

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.

Inside this issue:



- Re-purposed Roundhouses – Tucson AZ, Las Vegas NM, and Colorado Springs 1
- Letter from the President 2
- D&RG Builder's Plate 2
- John's History Corner 3
- Portland's Streetcars 3
- Update on SEPTA 15-Girard Avenue line 3
- A Visit to the Pikes Peak Trolley Museum 4
- News Alert: San Francisco Streetcars 4
- The Rolling Spotlight: 1880 RI Roundhouse 5
- Colorado Springs portion of C&TS Car 470 Restoration is close to completion 6
- Toronto Prefers Streetcars 6
- Operations & Restoration Updates 7
- Laying track is not easy! 7
- Membership Form 8
- Hugo Roundhouse 8



Spencer Shops Roundhouse, now part of the North Carolina Museum of Transportation

A LOOK AT SOME RE-PURPOSED ROUNDHOUSES

The EP&SW Railroad Roundhouse in Tucson AZ

The El Paso & Southwestern Railroad (EP&SW) roundhouse in Tucson, Arizona, survives! Built in 1912, it eventually served a succession of railroads which ultimately became the Class I EP&SW.

The earliest railroad was the Arizona & Southeastern (A&S), which was chartered in May of 1888. It was owned and built by the Phelps Dodge company to transport copper from the mines in southern Arizona to the smelter in Bisbee.

The railroads, in order to succeed, needed a connection with either the Santa Fe or the Southern Pacific. In 1901, the A&S was taken over by EP&SW, which interestingly was also a Phelps Dodge railroad.

Photos by the late Ron Dawson, Editor, EP&SW Flyer

The combined railroads had two major centers of operation: Tucson and El Paso, which was Phelps Dodge headquarters. The size of the Tucson roundhouse reflects the need for servicing the number of locomotives that were in operation in the area.

In 1924, the Southern Pacific Railroad (SP) purchased the EP&SW. Subsequently, the Denver & Rio Grande bought the SP, which later merged with the Union Pacific Railroad. The roundhouse is now owned by a building supply company situated along the EP&SW Greenway route.



The Santa Fe Railroad Roundhouse in Las Vegas NM

The Santa Fe Railroad arrived in Las Vegas in 1879, and like many railroad boom towns it thrived in the late 1800's. But the Great Depression hit the community hard, followed by the eventual decline of the railroad industry. Ironically, because no one had the money to tear them down, Las Vegas boasts over 900 buildings on the National Register of Historic Places.

Las Vegas NM roundhouse, historic photo



Constructed in 1917 by the Atchison Topeka & Santa Fe Railroad, the Las Vegas roundhouse is the only true Santa Fe roundhouse known to survive. The 34-stall structure was a typical "low-type" roundhouse built to plans drawn in 1916. A 100-foot through plate girder turntable provided access to the stalls. It replaced the original 9-stall roundhouse, built in 1880 and enlarged to 16 stalls in 1899. At some unknown date, the roundhouse was sold for use as a wool warehouse, and the turntable and all tracks were removed.

NPS 2012 photo of AT&SF roundhouse

Once part of an AT&SF railroad division headquarters, the roundhouse still stands and is listed on the National Register of Historic Places. It is privately owned and used for grain storage.



The Colorado Midland Railway Roundhouse in Colorado Springs

Built in 1887 for the Colorado Midland Railway, it served as a light maintenance and storage facility. The railway was the first standard gauge railroad built over the Continental Divide in Colorado. It ran from Colorado Springs to Leadville and through the divide at Hagerman Pass to Glenwood Springs and Grand Junction. In 1955, the "Midland" Roundhouse was sold to the Van Briggles Pottery. The current owners purchased the building in 2009 and remodeled it into an upscale shopping and office complex, including a local brew pub.

Right: "Midland" roundhouse ca 1960



Left: Modern view of Colorado Midland roundhouse after remodeling

continued on page 8

The Singing Wire is published by the Pikes Peak Historical Street Railway Foundation Inc. of Colorado Springs, Colorado, a nonprofit corporation under section 501(c)(3) of the Internal Revenue Code.

