

The Singing Wire



The Newsletter of the Pikes Peak Historical Street Railway Foundation

TWO RESTORATION PROJECTS WORTH SEEING

"The Birney" — Our Birney was the last to operate in revenue service in the USA and is now on the National Historic Register

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.

"Our Birney" is a one-of-a-kind! In 1918 the Denver and Interurban (D&I) needed to divest itself of the Fort Collins city lines; it was not making money using heavy cars on Fort Collins city service. The line was offered to the city for \$75,000, and the citizenry passed a bond for the purchase. A more economical streetcar was needed, and thus four new "Birney" cars were ordered at a cost of \$6,000 each; they were numbered 20, 21, 22, and 23.

Charles O. Birney, an engineer for the Stone & Webster Companies, designed the single truck, one-man operation Birney known as the Birney Standard Safety Car. The idea was that a standard design could be semi-mass produced and used on lightly traveled lines.



In a 1947 Saturday Evening Post article "Some of My Best Friends are Streetcars" the author writes, "The municipally-owned (Fort Collins) streetcar system holds two impressive records. It has the lowest trolley fares in the nation, five cents a ride, six tokens for a quarter, and a dollar for an unlimited monthly pass—and it makes money" (true at the time of writing in 1947).

As traffic increased and parts became increasingly hard to find or make, in 1946 two more Birneys were bought from Norfolk (VA) transit, rebuilt and numbered 24 and 25. The last car in operation, No. 22, ran on June 30, 1951; it is the one the PPHSRF now owns. In 1953, Car No. 20 went to Pioneer Village, Minden, NE; it's still there. No. 25 went to a private owner in Victor, CO. After many years, it went to the Carolinas and is now back in Fort Collins being restored.

Over time, with the help of a group of dedicated volunteers, part of the original route and Car No. 21 (it had been on static display in Fort Collins) were restored. It was necessary to overcome the objections of "nimbys," but today the line runs from City Park down Mountain Avenue to the edge of downtown. The line and the Birney are an accepted and loved part of the Fort Collins landscape.

Friends of the Cumbres & Toltec's D&RG Tourist Sleeper Restoration at Museum

D&RGW Kitchen and Diner Car 0252 spent its last days in maintenance-of-way service. Originally numbered 470, it is one of the original Pullman narrow gauge tourist sleepers manufactured for the D&RG in mid-1889. The FoC&TS have fortunately located some of the original Pullman drawings of this car series, of considerable help in the restoration process. All of this is happening right outside our roundhouse!



This is the FoC&TS only year-round project. Work days are scheduled on the 1st, 3rd and 5th Saturdays of the month; be sure to stop by and chat. John Engs and Tom Simco, site leaders for Colorado Springs, anticipate completing the restoration within the next three years.

A prior project in the Pikes Peak area was done on acreage in Black Forest: the ten-year restoration of the 1891 wood pile driver 'OB' - the only original wood pile driver in existence. The 'OB' was put back into full operational service on the C&TS in May 2008, just in time for the FoC&TS' 20th celebration. In 2018, the FoC&TS will celebrate its 30th year of service.

The "Friends" was started by a small group of individuals shortly after the states of Colorado and New Mexico jointly purchased the San Juan Extension, 64 miles of the most scenic part of the D&RGW narrow gauge line. Incorporated as a New Mexico 501(c)(3) non-profit, now with over 2300 members, it is dedicated to the preservation of the historic C&TS railroad. It is the custodian of the Railroad's museum property, including rolling stock and structures along the right of way, under a general operating agreement with the C&TS Railroad Commission.

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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:

Heritage Railway Association

Colo Spgs Chamber of Commerce

Coalition of Pikes Peak Historical

Museums

Friends of the C&T Scenic Railroad

November 2017

Letter from the President

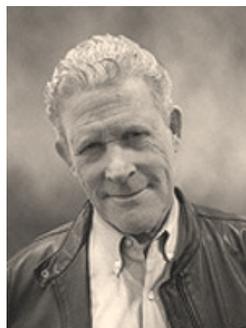
Hello members and friends:

During the past several months, major changes have occurred at our foundation, all designed to put it on a firmer footing in moving ahead in its quest to acquire land adjacent to N. Nevada, where it hopes to eventually lay track. I have resigned my position as President, and our Board has elected John Hazlehurst to that position. John is a Colorado Springs native, has worked in Investment Banking, is a former member of the City Council, and has recently been a columnist and reporter for the *Colorado Springs Business Journal*. He is the ideal person to connect with the city's most influential persons who can assist us in achieving our ultimate goal of putting streetcars on the streets. I have taken the position of Vice President - Finance and Treasurer. Ron Oatney has been appointed Director of Museum Operations, and Wayne Russert has taken the job of Director of Restoration. Both Ron and Wayne have joined our Board. Howard Noble and Greg Roberts have resigned to take positions in another organization. I'd like to express my strong appreciation for the work they have done here and wish both the best in their future endeavors.



