

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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Who Would Have Thought!

Street railways netted "handsome profits" more than 100 years ago

Reading about the business tycoons of the late 19th and early 20th century, it is not surprising to see railroad, steamship, sugar, cotton, tobacco, mining and milling, banking, and Wall Street magnates mentioned. But to many readers today, it might be surprising to find street railway magnates mentioned among this group. The wealth and influence enjoyed by these men is further evidenced in their election to state governorships and legislatures, and to seats in the U.S. House and Senate.

The evolution of mass transportation in the U.S. took many twists and turns. The first mass transit vehicle was the omnibus, a horse-pulled stagecoach which ran along a designated route and charged a very low fare. Omnibuses ran from 1826 until about 1905.

Next came the streetcar, also horse-pulled, which ran in the middle of the road on special steel rails. Streetcars were more comfortable, larger, and carried more passengers. The first streetcar began service in New York in 1832; it was owned by John Mason, a wealthy banker. New Orleans became the second U.S. city to operate streetcars in 1835.

In 1873, cable cars came along, the first major attempt to replace horses with a machine. This "technology" required digging a chamber between the rails under the track (called a vault). A long, looped cable was inserted inside the vault from one end of the line to the other and kept moving by a huge steam engine and pulleys. The cars were equipped with a latch to connect to the moving cable to move the car and disconnected to stop. The first cable car ran in San Francisco; by 1890 more large American cities had cable car lines.

The World Cotton Centennial (Dec 1884-June 1885) featured several prototype designs of electric streetcars. Early, small scale systems were established in Montgomery, AL, Scranton, PA, and Omaha, NE. The system with the largest impact was Frank J. Sprague's Richmond (VA) Union Passenger Railway, begun in 1888. It used a "trolley pole" to pick up current from a single overhead electric line, from which the term "trolley car" is derived.

An example of a successful street railway magnate is William Brown McKinley. A University of Illinois graduate, he became a successful banker and owner of Champaign's local streetcars. In the 1890s, he purchased streetcar systems in cities surrounding Champaign and built power plants to provide their electricity and incidentally provided electricity to cities not previously served. Through McKinley's efforts, various city lines were connected and merged to create, by 1908, the entire Illinois Traction System, with headquarters in Champaign. Interurban travel was more affordable, more frequent, and faster for area passengers, compared to steam railways in the early 1900s. McKinley went on to become a member of the U.S. House (1905-1913 and 1915-1921) and then U.S. Senator (1921-1926).

Another example of success in the street railway business is the St. Louis Car Company, one of the largest builders of streetcar and interurban equipment in the industry. The company made handsome profits through the construction of the popular PCC streetcar (the Presidents' Conference Committee car) and the Birney Safety Car, although it built a wide range of cars during the 20th century. Its most prominent design was the Chicago, North Shore & Milwaukee's streamlined *Electroliner* trainsets of 1941. These beautiful articulated cars remained in use on the North Shore Line for nearly 20 years before being retired and were one of the final orders placed for new equipment by an interurban line.

As automobiles became more available and affordable, ridership on interurban lines declined. In 1937 the Illinois Traction System reorganized into the Illinois Terminal Railroad. The newly reorganized ITR increased freight capacity, and by 1954 freight revenue was almost \$11 million. Passenger service to Champaign ended in June of 1955.

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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:
Heritage Railway Association
Colo Spgs Chamber of Commerce
Coalition of Pikes Peak Historical Museums
Friends of the Cumbres & Toltec Scenic Railroad

Letter from the President

Hello Members, Volunteers, & Friends:

At last month's board meeting, John Hazlehurst was elected to the position of Board Chairman, befitting his role as an outside spokesman for our foundation, and I was re-elected as President, overseeing the everyday activities of our group.

While we continue to exhibit and discuss railroad items and matters in our museum and on our tours, we have shifted our major emphasis to streetcar issues, as our ultimate goal is to put streetcars on the city streets again. We have received a generous grant from JP Morgan Chase that will enable us to design and cost out a track and building layout on the portion of the abandoned North Nevada rail corridor we hope the City Administration will allow us to occupy, once its purchase is completed. We will be concentrating our restoration efforts on putting our 1919 Birney car in operating condition, and in repositioning our rolling stock in our crowded yard so as to permit our operating PCC car to be put over a pit in the roundhouse in order to perform much neglected maintenance.