PPHSRF Board of Directors

President

Dave Lippincott

Vice President

John Caulfield

Treasurer

Don Gage

Secretary/Historian

John Haney

Operations

Ron Oatney

Restoration

John Caulfield

Accountant

Mitch Downs, CPA

Pikes Peak Trolley Museum

2333 Steel Drive

Colorado Springs CO 80907

Mailing Address

PO Box 544

Colorado Springs CO 80901-0544

Phone: (719) 475-9508

Email:

streetcar@PPHSRF.com

Web Address

<https://coloradospringstrolleys.com>

The Singing Wire

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 (CoPPHM)

Friends of the Cumbres & Toltec Scenic Railroad (FoC&TS)

ColoRail (Colorado Rail Passenger Association)

Friends of Fort Collins Municipal Railway (FoFCMRy)

Friends of Trolley No .04

Denver Rail Heritage Society, operators of Platte Valley Trolley

Letter from the President

Dear Members and Friends:

I'm pleased to report that we have been approved to continue as an El Paso County Enterprise Zone participant in a multi-year program that will stretch over six years, through 2025! The Enterprise Zone is the organization that provides Colorado state tax credits of 25% to cash donors of \$250.00 or more to us, and credits of 12.5% for in-kind donations of that size that can be certified accurately. Each year, we are required to meet measurable goals, and we have four of them for 2020:

1. To increase our visitor attendance by 10%.
2. To evaluate and repair the PCC 2129's braking systems and to restore the exterior sun damage by removing rust and repainting. This is the car we now operate for visitors.
3. To complete the restoration of the Ft. Collins Birney #135 to operating condition.
4. To complete the cosmetic restoration of the Los Angeles PCC #3101 (roof and interior paneling).

We estimate total costs involved to be \$12,150 for the restorations and lots of outreach to reach the attendance goal.

Obviously, we are involved in other projects - to name a few, we are adding attractions and interactive displays to our museum and commencing further restoration on our 1901 Laclede streetcar, after finding several very qualified woodworkers willing to undertake that demanding and exacting work.

I need to point out two ways you can contribute to us, outside of the usual cash and in-kind donations. You may donate appreciated securities to us, taking credit for the appreciated values without having to pay capital gains. We are setting up a brokerage account with JPMorgan Chase to receive these types of donations and will provide the needed information to you should you wish to donate securities to us. The State of Colorado has a new program, ReFUND CO, wherein you can donate a portion or all of your state tax refunds to the non-profit of your choice. We qualify as a 501(c)(3) organization. Go to REFUNDWHATMATTERS.ORG (<https://refundwhatmatters.org/>) for more information.

We still await the City's efforts to purchase the abandoned rail line adjacent to N. Nevada and its verbal promise to grant us an easement to use a portion of it for a demonstration loop. It is now 3½ years since the negotiations commenced.

Dave Lippincott



During the museum's annual Christmas volunteer potluck, Ruth Timberlake presented a D&RG builder's plate from the collection of her late husband, Jack Timberlake, to the museum. In turn, the builder's plate was donated to the Friends of the Cumbres & Toltec in honor of the nearing completion of D&RG narrow gauge Tourist Sleeper Car No. 470.

Pictured left are Craig McMullen of the FoC&TS and Ruth Timberlake



John's History Corner

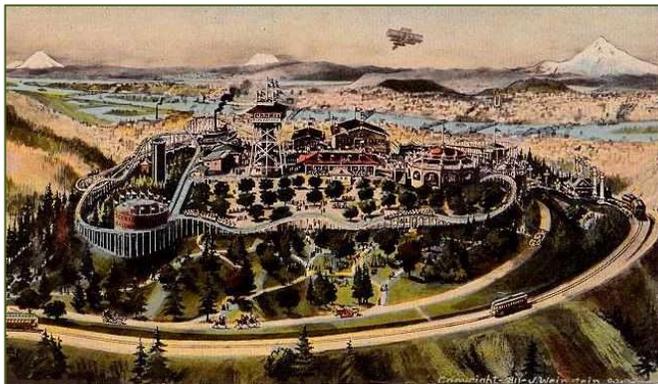
by John Haney

RIDING PORTLAND'S STREETCARS

Riding streetcars in Portland, Oregon can be a slippery business in this wet climate! At just about any time of year it's not unusual for large leaves to fall onto the tracks, and when these leaves are wet, yes, the wheels will spin big time!

