

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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Remembering the Rock Island – in Roswell

Our restoration shop is in what remains of the 1888 Chicago Rock Island and Pacific (CRIP) Railroad roundhouse. In the days before diesel, roundhouses and turntables were extremely important for the operation of steam locomotives. Compared to diesels, steam locomotives required significantly more maintenance. And, they required turning on a turntable wherever they were serviced and at the end of their journeys.



How the Rock Island got to Colorado Springs

Our story begins in 1882, when the CRIP drafted expansion plans that included lines from Chicago into Nebraska, Kansas, Colorado, and beyond. For this expansion, the CRIP advanced the Chicago, Kansas and Nebraska (CK&N) Railway about \$25 million to begin construction. (The CRIP would eventually take over the CK&N in 1891 after foreclosure.)



In 1887, the CK&N began building west from Chicago through Kansas and Nebraska with the ultimate goal being Colorado. Many of Colorado's railroads in the late 1880s were narrow gauge. The Colorado Midland, however, had built standard gauge into Denver and Colorado Springs, and the CRIP ultimately wanted to connect with the Midland and the tourist attractions along the Front Range.

The route chosen entered Colorado near Burlington and paralleled what is now I-70 as far as Limon, which had been platted by the Union Pacific. There the line split: westbound trains to Denver ran under a trackage agreement on Union Pacific rails while Colorado Springs-bound trains headed southwest on CK&N-built track roughly paralleling Colorado Hwy 24 and Constitution Avenue. At Tip Top the highest point on the Rock Island line was reached at 6875' before reaching the westernmost point on the Rock Island in Roswell.

Quoting from Colorado Rail Annual No. 17: "The rail crew arrived on October 10, 1888, and the first train over the line other than a construction train was on October 26... A large yard was laid out which included a depot, 14-stall roundhouse [and turntable], water tank, pump house, coal trestle with a 24-pocket coal chute, coal house, two oil houses, stockyard and coach repair shop..." Recently discovered employee timetables record two freights from Goodland KS to Roswell CO effective Monday, October 15, 1888, and an express train direct to Colorado Springs effective on November 4, 1888.

Roswell, where the railroad and Colorado Springs streetcars crossed paths

The railroad employed nearly 200 men in the area and the majority of their families lived in Roswell, built north and east of the Roswell yards and across Monument Creek. "Stores, schools, and, for a short time, a newspaper helped separate the community from Colorado Springs. In 1890-91 the Colorado Springs streetcar line was extended into Roswell. The line crossed the railroad at Tejon Street on a trestle." In 1924, abandonment of the streetcar line to Roswell was being considered. The community was offered an opportunity to buy that portion of the line and declined; the streetcar line was subsequently dismantled.

Roswell Today

Roswell was eventually annexed to Colorado Springs, yet it remains a quiet, peaceful section of small, well-kept homes (above left) built in the late 1800s and early 1900s. Some have been updated or added onto, but they remain typical of railroad town houses. The Roswell Community Church (right) dates back to the late 1800s. And, the Roswell Community Park overlooking Monument Creek (left) still provides a picnic and play area.



Mike Walker photos



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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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:

HeritageRail Alliance

Colorado Springs Chamber of Commerce

Coalition of Pikes Peak Historical Museums

Friends of the Cumbres & Toltec Scenic Railroad

Letter from the President

Hello friends and members:



During the past six months, we have had a significant increase in the number of volunteers who have agreed to work in a variety of capacities - restoration, tour guides, office and outreach. I believe we are edging towards being able to re-open the facility to visitors on Tuesdays. You may recall that a year ago, we had to reduce the number of days we were open from six to four due to a lack of volunteers. It is very encouraging to all of us that we are able to have more than one tour guide on duty on the days we are open, as well as people in the restoration shop.

