

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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The Story of the Transcontinental Railroad: But Did You Know There Is a Colorado Connection?

The day is May 10, 1869. You can cut the excitement with a knife. The large crowd includes railroad dignitaries, political figures, track workers, and curious onlookers. The Union Pacific's Engine No. 119 and the Central Pacific's *Jupiter* have pulled up, stopping only inches apart. With all the ceremony of a wedding, the Reverend John Todd officiates as three spikes are driven: one gold, one silver, and one a mix of gold, silver, and iron. As the last rail is laid and the Golden Spike is driven, the band strikes up, and champagne flows.

Right: "Lost" Spike at the California State Railroad Museum Mike Walker photo



In May of 2019, 150 years since the ceremony that culminated years of planning, surveying, and construction, we again celebrate this achievement. Below is the famous A. J. Russell photograph of the Golden Spike Ceremony, Promontory Summit, Utah, on May 10, 1869, taken after the conclusion of the ceremony. It does not include the Chinese workers because they were being honored by the Central Pacific management, dining in Chief Engineer J. H. Strobridge's car.



In the end, the effect was dramatic: the railroad reduced travel time across the continent from around four months to less than four days.

Celebrating completion of the First Transcontinental Railroad. At center left, Samuel S. Montague, Central Pacific Railroad, shakes hands with Grenville M. Dodge, Union Pacific Railroad (center right).

The Players

Union Pacific Railroad (UP)

Maj. Gen. John A. Dix, President
Thomas C. Durant, Vice-President
Oaks Ames, Financier
Oliver Ames, Financier
Grenville M. Dodge, Chief Engineer
John S. Casement, Const. Supervisor
Samuel B. Reed, Const. Superintendent

Central Pacific Railroad (CP)

Leland Stanford, President
Collis P. Huntington, Vice-President
Mark Hopkins, Treasurer
Charles Crocker, Construction
Theodore B. Juda, Surveyor/Engineer
Samuel S. Montague, Chief Engineer
James H. Strobridge, Chief Engineer



Depot in Strasburg, CO
Mike Walker photo

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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

As you all know, we operate in a 130-year old unheated roundhouse and so far this winter it has been just plain COLD! **John Cusack** and **Tom Levy** crawling down in the pit under the Birney to fit piping is a heroic effort. **Jeff Smith** has restarted the final Birney wiring. I really appreciate the work that all of our volunteers perform under these conditions.

While it may be a bit warmer in the business office the task of accounting for each invoice, file, dollar and check is equally important to keeping us legal and afloat. The team of **Laura Kovac, Don Gage, Regis Larouere** and **Dave Lippincott** is essential.

Our staff of tour guides under the direction of **Ron Oatney** must be ready to lead any group that walks in the door, tailor the tour to fit their interests and carefully lead them through the entire facility and grounds regardless of the visitor's physical abilities. Thanks **John Haney, Paul Fiebling, Tom Tassia, Regis** and **Marti**.

Our newly appointed Director of Restoration **John Caulfield** will continue to be the fixer, designer, builder and dreamer of new ideas for museum displays and events as well as dang good track maintainer. **Sue Kircher** still swings a mean spike maul.

After years of being a dusty storage facility for lumber and seat frames, the south half of car 48 is being returned to its former life as a cozy but cramped cottage during the WWII years. The display is being designed and furnished by **Mary Manley, Marti Benson** and **Bonni Russert**. It will illustrate an important chapter in the car's history.

We are planning several new events at the museum in 2019 that should increase awareness of our operation in the Pikes Peak area. Keep watching the newsletter!

As everyone associated with the foundation and museum is painfully aware, we have no guaranteed stream of funding to maintain operations. We depend totally on the donations of members, visitors and Enterprise Zone contributors to pay the rent (yes, we pay rent), utilities, building repairs, restoration and grounds upkeep.

So I want to take this time to say THANK YOU. Thank you to all of the people who volunteer their free time to help our cause. Thank you to those of you who use the King Soopers gift cards so we can receive 5% of all dollars loaded on to them. Thank you to those of you who are able to contribute through the El Paso County Enterprise Zone. And thank you to those who donate pennies and dollars to our mission. Without all of you we would not exist!

And last - thank you for electing me as President. I'll do my best to meet all expectations you may have. Please let me know of any thoughts or help you can give us to make the museum experience better for you and your families.

Wayne Russert

UPCOMING EVENTS

Saturday, April 13 from 10-5 and Sunday, April 14 from 10-4, 2019.
TECO Model Train Show at the Chapel Hills Mall Event Center. On both days, the museum will offer "The Birney Car" history presentation and have an information table — a good way to "get the word out" about our museum and restoration efforts to folks already interested in trains and trolleys. Volunteer to help at our table!