Portland has a great streetcar system. Now in its second era, it first operated from 1882 until 1950. The present period began in 2001 with the first *new* streetcar line in America since World War II. It had four miles of trackage running at its north end from what used to be a rundown industrial district, now an upscale mixed use residential/commercial area, to the south end, once an underutilized swampy boat-building area, now loaded with highrise condos. In between is Portland's thriving downtown. The system, now 7.2 miles long, has expanded to the east side of the Willamette River and connects with the original trackage via a bridge dedicated solely to streetcars, bicyclists and pedestrians.

The first trolleys ran as cars pulled by horses or mules, starting in 1872. They ran mainly near the Willamette, close to the earliest development. Beginning in 1889 the system was electrified, and rapid expansion took place.



Above: Council Crest Amusement Park, 1912

Separate trolley companies sprang up to provide service to different parts of the community for many years until they were consolidated into one organization.

One very popular destination was Council Crest Amusement Park, 1150 feet above the Portland Harbor, a 2½-mile trip popularly known as “the most scenic and spectacular streetcar line the Pacific Northwest.” The amusement park boasted a Japanese Tea Pavilion, a dance hall, a roller coaster, the Columbia River Water Log Ride, which encircled the park as did a canal boat ride, a carousel, a Ferris wheel, hot air balloon rides, and a miniature steam railway. Although the trolley no longer goes to Council Crest, it's still worth a visit just for the spectacular views of downtown Portland, Mount Hood, and the surrounding countryside.

So next time you're in Portland, be sure to mix in some activities where you can “GO BY STREETCAR.” Witness how popular they are, and they're clean, frequent and inexpensive to ride! If you're also traveling by bicycle, you can easily carry it on the streetcar. See how easy and convenient it is to go from one place to another without having to use your automobile. See how streetcars can help provide new life to the neighborhoods they pass through. Portland's city planners have proven that streetcars are a powerful catalyst to effect good city planning. They've shown that streetcars can do a lot of good for a city; they have a fascinating history, they can take you to many fascinating places unique to Portland, and they can be a lot of fun!



Above: John Haney “hailing” a Portland streetcar!



Update: On January 25, 2020, buses replaced streetcars on SEPTA's historic 15-Gerard Avenue line – again. Philadelphia brought streetcar service back to Girard Avenue in 2005, which first got rail service in 1859! (Leaks from inside the agency claim the cars will be scrapped, except for those going to a museum.)

PCCs are shown here in authentic SEPTA green, red, and cream livery.



A Visit to the Pikes Peak Trolley Museum – in a Nutshell

Have you visited the museum and restoration shop lately? If not, here's a peek at what's in store for you!

- A timeline in pictures that begins with the first trolleys – which were horse-drawn. Next, the timeline moves through the Colorado Springs Rapid Transit, Colorado Springs Suburban Railway, and finally the Colorado Springs & Interurban Railway era. There's even a copy of the CS&I incorporation papers signed by Winfield S. Stratton. The main focus is our city - Colorado Springs.
- Vintage photos of the cars that are under restoration in our shop
- Displays of rail transit operations in other cities
- A display of street railway maintenance equipment
- Six museum model railroad layouts and model trolley displays
- Exhibit cases with trolley transfers, cap badges, and overhead line displays
- A display of a station agent's office, including desk, typewriter, and telegraph
- A *NEW* display of glass insulators for telegraph wire and poles
- Inside our restoration shop, you'll have a chance to talk with the hard-working, knowledgeable volunteers working on the cars under restoration. Our volunteers are making great progress restoring historic and vintage streetcars. In the shop, look at the close-up pictures of the cars on Tracks 1 and 2. And step back to a time when Car #48 was home to a young married couple and their baby.
- Outside the carbarn, most importantly, you'll visit
 - the Roswell Rock Island Museum in the former SP express baggage car No. 6777, now Rock Island No 4363
 - Los Angeles Railway Car 3101, one of only two surviving PCC cars built in 1943 to transport Los Angeles war workers and used on the last day of electric service in 1963
 - Rio Grande Caboose No. 01501, furnished to provide a look into how these iconic cars were once used



Before you leave, be sure to browse our gift shop. There is an extensive collection of post cards and other interesting souvenirs, so don't leave empty-handed!