I need to mention what an important role our community service people play in furthering our missions. Front Range Community Service sends us individuals who have been sentenced to community service hours ranging from 12 to over 100, depending on what they were convicted of - DUI, DWAI, mischief, minor theft, possession of controlled substances, etc. - all non violent offenses. Because we offer such a wide range of tasks we can assign to them, we most often get people skilled in the trades such as carpentry, electrical, welding, body work, plumbing, painting and so on. In addition to the thousands of hours of service performed for us, many of these folks elect to stay on after their commitments to society are fulfilled, and become part of our regular volunteer force. Assigned to a specific job - rebuilding a donated baggage cart, restoring a sun-damaged paint job on a streetcar, to give several examples - they continue on until their tasks are completed and perhaps beyond. We are extremely grateful, very proud of their work, and salute all of our community service volunteers. And, I have to add, we hope their experiences with us help them to put their lives back in order.

Lastly, I am sad to announce that John Hazlehurst has resigned as our Board Chairman due to other commitments. Also, we wish him a speedy and full recovery from his recent bicycle accident.

David Lippincott

WON'T YOU SIGN UP FOR A NO-COST DONATION? We offer King Soopers gift cards pre-loaded with \$2.50, free to you. You load them at the store using your credit or debit card, and when you purchase groceries or gas, King Soopers donates 5% of your purchase to us. It doesn't cost you a cent, and you still get gas credits for your purchases! Contact us and we'll send you the card with instructions - or pick one up at the museum!



Upcoming Event



In October 1888, the Rock Island yard included a depot, 14-stall roundhouse and turntable, water tank, pump house, coal trestle with 24-pocket coal chute, coal house, two oil houses, stockyard and coach repair shop. **JOIN US** this October to celebrate **130 years of Rock Island history at our roundhouse.** Admission: \$3.00

ROCK ISLAND DAYS

CELEBRATING 130 YEARS OF ROCK ISLAND HISTORY IN ROSWELL

SATURDAY, OCTOBER 20, 2018

10 A.M. - 4 P.M.

**Trolley Rides, Tours, Exhibits, Special Events, and Operation Lifesaver
11 a.m. - 1 p.m.: Free lunch and anniversary cake (donations welcome)**



John's History Corner

by John Haney

THE ROCK ISLAND ROUNDHOUSE

Growing up in the Old North End was convenient and really fun for riding my bicycle to the Rock Island Roundhouse. I was sad that steam engines were no longer there, but I got to see the flat-nosed diesels and a few other cars. Strangely, there was never anybody around; maybe the turntable had been removed, so no one was there to operate it. How I wished to see that magnificent device in operation! The Roundhouse, built in 1888 as a maintenance facility for the Chicago, Rock Island & Pacific Railroad, originally had 14 stalls with pits to facilitate work underneath the equipment. The current roundhouse, with two remaining bays, has been the home base and carbarn of the Pikes Peak Historical Street Railway Foundation at 2333 Steel Drive since 1995. The property is leased from the City of Colorado Springs.

Today's roundhouse is multi-functional: trolley museum, offices for the Pikes Peak Historical Street Railway Foundation, conference room, model train layout, retail shop, electric, carpentry and paint shops, and space for restoring cars 59, 135 and 48. Outside, Car 2129 provides rides for visitors, space for meetings, birthdays, weddings and even memorial services. Numerous parts and equipment including streetcars stored outside under tarps are awaiting restoration.

Besides the trolley function, activities of the Roundhouse and yards include the Roswell Museum (contains memorabilia of the Chicago, Rock Island & Pacific Railroad), Tourist Sleeper 0252 of the Cumbres & Toltec Scenic Railroad being restored by the Friends of that railroad, various cars owned by the Museum of Railway Workers, and a large, hundred-year-old O.B. McClintock bank clock which has been restored by a group of horologists from the Front Range. The Trolley Museum has regular hours of operation and offers tours by guides well-versed in the area's streetcar and railroad history. A visit to the facility has to be on a MUST SEE list of everyone interested in the area's early railroad and streetcar history.