As I turn this column over to John, I want to emphasize that our need for your support is now greater than ever, as the city finalizes its purchase of the Nevada land from the BNSF Railroad and will be evaluating our readiness to commence moving some operations to that site. We have just received a generous grant from a JP Morgan Chase trust that will allow us to put the necessary data together for the city's evaluation. Further along in this newsletter, I discuss our involvement in ColoradoGives.org, a way for you to donate to our cause this year. My best wishes to all of you for a joyous holiday season and a prosperous 2018.

David Lippincott.



It has been a pleasure to get more deeply involved in the foundation. We hope that within the next several months our path forward will be clear. We were heartened by the recent local election results, which resolved one of the city's major fiscal dilemmas, hopefully allowing city elected and appointed officials to focus more attention on projects such as ours. We expect that the city will complete the acquisition of the BNSF right of way along Nevada in early 2018, and we'll know soon after whether we'll be part of the mix.

Finally, thanks to all of our volunteers and board members. And if you think that Dave Lippincott's change of titles means that he's phasing out his involvement in the organization, think again – he's busier than ever! We're engaged on a dozen different fronts, and hope to have good news for you in 2018, as we revive, recreate and re-imagine our historic organization.

John Hazlehurst.



John's History Corner by John Haney

Coasting Downhill: The Last Days of Trolleys in the Pikes Peak Area

By the early thirties, streetcars were taken for granted. After all, they'd been around for forty-five years. They still served the area well, running to the Broadmoor, the east side, Manitou, and North Tejon. Yet operating costs, the Great Depression, and an average of one automobile owned per household were taking their toll. The few photos of Colorado Springs streetcars available in these last years show considerable wear and tear, a sign that dollars to keep the operation a first class system were just not available.

Popularly known as "dinkies" because they were much smaller than the two-man operated cars, Birney Safety

Cars had been operating since the late teens. They were the backbone of the fleet and were run year-round. The larger wooden open and two-man operated closed cars were added to run to Manitou to accommodate the summer tourist traffic.

The Birneys were fun to ride. Patrons could make them swing up and down by bouncing at either end of the car. They were great to create trouble with on Halloween, when boys would grease the tracks (operators HATED Halloween!). Colorado College men tried to hijack the last Tejon car to the steps of Palmer Hall, but all its safety features went into effect and it could only be moved a few feet!

April 30, 1932, was the last day that the trolleys ran. Every piece of equipment was out on the streets. No fares were collected and thousands rode the cars. Then, they were gone. They were greatly missed.

Now there is good news! Our foundation's Birney 135 is being rebuilt and will soon run on track at our car barn to live a new life and be enjoyed by all well into the future!

The Rolling Spotlight featuring Colorado Springs & Interurban Car #48

In this series, we share photographs and interesting information on a historically significant piece of rolling stock in the museum's collection.



CS&I Car #48, a Chronicle

Car #48 began its life as a wood-bodied convertible, built by the J. G. Brill Company in 1901 for the Colorado Springs & Interurban Railway. Convertibles were designed so that the windows and side panels could be rolled up into the roof and the running boards unfolded and let down for summer operation as a "breezer." It is said that it only took three minutes to roll down the windows and panels, a good thing when summer thunderstorms threatened.

Sometime in 1908 or 1909, Car #48 was rebuilt to its present configuration by CS&I shops. When the CS&I ceased operations, the former Brill convertibles were dismantled, and the car bodies were sold for \$50.

At left: Car #48 after being moved away from main line fence where it suffered vandalism

Car #48's shell ended up as a caretaker's residence behind an 1880's house which also had two cabins for recovering TB patients on the property. A fourth house was added in 1955. Unable to buy just the car, four members of the

PPHSRF and the real estate agent bought the property and all four houses in the late 1990s. Less than two weeks after removing the car, a fire broke out in an adjacent garage just three feet away from the property. Had the car not been removed, it would have been lost in the fire. The property was subsequently sold.

