

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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New El Paso Streetcar climbing uphill on Mesa from Downtown to the University/Medical district

Why America Gave Up on Mass Transit: The lesson streetcar, bus, and metro systems have ignored for 100 years — Service Drives Demand

Condensed from an August 31, 2018 article in CityLab by Jonathan English, a Ph.D. candidate in urban planning at Columbia University. Retrieved from https://getpocket.com/explore/item/why-did-america-give-up-on-mass-transit-don-t-blame-cars?utm_source=pocket-newtab&fbclid=IwAR0Aiv2VVF-YXEfiBty-RKscqA4PF-m8pswKC39I5t8laV4fwg8-JaiLNVU

One hundred years ago, the United States had a public transportation system that was the envy of the world. Today, outside of a few major urban centers, despite population growth, annual per capita transit trips in the U.S. from 1950 to 1970 plummeted 69%, where they have roughly remained since.

This has not happened in much of the rest of the world. While a decline in transit use in the face of fierce competition from the private automobile throughout the 20th century was inevitable, near-total collapse was not. At the turn of the 20th century, when transit companies' only competition were the legs of a person or a horse, they worked reasonably well, even if they faced challenges. Once cars arrived, nearly every U.S. transit agency slashed service to cut costs, instead of improving service to stay competitive. This drove even more riders away, producing a vicious cycle that led to the point where today, few Americans with a viable alternative ride buses or trains.

Now, when the federal government steps in to provide funding, it is limited to big capital projects. Operations of existing systems are perpetually starved for cash. Even transit advocates have internalized the idea that transit cannot be successful outside of highest-density urban centers.

Rail and bus lines operating at least every 30 minutes, all day to midnight, seven days a week, could be considered the bare-minimum service level required for people to be able to live adequately car-free. In fact, research says that frequencies of 15 minutes or better—good enough for people to turn up and go without consulting a schedule—are where the biggest jumps in ridership happen. But that is so far off from service levels in most American cities that a 30-minute standard is more appropriate. Jonathan English cites Toronto, Canada's system as an example of what a properly high level of transit service looks like. Transit service that comes once an hour, stops at 7 pm, and doesn't run on Sundays—a typical service level in many American cities—restricts people's lives so much that anyone who can drive, will drive.

Over the past hundred years the clearest cause is this: Transit providers in the U.S. have continually cut basic local service in a vain effort to improve their finances. But they only succeeded in driving riders and revenue away. When the transit service that cities provide is not attractive, the demand from passengers that might "justify" its improvement will never materialize.



5390. In the Streets of St. Louis, Mo. U. S. A.

Above: Streetcars run in St. Louis, 1890. Library of Congress.

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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.

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

The COVID-19 visitor shutdown began for us in late March and at this writing (5/5), we still do not have a clear definition from the state of when we can re-open. An additional issue we will be facing: Since virtually all our volunteers are older, we know some will not want to return until they feel the pandemic is well past, so our public opening days may well be restricted to less than the four days we historically have been open. In any case, I believe that we will open to the public in some fashion late this month or early in June. I do know that for a period of time we will require our volunteers interacting with the public and our visitors to wear protective gear.

Another major issue we face is that a number of our members have not responded to our annual renewal notices, and that is impacting us financially, as well. We have been forced to use our reserve accounts to pay our bills, and would urgently solicit any of you reading this letter to renew your memberships if you have not done so, or to contact us about one if you are not presently a member. We are also permanently losing a tour guide because he is moving out of town and are asking any readers to consider volunteering as a guide for either a half or a whole day, Wednesdays through Saturdays, by contacting Museum Director Ron Oatney at 719-650-5605.

We do have a crew of volunteers working on restoration projects with some news to report. For the first time in a decade, work has resumed on our Colorado Springs Laclede 1901 car, with a sub floor being laid and plans underway to rebuild the north vestibule. Completion of those tasks plus painting the outside of the car will enable us to apply to History Colorado's historic preservation grant program, the State Historical Fund, to work on some of the non-carpentry projects, such as piping, braking and electrical systems, or the casting of seats and benches the car will need. Another noteworthy project involves the partial restoration of Denver Tramway car #117, currently under tarps in our yard. Plans are to weatherproof the car body and to partially restore the interior so visitors can enter the car. The second DTC car, #329, is deemed to be too costly for us to repair and efforts will be made to dispose of it, hopefully to a Denver group that will restore it.

