

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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Colorado Springs & Manitou Street Railway Don Ross photo



Colorado Springs Rapid Transit Ry 1903 photo

COLORADO SPRINGS STREETCARS — BEFORE STRATTON

The Visionaries Who Built "Little London's" Street Railway System

First came the trains

On October 26, 1871, the Denver & Rio Grande Railway - a narrow gauge line because it could be built more quickly through mountainous terrain - began service to Colorado Springs. Gen. William Jackson Palmer's "Little London" had just been platted that June.

Then, in 1886, the Colorado Midland Railway began construction of the first standard gauge railroad to be built over the Continental Divide in Colorado, allowing it to interchange with standard gauge Eastern rail lines. It ran from Colorado Springs to Leadville, through the divide at Hagerman Pass, and on to Glenwood Springs and Grand Junction.

Last, in 1888 the Chicago Rock Island & Pacific, also standard gauge, arrived in the Springs from Kansas to interchange with the Colorado Midland. A testament to the Rock Island's presence is its 1888 roundhouse, today the Pikes Peak Trolley Museum & Restoration Shop.

And then came the trolleys

The railroads built the West, but streetcars built the cities. While Gen. Palmer, the city's founder, was heavily involved in the Denver & Rio Grande Railway, three other equally dynamic businessmen joined forces to build its first streetcar system: James John (J. J.) Hagerman, William S. Jackson, and Joel Addison Hayes, Jr.

J. J. Hagerman gained control of the Colorado Midland Railway in June 1885. (He would sell the railroad to the Atchison, Topeka and Santa Fe Railway in September 1890.) Responding to an urgent need for a street railway system which offered frequent, scheduled service, he sought backers to get a street railway rolling.

First to join him was William S. Jackson, the widower of poet and author Helen Hunt Jackson. He was the Receiver of the Denver & Rio Grande Railway, ironically the railroad most affected by the construction of the standard gauge Colorado Midland.

The second influential backer was Joel Addison Hayes, Jr., a local banker who was married to Margaret Howell Davis, the daughter of Jefferson Davis, the late President of the Confederacy. Hayes supported the idea of a street railway and felt it could be profitable.

From Cafky and Haney's *Pikes Peak Trolleys*: "Hagerman, Jackson, and Hayes, along with the other backers, Irving Howbert, J. E. McIntyre, A. D. Davis, and Louis R. Ehrich, incorporated the Colorado Springs & Manitou Street Railway Company, legally empowered to operate a horse-powered street railway which would provide passenger transportation in Colorado Springs and its suburban satellite communities....On November 2nd, 1887, the first streetcar to operate in the Pikes Peak region rolled north on Tejon, behind a plodding horse, to the college."

In 1890, with the cost of impending electrification looming, Hagerman, Jackson, and Hayes bowed out, citing other commitments. But first they would interest others in investing in an electric street railway system.

Hayes, through his banking connections, brought pioneer rancher and First National Bank organizer and director F. L. Martin, on board. In turn, Martin helped Hayes recruit Edwin J. Eaton, president of Colorado Savings Bank. Formerly of Lincoln, Nebraska, Edwin Eaton was a close friend of Winfield Stratton. Others included A. L. Lawton and A. A. McGovney.

Early in 1890, the Colorado Springs Rapid Transit Railway (CSRT) was incorporated under Martin-Eaton-Lawton management. Over the next decade, they bought the Colorado Springs & Manitou Street Railway and then dealt with the 1893 Depression, building of new lines, the rapid development of electric technology, and \$500,000 bonded indebtedness.

Winfield. S. Stratton's unexpected announcement in late 1900, made in his friend Edwin Eaton's office, that he wanted to buy the street railway came not a minute too soon.

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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 PPHSRF. 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

Pikes Peak History Coalition (PPHC), formerly CoPPHM
Friends of the Cumbres & Toltec Scenic Railroad (FoC&TS)
ColoRail (Colorado Rail Passenger Association)
Friends of Fort Collins Municipal Railway (FoFCMRy)
Friends of Trolley No .04
Denver Rail Heritage Society, operators of Platte Valley Trolley

Letter from the President

HOW TO DONATE WITHOUT GIVING

Hello, friends and supporters, the above is not an oxymoron. Read on.

