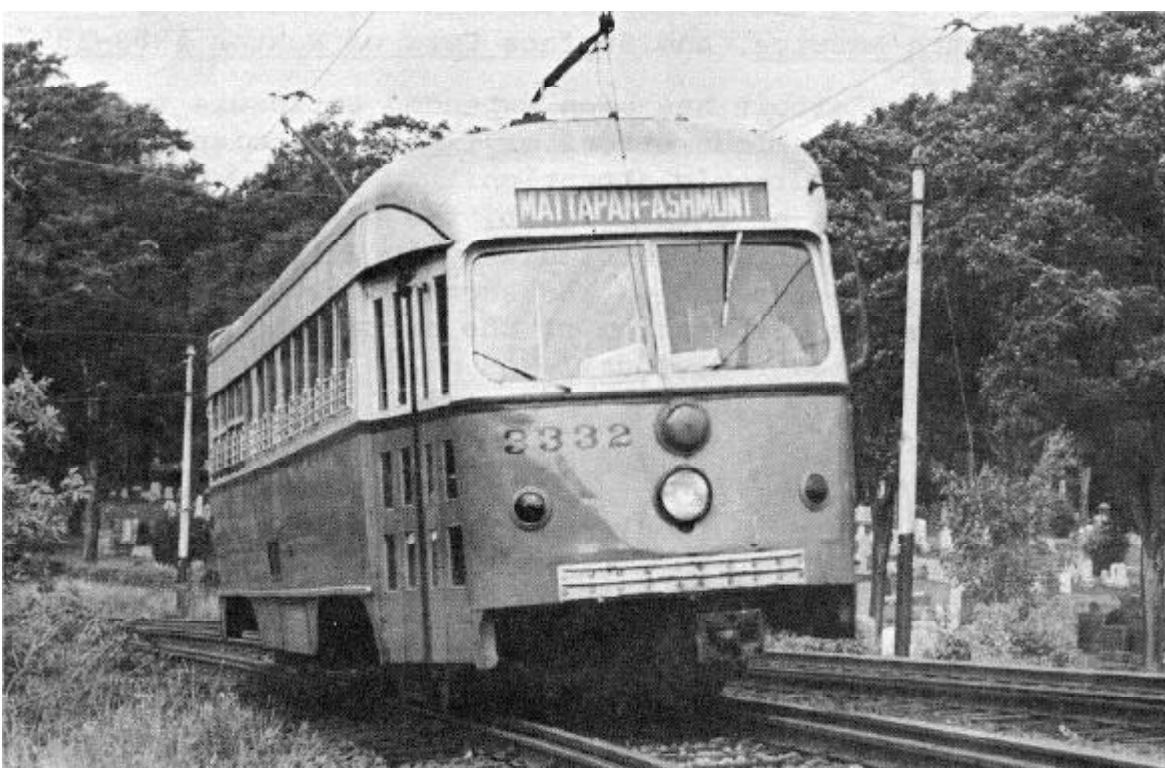
THE BOSTON STREET RAILWAY ASSOCIATION, INC.
Post Office Box 102



Double enders 3325 and 3323 wait on Huntington Avenue at Northeastern University for the student rush to begin, April 18, 1959. Edward A. Anderson Photo

Number 3332 speeds through the Cedar Grove Cemetery on the isolated High Speed Line to Mattapan.

Photo by William J. Grimes



Boston's "Dallas" Cars

In June 1942 the Dallas Railway and Terminal Company of Dallas₁ Texas placed an order with Pullman Standard's Worcester plant for twenty-five double end PCC type streetcars to meet the unique service requirements of that traction company. They were the second lot of double end PCC cars built by Pullman Standard₁ the first being the thirty multiple unit double enders for Pacific Electric in 1940. Regular operation of Dallas' new streamliners began three years later in July 1945. They remained in service just over ten years till January 31, 1956 when the transit company abandoned its last few rail lines and substituted busses for trolleys. The company immediately put up its scarcely depreciated PCC cars for sale.

During this same decade the hundreds of conventional streetcars that served the surface lines of Boston were decimated by PCC, trackless trolley, and bus substitutions. By the fall of 1958 only nine of the old Type 5 cars remained on the roster for use on the two lines requiring double end operation. Four cars were assigned to the Arborway for use on the Park Street-North-eastern University run, and four were stationed at Watertown for tripper service between the subway, Blandford Street, and Watertown. The ninth car was in dead storage at Watertown.

