

The Singing Wire



The Newsletter of the Pikes Peak Historical Street Railway Foundation

Our Purpose

The Pikes Peak Historical Street Railway Foundation exists to restore and operate historical street and electric railways in the Colorado Springs area. Our goal is to provide a cultural, historical, and educational experience for the citizens of the Pikes Peak region and southern Colorado.

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Garden Railroads – Why They Are So Special

First, what is meant by a Garden Railroad? It all started with LGB model trains, which were made in Germany. The locomotives and cars are G scale, i.e., 1:32 inch scale where 1 inch equals 32 feet, while the track is G gauge, i.e., 1.772 inches equals 4' 8½". Simply put, the size of these models and track are not suited for inside layouts but make convincing miniature railroads in a garden setting.



Because of their larger size, they can accommodate installation of live steam and other features not feasible on smaller model trains. They can be equipped with digital audio on board so they sound like a real train. But, because garden railroad layouts cover a much greater distance than indoor layouts, it is recommended that they use Digital Command Control (DCC) because it puts the full voltage on the rails at all times.

Plants and buildings are usually an integral part of a garden railway. Train stations and freight depots are popular along with geographic features such as mountains and ponds. Designs are as unique as the modelers who build them.

Over the past year, Pikes Peak Trolley Museum volunteers have made many improvements to our garden railroad. The track and ballast have been refurbished, the buildings have been repaired and given a fresh coat of paint, the plantings have been tended to, a bird house overlooking the layout has been added, and a new fence around the perimeter has been erected. And there’s a bench for you to relax and watch the train while it’s being operated.

Now, as winter approaches in Colorado Springs, it is time to put away our garden railroad. At the Pikes Peak Trolley Museum, that means storing the buildings and “G” scale locomotives and cars until nicer weather arrives next Spring.

The Legacy of Irene Bones:

Irene’s Garden and the Trolley Museum’s Garden Railroad



Irene was a very special member of the Trolley Museum. She was at one time the youngest female streetcar operator in the country. Then, as one of our PCC 2129 motormen, she was the oldest streetcar operator in the U.S. In 2007, at the annual ARM Conference in Washington, PA, ARM assigned her additional time slots so she could operate the Pennsylvania Trolley Museum’s Pittsburgh PCC car for a longer run. She may have once operated that very same car. During the 2008 ARM Conference, she “wowed” conference attendees, especially those from West Coast Railway Heritage Park who remained “Irene devotees” for the rest of her life.

Irene often brought lunch to the carbarn to show her appreciation for trolley restoration and museum volunteers. And, during the summer, you could find her “digging away” in the garden, exercising her very green thumb. Irene could coax beautiful blooms to grow in our sandy and questionable soil. And, oh, what a difference it made – for our visitors and for our volunteers as well. Irene is still missed very much.



Running the “Rock Island” on our garden railroad
Mike Walker photo

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This newsletter is produced and published collaboratively by volunteer members of the Pikes Peak Historical Street Railway Foundation. We welcome submittal of articles of interest to the membership. All articles are subject to editing. Mail input to above mailing or email address.

The PPHSRF is a Member of:

HeritageRail Alliance

Colorado Springs Chamber of Commerce

Coalition of Pikes Peak Historical Museums

Friends of the Cumbres & Toltec Scenic Railroad

ColoRail (Colorado Rail Passenger Association)

Letter from the President

Hello, Members and Supporters:

I have taken the presidency back on Wayne Russert's resignation and will continue serving until another suitable replacement can be found. Wayne is a hands-on-guy and found the multiple tasks associated with the job too much, given his dedication to setting up new displays and the continuing work on the 1919 Fort Collins Birney, which is nearing operational capability. He is continuing work on museum displays, and I urge those of you who have not been to the museum lately to see the station agent's office (right out of the 19th century) and a recreation of the car #48's "home" as we found it in the 1990s when the car was purchased. That house is set in the 1940s, complete with radio music!