If you shop at King Soopers and have a Shoppers Card, take a few minutes to link it to our foundation, and from that point on, all you need to do is to swipe it when you purchase groceries, etc. and King Soopers will donate funds to us as part of their Community Rewards Program.

There are two easy ways to enroll:

1. Call 1-800-576-4377 and choose option 3. Give the customer service agent your card number and ask the agent to link it to VP219.
2. If you have an online King Soopers account, go to "Community Rewards" then "Find an Organization" and enter "VP219" and click "Enroll."

You pay the same amount for your purchases, and we will receive a check every two or three months, reflecting your purchases along with all the others that have enrolled. You and your purchases will remain hidden from us, so I have to thank you now for helping us to make our museum and restoration operations better and better!

Dave Lippincott

The PPHSRF board is happy to announce that our quarterly newsletter, *The Singing Wire*, along with issues of *The Singing Wire Extra*, will be available, UPON REQUEST, in print form at no additional charge and mailed to the address provided on your membership application/renewal form. Just send us an email or letter (Email or PO Box address at left) indicating your choice. It is the board's "thank you" for your support in these "COVID" times.

Longtime Museum Volunteer Regis Larouere Passes

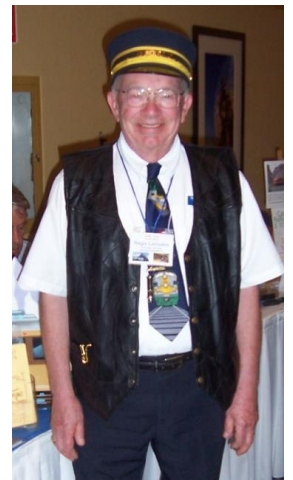
It is with deep sadness that we report the passing on January 14, 2021 of one of our long serving volunteers, Volunteer Extraordinaire Regis Larouere.



Regis was so many things – beloved Santa Claus, Car #2129 motorman/conductor, tour guide, master electrician, and office and general all-round helper where needed. He will be greatly missed.

Born and raised in Pittsburgh, PA, after high school he made electrical/mechanical drafting his career for more than 40 years, working first for Westinghouse Electric and later retiring from Robicon Corp. In 1998, Regis and his wife Shirley moved to the Colorado Springs area, a dream come true.

Streetcars were his family's only form of transportation until he was in high school, and he had a lifelong interest in them. So, in 1999, Regis became a PPHSRF member and Trolley Museum volunteer. His other interests included his church activities, traveling, and most of all his family.



ARM Registration "grand master"
Steve Pelles photo



John's History Corner

by John Haney

A CONVERSATION WITH JOHN HANEY

When did the idea of writing a book about Pikes Peak trolleys first come to you and your co-author Morris Cafky?

I wanted to write about the history of streetcar operation in Colorado Springs shortly after returning home to Colorado Springs in 1972 from Peace Corps service in Venezuela. Two years prior to this I had co-authored the history of Tucson, Arizona's streetcar history from scant resources because its system records were destroyed in a transit office fire, and I was excited to do our story from ample resources, particularly after discovering a handy index authored by Colorado College Librarian Manley Ormes. Morris Cafky had been developing a manuscript independent of me.

How long did it take from the time you began work on the book until it was published?

It took about eight years from the beginning of my research until the book was published in 1983. I have no idea how long it took Morris, but I suspect he gathered information over many more years since he was well-known as a highly respected author of Colorado rail histories for decades before we met.

When you and Morris Cafky were writing Pikes Peak Trolleys, what things did you learn that surprised you the most?

I was amazed at the quantity, variety, and sources of information that Morris brought to our effort. I loved how smoothly we worked together, along with the indispensable assistance of my wife Betty. Morris had a wonderful sense of humor which made our time together so enjoyable. He lived with his mother in Canon City and she also had a great sense of humor. Since streetcars touched on so many facets of life in general, this effort touched off a spark to learn and share our wonderful local history.