Faced with the continuing need for double end cars coupled with the aging condition of the Type 5s, the Metropolitan Transit Authority purchased eight of the stored double end PCC cars from the Dallas Transit Company in September 1958. Starting September 30 they were loaded on railroad flat cars for the almost cross country journey to Massachusetts. For the next three months the eight cars underwent exhaustive rehabilitation at the M.T.A.'s Everett Shops. The biggest change from the passenger viewpoint involved the removal of the cross seats along one side and their replacement by one continuous longitudinal seat to increase aisle space. Other changes included electrical overhaul, sealing the windshields, installing handbrakes and Tomlinson couplers, and repainting inside and out in the standard interior green and exterior tangerine, cream, and silver.

By January 1959 the ex-Dallas cars were ready for service. In order of arrival at Arborway Carhouse came 3328, 3323, 3326, 3324, and 3325. At first they were used only as training cars to familiarize the motormen with their operation. Then on January 26 at 6:34 AM Number 3328, ex D.R.&T. Number 623 made the first revenue trip on the Huntington Avenue line. The Watertown Dallas cars were a month later in coming, thus giving Watertown the distinction of being the last carhouse of the Authority to have conventional streetcars assigned to it. On April 10 Type 5s 5645 and 5777 made their last runs from Blandford Street to Watertown, and Dallas double enders—3322, 3327, and 3329—completed the modernization of the surface rail lines.

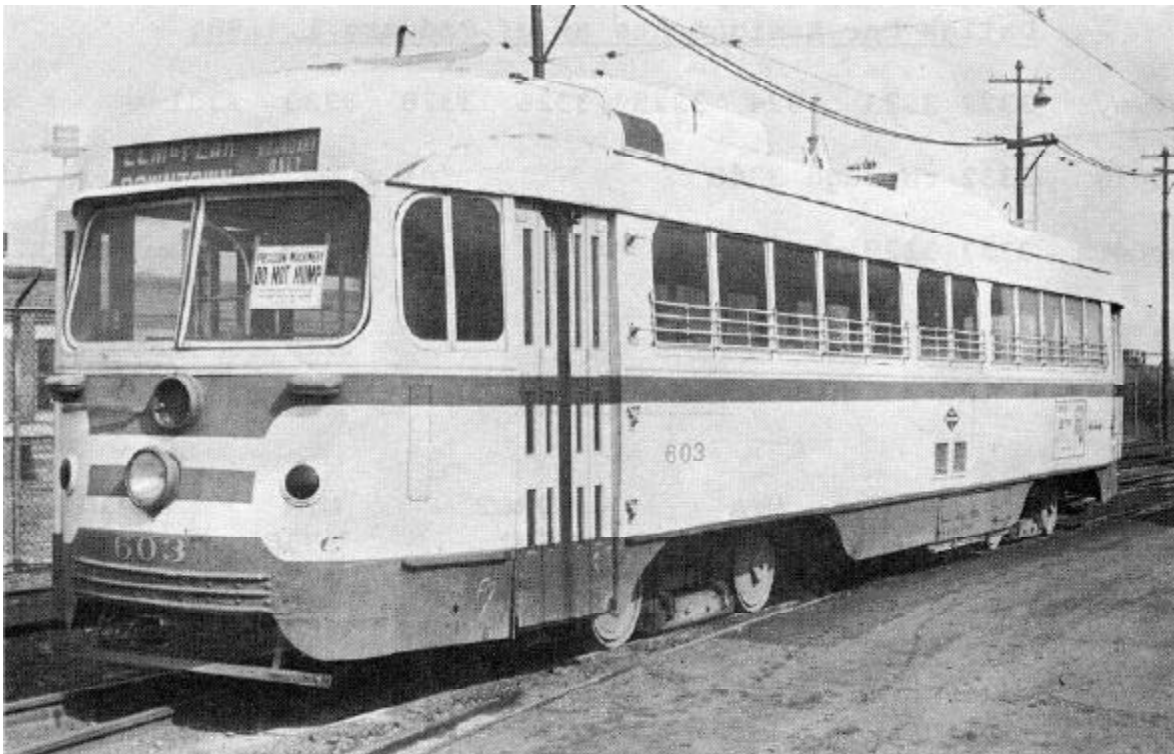
During the spring of 1959 the Dallas cars performed well in the service assigned to them. Success with the original eight along with the need for still more cars as a result of the newly opened Highland Branch Extension prompted the M.T.A. to purchase the seventeen remaining PCC cars still idle in Texas. Sold and shipped to Boston during the summer and fall of 1959, these seventeen cars were shopped at Everett with the same alterations being made.