We are putting up for sale various items and rolling stock that do not fit in our mission statement. Of note, we have listed our D&RGW bulkhead flatcar and our two 1959 Mack buses for sale on Craig's List and on eBay. Interestingly in the past three weeks on eBay, we have had almost 200 hits on the flatcar and about 1,200 hits on the buses, but no firm offers as of yet.

We've stressed in past letters that the majority of funding for our in-street system will come from the private sector. Please consider a membership if you are not a member and reading this. Alternately, a cash donation of \$250 or more will qualify you for a 25% Colorado state tax credit (not just a deduction). You can also donate appreciated stock and receive the same credit and avoid paying capital gains taxes. Call or email me for details and to start the process: 719-330-4746 or csstreetcarfdn@aol.com.

Lastly, I'd like to mention there is an air of optimism and anticipation by the increasing number of volunteers we have been attracting in the past few months, which should portend well for us moving forward. I'm tempted to suggest a new motto for our foundation, "Forward to the Past," as we continue the restoration of our historic vehicles.

David Lippincott

In Memoriam: On February 7, 2018, the two daughters of Harold Elmore stopped by the museum to inform us of their father's passing on September 14, 2017, at the age of 88. Mr. Elmore, of Sacramento, California, was a longtime PPHSRF member and the donor of the pictures that make up the museum's San Francisco trolley display. He worked in aerospace for 17 years before spending 23 years as Sacramento's water plant operator. He was a lifelong amateur photographer, model railroader, and member of the Pacific Coast Region of the National Model Railroad Association.



John's History Corner

by John Haney

The CS&I and the Colorado Midland Railway

The Colorado Springs & Interurban Railway and the Colorado Midland Railway were related in some important ways during the first few decades of the 1900's. Passengers bound for points west via the Midland could use the trolley system for transport to that railway's departure points at the Santa Fe, Rio Grande, and Colorado City stations. Travelers in the Manitou Springs area could board at the Midland depot in that community. This would require walking no more than a few blocks at most from the CS&I's route.

After the great blizzard of December 1913, the Midland came to the rescue of the CS&I. The Midland used a rotary snow plow, two locomotives and a caboose to clear CS&I's Colorado Springs-Manitou line.

The Midland took great pride in its band which played regularly at Stratton Park, located in Cheyenne Cañon. It was made up mostly of employees of the railroad and enjoyed a reputation of playing quality performances. Its members wore impressive uniforms. The band usually ranked well in state competitions. Oh, to go to Stratton Park by open trolley in the summer – the park fee was free as long as you rode the trolley!



A COLORADO MIDLAND ODYSSEY:

Of eating houses, laundry trains, and fruit transports

by Tom VanWormer

Tom VanWormer is a member of the Colorado Midland Quarterly (CMQ), which holds biannual conventions. Tom has done significant research and written extensively about his findings, subsequently presenting those findings at the conventions. Excerpted below are three presentations made to the group.

Let me take you back to 1886 - when the Colorado Midland was building the first standard gauge railway into the Rocky Mountains and to three unique activities of the Midland Route: "eating" (dining) houses, laundry trains, and Grand Valley fruit production transportation. The Eating Houses presentation included a very active link to the Rock Island here in Colorado Springs.

Eating Houses

In 1886 the Midland's owners realized that the passengers needed to eat! Since dining cars were not introduced until 1907, several dining houses were built along the route where the trains stopped for a crew change or inspections. In the Midland's First District, the first dining house was located just

above Manitou Springs at the head of the 4% grade in Ute Pass at Cascade; the second was located at Idyllwild in Granite (Eleven Mile) Cañon (the site of many excursions and in later years the stopping spot of the famous Wildflower Excursions – see "Back Pages" below); and the final location was at Leadville. In late 1887, the equipment and the staff of Idyllwild were moved to the new depot and eating house at Aspen Junction (Basalt after 1895). In the early 1890s, the Cascade Eating House was closed and a new one opened in Woodland Park as a combination depot and eating house.