During the months' respite from the presidency, I concentrated on the acquisition of the North Nevada abandoned railroad right-of-way so we could set up a demonstration loop there. It had been three years since the City of Colorado Springs had made an offer to the BNSF on the property and verbally promised us an easement to use a portion of it for this loop, and I proposed to the BNSF's real estate consultant, we acquire that portion of the property we needed, directly. I was informed that the City was still the preferred buyer, but the railroad had taken it and other metropolitan properties off the market about a year ago, reasons unknown. There were circumstances, I was told, that the City could circumvent the removal issue, by taking specific actions, and I am hoping it pursues the purchase, so we can move forward. In the interim, we are improving the museum and continuing to restore or stabilize our rolling stock from the ravages of time and weather.

We anticipate a renewal of our Enterprise Zone status, with a new goal of increasing tourism, which will be the E-Zone's new emphasis as well. As in the past, a cash donation of \$250 or more will qualify you for a 25% state tax credit as well as the federal charitable deduction.

We are well staffed for a 5-day opening, and our volunteers are taking on more and more jobs that languished for a long time - membership and community outreach, website and other social media work, acquisition of new artifacts, and car preservation to name a few. With several more tour guides, we should be able to open for tourism on a sixth day.

In closing, I wish all of you reading this the best of the holiday season and a happy and prosperous 2020.

David Lippincott

Mark Your Calendar!

November 23 Decorate our Trolley Barn Day

Saturday beginning at 10:00

Bring your extra garlands and decorations. Let's make our museum and restoration shop the most festive it has ever been.

December 7 Annual Volunteer Holiday Potluck Lunch

Saturday from Noon – 2:00 PM.

Drinks furnished; bring a main dish, side, or dessert to potluck.



John's History Corner

by John Haney

Fall Brought Streetcar Employee Job Changes

The change of season had a radical meaning for many streetcar operators. There was always a great need for personnel to carry out additional maintenance on the cars during the winter when passenger traffic was the slowest.

In 1906 the Colorado Springs & Interurban Railway Company began to manufacture its own cars. CS&I stood tall beside the big boys such as Brill, St. Louis or Cincinnati, using the same materials that they used: etched glass for the windows, mahogany, ash, maple and oak. The wood had to be dried in our climate before becoming fashioned into the fine products CS&I put out.

Under a new hiring policy, those accepted for employment as trainmen had to already possess some skill for car construction and repair. Thus, the younger and newer men gained seniority doubling as carpenters, painters and mechanics, metal workers, blacksmiths, and electricians.



CS&I Car Barn located in the 500 block of South Tejon Street between Cimarron Street and Moreno Avenue ca 1901
Photo from *Pikes Peak Trolleys*

Prior to this policy the operators with low seniority were laid off once the tourists went home from late summer until the following spring when tourists would again flock to the city. This system worked well with both the company and its employees, and many a trainman could continue working year-round rather than face unemployment.

Twenty-nine handsome two-man cars were assembled in the CS&I shops in the 500 block of South Cascade Avenue – this in addition to handling all winter maintenance on existing cars.

The original buildings are still standing and have become repurposed into trendy eating establishments such as Streetcar 520 as well as offices and other mixed uses.

NEWS ALERT

After more than 70 years, Oklahoma City streetcar service returned on December 14, 2018

The **Oklahoma City Streetcar**, also known as the **Metropolitan Area Projects Plan 3 (MAPS 3) streetcar**, operates on a 4.8-mile system that serves the greater downtown Oklahoma City area using modern, low-floor streetcars. Two lines connect Oklahoma City's Central Business District with the entertainment district, Bricktown, and the Midtown District, with expansion to other districts surrounding downtown as well as to the Central Business District.