NEWS ALERT

The Streetcars of San Francisco

Justin Franz wrote "A direct line to the past: The streetcars of San Francisco" which appeared in the December 22, 2018, issue of *The Washington Post*. Portions of the text are summarized and some of his photos are included below.

When Rick Laubscher was 6 years old, he rode a streetcar to the circus. The San Francisco native is pretty sure he saw the lions and tigers and all that comes with it, but he wasn't left with much of an impression. "I don't remember the circus," he says six decades later. "But I remember that streetcar ride." So started a lifelong fascination with San Francisco's streetcars that eventually led to Laubscher playing a key role in the creation of a vintage trolley line through the heart of the city, allowing visitors and commuters alike to ride the rails just as they did a century ago.

Every day up to two dozen vintage F-Line streetcars, many built before World War II and operated by the San Francisco Municipal Transportation Agency (also known as Muni), carry people from the Castro District to Fisherman's Wharf. "Streetcars built the urban America that we know today," Laubscher says. "The electric streetcar helped stretch the boundaries of our cities... Today, the streetcars are still a critical part of the city's transit system... It's not enough to just preserve machines like these as static displays; you have to let people experience them," he says. "San Francisco relishes its transit history, but we also put our history to work."

Below left: A streetcar painted in tribute to Philadelphia runs along the San Francisco waterfront in July 2018. Below center: A streetcar painted in honor of Cincinnati's transit line passes San Francisco's Ferry Building in June 2016. Below right: A historic streetcar painted in honor of Dallas, Texas, passes Pier 39, a popular tourist destination, in June 2016.



The Rolling Spotlight featuring the 1880 Rock Island Roundhouse

In this issue, we continue the series of articles in which we share photographs and interesting information on historically significant equipment, museum items, and in this issue, our roundhouse “home” and some needed maintenance work.



Left:
circa 1919
– 1929
Roswell
Rock Island
turntable
and round-
house after
being
reduced to
eight stalls

The Pikes Peak Trolley Museum is located in the 1880 Roswell Rock Island roundhouse. It, too, has been re-purposed. It serves as a museum, the offices of the Pikes Peak Historical Street Railway Foundation, and the restoration shop for the historic streetcars in our collection.



Above: The dark areas of the ceiling in the car restoration area of the roundhouse are not from “old age” but rather the accumulated soot from the steam locomotives serviced here 100 years ago. You can even see the soot from the smokestacks of Rock Island steam locomotives on the ceiling of the conference room!
Mike Walker photo

Right: Tony Guerra tuck-pointing roundhouse wall in September 2019

Dave Lippincott photo



Right: Aerial view of Roswell Rock Island Roundhouse in April 2005 Greg Roberts photo

In 1943, a 90 ft. turntable was installed. When it was removed, the roundhouse had its current 4-stall configuration.



Above: Rear view of the 140-year old carbarn, Mike Walker photo

Above: Close-up of tuck-pointing
Ron Oatney photo

Throughout October and November of 2019, much-needed storm windows were installed. The original windows “leak” and are very drafty, making the conference room cold and uncomfortable in winter.

Right: Volunteers John Caulfield and Scott Dunn at work on windows

Marti Benson photo

Below: Still busy after all these years,



Mike Walker photo left, Don Gage photo right



Above: Pikes Peak Trolley Museum portion of the former roundhouse
Mike Walker photo

Car 470 Restoration nearing Completion by John Eng, Friends of the Cumbres & Toltec

In writing this update, I realize it will be the last for this project at the Trolley Museum. The first part of April, Car 470 will move to the Friends Car Repair Facility in Antonito for completion of the undercar work. That work will include a 1920 Westinghouse brake system, air piping, levers and connecting rods. Newly constructed period trucks must be fitted and brake hardware connected. After installation of the coupler pocket and hardware, the reconditioned couplers will be installed. This is the culmination of over a 10-year effort in the restoration of this 1889 Pullman Tourist Sleeper Car 470.