Reprinted from the December 2016 Singing Wire



Left: circa 1919 - 1929 Roswell roundhouse and turntable after being reduced to eight stalls

Right: 1965 photo of the Roswell roundhouse in its current 4-stall configuration and 90 ft. turntable installed in 1943



A Brief History of Roundhouses and Turntables

In the United States, the roundhouse first appeared during the 1840s. The idea of a railway turntable device quickly followed. Steam locomotives in the U.S. operated most efficiently in the forward direction, so railroads needed a way to turn them and certain rolling stock such as observation cars back in the direction from which they came. Turntables, constructed next to or near a roundhouse, resemble a rotating railroad bridge. They were a common but very important device found in most terminals, large and small, during the steam era. Whether operated with brute force or mechanically, they offered a relatively simple way to turn equipment around or move rail cars from one set of tracks to another. They were more practical to build, took up much less ground than a turnaround wye, and allowed a large number of engine maintenance sidings to be accessed in a small area.

All early designs were known as "Armstrong" turntables due to the fact that they required a worker to manually push the device in one direction or the other. In later years the structures became more sophisticated, with a small operator's shack constructed on one end from which a worker could operate the device. A large, circular five to ten foot deep pit was dug out over which a standard steel span was placed (not unlike a bridge beam span). Around the edges of the pit a rail was placed and the support span usually had wheels attached to it at either end in which to track along it. At the center of the pit the span was placed on some type of central anchor hinge.

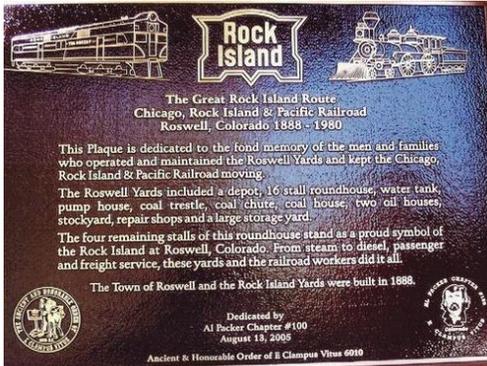
With the advent of the diesel locomotive, turntables fell out of favor; diesels could operate in either direction without needing to be turned. Today, turntables are seldom used by freight railroads. However, they have not completely disappeared as a number have found a second life turning restored steam locomotives at railroad museums and on tourist railroads. A nearby operating example can be found at the Colorado Railroad Museum, in Golden, CO.

Remembering the Rock Island – in the Pikes Peak Area



Above: Rock Island Railroad water tower foundation stones hold the special plaque dedicated to the "Great Rock Island Route" by Al Packer Chapter #100 of the Clampers at Pikes Peak Trolley Museum on August 13, 2005.

Mike Walker photos



Above: Sponsored by the Clampers, the plaque (see text below) pays tribute to the town of Roswell and the Rock Island employees and their families who kept the Rock Island running. Ken Jacques of the Al Packer Chapter and Steve Pelles worked hard on the details; Todd Ryan did the final design. The ceremony dedicating the plaque was very festive, complete with a special horn blown during the ceremony followed by a "beer" christening.

The Great Rock Island Route
Chicago, Rock Island & Pacific Railroad
Roswell, Colorado 1888-1980

This plaque is dedicated to the fond memory of the men and families who operated and maintained the Roswell Yards and kept the Chicago, Rock Island & Pacific Railroad moving.

The Roswell Yards included a depot, 16-stall roundhouse, water tank, pump house, coal trestle, coal chute, coal house, two oil houses, stockyard, repair shops, and a large storage yard.

The four remaining stalls of this roundhouse stand as a proud symbol of the Rock Island at Roswell, Colorado. From steam to diesel, passenger and freight service, these yards and the railroad workers did it all.

The Town of Roswell and the Rock Island Yards were built in 1888.

It Wasn't all Smooth Sailing!