Are there any questions that came up while you were writing the book that were never answered? If so, could you share one of those questions?

I'm pretty sure where the barn for the early horsecar system was located, but not certain; still looking. I'm surprised that there weren't more photos taken of the horsecar era operation.

You are one of the founders of the Pikes Peak Historical Street Railway Foundation, founded in June 1982, which is coming up on 39 years. Do you have any highlights you would like to share?

Getting Car 59. Who would believe that a breakfast club casual conversation with my good friend Rex Dotson would result in his workshop becoming our first car to undergo restoration! Or to secure a franchise to operate trolleys once again on our streets? Or to have an actual streetcar operating under catenary at our museum? All awesome highlights!

If it had not been for Stratton's vision of a first class streetcar system in Colorado Springs, the story would have been very different. What of Stratton's story is of particular interest to you?

Of great interest is Stratton Park. Stratton seemed to have considerable empathy for the average person, and this place had so many wonderful activities for all ages. My imagination sees me riding from our home on North Tejon Street on an open car directly to Stratton Park in the summer. My adventuresome parents would be the first on board with us kids in tow!

Having lived in Colorado Springs all of your life, do you have a favorite Stratton story?

I don't know of any particular story other than that of his overall character. I so admire his tenacity, passion, intelligence, and especially his compassion for the common man. His obsession with the pursuit of gold may have been the happiest and most satisfying time of his life, but perhaps the saddest was his discomfort with too much wealth. His influence was hugely felt as he provided a first-class streetcar system that served thousands, and it is still felt through his Myron Stratton Home Estate and other permanent philanthropic gifts.

What is your favorite photograph of the Stratton Era?

My favorite photograph of him is the one that introduces Chapter II, "The Stratton Era" in *Pikes Peak Trolleys*. To me it shows a distinguished, prominent, brave, courageous man who suffered much yet gave so much to our community, gifts that will keep on giving for generations yet to be born.



The Singing Wire would like to thank John Haney for sharing his experience and expertise with our readers.

COLORADO SPRINGS STREETCARS — AFTER STRATTON

Under Stratton's ownership, he directed the incorporation of the Colorado Springs & Interurban Street Railway Company, which henceforth operated all lines and business of the former CSRT. Streetcar lines were upgraded and new extensions built; more than 30 new state-of-the-art streetcars along with another 10 utility and work cars were purchased; and a new powerhouse, shops, and car barns were built. In the end, when operations ceased, "the CS&I just quit operating without owing anyone a penny."

The Hullabaloo over Stratton's Will and the Trustees' Battle

Provisions of the Will

After concisely stating his bequests to relatives, friends, and nonprofit institutions, Stratton instructed that the remainder of the estate be placed in trust for the purpose of building a home for the aged poor and for dependent children. It was to be named for his father, Myron Stratton. After the initial distribution, the estate was valued at almost \$6 million.

The outcry at his leaving millions to the poor and needy was immediate and unceasing. Suits were initiated by the State of Colorado, by patrons of the arts in Colorado Springs, by local and Cripple Creek citizens, former employees and business partners, fellow miners, and numerous "would-be wives," who all felt they were entitled to share in Stratton's estate.

Court Battles

The next eleven years were spent preserving Stratton's estate. Litigation on the many and various claims wound their way through the courts, all attempting to break the will. Some claims were settled while others were dismissed, with some cases even reaching the Colorado Supreme Court. Stratton's son, aided by Cripple Creek gold millionaire Jimmy Doyle, successfully contested the will, settling for \$350,000 instead of the \$50,000 originally willed him. His lawyers' fees were \$175,000!

The litigation lasted from early 1903 until April 1909, when the Executors [called "Administrators to Collect" in documents] turned over the bulk of the estate to the Trustees. Most of the claims had been denied, leaving much of the estate intact. At the time, the estate was valued at \$4.4 million. In March of 2015, the endowment stood at over \$150 million.