Adverse comments by uninformed critics of this second purchase with photographs implying the Authority had been hoodwinked into buying junk heap cars prompted the trustees to defend the second hand "Texas Rangers" in their 1959 Annual Report. The report stated that the purchase was not a financial gamble. The need for double end vehicles was immediate; new cars were not in production, and the eight original PCCs of this group had proved entirely satisfactory. Each of the seventeen cars cost the Authority \$3,500. After shipment to Boston and extensive rehabilitation, refurbishing, and conversion to M.T.A. specifications, the price per car was \$13,200. The total cost of the transaction amounted to \$226,100, or a saving of over one million dollars had the Authority been obliged to purchase new PCC cars of the double end type. The report concluded with the observation that thousands of commuters had been riding for some time the cars that critics said "nobody wanted."

From January to March 1960 the seventeen additional Dallas cars were assigned to Arborway Station for service on the Arborway, Heath Street, and Tremont Street lines. However, they soon encountered loading problems on the heavily traveled subway-surface Huntington Avenue route. Consequently, from March to May, cars 3330 through 3~46 were transferred by low bed truck trailer to Mattapan to replace a similar number of all-electric PCCs previously serving the isolated High Speed Line to Ashmont. In November 1961 Numbers 3330 and 3331 were trucked back to the Arborway to supplement the eight original cars now required to perform regular service on the Broadway-Boylston subway shuttle. Although the shuttle lasted less than five months, these two cars have stayed at the Arborway.

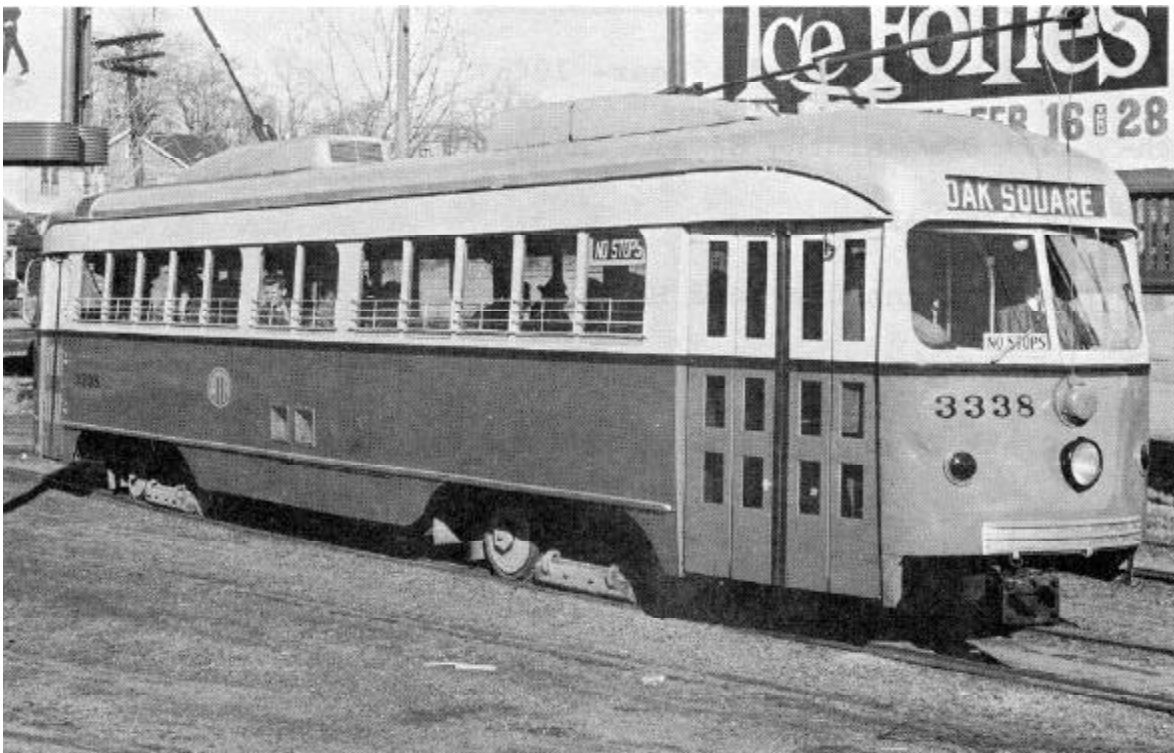
The Dallas cars are the most versatile surface cars on the property where their double end feature is an asset in the event of service tie-ups. In addition, they are often used on charter trips and to tow disabled cars. In 1959 the M.T.A. estimated their remaining useful life at fifteen years. Long may they run!

