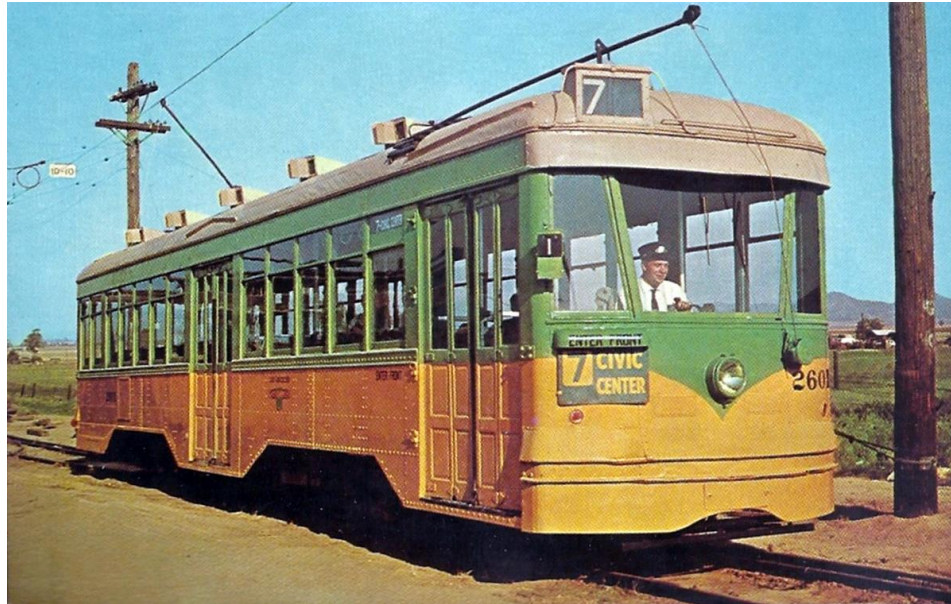# The Peter Witt Trolley

Why Trolleys?

I became fascinated with trolleys or streetcars as a child.

growing up in Cleveland Ohio, and born in 1957 by the time

that I was old enough to have memoirs the city had abandoned

streetcars altogether. However one could see rail in places

.around the city in the pavement. The concept of a train

on rails running down the street was amazing to me.

The Shaker Rapid Transit system for many years used the PCC car

(created by the Presidents Conference Committee).

So, I saw many of these and they held my fascination for years.


This is a classic Peter Witt Trolley

The Peter Witt streetcar was first introduced by the Cleveland Railway commissioner Mr. Peter Witt (1869-1948) who led the transit agency from 1911 to 1915 and designed a model of the streetcar known by his name that was used in many North American cities, most Notably in Toronto and Cleveland.
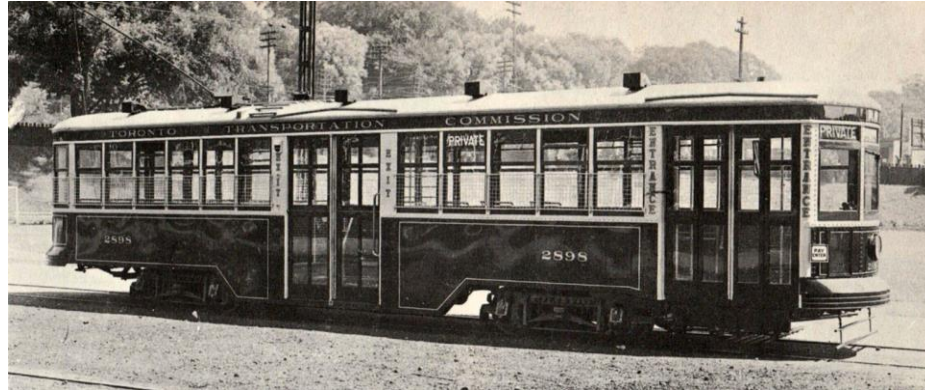
Car length	Small Witt 14 meters (47 ft.)
	Large Witt 15.8 meters (51 ft. 10 in.)
Weight	32,270 kg (71,150 lb)
Traction motors	4
Power output	Small Witt 4x26 kW (35 hp)
	Large Witt 4x37 kW (50 hp)