In 1894 Fred Harvey (of Harvey House fame) took over the eating house operations when the Santa Fe Railway bought out the J.J. Hagerman and J.B. Wheeler ownership of the Midland. The Woodland Park eating house was moved back permanently to Cascade. After the Santa Fe lost the Midland, Harvey sold the Midland eating houses to their long-time manager, E.F. Clarke. Clarke, in 1888, had also won the bid to run the Rock Island operation in Colorado Springs in the Greer Hotel located in Antlers Park just below the original Antlers Hotel, near the D&RG Depot.

Continued on page 4

The following is from the August 15, 2008, **BACK PAGES** feature in the Colorado Springs Gazette:

Aug. 15, 1908: Thirty-six handsome young ladies, gowned in white and surrounded by banks of Colorado's most beautiful wild flowers, will ride through the city next Wednesday afternoon and evening in a tally-ho drawn by prancing white horses. The affair is under the auspices of the Colorado Midland railway, which is taking this method of making the tourists aware of the profusion of wildflowers along the route of the Colorado Midland Wildflower excursion.

A COLORADO MIDLAND ODYSSEY *continued from page 3*

In the mid 1900s the Midland changed its operating procedures and no longer ran through passenger trains into Leadville. An eating house was constructed “down the hill” at Arkansas Junction in the Arkansas River Valley, lasting until dining cars were introduced in 1907.

There were two other eating houses used by Midland passengers which were not controlled by the Midland. One was the Harvey House located in the old Colorado Springs Atchison, Topeka and Santa Fe Depot. The other was the Denver & Rio Grande eating house located in the Grand Junction Union Depot, initially operated by the Denver & Rio Grande, Colorado Midland, and Rio Grande Western railways.

In most cases, passengers had twenty minutes to eat! These meals were considered “very quality” dining.

Laundry Trains

In 1888 both the Denver & Rio Grande and the Colorado Midland hosted a 4th of July celebration at the hotels, pools and spas of Glenwood Springs, with both railroads using their very limited supply of cars and engines to carry the people from the Leadville, Aspen and Grand Junction areas to the party.

One of the developers thought so much of this affair that he wrote a letter to the General Passenger Agents of both roads asking if it would be possible to repeat the event every weekend during the “season” for the locals – and for miners to be able to do their laundry.* The railroads worked out a deal where they would generally rotate weekends between the towns of Leadville, Aspen and Grand Junction. The Midland provided weekly service on some branches that the D&RG did not serve, and it is suspected the D&RG did the same from Red Cliff, Minturn and Eagle.

The last Laundry Train was a D&RG excursion from Denver to Glenwood in 1977.

*There were no laundry or recreational facilities at the mines. Miners rode the train to Leadville, Aspen, or Grand Junction for one of the local ladies to do their laundry and to spend some leisure time.

Grand Valley Fruit Production

In one interview conducted by Morris Cafky in his famous book “Colorado Midland,” an interviewee comments that if the Midland had only carried Grand Valley Fruit, it would have made a profit. From the early 1890s to the present, the fruits of the Grand (Colorado) Valley are world famous. Newspaper comments from the era show as much fruit was shipped west as east. The fruit moving west was headed for international markets, even more than the fruit shipped to the Gulf ports on the Denver, Texas and Gulf and its successor lines (UPD&G, C&S and FWD). Over 80% of the western slope fruit was shipped not in carload lots of fruit but as Express shipments in the Baggage-Express cars of the Midland and Grande and in the Express Refrigerator cars of the Wells Fargo Express Co. and others. Information has shown that the Midland appears to have purchased their famous 4-door Hanrahan Refrigerator cars not for their cooling and food preservation capability but more for their access to the loads of fruits for drop off at all of the stations between the Grand Valley and Denver.



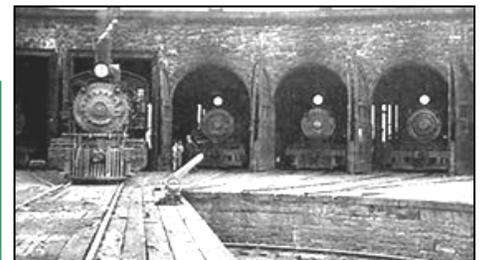
Colorado Midland Wildflower Excursion postcard

Send comments or questions to Tom VanWormer at PPHSRF, PO Box 544, Colorado Springs CO 80901-0544

The following are from the Colorado Springs Gazette (date of publication unknown):

Pikes Peak Trivia

- Q: What's the connection between the Colorado Midland Railroad and St. Francis Hospital?
 A: The Colorado Midland opened the hospital in 1887 to treat railroad workers.
 Q: What was originally housed at the former location of Van Briggle Art Pottery at 600 S. 21st Street?
 A: The Colorado Midland Railroad roundhouse.