For many people, the Rock Island is remembered in song (*Oh, the Rock Island line is a mighty good road*), for its distinctive color schemes and logos painted on its locomotives, and for its streamlined passenger trains, among them the *Rocky Mountain Rocket*. The splitting of the westbound train at Limon resulted in a unique design, the AB6, *left*, a specially built Electro-

Motive "B" unit locomotive with cab controls, headlight, and cow catcher.

Ups and downs in the U.S. economy, two World Wars, labor strikes, changes in technology, and the advent of the automobile impacted all railroads. But two local events, a flood and a runaway freight, had significant impact on Roswell.

"Downsizing" between 1919 and 1929

The original 14-stall roundhouse was reduced to eight stalls sometime between 1919 and 1929. Railroads had to pay property tax on structures regardless of whether they were being fully utilized, so they tore down or reduced in size buildings to reflect their needs. By 1965, the roundhouse had been reduced to the current four stalls. The museum uses two of the stalls for restoration work. The other two were previously converted to office space.

The Flood of 1935

The Roswell Shops were heavily damaged during the 1935 flood of Monument Creek. Large portions of the shops were not rebuilt. The community of Roswell, on higher ground, escaped being flooded. As a result of the extensive damage, Rock Island reduced Roswell Shop personnel.

The 1938 Runaway Freight

On May 8, 1938, seventeen freight cars and a caboose cut loose in Falcon, ran away for sixteen miles, and stopped only when they crashed into the Roswell Shops, adding to damage caused by the 1935 flood. The water tank, turntable, and roundhouse survived but many smaller buildings did not. Much of the yard track was torn up. In 1939, Roswell Shop personnel were reduced again.

The 1950s, the Decline of Steam

Even before World War II, diesel locomotives had begun to make inroads into the world of steam locomotives. Demonstrating that they were sufficiently powerful to do the work of massive water guzzling, fuel hungry steam locomotives, it ensured the decline of steam. There was no longer a need for frequent water stops and required maintenance; they run equally well in forward and reverse, used cleaner fuel, and were more fuel efficient.

1966, the last "Rocket" to Roswell

The last Rocky Mountain Rocket streamliners left Colorado Springs in 1966, and the Roswell Shops became a fond memory. Subsequently, the roundhouse was used for grain storage and later the building was used by a drywall business. The Pikes Peak Historical Street Railway Foundation was able to rent the building beginning in 1995.

2018, the Rock Island Roundhouse Today - 130 Years Later

Over the past 23 years that the Pikes Peak Trolley Museum has occupied the 130-year old Roswell Roundhouse, volunteers and local businesses have helped preserve and maintain the structure. It's been reroofed and repainted. But a close look reveals the original rock walls, the soot from steam locomotives still on the restoration shop ceiling, and the service pits in the floor of the shop which are still being used.

The Rolling Spotlight featuring our Rock Island Museum

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

The Roswell Rock Island Railroad Museum

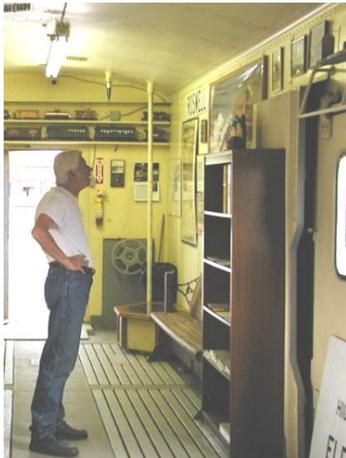
The Roswell Rock Island Museum

is the legacy of the late Steve Pelles. His knowledge of "The Rock" seemed to know no bounds. His dedication and ingenuity are reflected in this museum, created inside the RI 4363, exSP6777, baggage car. A number of museum volunteers helped him along the way, among them the late Vince Morris, Regis Larouere, and Jim Shaw.