The history of this car is amazing. Manufactured at the Detroit Pullman factory for narrow gauge cars, it is the last car of a 10-car lot purchased by the D&RG. It was transported across the transcontinental rail line on standard gauge trucks to the Denver Burnham Shops of the D&RG. There the trucks were removed, resized using narrow gauge axles supplied, reassembled and sent out on 3rd rail (3-foot wheelbase). Car 470 was used on the Salt Lake line and night trains to Durango. In 1898, the Salt Lake line and the eastern slope of the Rockies were upgraded to standard gauge. Car 470 was sold to the Colorado and North Western railroad and renumbered as Car 9. In 1909, during reorganization to the Denver Boulder & Western, the car was again renumbered as Car 21. Upon shutdown of the DB&W in 1919, Car 21 was sold the Morse Brothers Machinery Supply Company. That same year Western Union purchased Car 21. The car was reconfigured for Western Union WU Outfit Car 301. In 1933 Western Union, falling on hard times, abandoned the car at Gunnison.

Subsequently, the car was donated to the D&RGW. The car was assigned its second number in the D&RGW system as Outfit Car 0252. It served many functions in its later years but last as a Kitchen-Diner for the bridge crew. It remained in service until retired in 1953.



The car was dismantled at the D&RGW Alamosa Shops where the underside steel was salvaged and the car body sold to an individual. The Friends acquired Car Body 0252 in 1994 and moved it to the rail yard in Chama; it was cocooned to await restoration.

In August 2009 the car was moved to the Colorado Springs work site at the Trolley Museum. It took a little more than a year to disassemble the car and over 3 years to complete steel additions to the frame and replacement of all tension rods. Two 3/8" thick angles were installed along the center sills the full length of the car. Similar steel was added to the end sill and all welded together. The structural work needed to be completed before the reassembly process could start (below left).



Above: We have spent the last four years on the interior completing the walls and floors and interior finishes.

Completion of the car is on the 50-year celebration of the Cumbres & Toltec Scenic Railroad. Come and celebrate with us with special events throughout the year. Car 470 will be a part of the 19th Century and Gala historic trains. As a Colorado Springs Resident you will receive a 25% discount on coach class tickets.

People in Toronto say they prefer streetcars over buses!

The 505 Dundas streetcar has been replaced with buses since the end of September 2019 while Pantograph upgrades are made between Parliament and McCaul, and it's making TTC riders realize how much they prefer streetcars to buses. One



commuter commented that anybody who advocates for buses over streetcars should be damned to ride the Dundas bus replacement for a week. The bus ride was described as: *The lurching, in and out of traffic. The dizzying pull into a stop. The sudden gasp that comes with quick brakes.*

Streetcar service will resume on the route come March 29.

Museum Operations and Restoration Updates

Operations

November 15, 2019 – February 15, 2020

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:** With all new LED lighting installed in the restoration area, it's much easier to work in the brighter shop! And, LED lighting has replaced the old 8' fluorescent lighting in the museum area. Thanks to **Don Gage**, **Wayne Russert** and **Sam Titus**. Meanwhile, stay tuned for changes coming to the conference room.
- **Friends of the Cumbres and Toltec:** The FoC&TS have spread tons of gravel on the southwest side of the carbarn to alleviate the problem of a muddy yard after snow or rain.
- **Museum Displays:** Work continues on improving museum exhibits. **Wayne Russert** and **Bob Roth** installed a new display of glass insulators for telegraph wire and poles.
- **Museum Grounds:** Two new walkways using ties and white breeze gravel have been built by **John Caulfield** to connect the Rock Island car and D&RG caboose 01501. The Rock Island plaque and flagpole area at the museum entrance was cleared of weeds and debris by a community service worker. And, more scrap has been moved from museum grounds, continuing the effort to make museum visits more pleasant.
- **Visitors:** **Marti Benson** continues to "put out the word" to increase the number of museum visitors.
- **1888 Roundhouse:** The tuck-pointing on the outside stone wall continues. **Tony Guerra** is providing the expertise, materials and scaffolding. **Thank you, Tony!**
- **Outdoor Garden Layout:** Taking advantage of the winter break, layout buildings are being refurbished.
- **Timberlake books donation** has been sorted into which books will stay in the museum library and which will be sold.