One hundred years ago this May, four Birney cars were completed and delivered to the Fort Collins Municipal Railway (FCMRwy). One of those cars was our Birney No.135, the former FCMRwy No. 22, historically significant because it was *the last Birney car to run in revenue service in North America on June 30, 1951.*

JOIN OUR BIRNEY BIRTHDAY BASH!

Celebrating our Birney Car's 100th Birthday

SATURDAY, MAY 25, 2019

10:00 AM until 3:00 PM

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

Join our celebration! Admission: \$3.00, including lunch



John's History Corner

by John Haney

REVISITING CRICH TRAMWAY MUSEUM

England's National Tramway Museum at Crich is a trolley buff's paradise, particularly for those, like me, who love the single-truck double deckers. My wife and I had the great fortune to go there twelve years ago and again last August on "Tram Day," the day when all the vintage trams operate along the cobblestone street of Crich Tramway Village and through the park-like grounds of an abandoned quarry.

The Museum's carefully curated collection, beginning with trams from English cities whose tram lines were not rebuilt after World War II, has expanded to include gems from Portugal, Ireland, Russia, and the Czech Republic. This is not your average tram museum! Do you love the Blackpool "boat" tram? The Prussian blue and cream livery of the Sheffield double decker? The Blackpool open air "toast rack" design cars or the balcony trams from Johannesburg, Glasgow and Leeds? This is your dream vacation spot!

To be seen, photographed and ridden were freshly-painted, perfectly maintained trams, and to visit were the "Century of Trams" exhibition and restoration sheds with the addition of vintage automobiles and motorcycles on this special day. The museum seemed to operate like a fine-tuned, well-oiled clock with well-trained, uniformed staff including young professionals. I wanted to buy a tram operator necktie but learned that I had to become member of the Tramway Museum Society, which I did. This entitled me to receive the quarterly issue of "The Tramway Museum Society Journal," which I'll be happy to share with anyone who'd like to see it. We love England and the English people. Start planning *your* travels "across the pond" at <http://www.tramway.co.uk>.



Museum receives donation of model train

John Wagner (below) of Canon City has donated a 2-8-0 1½-inch gauge model of a Consolidation steamer to the museum. It took him ten years to manufacture all the parts and assemble and paint it. It is a great addition to the museum.



Be sure to check out this new exhibit; it's in a glass case in the first aisle of the museum.

Where did "Traction Orange" come from?

In the February 2019 issue of *Railfan & Railroad*, Alexander Benjamin Craighead writes about the role that "color" played in railway transportation. He observes: *Railroads have used orange for more than a century... Interurban electric railways often painted their equipment bright orange, so that the color came to be known, for a while, as "traction orange."* (Note: Our Birney is painted "traction orange.")

Contemporary use of [what later became known as] safety orange, however, traces back to the introduction of fluorescent paints by brothers Joseph and Robert Switzer in the 1930s. During World War II, the value of fluorescent paint was successfully demonstrated. Then, in the 1960s, the use of orange by Class I railroads spread. Computerized switch lists were printed on fluorescent orange paper, enclosed in a fluorescent orange holder. Next, the bodies of switch lanterns and later radio belts, gloves, and hats were colored orange, spreading to vests or whole jumpsuits of orange.

The Story of the Transcontinental Railroad *(continued)*

Portions adapted from Wikipedia

Promontory Summit in the 1870s.

Promontory was the site of Promontory City during and shortly after the construction of the transcontinental railroad. However, by December 1869, the shops, tents, and store fronts were being dismantled as the traders and merchants moved to other towns. In January 1870, the train crews from the CP and UP had been relocated to Ogden, Utah, where Union Station had effectively become the meeting point of the two railroads. Promontory Station had a CP station agent and telegraph operator, a Chinese section gang, and gravel train crew. By June 1870, the population at Promontory Summit had been reduced to about 40 people. Most were employees of the CP railroad. The only exceptions were a hotel/eatery owner, his family, and a miner.

The CP carried out extensive redevelopment of the rail infrastructure on Promontory Summit. The track was realigned, a roundhouse and turntable were built, and a freight depot and locomotive yard were added. It also gained extensive support facilities for workers, including a railroad eating stop, engine helper station, and quarters for the Chinese section crew.

In the final decades of the 19th century, Promontory Station was used by large ranching firms, such as those of John W. Kerr, John L. Edwards, and Charles Crocker, to ship their cattle to the stockyards in San Francisco and Chicago. At the turn of the 20th century, wheat farmers had begun to change the landscape around Promontory with farms and families. Promontory had a one-room school, as well as a commercial store/post office; it had become the main crossroads stop for small farms. However, during the droughts of the 1930s, individual farmers moved away from Promontory, leading to the consolidation of the land holdings.