The Trustees follow Stratton's directives

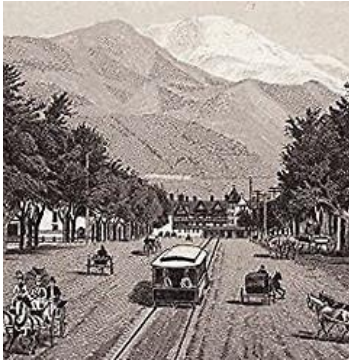
Under the terms of the Will, the trustees, D.H. Rice, T.S. Dines, and A.G. Sharp, hand-selected by Stratton, were directed to sell all assets and invest in "safe" stocks. To accomplish this, the trustees created two companies: (1) The Stratton Cripple Creek Mining and Development Company, which would own and operate all of Stratton's mining interests and (2) The International Realty Company, which would hold title to and manage all of his real estate holdings, including the Colorado Springs & Interurban Street Railway.

Operation of the CS&I under Trustees' Management

At the time of Stratton's death in September of 1902, the population of Colorado Springs was 21,085 – and growing – and tourist travel to the area had become increasingly important. The bicycle "craze" which followed the invention of the "Safety" bicycle had faded, and for the first few years the rebuilt CS&I carried more passengers, both residents and tourists. With the advent of the automobile, ridership dropped along with profits. To protect The Home's endowment, the Trustees surrendered the company's franchise to the city and ceased operations at midnight on April 30, 1932.

As Cafky and Haney point out: "After Stratton's death, the trustees continued to seek ways and means of making life better for CS&I trainmen, shopmen, trackmen, employees of the line department, and the power plant staff. First, the company took out a \$225,000 group life insurance policy on its employees, the first street railway company in the United States and the first corporation in Colorado to do so....Next,...[t]he company set up and financed a home-buying plan for all employees who wished to participate. Within a decade after this plan was inaugurated, 85% of all company employees owned their own homes."

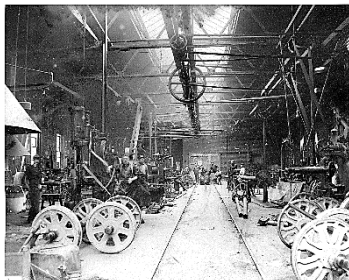
Another unique innovation was keeping all trainmen working year-round. In the summer, all worked providing passenger service; in winter they worked as metal workers, carpenters, painters, mechanics, blacksmiths and electricians, even building new rolling stock.



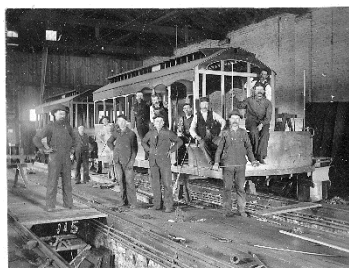
Colorado Springs streetcars
ca 1890s



Colorado Springs streetcars
ca 1925



Inside the CS&I shops



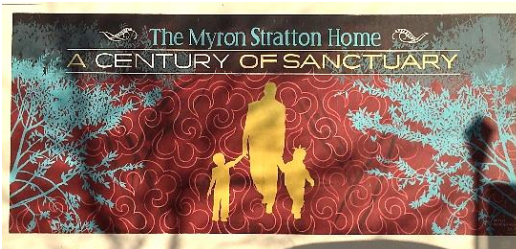
The Rolling Spotlight featuring the Myron Stratton Home

In this issue, we continue to share photographs and information on historically significant persons or on rolling stock in the museum's collection. Here, we spotlight Winfield Scott Stratton's "Most Important Legacy" – the Myron Stratton Home.

Mission Statement

In his will, Winfield Scott Stratton left a legacy to provide for poor persons who are without means of support and who are physically unable by reason of old age, youth, sickness, or other infirmity to earn a livelihood. The Myron Stratton Home carries out his wishes by providing housing, programs, services, and grants to improve the quality of life of those less fortunate.

Today, The Myron Stratton Home senior living facilities include both independent and assisted living facilities.



Abbreviated List of Sources:

A Golden Legacy: Winfield Scott Stratton and the Myron Stratton Home 1848–1998; The Myron Stratton Home, 1998
Midas of the Rockies; Frank Waters, 1937, 1949
Pikes Peak Trolleys: A history of the Colorado Springs streetcar system; Morris Cafky and John A. Haney, 1983
 J.J. Hagerman; Wikipedia, retrieved 1/9/2021
 William S. Jackson; Wikipedia, retrieved 1/9/2021



Today, there no longer are dormitories for children on campus. The above photo shows young girls doing the Maypole dance. The photo below is of Boy Scout activities.



