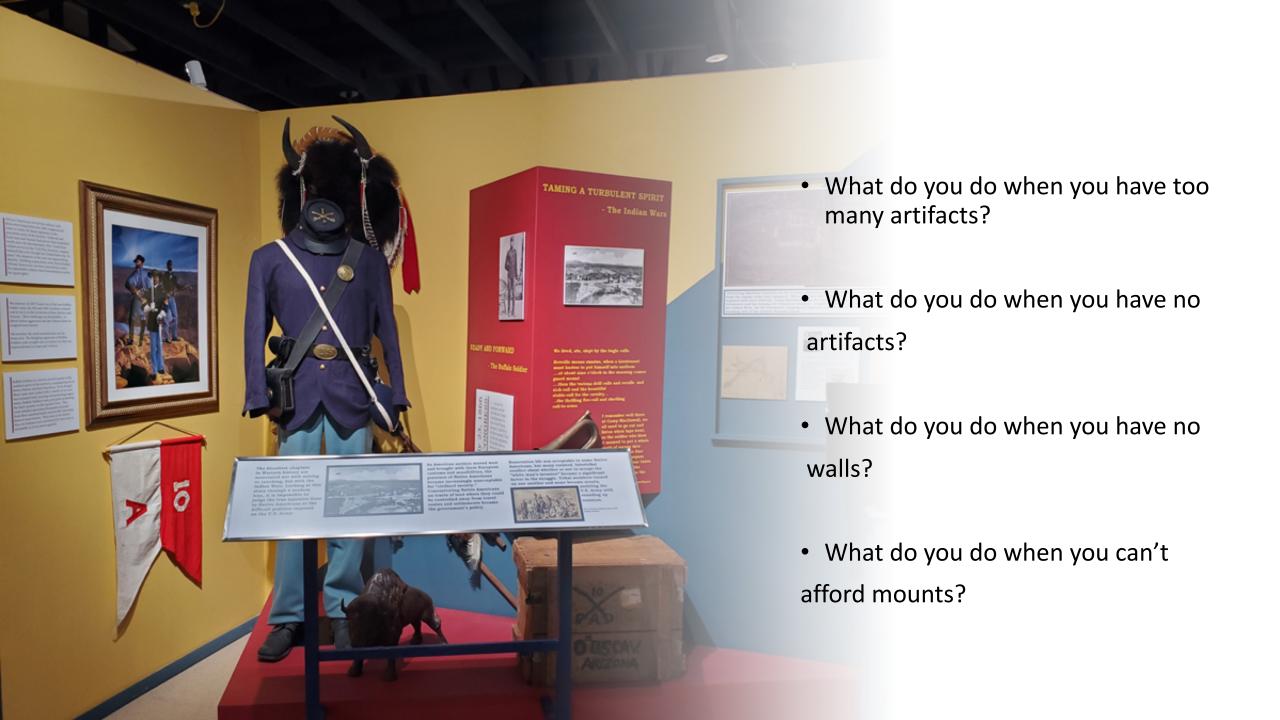
Exhibits on a Shoestring MUSEUMPROS

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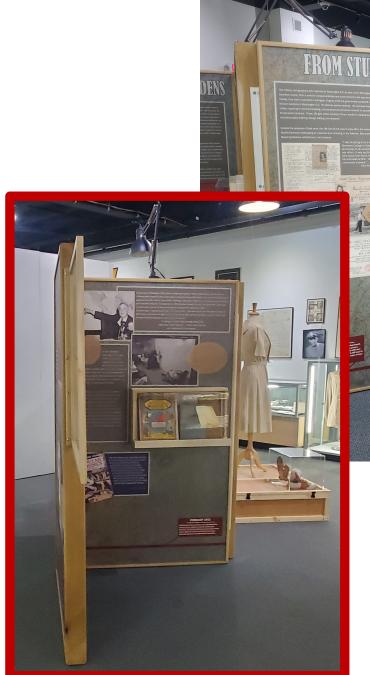


