Now, Car #48 is the only known original Brill convertible still in existence in the world. Plans are under way for the restoration of the car, and, if feasible, to return it to the original convertible configuration. It has been moved inside the roundhouse to prevent further deterioration of the wood body, and visitors have the opportunity to get a closer look at this unique car.

An interesting story relates to the trucks on which #48 was placed. The "new" trucks are perfect for it in that they are replicas of Brill 27F trucks, the same type the car came with in 1901. Only these came from Hiroshima State Railways and were built in 1951 by Mitsubishi Heavy Industries.

Once, an older couple stopped by the roundhouse and told of spending their first year of marriage in the car. He had been a young GI assigned to Camp Carson around 1942 and the converted #48 was all they could afford. Their first child was born while living in it.

Continued on page 5

Museum Operations and Restoration Updates

Museum Operations

Since our last newsletter, Ron Oatney has been appointed Director of Museum Operations. The following update details recent activities.

Since taking this job recently, I have worked to change a number of things at the Museum. Here are a few of the things we have been working on with help from volunteers, members, Workfare, and Front Range people.

- Starting with cleaning up the yard and the restoration area, we recycled, threw out, repurposed, and organized. This will be ongoing for a while.
- Front Range people painted our best Railway Express Agency cart in REA green, with red wheels. They also rebuilt a recent donation of a large pushcart, which will be used in the car barn. One baggage cart is offsite being rebuilt, and one awaits restoration.
- We are bringing in a 5 ton scrap container and are recycling all metal that cannot be used in restoration or maintenance on the building. A large pile of scrap is ready to go, once the container is in place.
- I am actively looking for new members, new members willing to be trained as supervisors, and car operators. Currently we are training Duff Glass for a supervisory position, and are talking to another volunteer as possible tour guide and supervisor. If anyone wants to apply for positions as supervisor, tour guide, trolley operator, or working with Wayne Russert doing restoration, please contact me at 719-650-5605 or Wayne at 303-660-3799.
- We have a new person working in the library to revamp and organize. She will also work on the Andy Payne photo collection, an extensive collection of railroad black and white photos taken over many years by Andy, a Pueblo photographer.
- Two of our Workfare people cleared out, cleaned up, and consolidated our paint booth and paint supply, which will make working in that booth so much easier.
- Wayne and I moved the bank clock into the conference room, which we cleared out and made room for parts, and to work. This also frees up the wood shop, which had limited use while the clock was stored there.
- I am currently looking at pricing and selling our two 1959 Mack buses. There are several options: Busesforsale.com in New Jersey, ebay, and Sterling rail in Austin, Texas. It looks like the best deal for us is ebay. I will photograph the buses, send the images to Busesforsale, and they will let us know their worth. If anyone has an idea about how to, or who to sell the buses to, let me know.
- We have sold off the G scale model railroad buildings that were donated to us several years ago, which cleared up considerable space in the attic and has brought in some needed dollars.

Volunteers -

Always Needed, Always Welcome

Restoration

Since our last newsletter, Wayne Russert has been appointed Director of Restoration. The following is a summary of the status of our street railway rolling stock under restoration.

- **CS&I Car No. 135, "The Birney"**: The current focus is to fabricate and install the second hand brake system. All parts except the handle and shaft have been cast in iron at the Strasburg, CO foundry and are awaiting machining by **Gary Mills**. Patterns for the handle are at the foundry, and the shaft will be fabricated concurrently. During the cold months, work will progress on the circuit breakers and controllers. Summer 2018 should see reinstallation of the hand brakes and reevaluation of the air piping.
- **PCC No. 2129, our operating PCC**: Preventive maintenance is due on the car which will be accomplished as outside weather conditions permit. Volunteer **Chris Sailor** will be restoring the left side of the car as weather permits.
- **CS&I No. 59, "The Leclède"**: No work is currently being done on this car until we find a qualified volunteer to restart the restoration effort with the materials already purchased. Maintaining historical integrity is paramount and we will not rush this effort.