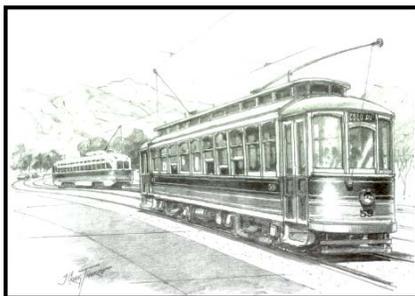


The Rolling Spotlight featuring Colorado Springs & Interurban Car #59

In this issue, we continue the series of articles in which we share photographs and interesting information on one of our historically significant pieces of rolling stock in the museum's collection.

Colorado Springs & Interurban (CS&I) Car #59

Built in 1901 by the Laclede Car Company for the CS&I Railway, Car #59 is one of only two original Colorado Springs streetcars still located in Colorado Springs (the other is Brill #48, also in the museum's collection) and one of five Laclede streetcars still in existence worldwide. The last run of a CS&I streetcar was on April 30, 1932.



With capitalization of \$40,000, the Laclede Car Company was formed at St. Louis in 1883 by James P. Kelly and Thomas F. Colfer, both employees of the Brownell Car Company. Feeling constrained by owner Frederick Brownell's conservatism, they sought a chance to experiment with new ideas.

At left, pen and ink drawing of Car #59 and PCC by award-winning artist J. Craig Thorpe of Seattle, WA

With seven shops near the St. Louis waterfront, Laclede built cars "in place" rather than at various places where pieces then came together in a single erecting shop. Total capacity of the seven shops was 100 cars. The company suffered almost continual financial difficulties (actually closing from January to September of 1887) but survived the 1893 stock market crash and a major reorganization in 1901. In

financial difficulty again in 1903, the much larger St. Louis Car Company acquired Laclede on April 25, 1903, to add to its own production capacity.

During its relatively short life, Laclede produced horse, cable, and electric streetcars. Its products were good and had a wide distribution. Just prior to the takeover by St. Louis Car Company, it produced a few interurban cars.

About 35 years ago, Rex Dodson, a friend of PPHSRF historian John Haney, told John about a streetcar he had on his property which he used as a work shed. Haney's interest was clearly noted by Dodson, for not much later he asked Haney if he wanted the car, since he was planning to replace it with another structure. Colorado Springs Car #59 was in quite fine condition, and the foundation jumped at the chance to acquire it. Most of its sides and roof had been covered with asphalt shingles. Only the two ends had deteriorated. The car was ripe for restoration! Donations and in-kind services made it possible for the car to be moved to Ghost Town, where foundation supporter Byron Akers offered to store the car under canvas for several years. Subsequently, the lease of the historic, city-owned Rock Island Railroad roundhouse as our car barn immediately gave the foundation covered storage for Car #59.



A double-ended car, the Laclede operated with a two-person crew – a motorman on a platform at either end of the car and a conductor collecting fares and looking after the passengers. Along with restoration of the car exterior, the interior with its beautiful woods, etched glass, and elegant fittings will be restored to their original beauty.

In July 2006, the following three-year plan to complete the car was proposed by Greg Roberts:

- Year 1: Restore second truck, trolley base, woodwork, roof canvas, and mount trucks under the car.
- Year 2: Motor controls and brakes. After year two the car could operate for the first time in over 75 years.
- Year 3. Seats, windows, and interior.

What has been accomplished to date to restore CS&I No. 59:

- Removal of old varnish from all wood surfaces and the side boards of the car body have been replaced.
- Completion of both trucks by Uhrich Locomotive Works; the traction motors were rebuilt at Denver Electric Motor.
- The replica trolley base parts have been cast and a new trolley pole has arrived from California.
- Rebuild and strengthening of the car's frame was completed, allowing the car to be set on its trucks.
- Near-completion of the "south end" of the car; the "north end" has been started.
- Past president Phil Rector obtained a historic brass whistle off of a Savannah (GA) car for one end of the car; the other end will have an original brass air whistle off of a Dallas-based car.
- The rattan materials for the seats have been procured and are stored on property.