The streetcar project was first conceived in a 2005 regional transit study (the Fixed Guideway Study) and lay dormant until local Oklahoma City businessman, inventor, and political activist Jeff Bezdek promoted the project to the Oklahoma City Council to be considered as part of the MAPS program. Bezdek launched a strategic campaign called the Modern Transit Project to generate public support for the initiative. After polling indicated the streetcar plan had the support of a majority of likely voters, the Council incorporated the concept into the MAPS program. Ultimately, a contract was awarded to Brookville Equipment Corporation for five streetcars, with a sixth and seventh car eventually added to the order. The first car was delivered in mid-February 2018; by the end of September 2018, six of the seven cars had been received. The streetcars were required to operate wirelessly for several hundred feet under the existing Burlington Northern Santa Fe Railway bridges separating downtown from Bricktown.



Shown above are the three Oklahoma City Streetcar color schemes: "Clear Sky blue," "Bermuda" and "Redbud"

Christmas is a festive time at the Pikes Peak Trolley Museum!

A Look Back at Seasons Past

We celebrated with —

- “Decorating Saturday” (right)
- Christmas Dinner at Giuseppe’s
- Parade of Lights
- Santa Trolley
- Volunteer Holiday Potluck



Above: Birney ready for 2005 Parade of Lights



Above: Irene Bones operating PCC 2129 on Dec. 3, 2005— in the snow!



Above: 2006 Volunteer Holiday Potluck – in PCC 2129

Merry Christmas to all of our readers!

Enterprise Zone Donations will help the four restoration projects shown below

Former Fort Collins 1919 Birney Safety Car #135



Work to be completed:

- Rebuild one controller
- Build one controller box
- Install one operator seat
- Install one fare box
- Rebuild braking system

Estimated costs: \$2,500

Former SEPTA 1947 PCC Car #2129



Work to be completed:

- Rebuild brakes
- Repair hail damage, i.e.,
- Replace steel panels
- Remove rust, old Bondo
- Prime and repaint

Estimated costs: \$6,000

Former LARy 1943 PCC Car #3101



Work to be completed:

- Complete weatherproofing roof
- Strengthen roof trusses
- Replace interior roof panels
- Repaint where needed
- General cleanup

Estimated costs: \$2,000

1964 ex-SP 6777 Rock Island Baggage Car #4363



Work to be completed:

- Sand blast south side
- Prime bare steel
- Repaint with SP grey latex
- Re-letter where needed

Estimated costs: \$4,500

Treasurer’s Tidbits - - - - - by Don Gage

COLORADO GIVES DAY - Dec. 10, 2019

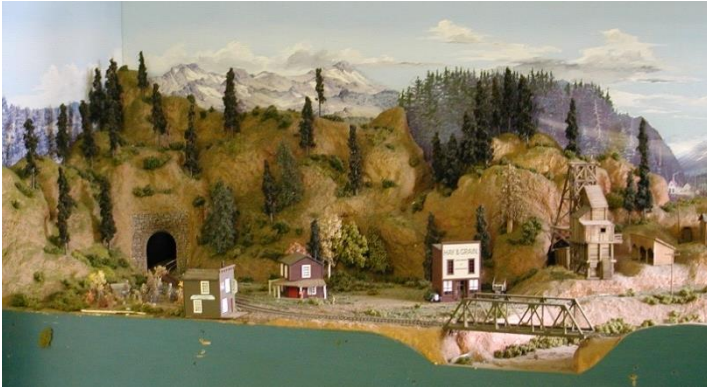
Don't miss this chance to contribute to the PPHSRF - it's easy and convenient and could have a real impact on the future of the PPHSRF. Go to ColoradoGives.org, keyword "streetcar"

A contribution of \$250 and more, when donated through the **El Paso County Enterprise Zone**, could qualify for an additional State of Colorado tax credit. Your \$250 contribution can be allocated as you wish to car restoration, museum displays, or the general operating fund. Please call 475-9508 (PPHSRF office) for details.

The Rolling Spotlight featuring Model Trolley and Train Layouts

In this issue, we continue the series of articles in which we share photographs and interesting information on historically significant pieces of rolling stock or interesting exhibits in the Pikes Peak Trolley Museum's collection.