Other trolley cars in PPHSRF inventory:

- **Car #48, "The Brill"**: Remains stored in carbarn.
- **Car #2131**: Restoration of this PCC is on hold.
- **Car #4002**: Pittsburgh Interurban plans on hold.
- **Car #3101, LARy War Baby**: No plans at present.
- **exSP6777, Home of the Rock Island RR Museum**: Exhibit is being maintained without any changes.
- **Denver Tramway Cars #724 and #770**: On hold.
- **Museum Displays**: Five route boxes (backlit cloth scrolls on car ends denoting endpoints of the route) are being prepared for display by installing LED tubes behind the scrolls. These lights generate negligible heat and will not damage the vintage cloth. The boxes will be installed high on the east wall of the museum display area. **Jeff Smith** is heading this project.
- **McClintock Bank Clock**: Our intent is to hang the clock on the wooden roundhouse roof support column nearest the Birney car. The column has been made plumb and the new clock mounting brackets attached. Next, the bare clock frame will be hung and wired to the master clock. Electrical conduit will be installed to provide power for the lights. All other parts of the slave clock will be attached by the clock restoration group assisted by museum volunteers using the scissor lift.

Meet your Board

PPHSRF president John Hazlehurst is a Colorado Springs native, former Colorado Springs city councilman (1991-1997), 1997 mayoral candidate, and currently is a columnist for the *Colorado Springs Business Journal*.

PPHSRF vice president and treasurer Dave Lippincott owned Surplus City until 2006, when he closed the business. Prior to that, he was involved in wholesaling, real estate, sugar, Mexican foods, railroading, trucking, and leasing.

PPHSRF assistant treasurer Don Gage is a PhD in electrical engineering and a retired University of Colorado-Colorado Springs engineering professor. He has volunteered his time and talent for many years.

PPHSRF secretary and historian John Haney is a retired Griffith-Blessing facilities manager and founding member of the PPHSRF. He co-authored *Pikes Peak Trolleys: A history of the Colorado Springs streetcar system*.

PPHSRF membership chairman Mike Hogan has an MS in computer science, is a former flight instructor, and retired in 2014 after 26 years with the Air Force satellite control program at Schriever Air Force Base. And, he plays accordion in a German Oktoberfest band.

PPHSRF Director of Museum Operations Ron Oatney studied graphic design at Illinois Institute of Technology and is retired commercial and advertising photographer. Over the past 9 years, he's volunteered as a supervisor and tour guide.

PPHSRF Director of Restoration Wayne Russert is a retired Lockheed-Martin aerospace engineer, trained in electro-mechanical engineering. He happily resides not far from Larkspur with a few cows, old cars, old tractors, a small machine shop, and a lot of old radios.

Mitch K. Downs is a CPA with Osborne, Parsons and Rosacker, LLP. He has considerable experience with nonprofit organizations and with the PPHSRF.

Treasurer's Tidbits - - - - - by Assistant Treasurer Don Gage

COLORADO GIVES DAY - Dec. 5, 2017

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 foundation. 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 any of the restoration funds or other uses you designate. Please call 475-9508 (car barn) for details.

The Rolling Spotlight

cont'd from page 3

Removing the car from its former location to transport it to the car barn was no easy task. Unfortunately for the moving crew, the #48's kingpins had been set in concrete and required removal with a jack hammer before the car could be moved!



There is a display panel of pictures showing the move from #48's "residential" location to the car barn. It is well worth a moment to take a look at them.

In Memorium - Vince Morris July 16, 1933 - October 3, 2017

Vince was one of the "original" Birney restoration crew. He first saw Car #22 at the CRRM and took a picture of it and his son those many years ago. When he saw it in the Roswell shop, he decided to help restore it. He began by being part of the crew "mostly Gary and me" that "tore it down." He also helped Don Gage put his electrical shop in a long-gone trailer parked where the RI Roswell Museum is now located. He helped pull the rail donated by city from just east of Academy and Constitution in 2-3 weekends "in the wintertime!"

Vince grew up in Long Island, New York, and after graduation from high school and a series of 14 jobs ("I did everything!") he joined the Air Force in 1953. His Air Force job was as a reciprocating engine mechanic with AACS and included duty in Japan. He retired from the Air Force in 1976 and began working for the City of Colorado Springs as a traffic signal maintenance supervisor, retiring in 1996. He could see the old Rock Island roundhouse from his city office and visited it once when it housed a sheetrock company. It was after his second retirement that Vince joined the trolley foundation. He was really looking for a "railroad group" and found us instead.

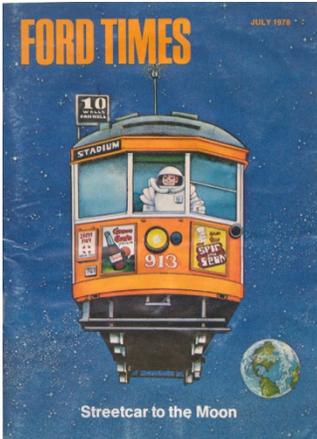
Vince met his wife Kuniko in Japan, they were married for 60 years. He leaves four sons, 8 grandchildren, and 3 great-grandchildren. He will be missed, particularly by his fellow Birney crew members.