I began living here in 1938...

If my mother had not placed us here it would've been a very hard time for her. Because back at that particular time, we were still going through a kind of a depression, you know? Jobs were hard to find, and the pay was not all that great either. And we had all the benefits of living here, like three square meals a day and all the facilities that were available to us, like our own gymnasium, our own swimming pool, and our own athletic field. We all had chores to do. You were expected to perform jobs like digging dandelions. And as you got older you took on bigger chores. And all those things contribute to you growing up and becoming a more mature person.

— Resident John West began living at the Myron Stratton Home in 1938 at the age of 7 with his two older brothers and stayed until his junior year in high school. He moved back to the Myron Stratton Home in 2008 and lived in one of the cottages until his passing in 2018.

Sources (cont'd)

Joel Addison Hayes, Jr.; Wikipedia, retrieved 1/9/2021
 Joel Addison Hayes, Jr.; Papers of Jefferson Davis, Rice University, retrieved 1/9/2021
 Margaret Howell Davis, Wikipedia, retrieved 1/9/2021

The Myron Stratton Home - Stratton's "Most Important Legacy"

The Independence Mine and other Cripple Creek properties were aggressively mined by the new owner Venture Corp. Stratton had taken his payment for the mining properties in shares of Venture stock on which he was paid dividends. By 1909, all of the Venture stock had been sold back to the Venture Corporation, and litigation had been settled.

The Myron Stratton Home was incorporated in November of 1909; business operations began in January of 1910 and the Broadmoor property was deeded to The Home in February of 1910. This was followed by the building of the Spring Run Reservoir and a two-mile pipeline to The Home. On February 25, 1913, the contract for the construction of the first unit of The Home was executed.

The construction plan was based on architect Edward George Barton's concept of a self-sufficient campus including landscaped grounds, a farm, a dairy and a ranch.

Frank Waters, in *Midas of the Rockies*, describes The Home as "the most unique institution of its kind in the world."

According to The Home's *A Golden Legacy*, "The children would be taught not only purely academic subjects but also practical training. The boys would receive manual training in The Home's shops and experience working in the dairy and on the farm and ranch. The girls would receive extensive training in sewing, cooking and the rudiments of nursing. The goal adopted for the education and training of the children was to provide them with the necessary skills to succeed. (Children lived at The Home until 1979.)

The elderly were to be comfortably housed, adequately fed and permitted to follow their own pastimes, so long as they were not anti-social, without undue regimentation." (In 1991 senior residents wanting to live at The Home would be required to make payments toward their expenses.)

On December 18, 1913, three elderly men became the first Myron Stratton Home residents, eleven years after Stratton's death. The Independence dormitory for boys and the Washington for girls opened with the first children arriving in February 1914.

Dates of Principal Events listed in *A Golden Legacy*

Sept. 14, 1902	Stratton's death
Sept. 20, 1902	Will filed for probate
Sept. 26, 1902	Grimes, Hamlin, and Blackmer appointed Administrators to Collect
Sept. 29, 1902	I. H. Stratton (son) files objections to admission of Will to probate
Sept. 29, 1902	Grimes, Hamlin, and Blackmer removed by order of the District Court and trustees D.H. Rice, T.S. Dines, and A.G. Sharp are appointed in their stead
Dec. 29, 1902	Will is admitted to Probate
Mar. 24 – Apr. 7, 1903	Trial of Will Contest and settlement for \$350,000
Apr. 23, 1903	Administrators to Collect discharged and Executors D.H. Rice, T.S. Dines, and C.S. Chamberlin (Stratton's nephew) take charge
1903-1909	Fighting \$23,000,000 of litigation and building up the Estate
Apr. 23, 1909	The Executors file petition asking leave to turn over the bulk of the Estate to the Trustees Rice, Dines, and Lennox
Aug. 13, 1909	Broadmoor property bought by The International Realty Co.
Nov. 12, 1909	The Myron Stratton Home is incorporated
Jan. 3, 1910	The Myron Stratton Home begins business
Feb. 21, 1910	The International Realty Co. deeds the Broadmoor property to the Myron Stratton Home
1910 – 1911	Spring Run Reservoir built; G.E. Barton submits Preliminary Report
1912	Pipeline Extension (2 miles) to The Home completed. M. B. Biscoe comprehensive plan for the completed Home accepted.
Feb. 25, 1913	Contract executed for construction of the first unit of the Home's 13 buildings, contract price \$147,895