Steve was a Pikes Peak Trolley Museum volunteer and former board member of the Rock Island Technical Society (RITS). In his own words, he described himself as a "Chicago, Rock Island & Pacific Railroad nut." He was always frustrated that even his fellow RITS members were unaware of the history of the Rock Island in Colorado Springs. So, he volunteered to host the **August 2005 RITS annual convention** in the Pikes Peak area. Members traced the route of the Rock Island from Colorado Springs to Limon.

In **September 2008**, the Pikes Peak Trolley Museum was the host of the Association of Railway Museums (ARM) annual conference. Representatives of railroad and streetcar museums from all over the United States and United Kingdom attended. There were 125 active participants and 165 attended the conference banquet. Steve spent considerable time and effort rearranging the displays for our ARM visitors, who were quite impressed with his collection. At dinner a few days later, Colin Smith, at the time president of the foundation that operates the West Coast Railroad Heritage Park in Squamish, B.C., commented that he considered Steve a "class act."

Steve Pelles is greatly missed by all of his fellow volunteers and friends at the Pikes Peak Trolley Museum.



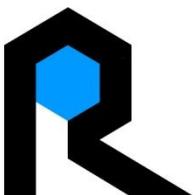
Above: Thinking about where to display a new exhibit item - July 2005

Below: Working on a layout - July 2005



If model trains, tracks, or scenery needed fixing, Steve could fix them.

Logo 1905-1976



Logo 1976 and thereafter



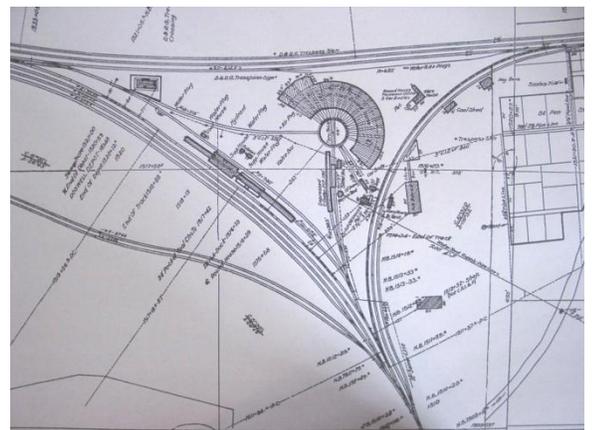
Housed in former Southern Pacific express baggage car exSP6777, RI 4363 is a museum in and of itself.

During the 1950s and 1960s, the Southern Pacific and Rock Island railroads operated passenger trains jointly. It is historically possible, and even likely, that exSP6777 was part of a Rock Island passenger trainset.

In keeping with the car's likely history, Car 4363 has been repainted and re-signed with Rock Island lettering.

Inside the museum are Rock Island artifacts, maps, books, pictures, and memorabilia, and an extensive collection of model trains and layouts, all dedicated to preserving the history of the Rock Island Railroad in Colorado Springs.

Visit often, you'll learn something new each time you visit!



Above: Site drawing of Rock Island roundhouse, turntable, tracks, buildings, wye, and yards on display in museum

Car 470 Restoration Update

by John Eng, Friends of the Cumbres & Toltec

During the past couple of months, we have been busy with work sessions on the railroad. Annually 400-500 members attend the 7 scheduled sessions. One of the first special sessions our crew was involved with this year was construction of a new cab for Engine 168, pictured below. Our master carpenter Craig McMullen did a fantastic job making the pieces. The crew put the cab together like a puzzle, each piece fitting perfectly.

During our time away from Car 470 not much was done. Most of the interior paneling is finished. The lower roof area will remain open until the seat partitions are configured. Some of you may have noticed the prototype seat we have in place and the seat castings that arrived. Metal finishing work and painting is necessary before the chair frames can be installed.



While waiting for the seat frames we continue work of the coupler pocket mountings. These have turned out to be a challenge with alignment of existing mounting holes. Along with that we are caulking the exterior in preparation for painting. Soon work will start on the roof. Please take a moment when you are at the museum to come back and see the car first hand. It is truly an impressive sight!