STREETCAR TO THE MOON

By Robert Parsons

Illustrations by Bruce Bond

Submitted to *The Singing Wire* by Wayne Russert



In the pre-Sputnik days of trolley cars and the Milwaukee Braves, I decided if I couldn't be a major league ball player, then I would drive a streetcar when I grew up. The connection between baseball and streetcars is not obvious, until I say that it was the streetcar that took me to see countless Braves games at the Milwaukee County Stadium, and I became quite familiar with both.

I had ridden streetcars downtown before, and even to Whitefish Bay and Bay View. But never had I experienced the ride across the Wells Street trestle until the Braves moved into town and took over the stadium. It was that experience that convinced me that

driving a trolley car would not only be "neat," with the clanging and rattling and with the speed lever shifted from one end to the other for the return trip, but it could also be *exciting*.

A few years later, however, having absorbed dozens of science fiction books and movies, especially the magnificent Arthur Clarke/Chesley Bonestell books on space travel; I decided I wanted to be the first man on the moon. The trolley cars were being phased out anyway, so I felt only the mildest of guilt pangs for forsaking my original vision. Besides, how could driving a streetcar on rigid tracks along fixed and unalterable routes compare with piloting a spacecraft into orbit and on into the black unknown of space, and then stepping down onto the surface of a world no man had ever set foot on before!

Well, I never became an astronaut, either. After all, I was too tall, my teeth weren't very good, I wasn't a pilot – and did I want to go through that heavy discipline and training anyway?

Admitting I was more a romantic than a true explorer, I found myself recalling those days of simpler aspirations. Besides, I told myself, that ride in the old Number 10 streetcar across the Wells Street trestle was probably the most exciting experience an ordinary person could hope for, if he made the trip the right way. To do that required remembering two key points and giving one's imagination full reign.

The result? More fun than anything that ever was at the State Fair. More fun than rocketing to the moon ...well, maybe, maybe not. But it was some trip, nevertheless, for a schoolboy on his way to County Stadium to watch Lew Burdette bowl over Roy Campanella, Gil Hodges, Duke Snider and the rest of the Dodgers.

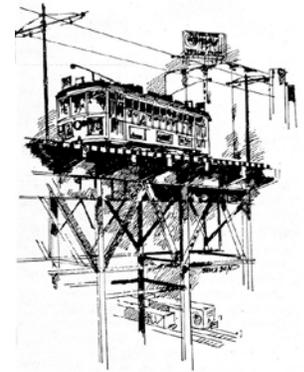
Despite the long ride through downtown and then across town to the Stadium, I was glad I lived on the East Side, near the beginning of Number 10's route. For then I could get a window seat on the right side and hang onto it while the trolley car gradually filled to bursting. If I had lived, say, west of downtown, I probably would have left home extra early, to take a reverse ride up to the East Side just to get that

window seat. As you will see, it was the first key requirement for the whole experience.

Sitting on the high driver's seat in the rear was fun, if the driver let me. I could play with the coin box, ring the floor bell and "drive" the streetcar backwards. But when it came to flying out on the trestle, I sat next to the window.

A shower of sparks crackled down past the window as the streetcar bumped through the switching tracks that sent it down Farwell Avenue instead of Brady Street, where the Number 15 streetcar went. The trolley pole cracked and zapped above the roof, catching the Farwell Avenue wire. Sometimes it didn't catch the wire properly, and then the lights would go out and the motors would whine down. Then the driver had to put on his heavy gloves and haul on the cable to maneuver the pole back onto the power wire. I always looked for the sparks on the ground where they seemed to be falling, but they always disappeared, as if by magic.

The trip to the ballpark took almost an hour, and halfway along Wells Street the seats were all filled. Then people started to fill the aisles, hanging onto straps or seat handles. By the time it got to 35th Street, the car was jammed. On a hot day it helped to have the windows open.



After a long stop at 35th Street, which always filled up the remaining gaps inside the car, I settled down for the ride across the trestle. Built not for automobile traffic but for streetcars, it had no railings as did the Wisconsin Avenue Bridge to the south. Just two tracks on a narrow, open wood framework.

This was the second key to the adventure. I had long ago discovered that if I pressed my face to the bars on the lower half of the window, I would see to within a few feet of the wheels, but the trestle wood didn't extend that far out.