The Decline of Promontory Summit

After 35 years of continuous use, longer and heavier trains needed a more direct route – across the Great Salt Lake! In 1885, the Southern Pacific, having acquired the Central Pacific, built a wooden railroad trestle across the lake. By 1942, the last rail had been removed at Promontory; an “unspiking” ceremony was held on September 8, 1942. The old steel rails were used for the war effort.



In the 1950s, a parallel concrete-stone causeway was built across the Great Salt Lake, with the wooden trestle kept as a backup. By the 1980s, it had seriously deteriorated. Altogether, more than 38,000 trees and 2 million board feet of redwood had gone into the trestle. In the early 1990s, the trestle was given new life; the timber is being repurposed by Trestlewood Div. of Cannon Structures.

Promontory Today

On July 30, 1965, the act creating the Golden Spike National Historic Site was signed into law. The park, open throughout the year, has a visitor center and an engine house. In 1979, replicas of the Jupiter and No. 119 were built at a cost of \$1.5 million in federal funds. They are brought together on specially-laid track, face to face, every Saturday and holiday between May 1 and Labor Day, re-enacting the “Golden Spike” ceremony.



Railway & Locomotive Historical Society members participate in re-enactment with replicas of the CP's *Jupiter* and UP's *No. 119*
Sigi Walker photo

But what about the Colorado connection?

Promontory Summit marks the site where the First Transcontinental Railroad was officially completed, although a direct coast-to-coast rail journey on this route was not achieved until 1873. In September 1869, the Mossdale Bridge spanning the San Joaquin River near Lathrop, California was completed, connecting Sacramento, California to the network. But until 1873 when the Union Pacific Missouri River Bridge was completed, passengers had to cross the Missouri River by boat between Council Bluffs, Iowa, and Omaha, Nebraska. ***In the meantime, the first uninterrupted coast-to-coast railroad was completed in August 1870 at Strasburg, Colorado, with the completion of the Denver extension of the Kansas Pacific Railway.***



The Rolling Spotlight featuring LA Rwy Car No. 3101

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

Former Los Angeles Railway PCC Car No. 3101

No. 3101, part of a unique wartime order of only 30 cars, arrived in Los Angeles in late November 1943 and was placed in service the same month. WWII was a time when materials and gasoline were rationed; the purchase of the "war babies" was permitted to help transport workers to critical war materiel manufacturers concentrated in the Los Angeles area.



Except for the air compressor, everything in Car No. 3101 is original. A DH-16 air compressor, taken off an older car during the war, replaced the original air compressor which failed early on.

One look inside the car and the conservation of war materials is at once apparent. The interior stanchions, normally chromed, are black pipe, and there is no interior chrome trim. The car has a wood and canvas roof, rather than metal.

Most "war babies" emerged from LARY's paint shops in all-yellow livery; a few had special patriotic liveries to boost war bond drives and military recruiting. We don't know if No. 3101 was one of those cars. We do know that it was repainted the current "fruit salad" livery (yellow, green, and white) sometime after Los Angeles Transit Lines took over the operation in 1945. (*Yellow Cars*, p. 218)

Jim Walker, in his book *The Yellow Cars of Los Angeles*, comments: "Even if the P-2s did not sparkle as much as the pre-war models, they were improvements. A Tru-stop handbrake was another step forward, and the new cars had a slanting windshield... Improved Luminator lights gave 20% more light intensity, and a larger air blower improved ventilation."

The car operated on March 31, 1963, the last day of

electric service by the Los Angeles Metropolitan Transit Authority. When No. 3101 came out of service, it was 20 years old and in need of a general overhaul. Sold to the Gold Camp Railway and Museum in Cripple Creek (CO), it ran for a short time on a 900-ft. narrow gauge track, the gauge used by Los Angeles Railway.

In 1969, the Rocky Mountain Railroad Club purchased the car and moved it to the Colorado Railroad Museum in Golden (CO) for display. After 25 years, it did not fit CRRM's mission and the Club needed to move it.

The Pikes Peak Historical Street Railway Foundation was able to lease No. 3101, moving it to the former Rock Island roundhouse property in November of 1994 (see photo below) to join nine ex-SEPTA PCC cars. Purchase of the car from the Rocky Mountain Railroad Club was completed in July 2006.



Arriving in Colorado Springs

Steve Pelles photo

In February 2011, Greg Roberts was successful in having No. 3101 placed on the Colorado State Register of Historic Properties. The documentation reads:

The Los Angeles Railway (LARY) No. 3101's Presidential Conference Committee (PCC) car design represents a major engineering development in rail-based surface street transportation.