We still have no word from the City on its purchase of the abandoned Santa Fe line along North Nevada and the City's verbal promise to grant us an easement to use a portion of it, which will bring us closer to formulating plans for an in-street line connecting UCCS with Downtown.

We received a generous bequest of funds this year from the estate of one of our volunteers and have opened a brokerage account with a national firm to hold and invest these funds. We are able to accept securities donations as well as cash, all eligible for the 25% Colorado Enterprise Zone credits. For securities donations, you will be able to claim the appreciated value of the stocks as a donation and avoid paying any capital gains taxes. Please contact us for details.

All of us at the Foundation wish each of you a safe and healthy 2020 and a fast return to prosperity.

Dave Lippincott

Monday, April 27, 2020

Right: Colorado & Wyoming A2 flatcar is loaded and ready to be leveled on the trailer.

At 9:00 a.m. sharp, a group of Pikes Peak Trolley Museum volunteers gathered to watch the Knob Hill Trucking crew and Pueblo Railway Foundation Exec. Dir. Paul Brown expertly load the C&W A2 flatcar for transport to the Pueblo Railway Museum. It was quite an experience!





John's History Corner

by John Haney

When Buses Replaced Streetcar Service

It added insult to injury! Yes, hijacking the last streetcar to run in Colorado Springs April 30, 1932, was considered a fun prank by a group of Colorado College students including my father, J. Donald Haney. His account of the incident called for the group to hail the inbound trolley as it approached Uintah Street, then roll the vehicle to the steps of Palmer Hall on Colorado College's campus. They hadn't figured on the Birney Safety Car's well-engineered concept whereby if a wheel left the track, all wheels froze. The prank fizzled, but it sure gained much publicity and a scolding from Police Chief Dad Bruce! Thousands rode the cars for free that day, and many were sad about their demise.

But two factors had ganged up on the system: The Great Depression and private automobile ownership. By April 30, 1932, the economy was in such bad shape that people just didn't have nickels or dimes to spend on transit. Nor were they able to buy tokens to get the best cost per ride. The Birneys, with all their safety features and ability to function with only one operator, could lower costs but couldn't efficiently hold off plummeting ridership.



1932 V-8 DeLuxe 5-Window Coupe, Model B-45
Copyright 1932 Buick Corporation

The main culprit that brought the curtain down was that everyone wanted their own "streetcar." Henry Ford had made the automobile so affordable that as early as 1911 automobile ownership in Colorado Springs, hitherto restricted to the affluent, showed a major increase. By the end of streetcar service El Paso County records showed an average of one car per family, unusually high compared with other parts of the country. Moreover, summer tourists were driving their cars to the city and were not providing the huge influx of ridership which the company depended on. A higher than average level of wealth had found its way here going back to the days of mining in the Cripple Creek area. Also, well-heeled "tuberculars" from elsewhere had moved here to seek the cure.



Photo left on Institute Line, 1932

Buses were first introduced in 1926, when they replaced trolleys on

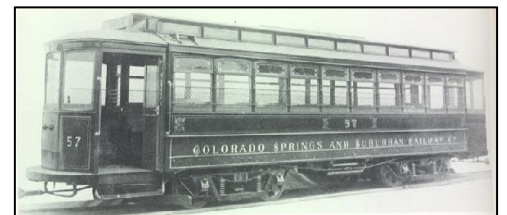
the Wahsatch route. It was becoming increasingly apparent that it was time for the Stratton Estate to cut its losses by getting out of the transit business.

Winfield Scott Stratton was one of the city's most important benefactors. Not only did he give the city one of the best streetcar systems to be found anywhere, but also Stratton Park, land for the main post office, and so much more, which we'll learn about in upcoming articles of *The Singing Wire*.

1850s to 1930s: THE AGE OF RAIL

The decades at the turn of the century were a time of massive transit infrastructure growth in the United States, carried out primarily by private companies with some municipal subsidy. Much of New York City and Philadelphia's subways, Chicago's 'L,' and Boston's 'T' were built in this era. Huge networks of "interurbans"—a kind of streetcar that ran deep into rural areas—spread out from cities across the country. "Streetcar suburbs" grew outward along main streets, allowing middle-class people to buy homes while still easily getting to jobs downtown.

Laclede Car Company Builder's Photo of Colorado Springs & Interurban Car 57, 1901
COURTESY OF PIONEERS' MUSEUM. DONATED BY KARL ROSS, DIRECTOR, THE MYRON STRATTON ESTATE.