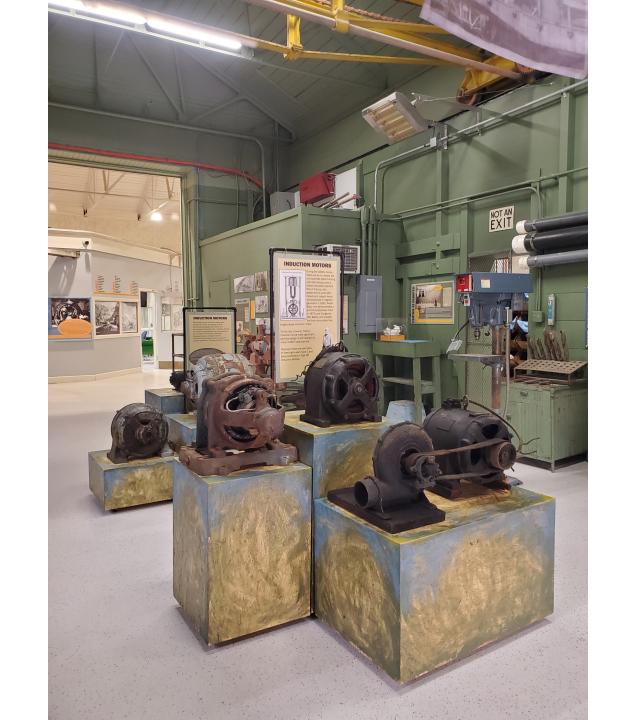












The End of the Line BLAZE DESTROYS STREETURE Vigil For School-dag Catter Perland Street Stree

From inception, Phoenix streetcars were key to the city's growth, but in the 1930s, ridership began to ebb and flow. Periods of decline were met with increased fares and decreased service. To maintain mobility, loyal trolley patrons turned more and more to the automobile.

Streetcar lines, once forming the backbone of the city, were systematically abandoned. Simultaneously, General Motors Company pushed for buses. City by city, across the country, buses replaced streetcar service routes.

In Phoenix, robust interest in buses began prior to World War II, but the wartime home front provided a short-lived second wind for streetcars. Rationing of rubber and fuel paralyzed bus and automobile service across the country, which caused a resurgence in streetcar patronage.

Official news from the War Office encouraged the diversion of passengers to trolley cars wherever practical.

after World War II, as suburbs grav exponentially and buses feets were resurrected. In Phoenix, the remaining Duses liects were resurrected. In Phoenix, the remain,
Washington Street streetcar line remained in service, wasnington Street streetcar line remained in service, until a suspicious car barn fire occurred, destroying all

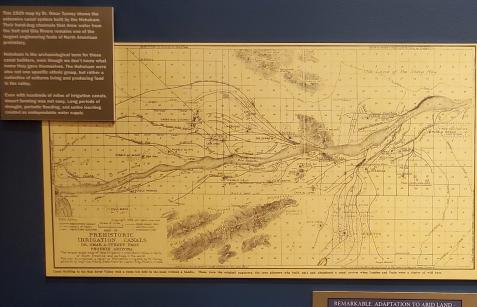








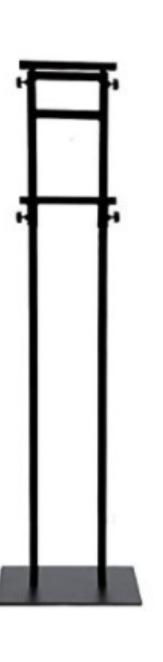
In 1914 streetcars provided 100% of all public transportation in U.S. cities with transit systems. By 1934, only 4% were streetcar only, as most had converted to buses.



















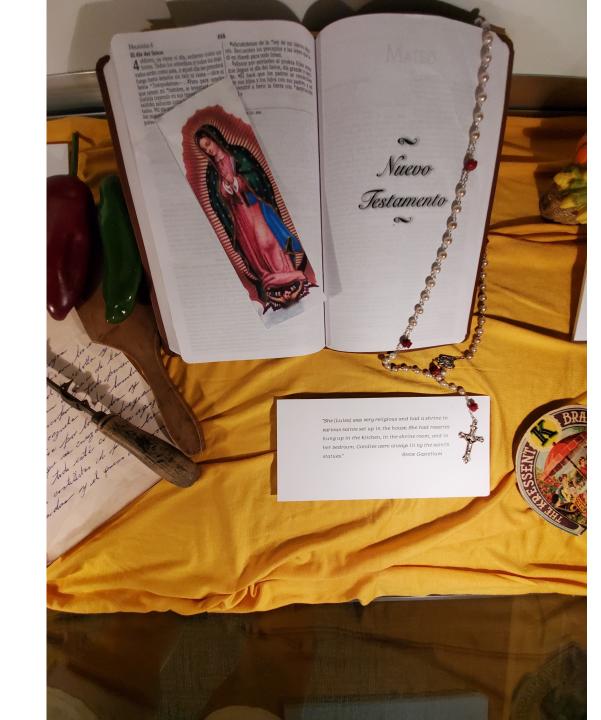
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