Additionally, the LARY No. 3101 is *one of only two surviving electric passenger rail vehicles built in the US during 1943*, at the height of World War II. When it moved to Colorado in 1963, it became the first PCC car to operate in the state and the last streetcar to operate in Cripple Creek.

The State Register Site Number is 5EP.6739.

The goal is to preserve and cosmetically restore the car, retaining the unique black pipe stanchions installed during wartime in place of the usual chrome. The wood and canvas roof is leaking and needs attention. Assistance with this project would be greatly appreciated; contact the museum at 719-475-9508.

Friends of the Cumbres & Toltec Tourist Sleeper Car 470 Restoration

Update by John Engs

History of the past is marvelous; it reminds us of days past. As we celebrate 150 years since the completion of the Transcontinental Railroad in May of 1869, it also reminds us that a 130-year-old car is being restored to its original condition at the Trolley Museum by the Friends of the Cumbres & Toltec Scenic Railroad. This historic car was built by Pullman Palace Car Company at their narrow-gauge facility in Detroit, MI. Constructed in August of 1869, it was the last of 10 cars contracted by the Denver & Rio Grande (D&RG) as a Tourist Sleeper and is numbered 470. It was shipped over the Transcontinental line on standard gauge trucks to Denver. At the D&RG Burnham Shops the trucks were removed, disassembled and modified from standard gauge to narrow gauge using the axles shipped from the factory. The car was used on the narrow gauge in overnight passenger service from Denver to Durango and Salt Lake from 1889 until 1898, when trackage on the eastern slope and to Salt Lake was converted to standard gauge. Shortly thereafter the third rail (narrow gauge) into the Denver station was removed. After nearly ten years of service, Car 470 was sold by the D&RG to the Colorado and North Western.

The car will once again run on the same rails it did when received by the D&RG in 1889. The San Juan Extension ran to Durango and Silverton; 64 miles of the original road bed is now the Cumbres & Toltec Scenic Railroad.

Now in its tenth year of reconstruction, the car is taking shape. The roof of 20 ounce lead washed copper with hand turned soldered seams, designed to match the original roof when manufactured, is 75% complete. The remanufactured larger roof jacks are ready to install. The original jakes and caps for each of the four lantern vents will be reinstalled. The interior wall finish is complete, using all Red Oak. The finish floor of one-inch thick straight grain Douglas Fir is one-third complete. We continue to work on the last of the seat castings with 50% ready for installation. At the February 2nd work session, a prototype window glazing was set up to determine the best moldings to use. Tempered etched (original pattern) glass will be used in the clear story windows and tempered clear glass in the narrow-fixed windows with ¼" Safety plate glass for the lower moveable windows at the seats. Also, in the last two work sessions, the end railing pairs were installed at each end of the car platforms.

We welcome you to visit and see the progress for yourself. Our schedule is the first, third and fifth Saturday's subject to weather. Follow us on our Blog Site <http://friendsofthectsrccos.blogspot.com/>



Platform railings



Clerestory Roof Panels



Finished Flooring

Update on CS&I Birney Car 135

As our Birney's 100th birthday approaches, volunteers have devoted more time to helping visitors learn about this historic car. At Christmas, the car was beautifully decorated with vintage decorations. And, restoration work continues, with the intention of having the car in operation by the end of 2019.

News from Fort Collins Municipal Railway

(from the Friends of FCMRy website)

It's not a Fort Collins summer without beloved 1919 Birney Car 21 (sister car to CS&I 135) rumbly down Mountain Avenue.

But in 2018, some work has been going on behind the scenes to make way for another street car — Birney Car 25, purchased by the organization in 2007. The volunteer-run Fort Collins Municipal Railway plans to expand its West Mountain Avenue car barn to three bays to make room for the addition.

Birney Car 25 is being reconditioned in a second car barn on Howes Street. Once its reconditioning is finished and the Mountain Avenue car barn is expanded, expect to see Car 25 join Car 21 on weekend rides through Old Town — possibly as early as 2019.

Museum Operations and Restoration Updates

Operations

November 15, 2018 – February 15, 2019

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.