This was an era when transit could usually make money when combined with real-estate speculation on the newly accessible lands, at least in the short term. But then as now, it struggled to cover its costs over the long term, let alone turn a profit. By the 1920s, as the automobile became a fierce competitor, privately run transit struggled.

But public subsidy was politically challenging: There was a popular perception of transit as a business controlled by rapacious profiteers—as unpopular as cable companies and airlines are today. In 1920, the President's Commission on Electric Railways described the entire industry as "virtually bankrupt," thanks to rapid inflation in the World War I years and the nascent encroachment of the car.

The Depression crushed most transit companies, and the handful of major projects that moved forward in the 1930s were bankrolled by the New-Deal-era federal government. But federal infrastructure investment would soon shift almost entirely to highways. A return to transit by Uncle Sam would not come for another three decades.

(continued on page 4)

1920s to 1950s: THE RISE OF THE AUTOMOBILE

Levittown, New York, sprouted between 1947 and 1951 and was among the first postwar middle-class suburbs established as a car-centric community built around automotive access. By the 1950s, the increasing affluence of the American family and the declining cost of the automobile made this postwar suburban dream possible for even the average worker. Americans could now drive far further, in a reasonable commute time, than had ever been possible with transit. And transit companies did little to serve these fast-growing new communities.

Like most of these postwar suburbs, Levittown had no meaningful transit to speak of. The nearest Long Island Rail Road station was well outside the town; its service was limited and its trains elderly and dilapidated. Those who worked in Manhattan, 30 miles away, were expected to drive. Since most households were single-car, people—usually women—were pretty much trapped in the house when the car was gone.

1920s to 1950s: THE DEATH OF THE INTERURBANS AND STREETCARS

Blame for the decline of the streetcars and interurbans is often placed at the feet of National City Lines, the company owned by General Motors, Firestone, and others in the auto industry that bought out many local streetcar companies to convert their operations to rubber-tired, GM-made buses. But the main issue was not the technology change but the decline in transit service, which happened everywhere.

In the biggest cities, the radius from downtown accessible within an hour—generally considered the limit for daily commuting—by transit was fully developed by World War II. Cars dramatically extended that radius, making it very hard for conventional transit to compete. The Pacific Electric's relatively speedy "Air Line" from Downtown Los Angeles to Santa Monica took an hour. To the San Fernando Valley, it took an hour and 23 minutes. Increasing congestion on the roads that interurban trains shared with cars only made the problem worse.



Left: In 1985, streetcar tracks are shown getting torn up in an unidentified U.S. city. Library of Congress.

So, in the postwar years, systems cut back their service and riders fled, prompting a cycle of further service cuts and ridership declines until there was virtually nothing left. This happened even in many of the municipally owned systems.

It is not a coincidence that, while almost every interurban and streetcar line in the U.S. failed, **nearly every grade-separated subway or elevated system survived**. Transit agencies continued to provide frequent service on these lines so they remained viable, and when trains did not have to share the road and stop at intersections, they could also be time competitive with the car. The subways and els of Chicago, Philadelphia, New York, and Boston are all still around, while the vast streetcar and interurban networks of Los Angeles, Minneapolis, Atlanta, Detroit, and many others are long gone. When transit didn't need to share the road with the car and frequent service continued, it was able to survive.

1950s to 1970s: THE SUPERHIGHWAY ERA

In 1956, Congress passed the Interstate Highway Act, which promised federal funding for 90 percent of the cost of a grid of free high-speed autoroutes across the country. State highway officials used much of that funding on elaborate city expressways, comprising circumferential and radial highways that cut through urban neighborhoods. As average commute speed rose, the sprawl of urban areas grew exponentially. Over time, suburban developments shifted to locations along the circumferential highways, where abundant cheap land was available. No longer restricted by remaining within a reasonable commute distance, urban areas could now sprawl.

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Ailing private transit companies of the 1950s were unwilling and unable to provide service in the new suburbs, ensuring that only those who were able to afford cars could move there. This was partly a deliberate strategy: It sought to keep transit self-sustaining by avoiding providing service in areas where costs would be higher—very different from the approach the government took with superhighways, which created demand as they were built. Transit could have done the same, and in much of the rest of the world, it did. In the U.S., it was never given the chance.

