

## Metropolitan Transit System PCC Light Rail Vehicle



### HISTORY

In 1892, famed entrepreneur John D. Spreckels bought a failed streetcar operation and launched the San Diego Electric Railway Company. Spreckels' business played a key role in San Diego's growth, providing access to areas such as Mission Hills, North Park, Kensington and East San Diego that were largely undeveloped at the time.

By the 1930s, however, streetcars were losing business to more versatile city buses and private automobiles.

In a last resort, industry executives designed the Presidents Conference Committee car, aiming to improve the style and comfort of a streetcar ride. More than 5,000 of these vehicles were produced. They made their San Diego debut in 1937 and continued operations until April 1949.

The PCC cars acquired for San Diego's vintage trolley service are a postwar model – more readily available and in better operating condition than surviving examples of the cars that first plied local streets.

Since 2006, San Diego Vintage Trolley, Inc. (SDVTI) a wholly owned non-profit subsidiary of MTS, has raised funds and managed the restoration process. No public funds were spent to restore the trolley. Over 3,000 volunteer hours and \$850,000 were spent restoring the first car, Streetcar # 529 to its original glory and adapting it for service on the current light rail system.

On August 18, 2011, MTS accepted #529 into service and operates it on the Silver Line, a 2.7-mile loop around downtown San Diego.

MODEL (series)	PCC
Company	St. Louis Car Company
Type	Single-ended, 4 axle
Fleet Size	1
Height (top of car to rail)	10 feet
Center Aisle Floor Height	32.5
Width (exterior)	9 feet
Length (end to end)	46.5 feet
Length (over coupler faces)	NA
Weight (empty)	38,500 pounds
Car Body	Corten steel frame and car body. Aluminum alloy cover for equipment.
Interior	Vinyl cover seats, rubber flooring, color coordinated metal.
Wheels	Steel-tired with acoustic dampening.
Dynamic Braking	Primary method of stopping car. Fades when speed reduced to approx. 1/2-3 mph. Friction braking completes the stop.
Ventilation	Flo-thru ventilation with manual operated windows at each seating position.
Speed	45 mph maximum
Overhead Traction Power	600-V DC
Operating	154 KW to accelerate from stop.
Passenger Capacity	Seated: 53 Commute: 85 Special Events: 110
Doors	2 per car, activated by driver. One for wheelchair lift. Low level stair boarding through double-folding doors
Door Safety System I	Sensitive edges, weight sensor on lower step.
Wheelchair Lifts	Ricon S Series.

Operating Plan                      Car operates on Thursday-Sunday, 15-minute frequencies daily.

Vehicle Orders                      Cars 529 (1946)