The Friends of the Cumbres & Toltec Scenic RR (FoC&TS) work on the 1st, 3rd, and 5th Saturday of the month from 9 a.m. to 3 p.m.



The "Springs" FoC&TS crew built No. 168's new cab

Cumbres & Toltec Scenic Railroad Restoring Engine No. 168 for Operation



No. 168 at the head of a special train taking William Howard Taft to the opening of the Gunnison Tunnel, 1909, at the time the world's longest irrigation tunnel

Denver and Rio Grande Western No. 168 is a 4-6-0, ten wheel, narrow gauge (3-ft.) steam locomotive, serial no. 6670. It is one of twelve similar locomotives built in 1883 for the Denver and Rio Grande Railroad by Baldwin Locomotive Works. The large 46-inch drivers, the largest used on any narrow gauge D&RGW locomotive, made it particularly suitable for relatively fast passenger service.

Little is known of the operating history of many small, early locomotives. In the case of No. 168, what is known comes largely from photographs taken of it: a 1904 photo in the Black Canyon of the Gunnison, the 1909 photo above, and a number of Otto Perry photographs.

The locomotive was retired in 1938 after a service life of 55 years, longer than most of its class, and given to the City of Colorado Springs on August 1, 1938. It was placed on the National Register of Historic Properties, reference #79000601, on August 10, 1979.

Today, riding the railroad between Chama, New Mexico, and Antonito, Colorado, is like turning the clock back 100 years. John Bush, the railroad's president, observed, "The Cumbres & Toltec is the last remaining, unchanged piece. One of the amazing things is you can see here exactly what Palmer was seeing. There are no power lines. There are no roads. It's still the old days."

In 2015, the City leased No. 168 to the C&TS RR; they are restoring to it operating condition. Written into the 45-year lease between the City and the Railroad is a **25% discount on train rides for Colorado Springs residents.**



"Old 168" had been on display in Colorado Springs since 1938
Mike Walker photo 9-16-2015

Sources: 2015 Mat Steiner *Gazette* article and Wikipedia

Museum Operations and Restoration Updates

Operations

May 15, 2018 - August 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.

- **REA Cart:** Using boards from the old RI bridge which spanned Monument Creek, **Steve Mattson** is making progress rebuilding the REA cart.
- **RI Baggage Car 4363:** We are still looking for someone to prepare, prime and paint the south side of Car 4363.
- **Car #2129 repair:** **Chris Sailor** is currently doing Bondo work on the south side of the car. Repainting is pending.
- **2129 Car Operators:** **Duff Glass** and **Marti Benson** are now fully qualified to operate the "29" car. This will enable us to provide a trolley ride on most days the museum is open.
- **Museum Displays:** The five lighted route box scroll displays have been installed. The gift shop office is being converted into a replica of a depot agent's office and will display many of the artifacts we have collected. **Jeff Smith** has completed a working interactive telegraph display using actual Western Union railroad telegraph equipment. **Bonni Russert** is making era curtains for the agent's office.
- **Rail Display by the Pound:** **Duff Glass** has rebuilt the display of rail ranging from 15 lb mining rail to 137 lb mainline rail. It's an interesting piece of history.
- **History Colorado tour of Museum:** On July 19th a group of 38 visitors from Denver toured the trolley museum. They very much enjoyed their visit, for which the museum provided a new handout developed for history-oriented tour groups.
- **The PPHSRF yard sale on June 23rd was a great success - we took in \$1,250. Thanks to all who made it happen!**
- **Tours:** Throughout July we had back to back tours of families and small groups.