Left: Traffic on the then-new Hollywood Freeway in 1954. Getty Images.

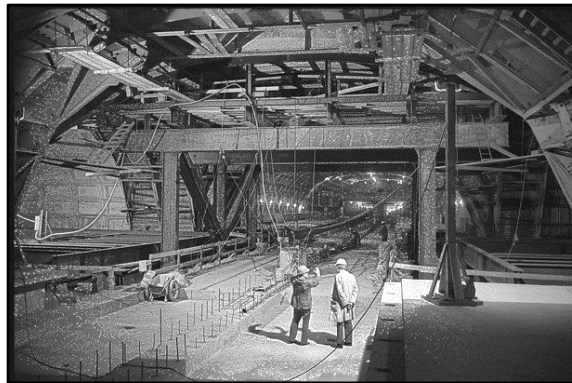
By the 1960s, “white flight” was in full swing, spurred by suburban housing and racial integration in urban neighborhoods. The populations of many cities plummeted. Detroit’s dropped from 1.85 million people in 1950 to 1.2 million by 1980, while the suburbs grew rapidly. Since most transit systems had never seriously expanded

beyond the urban cores, this increasingly meant that most of the metropolitan population was not meaningfully served by transit. Poor communities of color that could not afford to drive were particularly badly affected.

1960s to 1980s: THE TRANSIT REVIVAL

Under President Johnson’s Great Society programs, the Urban Mass Transportation Act of 1964 was the first significant federal support for transit infrastructure since the Depression. If the United States could put a man on the moon, Congress’ logic went, it could certainly solve urban traffic jams—and this technology focus would be important in all the ensuing projects. Automation, magnetic levitation, and even comparatively prosaic things like wider track gauges were all considered in an effort to make public transit truly modern. The aerospace industry—the Silicon Valley of the day—took a major role.

The San Francisco Bay Area and Atlanta both got new rapid transit systems with federal funding. A proposed system for Seattle was voted down following an aerospace industry downturn. The showpiece was Washington, D.C.’s Metrorail system, which began operation in 1976. All of these systems featured fast, partially automated trains running deep into the suburbs, often in the median of expressways. Their plush seating and futuristic design were designed to attract people who could afford to drive.



Left: The Metro Center subway station under construction at 13th and G Streets, N.W., in Washington, D.C. Library of Congress.

But these high-tech systems were unable to provide access to most of the urban area without an effective connecting bus network—which had long atrophied or had never existed. With no connecting bus services and few people within walking distance in low-density suburbs, the only

way to get people to stations was to provide vast parking lots. Most people without cars were left little better off than they had been before the projects, and many people with cars chose to drive the whole way rather than park and ride.

The systems of this era were relatively successful in places like Washington, D.C., and San Francisco, where dense urban centers still had a large proportion of metropolitan employment, meaning a strong commuter market. Where downtowns were comparatively weak, like Miami, Atlanta, and Baltimore, ridership remained quite low.

The big investments of the revival era were too little, too late. They also began the ominous pattern of relying on federal funding for capital construction and scarce local dollars for operations and maintenance. Today, many systems have limited frequency and severe maintenance issues due to funding shortfalls over the decades. Virtually every major American rapid transit system has had a service meltdown as a result of chronic deferred maintenance.

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Note: The “Rolling Spotlight” feature has been suspended to accommodate this special transit issue.

1970s to 1980s: THE HIGHWAY REVOLT ERA

Old neighborhoods like the North End in Boston were threatened with wholesale demolition for highways and “urban renewal” projects. Appalled at the demolition (of small established communities) and displacement (disproportionately of black neighborhoods) that accompanied government mega-projects, with increasing success activists protested urban expressway projects across the United States. Big projects increasingly required extensive studies to determine their impact on surrounding communities and the natural environment. Today, the time of plowing new expressways through city neighborhoods is by and large over.

1980s to 2000s: THE COMMUTER RAIL ERA

Starting in the 1980s, dozens of commuter rail lines sprouted across the country. They were often designed specifically to substitute for highway expansion that was no longer possible and ran almost exclusively during the times when the highways were congested. These new lines used the many railway tracks radiating from major cities that by then had mostly been relegated to exclusively freight use. But they were not true transit systems, useful for people to live their lives without needing a car. Instead, they operated as a glorified parking shuttle: People drove to the nearest station, parked their car in a big lot, rode the train into the city in the morning, and reversed the process in the evening. Still, for many cities across the country, they are the only significant transportation infrastructure expansion in decades.