Last of 45 New Siemens S700 Trolley Cars for Blue Line Extension Arrive in San Diego



Metropolitan Transit System's \$2.1 billion project nears completion. "This is an exciting time at MTS. With the Mid-Coast Trolley fleet now complete, it signifies that we are nearing the end of construction for the Mid-Coast Trolley project — one of the largest infrastructure developments in San Diego's history," said Supervisor Nathan

Fletcher, who chairs the MTS board.

The 11-mile extension from Santa Fe Depot in downtown San Diego to UC San Diego and University Town Center is expected to open to transit riders in late 2021. There will be nine new stations along the route.

Source: *Times of San Diego*, October 3, 2020

Denver Opens New Commuter Rail Line



On September 21, 2020, the first 13 miles of a proposed 18.5-mile line connecting Union Station with Thornton, CO, was opened. The RTD N Line includes six stops and serves Commerce City,

Northglenn, and Thornton. Travel time is 29 minutes. Trips over the line were free for the first week, and \$3 promotional one-way fares are being offered through March 2021. It is one of only a handful of start-ups nationwide during the COVID-19 Pandemic.

Source: *Railfan and Railroad*, December 2020

Museum Operations and Restoration Updates

Operations

November 15, 2020 – February 15, 2021

The Museum welcomes your ideas and participation. The following details recent activities by volunteers, members, and Community Service workers.

- **Carbarn:** Volunteers decorated both the interior and exterior for the Christmas season. It was very festive.
- **Museum Grounds:** New gravel paths to all outside exhibits have been completed – no more walking through weeds!
- **Museum Displays:** Work continues on upgrading current exhibits, including the agent's ticket office.

The museum is grateful for the donation of the late Gary Coleman's extensive "Polar Express" model railroad layout, provisionally installed in the conference room. It was a great success and was featured on the front page of the Colorado Springs Gazette December 26, 2020, issue.

- **Visitors:** The museum is adhering to all Colorado COVID-19 protocols and is currently open Fridays and Saturdays from 9:30 to 3:00. Masks are required, social distancing is being practiced, and hand sanitizer is on hand throughout the museum. During this quarter we were happy to welcome in the neighborhood of 125 visitors

Restoration

November 15, 2020 – February 15, 2021

The Museum is always looking for volunteers with the kind of skills to restore our historic cars. The following is an update on recent activities.

- **PCC #2129:** As of this writing, our "Old Faithful" operating streetcar is not yet able to provide trolley rides for visitors.
- **CS&I Car #135:** The Birney restoration remains on hold.
- **CS&I #59:** John Kenny, John Caulfield, and Ryan Blankenship continue work on the rear platform. *(Mike Walker photo right)*
- **Car #48: "The Brill"** continues to be a popular display as a WWII-era residence.
- **LARy Car #3101:** Under a tarp, awaiting roof work.
- **Car #4363, exSP6777, Rock Island RR Museum:** The car is on display and part of museum tours.
- **VIA Overnight Coach #10400** is now open for museum tours. *(Mike Walker photo right)*
- **DTC Car #117:** See news on this car below.

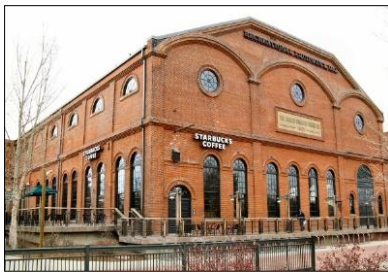


Volunteers – Always Needed, Always Welcome



Denver Tramway Corporation (DTC) Car House in April of 1915 showing Work Car 720 at right, a sister motor to DTC Car 724 in the museum's collection.