Below: Model railroad layout in the Roswell Rock Island Museum car built by volunteers, the late Steve Pelles and the late Vince Morris



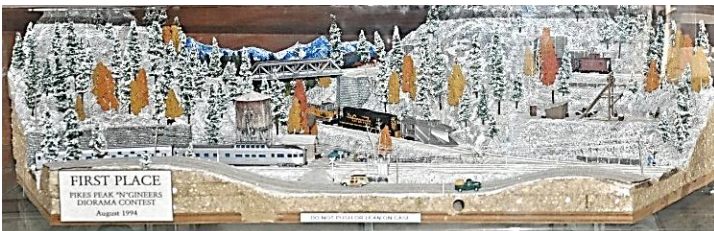
Over his lifetime, Steve Pelles collected Rock Island model railroad locomotives, cars, and equipment in all scales and representing all periods of the Rock Island RR. Be sure to tour the Rock Island Museum – a real treat!

Below: The model of the Rio Grande/Rock Island Depot which became Giuseppe's Restaurant built by volunteer Paul Fiebing and the late Vince Morris for the Pikes Peak Trolley Museum model railroad layout



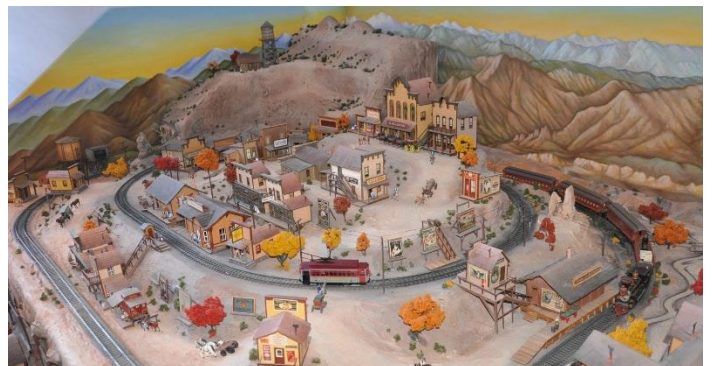
In the Pikes Peak Trolley Museum, Paul Fiebing and the late Vince Morris spent many an hour constructing the O scale layout depicting the route from the roundhouse to the Rio Grande/ Rock Island Union Depot, which in later years became Giuseppe's Restaurant. The depot is now being redeveloped into a 3-restaurant and retail complex.

Below: Tom Levy's award-winning "N" scale diorama "First Snow"



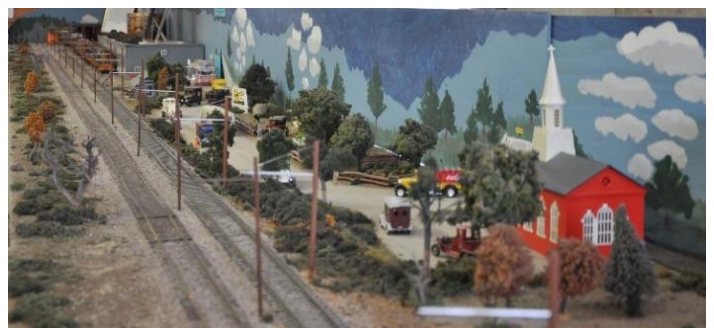
Volunteer Tom Levy won First Place in the Pikes Peak "N" Gineers Diorama Contest in August 1994. It depicts the D&RG streamliner, the *Denver Zephyr*, passing through Colorado's high mountain country and is on long-term exhibit in the museum just behind the ticket counter.

Below: In 2019, John Wagner of Canon City donated this 2-8-0 1½-inch gauge model of a Consolidation steamer. It took him ten years to manufacture all the parts, assemble them, and paint it.



Above: John Wagner also donated his 5' by 8' HO scale layout to the museum. You can find it in the northeast corner of the conference room.