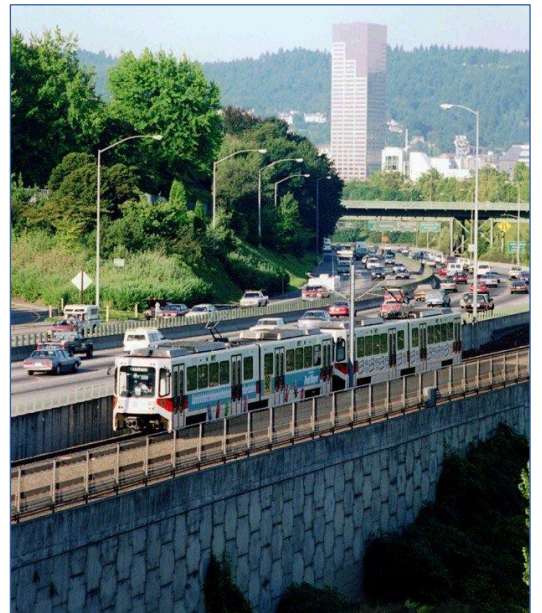
1980s to Today: THE LIGHT RAIL ERA

The definition varies, but in general, light rail uses smaller vehicles than heavy rail systems like subways, can operate in dedicated lanes on streets shared with cars, and are longer and higher capacity than streetcars. Combining the “small is beautiful” mentality with ample federal funding and driven in part by a nostalgic desire to revive the streetcar suburbs of the pre-car era, they are a relatively affordable way to bring rail transit to many cities. They have proven to be successful at driving investment in transit-oriented development as well as improving transit ridership on their routes.

By the 1990s, light rail systems were spreading across the United States. While ample federal funding to build these lines has been available, there are no such resources for operations. This means that trains may only run every half hour or less. More importantly, the light rail lines often operate as isolated systems, with little connecting bus service to provide access to people not within walking distance of their stops. And, while cheaper to build, light rail lines are often slow and have lower capacity.

Portland opened its MAX light rail system in 1986, and it sparked a trend. Light rail has been successful in Los Angeles; its growing network has attracted considerable ridership and has played a role in downtown revival. Dallas as well has built a large and well-used LRT network while Seattle has a successful light rail corridor.

*Above right: MAX, Portland's pioneering light rail system, travels along Interstate 84 in 1994.
Photo by Don Ryan/AP*



WHERE TO?

“The only way to reverse the vicious cycle in the U.S. is by providing better service up front.”

The story of American transit didn’t have to turn out this way. Look again at Toronto. It’s much like American cities, with sprawling suburbs and a newer postwar subway system. But instead of relying on park-and-ride, Toronto chose to also provide frequent bus service to all of its new suburbs. (It also is nearly alone in North America in maintaining a well-used legacy streetcar network.) Even Toronto’s suburbanites are heavy transit users, thanks to the good service they enjoy.

For more on Toronto, see page 7.

Museum Operations and Restoration Updates

Operations

February 15, 2020 – May 15, 2020

Ron Oatney reports on Operations, including recent activities by volunteers, members, and community service participants. He welcomes your participation and ideas.

- **Carbarn:** The wood shop is back together now that the enclosure is complete. The larger tools will be set up along the east wall to be able to cut large or long pieces of wood. A new **Grizzly** table saw has been purchased to replace the old, worn saw.
- The **conference room** is being revamped for lectures and presentations. The fridge and cabinets have been moved out, and the table is next. Marti Benson has purchased several dozen folding chairs to be ready for the first lectures when we re-open. We are looking at digital projection, and possibly a large screen TV for presentations.
- **Museum Displays:** Wayne Russert and Bob Roth installed an insulator display in the museum which has drawn considerable comment. Other new displays are being built to interest our younger visitors. Display cabinet lighting is being converted to LED strip lights to brighten up the museum.
- **Museum Grounds:** Weather-permitting, the usual "spring clean-up" will occur once we are no longer shut down.
- **Visitors:** Marti Benson has used social media to "put out the word" alerting potential museum visitors of our shutdown.
- **1888 Roundhouse:** The window replacement and sealing has made the conference room useable this winter. Tuck-pointing on the outside stone wall continues, thanks to **Tony Guerra** providing the expertise, materials and scaffolding.
- **Friends of the Cumbres and Toltec:** Plans for moving the 1889 Pullman sleeper to Antonito are on hold. It will not be completed in time for the C&TS 50th anniversary celebration, featuring locomotives and rolling stock from the 1880s.

