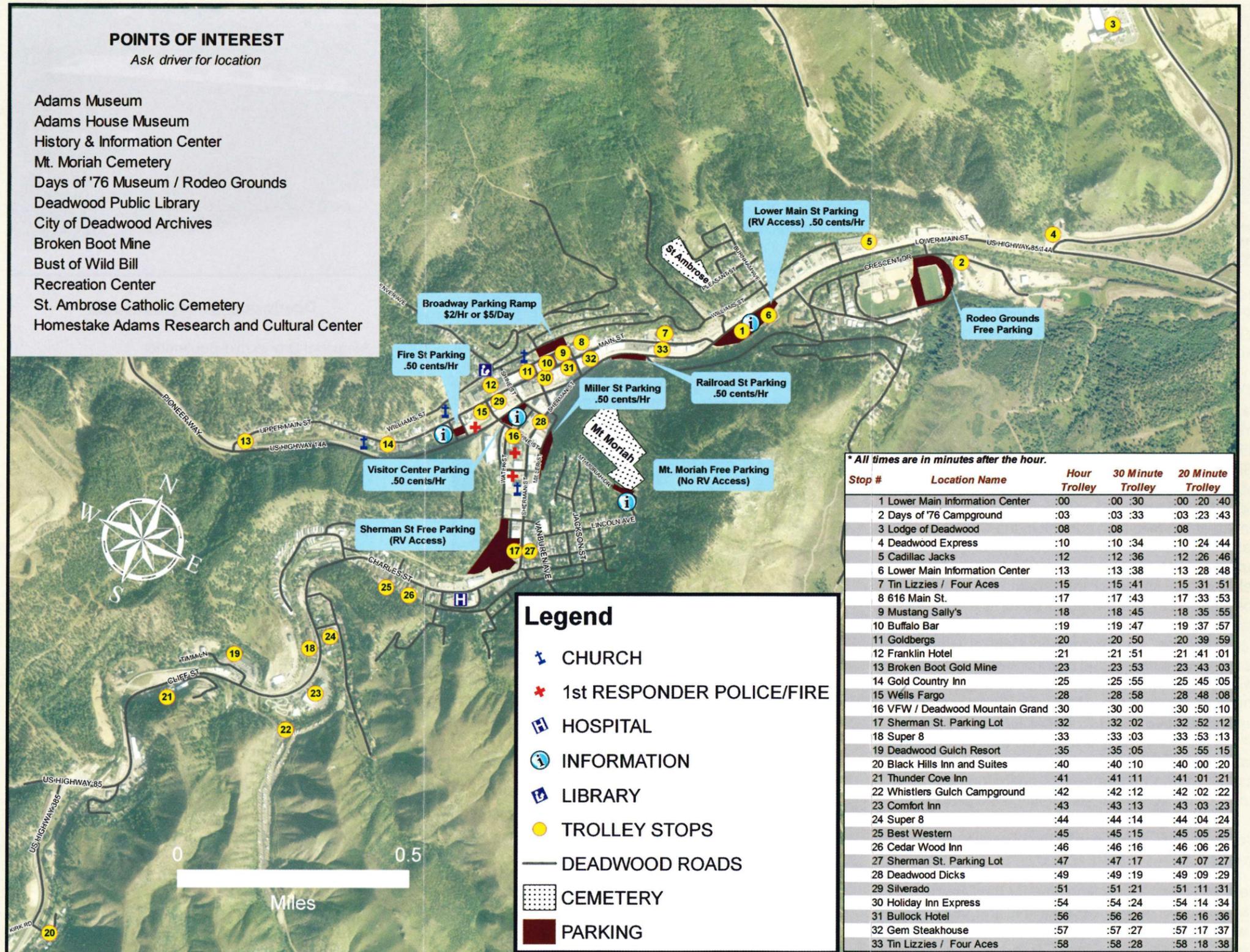
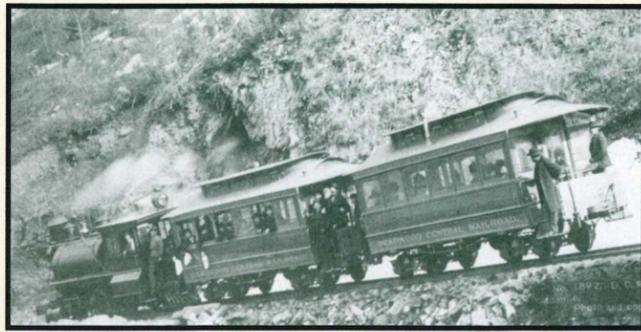


**Did You Know....**

- It takes twenty part-time drivers to operate the trolleys 16 to 20 hours per day.
- City of Deadwood residents over 60 years of age can ride for free.
- Each Deadwood Trolley is powered by a Triton V-10 and Cummings Diesel engine.
- Since 1992, four million visitors have used the Deadwood trolleys.
- Since 1992, the Deadwood trolleys combined have traveled 2.5 million miles. *This equates to circling the planet 100 times!*
- The Deadwood Trolleys average 250,000 passengers yearly.
- The trolleys operate 365 days a year.
- New Deadwood Trolleys cost between \$130,000 to \$140,000 and are replaced every seven years.
- Deadwood trolleys are manufactured by Molly Corporation of Ogunquit, Maine and Supreme Startrans of Goshen, Indiana.





The Deadwood Central Railroad in Gold Run Gulch, circa 1889 showing No. 1, Little Betsy (H.K. Porter locomotive). Image courtesy of the Deadwood Historic Preservation Office.