Below: Children's wooden magnet train – this one's made for touching!



Above: Another view of the model railroad layout inside the Pikes Peak Trolley Museum built by Paul Fiebing and the late Vince Morris

Car 470 Restoration Update Friends of the Cumbres & Toltec

The FoC&TS volunteers have made significant progress in the restoration to operational status of their 1889 D&RG narrow gauge tourist sleeper. It was built by Pullman in their Detroit shops, part of an order of ten coaches which provided inexpensive transportation to the Western frontier.



The roof has been completed.

After the rough-cast seat frames arrived, they had to be finished and painted.

All wood seats and backs had to be individually cut and finished before being assembled.



The bunk partitions also had to be individually cut to size and shape and then finished before being installed.

Mike Walker photos

Plans are to move the car to Antonito in March for work on the undercarriage.

The Friends of the Cumbres & Toltec Scenic RR (FoC&TS) work on the 1st, 3rd, and 5th Saturday of the month from 9 a.m. to 3 p.m. Be sure to visit before mid-March!

Trolley News from around Colorado

ARVADA: After nearly 70 years, Car No. .04, the very last streetcar to operate in early July of 1950 when the Denver Tramway System shut down, is headed for restoration. Built in 1911, it once ran through north Denver, past Lakeside, Berkeley Park, into Arvada, and to Leyden. It also traveled a line into Golden. Walter Weart bought the car in 1999, and now heads the Friends of No. .04 Trolley. History Colorado and the City of Arvada are funding professional restoration by the Wasatch Railcar Repair Div. of Wasatch Railroad Contractors, Shoshoni, WY. When complete, it will find a home around Olde Town Arvada.

FORT COLLINS: Ten years ago, in 2009, the Fort Collins Municipal Railway Society (FCMRS) was able to bring back former Fort Collins Municipal Railway (FCMRy) Car No. 25 after purchasing it from Charlotte Trolley in 2007. On July 20th, after many restoration challenges, it moved out of the Howes St. barn under its own power! Then, on August 20th, expansion of the Mountain Avenue car barn began. Both cars will be stored in the two-bay barn while the addition will hold maintenance vehicles, tools, supplies, and parts. In the future, a passing track on the line will be needed as well as more volunteer motormen and conductors. It will be exciting to see No. 25 join Car No. 21, sister cars to our museum's CS&I Car No. 135, the former FCMRy No. 22.

D&RG Locomotive 168 Restoration Update



October 2019 Joe Costa photo of No. 168 outside Antonito Shop

John Bush, president of the Cumbres & Toltec Scenic RR, plans to dedicate the newly restored No. 168 on opening day of the 2020 season. The engine will be included in at least four runs showcasing pre-1900 steam locomotives.

Did You Know?

- In 1909, Rio Grande No. 168 headed President William Howard Taft's train when the Gunnison Tunnel was opened, at the time the world's longest irrigation tunnel.
- The first Hollywood film to feature narrow gauge equipment was made in 1935. This film, *The Texas Rangers*, used Rio Grande locomotive No. 168, temporarily made to look like what Hollywood thought an "Old West" locomotive should look like!
- After operating on New Mexico's iconic "Chili Line," the 1883 ten-wheeler was subsequently retired in 1938 and donated to the City of Colorado Springs. It was displayed in Antlers Park, across the street from the D&RG/Rock Island Depot, until a 2016 agreement between the City and the Cumbres & Toltec Scenic RR (C&TS) made it possible for a complete restoration to operating condition.

To compensate the City for the loss of its park display, the C&TS is offering a 25% discount on coach class train tickets for all Colorado Springs residents.



Above: No. 168 heading President William Howard Taft's special train to the opening of the Gunnison Tunnel, 1909.

Museum Operations and Restoration Updates

Operations

August 15, 2019 – November 15, 2019

Ron Oatney is the Director of Operations; he welcomes your ideas and participation. The following update details recent activities by volunteers, members, Workfare, and Front Range people.