. . . Before



Minus trolley poles and retrievers Number 603 waits outside the Everett Shops before conversion. Dallas colors were cream with red stripes and trim. MTA Photo

Number 3338 (ex-Dallas 603) pauses at the Oak Square loop for its photograph during a popular surface lines fan-trip on February 21, 1960. Edward A. Anderson Photo



After . . .

Dallas Car Assignments as of January 1, 1965

Arborway	3322 3323 3324 3325 3326 3328 3330 3331	8
Mattapan	3332 through 3346	15
Watertown	3327 3329	<u>2</u>
	Total	25

Renumbering

MTA	DR&T	MTA	DR&T	MTA	DR&T
3322	601	3330	602	3338	603
3323	605	3331	610	3339	607
3324	616	3332	618	3340	615
3325	617	3333	625	3341	620
3326	621	3334	612	3342	608
3327	622	3335	614	3343	613
3328	623	3336	604	3344	611
3329	624	3337	619	3345	609
				3346	606

8 cars: 601 605 616 617 621 622 623 624 sold to MTA in 1958.

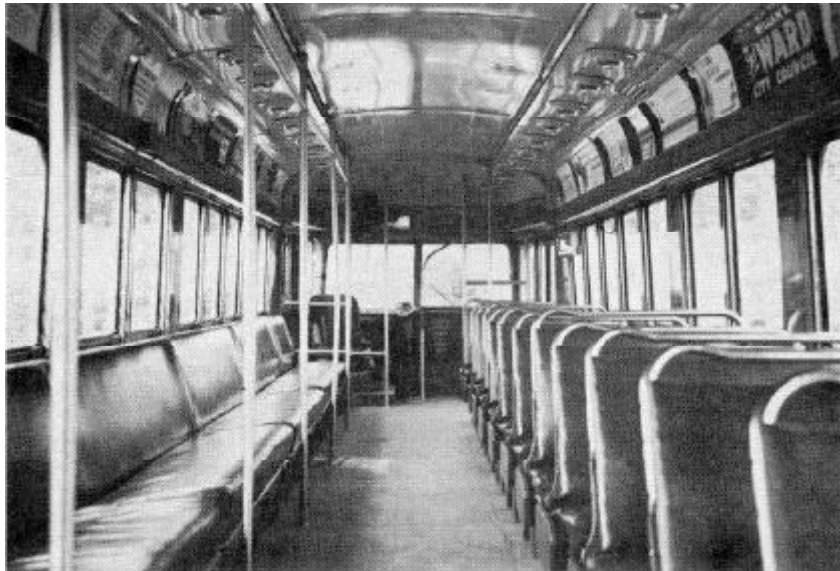
17 cars: 602-604, 606-615, 618-620, 625 sold to MTA in 1959.

Technical Data

Builder- Pullman Standard Year- 1945
 Length- 47' 0" Width- 8' 4" Height- 10' 6"
 Trucks- Clark B-2
 Motors- 4 Westinghouse 1432 HE
 Control- Westinghouse
 Brakes- Clark Drum



Number 3344 at Eliot Street Shops — May 29, 1964



Interior of Number 3331 (Boston Arrangement)



Number 3327 at Broadway and Tremont Street — February 2, 1962