Restoration was delayed because of unavailability of replacement ash. Oak was substituted, but shipment had to wait for the moisture content to get down to acceptable levels. Jim Riley, who assembled the south vestibule, has committed to rebuild the north one.

The restoration of both trucks was made possible through matching funds from the *Colorado State Historical Fund*. The mid-2000s cost of restoration will have to be reviewed to reflect current costs so that fundraising can be planned.

Museum Operations and Restoration Updates

Museum Operations

Nov. 15, 2017 - Feb. 15, 2018

Ron Oatney is the Director of Museum Operations; he welcomes your ideas and participation. The following update details recent activities by volunteers, members, Workfare, and Front Range people.

- The REA (Railway Express Agency) baggage cart is currently two-thirds restored.
- The museum's paint shop has been cleaned up and re-organized.
- The carbarn attic has been cleaned out and re-organized.
- We are currently pricing out an HO gauge model railroad collection for sale. Let Ron Oatney know if interested.
- We continue to collect all recyclable metal that that cannot be used in restoration or maintenance on the building. A large pile of scrap is ready to go, once a container is in place.
- The bulkhead flatcar has been put on Craig's List and on eBay, where it has been generating considerable interest.
- We would like to sell our two 1959 Mack buses (photo below). There are several options: Busesforsale.com in New Jersey, eBay, and Sterling rail in Austin, Texas. The buses have been put on eBay and have generated considerable interest. We will send photographs of the buses to Busesforsale, and they will let us know their worth. Let Ron Oatney know of any additional ideas about how or to whom to sell the buses.



- Our longtime museum neighbor, RSC Rental Equipment, has moved. We would like to thank them for the many times they provided invaluable assistance to us in so many ways.
- We are actively looking for new members who are willing to be trained as supervisors and car operators. Currently we are training Duff Glass for a supervisory position, and are talking to other volunteers as possible tour guides and supervisors. To apply for a position as supervisor, tour guide, trolley operator, or working with Wayne Russert doing restoration, please contact Ron Oatney at 719-650-5605 or Wayne Russert at 303-660-3799.

**Volunteers -
Always Needed, Always Welcome**

Restoration

Nov. 15, 2017 - Feb. 15, 2018

Wayne Russert 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" will be moved out of the carbarn temporarily to bring PCC #2129 inside.
- **PCC #2129:** Our operating PCC will be placed over the carbarn pit for much needed inspection and service. Installation of a back-up camera to improve safety during operation is being investigated.
- **CS&I #59:** All materials for future work have been moved inside "The Leclède" to prevent use on other projects and to improve safety of visitors walking around the car.
- **Car #48, "The Brill":** Remains stored in carbarn.
- **PCC Car #2131, Pittsburgh Interurban Car #4002, and Denver Tramway Cars #724 and #770:** Plans on hold.
- **Car #3101, LARy War Baby:** On static display.
- **exSP6777, Rock Island RR Museum:** Exhibits are being maintained for museum tours. The porch has been removed and only the stairs reattached and the car has been moved closer to the carbarn.
- **Museum Displays:** Jeff Smith and Wayne Russert finished installing the LED lights inside the five route box scrolls; they will be displayed high on the east wall of the museum. Jeff is also building a working interactive telegraph display using actual Western Union railroad telegraph equipment.
- **McClintock Bank Clock Dedication:** Mark your calendar for noon on Saturday, April 21, 2018. Once the "clock experts" get it operating, PPHSRF volunteers will insert the faces, and put the top and bottom on.



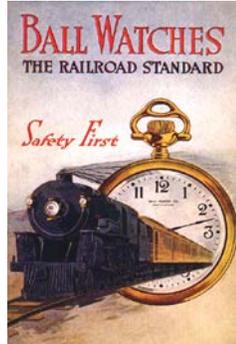
At left: Wayne Russert and a helper working on the clock inside the carbarn.