- **Carbarn:** We are getting all new LED lighting in the restoration area; it's much easier to work in the brighter shop! Thanks to **Don Gage, Wayne Russert** and **Sam Titus**.
- **Friends of the Cumbres and Toltec restoration area:** This area has been scoured with a large magnet to pick up nails and metal that might be a problem for tires. Thanks, **Wayne Russert**, for making a magnetic device to accomplish this.
- **Museum Displays:** The 5' by 8' HO layout is now in place and running in the NE corner of the conference room. Thanks, **John Wagner, John Caulfield** and **Tom Levy!**
- **Museum Lighting:** New LED lighting in the museum will replace the old eight-foot fluorescent lighting, a big saving.
- **Museum Grounds:** The entire east and north yards have been mowed, weeded, and elms cut down and the piles of limbs and trash outside our north fence have been removed, thanks to museum volunteers and CS worker **Scott Dunn**. Ads placed on Craig's List helped reduce our scrap wood pile and dispose of more excess cabinets and tables. We recycled 14 scrap tires at Big O; they waived the recycle fee. Thanks, **Marti Benson, John Caulfield, and Ron Oatney!**
- **Tours:** **Marti Benson's** very successful media publicity has resulted in a significant increase in tours of all types – individuals, families, small groups, and educational classes.
- **1888 Roundhouse:** **Tony Guerra** has begun tuck-pointing the outside stone wall, providing the expertise, materials and scaffolding. **John Caulfield, Jon Prather, and Scott Dunn** are building polycarbonate storm windows for the north wall.
- **Outdoor Garden Layout:** The new fence around the layout looks great. And, a new trestle has been installed in the garden. Thanks to **John Weed** and all who helped him.

Restoration

August 15, 2019 – November 15, 2019

John Caulfield is the Director of Restoration; he is always looking for volunteers with the kind of skills to restore our historic cars. The following is an update on recent activities.

- **CS&I Car #135:** The ongoing work on the Birney is going well; the operator's stand installation is nearing completion. Thank you, **John Cusack, John Weed, and Tom Levy!**
- **PCC #2129:** **John Weed** caulked holes and cracks which let water into the light fixtures – problem solved!. Thanks, **John**.
- **CS&I #59:** The area north of the car in the carbarn has been cleared and cleaned, and plans are being made to move #59 north to open the track to the south of it.
- **Car #48, "The Brill":** Inside the carbarn, #48 has been turned into a popular display of a young couple's WWII-era residence - which it actually once was (see story below).
- **PCC Interurban Car #4002:** Plans are being formulated to move the Pittsburgh 4002 car east, the Rock Island baggage car to the east across Steel Drive, and the #48 car outside. The roll-off 10-ton dumpster has been removed in order to install new track on which to place Rock Island Car #4363.
- **Denver Tramway Cars #724 and #770:** Plans for a maintenance-of-way display are under consideration.
- **Car #3101, LARy War Baby:** The interior ceiling in our LARY narrow gauge PCC car has been removed. More work needs to be done before new paneling can be installed. Thank you, **Sam Titus** and **John Caulfield!**
- **Car #4363, exSP6777, Rock Island RR Museum:** The south side of the car still needs to be prepared, primed and painted.
- The **REA Baggage Cart**, being made to look like a miniature Birney streetcar and destined to be used in local parades, is looking good and coming along.
- The **C&W flat car** sale to the Pueblo Railway Museum is complete; it will be moved pending trucking arrangements.

Volunteers – Always Needed, Always Welcome

Irene's Garden and Colorado Springs & Interurban Car #48 – and a Surprising Connection

by Tour Guide Paul Fiebing

Here at the Trolley Museum we get a lot of stories from people we meet. Recently, one in particular struck my fancy. I was working in Irene's Garden Railroad with a Community Service lady who had experience with gardening for Broadmoor property owners. She told me that one evening many years ago she was invited to have dinner in Trolley Car #48. In 1932 all the trolley cars were taken off the streets and buses replaced them in transportation service. This trolley car had been sold to a person who had property in Ivywild and used the car as a rental. The lady who was helping me in Irene's Garden told me of the delightful dinner she had in a most unusual rental unit – Trolley Car #48!