L. C. McClure photo



Power plant for Denver Tramway operations, the company's largest structure, as it looks today.

Mike Walker photo



Former DTC Car Nos. 117 and 329, donated to us by Denver's RTD, were built in 1910 and 1911 by Woeber Carriage Works. Shown after 50 to 60 mph winds hit tarps, which had been roped down.

Museum photo

No Longer "Under Wraps!"



DTC Streetcar #117 on January 15, 2021

Mike Walker photo

A team of volunteers has spent many a day preparing DTC Car 117 so it could be put on display and be part of museum tours. Over the past six months, despite the COVID-19 Pandemic, the following team members have done wonders:

- Craig McMullen fabricated new clerestory window frames.
- John Caulfield ordered new plexiglass windows.
- John Caulfield, John Kenney, and Ryan Blankenship flex-sealed the roof and installed plexiglass windows and the *original* seats
- Additional help was provided by Community Service workers.

Sun, high winds, and winter cold take their toll on wood-bodied cars stored outdoors. Our two Denver Tramway cars, No. 117 and No. 329, donated to the museum by DTC successor Denver Regional Transportation District, were built by the Woeber Carriage Works. Few cars from that firm survive as DTC cars were narrow gauge. The car is being restored cosmetically.

James E. Kunkle (1940-2019), retired RTD bus driver and company historian, together with his father, acquired No. 117 and restored it to operating condition, then donated it back to RTD. Sadly, it was never displayed indoors as promised and subsequently suffered much weather damage.

Volunteers to work on Car Nos. 3101, 59, and 117 are truly needed – Join us and help restore these historic trolleys.

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 payment by credit card or PayPal below.**

MEMBERSHIP INFORMATION (Please print)

Name(s): _____

Address: _____

Home Ph: _____ Cell Ph: _____ Email: _____

MEMBERSHIP CATEGORIES (Please check one)

Individual

Family

Corporate

Friend \$40.00 Unlimited guests \$60.00 Sponsor \$250.00

Check enclosed. Please mail to the address at the top of this form.

Please charge my credit card: _____ Exp. Date: _____

Name as it appears on card (please print) _____ Signature: _____

"PayPal": Send funds to csstreetcarfdn@aol.com

Additional Contribution: \$ _____ to be applied to (please check one):

Car Restoration Museum Displays General Operating Fund

PLEASE CONTACT ME ABOUT VOLUNTEERING!

Note: For contributions of \$250 or more, please consider making your donation through the El Paso County Enterprise Zone; your contribution may qualify for a 25% Colorado state tax credit. For more information, call 475-9508.

Many thanks to our volunteers, members, and donors!

The Friends of the Cumbres & Toltec announce their next restoration project at COS Work Site

**Restoration of Historically Significant 138-year-old
Denver & Rio Grande Express Baggage Car No. 163**



As part of the San Juan consist, Car 163 awaits departure from Durango, Colorado, circa 1945

Photo Courtesy of Colorado Railroad Museum

Express baggage car No. 163 was among the newest constructed by the D&RG in 1883 and one of 19 such cars in service in 1886. Baggage cars originally carried passenger's checked baggage. Later, with the addition of shelf space and floor areas for packages and large boxes, package service and the express element were added, becoming the Railway Express Agency (REA) after WWI.

Over the years, upgrades to the cars included a lighting plant to light the train and air signaling and steam heating systems. All cars had been upgraded by 1937. By 1942, only six of the 160-numbered series cars remained.

Car 163 served most of its latter years as the Express Baggage Car on the San Juan consist running from Alamosa to Durango, Colorado, over the San Juan Extension. It will be restored to around the 1916 time period.

2021 Museum Hours
Open Friday and Saturday
Masks and Social Distancing Required

Museum opens at 9:30 a.m.
Last tour at 3:00 p.m.

Adults \$9; Active Military & Seniors \$7;
Children 5-12 \$5; Children under 5 free