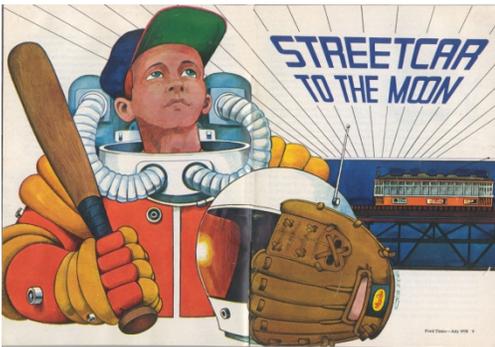
Wells Street ended at 35th Street, continuing only as a gravel-bedded pair of tracks to the bluff overlooking the valley. Here, the driver always cranked the throttle arm full turn, and the streetcar rolled faster and faster. The gravel bed soon streaked by in a blur, and then disappeared. With my face still pressed to the window, I felt a surge in my chest. There was nothing under the car! The trestle wasn't there – just clear air between me and the valley so far below. The streetcar had rocketed straight off a cliff and now sailed out into the air high above the valley!

There was a thrill of fear, as I thought that this time the car would fall, fall grandly like a wounded bird. (It happened: I had read it in the paper, once, how a streetcar had fallen off the trestle.)

But it didn't fall. It glided recklessly out, straight but rocking from side to side, with steel wheels clicking furiously under the floorboards.

Tiny trains moved in slow motion far below. Miniature buildings looked like a Monopoly board, and a gray thread of a road wound among trees that looked like small shrubs and boulders that looked like pebbles. It was an experience bordering on the mystical for this pre-teenager.

To be seated at a left-side window would have broken the spell, for the eastbound tracks would be visible – an obvious physical support. So I kept my face pressed to the window bars and saw only the valley and the great open space between me and it. I was really flying, and nothing – not even the forthcoming baseball game – could match that exhilarating experience.



I gazed in wonder up and down the valley that seemed to be moving slowly under me and fixed my gaze on the red brick buildings of the Milwaukee Brewing Company as my spacecraft went into orbit around them. Rising high into the air was a huge sign boldly advertising the "Champagne of Bottled Beer." And then there was the girl – an animated picture on that sign – a beautiful girl in a strange costume, merrily swinging on a crescent moon!

The streetcars are gone now, for what were seen then as practical reasons, but now (by some, at least) as short-sighted reasons. In any case, many people remember them with fondness. Perhaps there are others whose lives would have been different without them. For now that I think of it, that is what really made me decide to be an astronaut – the rocketing out into space toward a girl who was swinging on the moon.



**New Museum Hours Announced
Open Wednesday through Saturday**

Museum opens at 9:30 a.m.
Last tour at 3:00 p.m.
Adults \$5, Seniors \$4
Children 3-11 \$3

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 below payment by credit card or PayPal.**

MEMBERSHIP INFORMATION (Please print)

Name(s): _____

Address: _____

Home Ph: _____ Cell Ph: _____ Email: _____

MEMBERSHIP CATEGORIES (Please check one)

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|---|---|--|
| <input type="checkbox"/> Friend \$35.00 | <input type="checkbox"/> Up to 5 members \$50.00 | <input type="checkbox"/> Friend \$100.00 |
| <input type="checkbox"/> Sponsor \$50.00 | <input type="checkbox"/> Up to 7 members \$75.00 | <input type="checkbox"/> Supporter \$250.00 |
| <input type="checkbox"/> Patron \$75.00 | <input type="checkbox"/> Unlimited number \$100.00 | <input type="checkbox"/> Sponsor \$500.00 and up |
| <input type="checkbox"/> Benefactor \$100.00 and up | <input type="checkbox"/> PLEASE CONTACT ME ABOUT VOLUNTEERING! | |

- Check enclosed. Please mail to the address at the top of this form.
- Please charge my credit card: _____ Exp. Date: _____ MasterCard ___ Visa ___
Name as it appears on card (please print) _____ Signature: _____
- "PayPal" Send funds to csstreetcarfdn@aol.com
Additional Contribution: \$ _____ to be applied to (check one):
- Car #59 matching fund Car #135 restoration fund Wheelchair lift fund General fund

Note: For contributions of \$250 or more, please consider making your donation through the El Paso County Enterprise Zone. Call Don Gage, PPHSRF Assistant Treasurer, at 475-9508 for more information.

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