A Visitor from Los Angeles Visits Los Angeles Railway Car #3101

by Tour Guide Mike Walker

On a Friday in August, an elderly lady from Los Angeles and some of her local family members stopped by for a tour of the Trolley Museum. To her surprise, she immediately recognized the Los Angeles car by the colors. She mentioned that she had ridden in the "salad colored" cars. Once inside the car, she said it was all familiar to her. She may have possibly ridden in the #3101 as a child, and it brought back many memories for her. She then learned the story of how a Los Angeles car found its way to Colorado and onto the Colorado State Register of Historic Properties.

Your continuing support of the Pikes Peak Historical Street Railway Foundation is vital for meeting operating expenses and funding restoration costs. Please consider additional contributions for the restoration of the "Laclede" and the "Birney." **Please mail checks to PPHSRF, PO Box 544, Colorado Springs CO 80901-0544 or indicate payment by credit card or PayPal below.**

MEMBERSHIP INFORMATION (Please print)

Name(s): _____

Address: _____

Home Ph: _____ Cell Ph: _____ Email: _____

MEMBERSHIP CATEGORIES (Please check one)

Individual

Family

Corporate

Friend \$40.00 Unlimited guests \$60.00 Sponsor \$250.00

Check enclosed. Please mail to the address at the top of this form.

Please charge my credit card: _____ Exp. Date: _____

Name as it appears on card (please print) _____ Signature: _____

"PayPal": Send funds to csstreetcarfdn@aol.com

Additional Contribution: \$ _____ to be applied to (please check one):

Car Restoration Museum Displays General Operating Fund

PLEASE CONTACT ME ABOUT VOLUNTEERING!

Note: For contributions of \$250 or more, please consider making your donation through the El Paso County Enterprise Zone; your contribution may qualify for a 25% Colorado state tax credit. For more information, call 475-9508.

Many thanks to our volunteers, members, and donors!

Meet Your Museum Volunteer

In this issue, we'd like you to meet **Paul Fiebing**: layout modeler, restoration volunteer, and tour guide.

Paul grew up in Chicago, riding streetcars! He came to Colorado Springs in 1946 and later graduated from high school here.



He returned to Chicago to attend vocational college for a machine shop course but after three months enlisted in the Air Force during the Korean conflict. He served as a gun sight and radar technician in Japan and Korea until 1954. From 1955-1970, Paul and a "buddy" were in the restaurant business in Peoria, Illinois: "Clark's Café – we never closed!"

Paul returned to the Springs to attend Nazarene Bible College and became a minister, serving for 3½ years in Carson City, Nevada. It became necessary for him to return to Colorado Springs to care for his mother. During that time, he went back to college and earned a degree in psychology at UCCS. After his mother passed away, he began working "outdoors" – first at Templeton Gap Turf Farm and then at Colorado Springs Country Club Golf Course.

Paul and his wife Helen Jane have two children: Heather (a researcher in Denver) and Robert (a BNSF brakeman and conductor). Helen Jane was a day care provider for 25 years.

Paul has been volunteering for 17 years now and likes doing "whatever needs to be done." He began helping Jeff Smith with the Birney roof, windowsills, windows, and putting rattan on the seats. Friday is his day to be a museum tour guide. And he tends our garden railroad.

Can you picture yourself here?

Volunteers really do make a difference – any number of hours you can give will be greatly appreciated! Pick up a volunteer application –

TODAY!

MUSEUM HOURS

Open Wednesday through Saturday

Museum opens at 9:30 a.m.

Last tour at 3:00 p.m.

Adults \$5, Active Military & Seniors \$4

Children 3-11 \$3