Restoration

February 15, 2020 – May 15, 2020

Mike Walker reports for the interim on Restoration, including recent activities to restore the museum's historic cars. The museum welcomes volunteers for this important work.

- **PCC #2129:** A diode failure in the battery charging system has sidelined our operating PCC; a new part is on order. Tom Levy and John Cusack did the troubleshooting.
- **CS&I Car #135:** The virus shutdown has delayed electrical work on the Birney. All machining and plating jobs are complete, but the shutdown has affected delivery of custom mica parts from the East coast. Fort Collins Trolley has offered to assist with our resistor grid rebuild.
- **CS&I #59:** During the work on the sub-floor, it was found that the car body and the trucks were out of alignment. To correct this, the car had to be jacked up at key points. Some cross-braces have been installed to correct body alignment. The sub-floor is now complete, thanks to Bob Manley, John Kenney, and Tom Levy.
- **Car #48, "The Brill":** #48 continues to be a popular display of a young couple's WWII-era residence - which it once was.
- **Car #4363, exSP6777, Rock Island RR Museum:** The car was successfully moved and has a new walkway and steps. We now have open track on the west side of Steel Drive.
- **Car #3101, LARy War Baby:** Removal of water-damaged ceiling is ongoing. We continue to check for any leaks.
- **Car #4002** is stored at the back fence on the new track.
- **Denver Tramway Cars #724 and #770:** Plans are on hold.
- **Electric Trolley Bus #553** has been put up for sale at \$900.
- **The 1910 Colorado & Wyoming A2 flatcar,** sold to the Pueblo Railway Foundation/Pueblo Railway Museum, was moved to Pueblo by Knob Hill Trucking on April 27, 2020.

Volunteers – Always Needed, Always Welcome

Toronto Transit Today

The Electric Railroaders' Association Inc. (ERA), founded in August 1934, is a non-profit educational organization consisting of people from all walks of life interested in the history and progress of electric railways. Their annual convention will be held in Toronto in September 2020. The convention notice summarizes significant changes to Toronto Transit since 2003.



- Total replacement of the streetcar fleet with Bombardier Flexity multi-sections cars
- Reconstruction of the 512 St. Clair line to grade-separated median
- Operation of the 1.6-mile King Street line near Downtown in a priority lane
- Completion of 504-King streetcar line's Cherry Street extension
- Opening of the 5.3-mile extension of the Spadina subway, operated with the first open gangway subway trains in North America, and completion of new stations
- Opening of diesel-multiple unit train service between Pearson International Airport and Union Station in Downtown Toronto
- Significant expansion of frequency and area of GO-Transit commuter rail service
- Completion of two major separated busways, with fully built stations

Left: Bombardier Flexity streetcars on King Street Marcin Skalijs photo

Much of Toronto's streetcar route network dates from the 19th century and is concentrated in Downtown Toronto, proximate to the city's waterfront. Begun in 1861 with horse-drawn cars, electrified (catenary) in 1892, its PCCs debuted in Fall 1938. The 10 streetcar routes have experienced a 20% increase in ridership since 2008; annual ridership in 2018 was 64,917,000.

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.



Kansas City Streetcar Most Successful

The KC Streetcar has become one of the most successful new streetcar lines to begin service in recent years. Total ridership increased 5.5 percent from 2018 to 2019. The system averages over 6,000 passengers per day.

As reported in *Railfan and Railroad*, riders like the system, rating the KC Streetcar at more than 90% satisfaction in such categories as ease of use, reliability of service, and condition of stations.



The system has its highest ridership Friday evening through Sunday, taking passengers to events such as the arts district First Fridays and other weekend events. Most weekday riders use the streetcar for commuting and other work-related purposes.

Currently, six cars are in service, up from the original four. Two extensions are in progress—the University and Riverfront extensions—which will build on the KC Streetcar system's success.

We Want YOU!

Our volunteers keep the past alive.
Our volunteers bring enjoyment to 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 2393 Steel Drive—in the historic Roswell district of Colorado Springs.
www.coloradospringstrolleys.com

Volunteers really do make a difference – any number of hours you can give will be greatly appreciated! Tour the Museum and 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

Many thanks to our volunteers, members, and donors!