- **Duff Glass** is working on lighting improvements in the shop area.
- **Bob and Mary Manley** are placing an insulated roof on the woodworking shop. It will be reorganized into a fully working shop.
- **Laura Kovac** is working on the annual recertification of our fire protection plan.
- Arrangements to move rail and switch parts to inside our yard gates are being made.

The McClintock Bank Clock

by Wayne Russert, PPHSRF board member

Since “a goal without a deadline is only a dream,” we will formally dedicate the 1917 McClintock-Loomis bracket clock at Noon on **Saturday, April 21, 2018**, at the Pikes Peak Street Railway (Ex-Rock Island) car barn. Why then? Well, on Saturday, April 18, 1891, near Kipton Station, 40 miles west of Cleveland, Ohio, the Lake Shore and Michigan Southern Railway fast mail train #14 collided with the Toledo Express passenger train. The fast mail was running at full speed and the Toledo Express was almost to the switch where it would have taken the siding to let the mail train pass. The massive collision killed nine men, six of them postal clerks. The wreck became a national disaster. The cause was due to the Toledo Express conductor's watch having stopped for four minutes then restarting after he had dropped it in a mud puddle. The Kipton disaster proved that even if a trainman's watch was off by just a few minutes, the result could be deadly. After the incident, railroad officials commissioned a Chief Time Inspector in order to establish precision standards and a reliable timepiece inspection system for railroad chronometers. Two years later in 1893 the General Railroad Timepiece Standards were established.



We may be 127 years late but cookies will be served.

What's Happening with C&T's Car 470

By John Engs

Some of you may wonder, “What is Car 470?” It is a Pullman Tourist Sleeper built in 1889 and is the last of ten cars of its type manufactured for the D&RG. It is a *narrow gauge* car, so it runs on 3-foot wide rails. At the turn of the century it ran on the Tennessee Pass route to Salt Lake and occasionally on evening trains to Durango from Denver. The Friends of the Cumbres & Toltec Scenic Railroad are restoring this car to its original condition as it was when leaving the Pullman plant in Detroit. We are in the ninth year of this restoration with a couple of years to go. If you have not toured the car recently, you will notice big changes. Last fall the car was insulated and a subfloor was installed. Work on the interior finish has started with the clerestory ceiling being installed and cutouts made for the coal-oil lamps. The interior has progressed with the original cabinets being reinstalled and finishing of the clerestory window area. While the interior finish progresses, the undercar coupler pocket brackets are being fitted. Finishing the brackets will allow the oak floor to be installed, which is still a few weeks away. See the progress for yourself; we work on the 1st, 3rd, and 5th Saturday of each month from 9 a.m. to 3 p.m.



In our feature article on page 1, we include a few comments on horse-drawn stagecoaches and streetcars. Wayne Russert sent in the following 1867 article, which illustrates perfectly what it was like to be a passenger at that time.

Wouldn't It Be Luvverly?: Riding in an 1867 Horse Car

"Riding downtown these cold mornings in the horse cars, the unpleasant sensation of chilled feet reminds us of the plan adopted in France to keep the feet of car passengers warm. This is accomplished by inserting a flattened iron tube along the bottom of the car. When the car leaves the depot, this tube is filled with hot water from a boiler kept heated for the purpose. This water retains heat, generally, for about two hours. We would be glad to see this plan introduced here. But it is not to be expected that our city railroad companies will do anything for the comfort of their passengers, while without such trouble they continue to reap rich harvests. Very likely the idea of loading a lot of hot water upon their cars for passengers to stand upon, would strike them as a good joke. Their poor, broken down, spavined horses, could not stand any additional load."

From the December 1867 issue of Scientific American magazine, published in New York City.

Spavined?? osteoarthritis. Spavins alone can be enough to render a horse lame and useless. In the 17th century, "**spavined**" horses brought to mind other things that were obsolete, out-of-date, or long past their prime, and so began the use of the adjective figuratively.

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)

Individual

Family

Corporate

- | | | |
|---|---|--|
| <input type="checkbox"/> Friend \$40.00 | <input type="checkbox"/> Up to 5 members \$60.00 | <input type="checkbox"/> Friend \$100.00 |
| <input type="checkbox"/> Sponsor \$55.00 | <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 the PPHSRF office at 475-9508 for more information.

Many thanks to our volunteers, donors, and members — your contributions make a huge difference to the PPHSRF!



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