- **Jared Flynt** has welded contact cable (rail bonds), where the rails join on track two, where the cable was loose or missing. The track being the negative makes this a positive move! Tom Levy worked with Jared on this project.
- The daily tour guide/supervisor schedule has been reworked so that a supervisor and a tour guide will be on duty each day we are open. Rotations will change as needed. Other members and volunteers will be working on projects in the restoration shop, on the roundhouse structure, on track work, and on other projects during the week.
- On December 20th, **John Caulfield**, **Tom Levy**, and **Taylor Garcia** covered the leaking roof of the 519 ETB (Electric Trolley Bus) until repairs can be made. It has survived the recent winds very well.
- **Dave Lippincott** reported the sale of **PCC car #2131**, to be removed from the property by the end of March. The "parts" Electric Trolley Bus and the two Denver Tramway Corp. cars are listed in four cities on Craig's List. No response yet.
- **Marti Benson**, **John Caulfield**, **Wayne** and **Bonni Russert**, **Tom Levy**, and **Ron Oatney** cleaned out the attic and the two boxcars. Some items went to scrap, some were donated, and some to trash. We were able to get rid of things we don't need or items that were not rail or trolley related. Some items have been donated to the Rescue Mission.
- **Trolley Museum Displays:** Displays will be upgraded during the winter months. Many items have been donated for the Roswell Depot Agent's Office display. **John Caulfield** continues to add to his large photo display in the former break area.
- **John Wagner** of Canon City has donated his 4'x7' HO scale model railroad layout to the museum. **Wayne Russert**, **Tom Levy**, and **John Caulfield** drove to Canon City to prepare the layout for the move to Colorado Springs. All buildings, figures, and trains have been packed and transported. The layout base and table top should be moved within the next several weeks and stored in the restoration shop. The plan is to install the layout in the conference room area.
- **Marti Benson** has spent part of each of the days she works picking up trash in the East yard and around the property. It is amazing the difference that makes. Thanks, Marti!
- Would you be willing to train as a supervisor, trolley car operator, tour guide, or do restoration work? To apply, please contact Ron Oatney at 719-650-5605 or Wayne Russert at 303-660-3799.

Restoration

November 15, 2018 – February 15, 2019

John Caulfield is the new 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.

- **PCC #2129:** New batteries have been installed by **Wayne Russert**, and the car is back in service.
- **In the carbarn:**
 - Car #135:** **John Cusack** and **Tom Levy** leak tested Birney Car #135's air tanks and re-installed them. Next, they will re-connect the plumbing. This is big step in the restoration of 135, which is approaching 90% completion. **Jeff Smith** will be assessing the wiring status. **Larry Overstreet**, a new volunteer, has experience with controllers. Rollout is planned for December 2019!
 - Brill Car #48:** A portion of the car is being prepared by **Marti Benson**, **Mary Manley**, and **Bonni Russert** to display its use as a small residence during WWII. **John Caulfield** built new steps up to the car for easier access.
 - Laclede Car #59:** **Bob Manley** is reviewing related information while materials stored inside the car are being removed so restoration can begin again.
- **On the grounds:**
 - Car #3101, LARy War Baby:** The roof has been examined, and there is a leak that needs to be sealed.
 - Pittsburgh Interurban Car #4002** and **Denver Tramway Cars #724** and **#770:** No current plans.
 - Roswell Rock Island RR Museum in RI 4363, exSP6777:** Exhibits are being maintained for museum tours.
 - D&RG 10400 caboose:** **Tom Levy** reports the sound system now works (instructions on circuit breaker pane); the missing air hose on the "A" end has been replaced; the water cooler jug has been replaced with a correct 3-gallon glass jug; and the fire extinguisher has been replaced with the correct type (non-working). The caboose battery may now be recharged via extension cord from a 120-volt signal case. **John Cusack** loaned the museum a pair of rare, original type, electric caboose marker lights which have been rewired and will light off the caboose's 12-volt system once changes are made to the breaker panel. A few new mini info posters have been added (give them a read). One prop fusee is missing - (be on the lookout for it around the grounds).
- **Sue Kircher**, **Sue's grandson**, **Marti Benson**, and **John Caulfield** replaced 11 ties alongside the RI car with 8 new ties. Several Community Service workers helped remove and clean ballast. Around 20 wheelbarrows of dirt were moved to the north side of the roundhouse to fill a low spot.
- Trex boards were purchased for new steps up to the RI car. Work on them should begin within the next several weeks, when additional boards have been purchased.

Volunteers – Always Needed, Always Welcome

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 members, donors, and volunteers!

Volunteers really do make a difference – any number of hours you can give would be most appreciated!

Pictured below are John Haney, Marti Benson, Regis Larouere, and Ron Oatney during the Rock Island "130th" Celebration in October 2018.



Can you picture yourself here?



2019 Museum Hours

Open Wednesday through Saturday

Museum opens at 9:30 a.m.

Last tour at 3:00 p.m.

Adults \$5, Active Military & Seniors \$4

Children ages 3-11 \$3