Restoration

May 15, 2018 - August 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" restoration is being restarted with the goal of being operational by the end of 2019.
- **PCC #2129:** Our operating PCC has been serviced by Grant Harrison. Installation of a back-up camera system will be completed in the next quarter. Materials have been purchased for a sunshade.
- **CS&I #59:** All materials for future work have been placed inside "The Leclède" for security and safety reasons.
- **Car #48, "The Brill":** Remains stored in the carbarn. We are negotiating for a large tent to be installed beside the roundhouse in the north yard in which to store Car #48.
- **Denver Tramway Cars #724 and #770:** No current plans.
- **Car #3101, LARy War Baby:** On static display. Roof repair plans are pending.
- **Car #4363, exSP6777, Rock Island RR Museum:** Exhibits are being maintained; museum tours are being conducted.
- **Bob and Mary Manley's** part of the woodworking shop rebuild is 90% complete. Remaining items include installing ceiling panels, painting, lighting and electrical work, and moving equipment and tools back into the shop. A local Boy Scout troop will paint the entire woodshop as an Eagle Scout project.
- **Nancy Lippincott** is organizing supplies for restocking first aid kits to be placed in the supervisor's office and woodworking shop.
- "Help Wanted" We will need to weatherproof and repair the roundhouse before winter, including sealing, painting, and putting shingles on the north wall and repairing windows.

Volunteers – Always Needed, Always Welcome

Recognizing our Volunteers

Projects in and around the Pikes Peak Trolley Museum are as varied as the experience the volunteers bring. Current activities and projects include:

REA baggage cart; "G" scale garden railroad; museum HO scale model railroad; keeping the books; creating new museum displays, including an interactive station agent's telegraph office; historian; "The Birney" restoration; "The Laclede" restoration; "The Brill" restoration; Foundation office operation; membership records; newsletter publication and emailing to members; tour guide; McClintock Clock; reorganizing and rebuilding shop areas; removing trolley museum parts stored on UP property; hooking up electricity to the east area, and much more.

Current volunteers actively participating in or working on projects described above, in alphabetical order, include: Marti Benson, John Caulfield, Paul Fiebing, Don Gage, Duff Glass, Betty Haney, John Haney, Gary Harrison, Grant Harrison, Mike Hogan, Laura Kovac, Regis Larouere, Dave Lippincott, Nancy Lippincott, Bob and Mary Manley, Steve Mattson; Ron Oatney, Wayne Russert, Chris Sailor, Jeff Smith, Tom Tassia, and Mike and Sigi Walker. On July 14th, volunteers gathered for an enjoyable potluck lunch. Lots of good food and conversation!

If you see any of these volunteers in and around the carbarn, be sure to thank them for all they do!

And, if you think you'd like to join them preserving the history of Colorado Springs trolleys, we'd love to hear from you.

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!

2018 Museum Hours
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, under 3 free

NEWS ALERT

It will soon be time to "hop aboard" Milwaukee's "Hop." Five new 62-foot-long Brookville Liberty Modern Streetcars cars are on property inside the Milwaukee "HOP Shop" (a 3-track car barn and office) to provide service beginning in late 2018 or early 2019. These ultra-modern cars can handle 150 passengers under crush-load conditions!

"The cars are also capable of off-wire travel using battery storage with regenerative charging. . . . About 40 percent of the initial line is wireless." August 2018 *Railfan & Railroad*

Milwaukee's streetcar operations ended on Sunday, March 2, 1958, sixty years ago. Portions of the original line will again see streetcar service. The initial route is intended to serve the greatest number of riders and is designed with future expansion in mind. Potawatomi Hotel & Casino is providing a 12-year, \$10 million sponsorship deal.

Note: In 2017, Milwaukee's population was estimated to be 605,560, similar to that of Colorado Springs. Could there be a streetcar system in our future?



Milwaukeeans will enjoy free rides for the first year of "Hop" operation, thanks to Potawatomi Hotel & Casino. The first car, shown above in the "Hop Shop," arrived for testing on March 26, 2018, aboard a flatbed truck from Brookville, Pennsylvania.