The Deadwood Central Railroad was also incorporated in 1888, however was not functional until the following year. This trolley system consisted of a narrow gauge railroad line that connected the cities of Deadwood and Lead via Gold Run Gulch (present day US Highway 85). Two passenger cars with a thirty person capacity per car were pulled by a 34,000 pound H.K. Porter steam locomotive. The route began on Sherman Street near the present day Deadwood Recreational Center (105 Sherman Street). From Sherman Street the route passed through the Pluma Historic District (junction of US Highways 85 and 385), climbed Gold Run Gulch, and ended at the mile high summit in the City of Lead. The rail encompassed the distance of 3.33 miles and gained 600 feet of elevation. Local newspapers marveled at the speed of the locomotive. The first recorded ride from Deadwood to Lead took eighteen minutes and the return in fifteen minutes. Within its first year of operation, the Deadwood Central Railroad traveled an estimated 72,000 miles between the cities, carried approximately 29,000 passengers and generated \$7,000 in fares. Residents, engineers, and passengers dubbed the H.K. Porter locomotive "Little Betsy". During the next ten years, the Deadwood Central Railroad under the ownership of the Burlington & Missouri Railroad expanded its operations through new routes and additional steam locomotives to their roster. The company also broadened its service to include hauling ore in addition to the passengers, mail, and freight.

The year 1901 was an exciting time for the Deadwood Central Railroad. It was decided that the Gold Run route would be converted to an electric trolley system. On April 21, 1901, the City of Deadwood passed

Ordinance 281 granting "permission to lay down, maintain and operate an electric motor street railway line within the city limits of Deadwood". Three electric trolley cars numbered 12150, 12151, and 12152, powered by two 660 volt electric motors were placed in service along the route. Energy used to power the trolleys first came from a substation located at the base of McGovern Hill (beside the C.B. & Q. Railroad yard) and later from Consolidated Power & Light Company, the predecessor to Black Hills Power and Light. Over the next 22 years, the electric trolleys made up to 14 roundtrips daily, operated from 6:15 a.m. to 12:30 a.m. six days a week, and took fifteen minutes to make the run in either direction. An additional .64 miles of track was added which expanded the route to its maximum length of 3.97 miles. Despite its initial popularity, the electric trolley line was abandoned in 1924 due to the automobile. Though no longer used as a form of transportation, two of the three electric trolley cars remained in the cities of Lead and Deadwood and were converted into cafes until the mid-1960s.



The Deadwood Diner, located at 654 Main Street, circa 1963. Image taken from Mildred Fielder's book entitled *Railroads of the Black Hills*.

Sixty-eight years would elapse before Deadwood's streets would see another trolley system. In 1992 using funds generated through limited gaming, Deadwood Historic Preservation purchased and began operating four gas powered trolleys. Designed to resemble original electric trolley cars, the Deadwood Trolley Department today operates six gas powered trolleys. Each trolley is powered by a Triton V-10 motor and drives on average 25,000 miles per year shuttling 250,000 riders yearly. The Deadwood Trolleys are also used in parades, tours, and the "Trolley on the Trails" program, which allows disabled individuals the opportunity to access the Mickelson Trail free of charge.



### Deadwood Trolley Schedule

Memorial Day to mid-September  
 Sunday to Thursday – 7:00 a.m. to 1:30 a.m.  
 Friday to Saturday – 7:00 a.m. to 3:00 a.m.

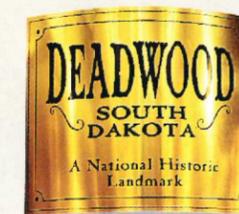
Winter Schedule  
 Sunday to Thursday – 8:00 a.m. to midnight  
 Friday to Saturday – 7:00 a.m. to 3:00 a.m.

Trolleys run at regular intervals between all hotels, motels, and other key points throughout Deadwood.

Cost is \$1.00 per ride. Hours are subject to change. The hourly trolley schedule is posted on the back of the Main Street Trolley stop signs.

### For More Information

City of Deadwood Trolley Department  
 102 Sherman Street  
 Deadwood, SD 57732  
 (605) 578-2622



Produced by the City of Deadwood Archives, revised January 2012. Images in this brochure courtesy of the Deadwood Public Library-Centennial Archives, the South Dakota School of Mines Mildred Fielder Collection, and the City of Deadwood Archives.



# DEADWOOD

## A Brief History of Deadwood's Trolley System

The Deadwood Trolley system, established in 1992, provides visitors a way to enjoy the scenic beauty and historic backdrop of Deadwood Gulch. This system is not a new concept, but rather one that was well rooted in Deadwood's history. Twelve years after Deadwood's incorporation, two separate trolley systems, the Deadwood Street Railroad (1888-1893) and the Deadwood Central Railroad (1888-1924), traveled the streets of Deadwood.

The Deadwood Street Railroad was incorporated in August of 1888 and consisted of three horse-drawn street cars manufactured by the J.G. Brill Company of Philadelphia, Pennsylvania. Based on newspaper accounts, the Deadwood Street Railroad mirrored similar street railroads used in Minneapolis, Minnesota, Sioux City, Iowa, and the Third Avenue street railroad of New York. The system consisted of two teams of horses that pulled one of three street trolleys along a set of narrow gauge rails embedded in the center of Lee, Main, Sherman, and Charles Streets for a total distance of one and one half miles. The first official paying fare occurred on December 18, 1888 by Deadwood alderman and future mayor Edward McDonald. Despite good intentions, the Deadwood Street trolley was in service for only five years before being decommissioned due to the lack of patronage.