SMALL WITT (AS OF 1937)
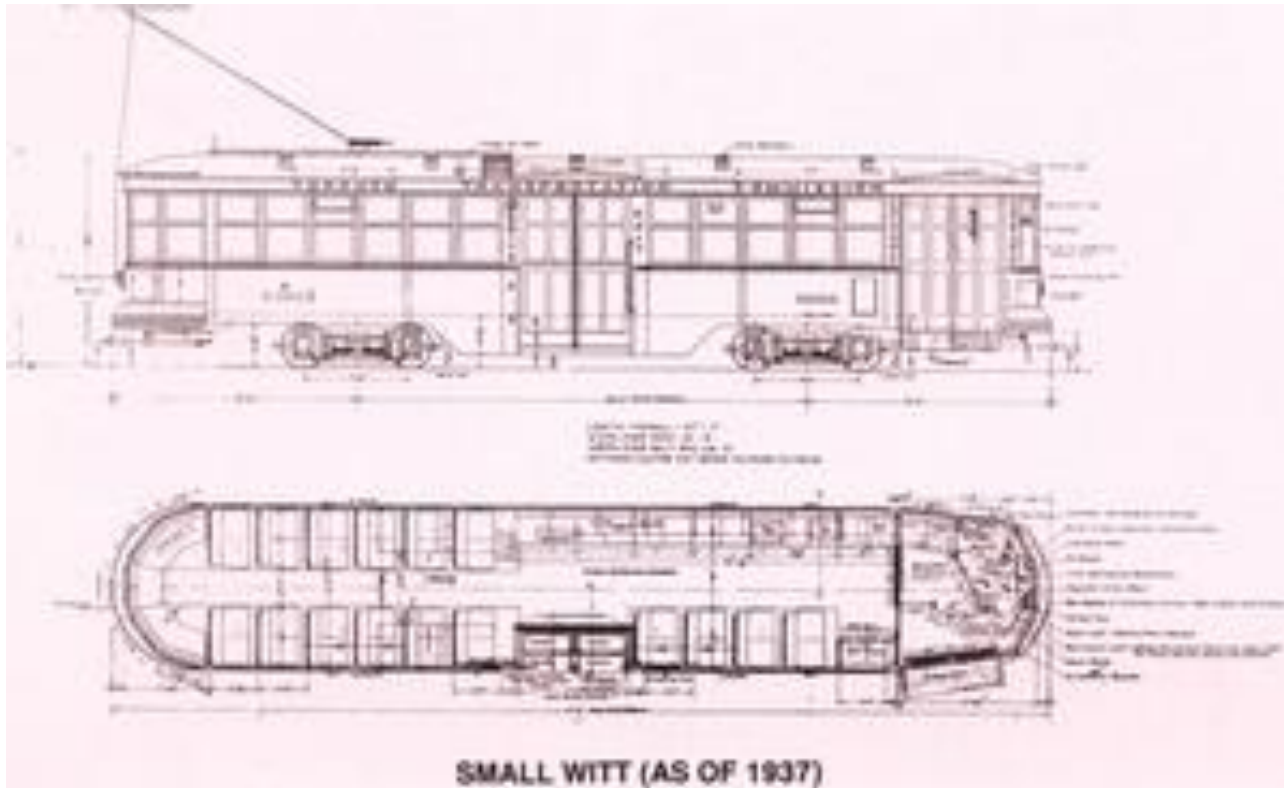
Number built

575 (350 motors, 225 trailers)

Brill
pre-Witt

Witt's great innovation was the doors. This design was distinguished from other streetcars of the era by its use of the center door as an exit only, with a conductor stationed inside just in front of the door. Passengers could board through the front doors without waiting or paying; they could pay the conductor immediately and sit in the rear of the car (in the nicer seats), or wait in front and pay just before they exited.

Classic
Two door
Witt Car

This had the effect of reducing the car's dwell time at stops, improving schedule times and increasing capacity. Many vehicles were later converted to pay-as-you-enter operation in order to reduce the number of staff needed, but they continued to be known as Peter Witt cars.

Millan, Italy car

Tronto, Canada

The Peter Witt style streetcar was built in

4 different countries, 12 different cities aroumd the world.

They were operated by 28 cities in 8 different counties,

from Melbourne, Australia to Leningrad, USSR

Cleveland, Ohio

Leningrad, USSR