Restoration

November 15, 2019 – February 15, 2020

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 Birney restoration crew is getting closer to the finish line. A milestone was reached when power to the compressor was supplied from the trolley pole. Thank you, **John Cusack** and **John Weed!**
- **PCC #2129:** Our "Old Faithful" operating streetcar continues to provide a snapshot of a trolley ride for our visitors.
- **CS&I #59:** The stored materials have been cleared out. The subflooring wood has been procured and installed by new volunteer, **John Kenney**. Once the floor is installed, visitors will be allowed access to view the interior of the car.
- **Car #48, "The Brill":** #48 continues to be a popular display of a young couple's WWII-era residence - which it once was.
- **Denver Tramway Cars #724 and #770:** Plans are on hold.
- **Car #3101, LARy War Baby:** Removal of water-damaged Masonite is complete; removal of water-damaged ceiling materials is ongoing. There has been no further leakage.
- **Car #4002** is now stored at the back fence on the new track.
- **Car #4363, exSP6777, Rock Island RR Museum:** The car was successfully moved, and no interior exhibits were damaged, thanks to **Terry Pelles'** careful preparation. Terry also cleaned all protective plastic coverings on the model trains. **Ken Pelles** is repairing the "N" gauge coffee table layout.
- **Electric Trolley Bus #553** is being cleaned out and will be put up for sale.
- **Bob Roth** (photo at right) with baggage trolley he has restored.



Volunteers – Always Needed, Always Welcome



Above: Sue Kircher and crew laying new track for Rock Island No. 4363, October 26, 2019
Dave Lippincott photo

Laying track is not an easy job!

In Fall of 2019, plans were made to move ex-SP baggage car 6777, now RI #4363, "home" of the Roswell Rock Island Museum. The move required laying 150 feet of new track, then pushing RI #4363 and PCC #4002 onto the new track away from our two active tracks. Volunteer **Sue Kircher** directed the efforts, assisted by a crew of six volunteers on many weekends to accomplish the car movements.

Sue was a track maintenance supervisor and later switch maintenance supervisor for the San Francisco Municipal Railway (MUNI). She retired from SF MUNI after 25 years of service and has been a trolley museum volunteer for 15 years, overseeing many track projects. She presented "Laying Track and Installing Switches – Tricks of the Trade" at the 2008 ARM Conference held in Colorado Springs and hosted by our Trolley Museum.

On January 11, 2020, RI 4363 was safely moved and is now on static display in its new location. Come see!

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!

Union Pacific Roundhouse in Hugo CO



Constructed in 1909, the eight-stall Hugo Union Pacific Railroad Roundhouse is one of only three remaining from the original pre-merger Union Pacific Railroad. One of only four historic roundhouses in Colorado and the only one associated with the Union Pacific in Colorado, it is the only surviving brick roundhouse in the state. One hundred miles southeast of Denver, it is one of the most significant historical sites on Colorado's Central Plains.

Preservation and restoration of the Hugo Roundhouse is the focus of Roundhouse Preservation, Inc. (RPI), a 501(c)(3) located in Lincoln County, Colorado, which received its non-profit status on March 20, 2002. To date, RPI has received three State Historical Fund grants along with a grant received by Lincoln County enabling the roundhouse to be shored up and no longer in danger of collapse. The exterior masonry work has been completed, the

replacement of the roof and stacks is complete, and the restoration and replacement of the doors and windows was recently begun. On January 30, 2019, bids were opened on phase 2 of the doors and windows on the roundhouse. Spectrum General Contractors' bid of \$388,136 was accepted by the County Commissioners, pending submission of the required documents and approval by CDOT.

In 2014, a 1957 50' reefer and a 1941 50' flatcar were delivered for a future outdoor exhibit. Future interior plans envision a multi-use design: a large dining hall, kitchen, visitor's center, and a museum. Bay eight will be restored to resemble the original engine facility.

There is another historic railroad building in Hugo. Built about 1885, Hugo's small frame railroad depot was moved to its current location in the 1970s. Restored and used as a small meeting hall, it houses a beautifully restored courtroom from the old courthouse.

We
Want
YOU!

Our volunteers keep the past alive.
Our volunteers bring experiences from all walks of life.
Our volunteers have a passion for history – and a vision for the future.
Our volunteers ARE the Pikes Peak Trolley Museum.

Bring your skills to our museum today.

Visit us at 2333 Steel Drive – in the historic Roswell district of Colorado Springs.

www.coloradospringstrolley.com



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

2020 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