

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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Horse Car in Louisville KY Union Station



Capitol city Lincoln, Nebraska in 1872

Honoring Winfield Scott Stratton: Part 1—The Lean Years

What Stratton's Early Years Might Have Been Like

Winfield Scott Stratton's life was intertwined with the Victorian Era (1837-1901), a time marked by sweeping progress and ingenuity. It witnessed the world's first Industrial Revolution, Charles Darwin, and Charles Dickens. Railroads worldwide boomed, the first telephone and first telegraph were born, while rural populations declined as cities rapidly expanded, in part the result of streetcars that helped build those cities.

Winfield Scott Stratton was born in 1848 in Jeffersonville, Indiana. His father, Myron Stratton, of English descent, was a shipbuilder there who had supplied several troop ships for the Mexican-American War. His mother, of German descent, died at age 45. Winfield was one of twelve children, of whom only five lived to adulthood, and the only surviving boy.



Above: Myron Stratton, 1812-1886

The Stratton house most likely was very near the shipyard, as entrepreneurs of the 19th century liked to live close to their businesses. Jeffersonville was a boat-building port city on the Ohio River across from Louisville, Kentucky, and along with New Albany and Madison, one of the most prominent Indiana ports. Over the years hundreds of steamboats, towboats, barges, and landing craft were built in Jeffersonville. The Howard Steamboat Museum preserves that history from the 1830s through 1900.

Jeffersonville, served by three railroads from the north and the waterway of the Ohio River, was one of the principal gateways to the South during the Civil War. In June 1864, the Ohio Falls Car & Locomotive Company (it built railroad cars and streetcars) was founded there; it was also the location of an important Quartermaster supply depot.

During his high school years, Winfield had two very close friends: his neighbor James Parker, and Byron Logan, who was within a few days of his age and the son of his father's partner in the Logan & Stratton firm. All three dreamt of "going West," spurred by "gold fever" ubiquitous in a town through which countless westward-bound travelers passed. Their adventures together very likely included riding Louisville's new streetcar system, opened in 1865 with mule-drawn cars, just across the Ohio River. As adults, both would visit Colorado and tour the Independence Mine before returning to Indiana.

It was during his high school years that Winfield changed from a mild-mannered young boy to young adult prone to angry outbursts and frequent fights with his father. Winfield completed school at age 17, at the end of the Civil War. His father helped him get a three-year carpentry apprenticeship. Although he didn't like it, he was "unusually" good at carpentry, mechanics, and drafting. In 1868, at age 20, following a violent fight during which he fired a shot at his father but missed, Stratton left home to work in a drugstore run by his brother-in-law in Eddyville, Iowa. His father gave him \$500 to start him off.

Stratton Travels West

Eddyville, a town in southern Iowa, was on the Oregon Trail. Once there, Stratton became restless and wanted to go further west. Six months later, after saving \$300, Stratton left Eddyville, stopping in Sioux City, Iowa, then going south along the Missouri River and crossing at Omaha, Nebraska, before stopping in Lincoln. Nebraska had been granted statehood in March 1867, with Lincoln as the capitol. In 1870, with about 2,500 residents, Lincoln was growing rapidly. For two years Stratton worked as a carpenter, saved his money, and bought two pieces of real estate, later sold at a profit.

(continued on page 6)

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
Coalition of Pikes Peak Historical Museums (CoPPHM)
Friends of the Cumbres & Toltec Scenic Railroad (FoC&TS)
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

Hello Members and Supporters:

The museum has been open for about a month as you receive this, but there are major changes and challenges we face.

All of our tour guides, with the exception of John Haney and myself, have either opted not to return until the virus has subsided, have moved away, or have resigned due to other commitments. We are now open for visitors only two days a week, Fridays and Saturdays, and that will adversely impact our visitor revenue. Further, there are no group tours scheduled due to the virus and our requirement that only groups of six or less can be allowed. We are also losing administrative help and are seeking volunteers to pick up some of the slack. We do open the museum for restoration or administrative work on any day those volunteers desire to come in (normally Wednesdays and Thursdays), and we are receiving court-ordered community service folks for miscellaneous work as their skills allow.

We have taken on a number of volunteers in the restoration area and have commenced several new and previously abandoned projects. Most noteworthy, we now have a crew working to complete the woodwork on our 1901 Laclede #59 car for the first time in a decade. Completion of that will allow us to approach the Colorado Historical Society about further grants for interior finish, controls, piping, braking, etc. Work on the Birney #135 controls and braking is continuing, and we hope we can make that car operational later this year or early in 2021. We plan to cosmetically restore the interior of Denver Tramway car #117 so visitors may see it out from under its wraps, which now protect it from the elements. We are researching restoring windows and doors on our Pittsburgh Interurban #4002 so we can unwrap that car also.

We have acquired the Southern Pacific diner #10400, which has been in our yard for a dozen years or so, from its owner, and are researching restoring it to the point we can open it up for drinks and snacks, though that project is several years in the future.

In-kind donations to the foundation have increased. Many items are being retained for display, and others which are outside the scope of our mission are being offered for sale on eBay and Craig's List. Funds from those sales have partially offset the loss of income from non-renewing members, tours, cash donations and gift shop sales.

It has been exactly four years since the City contracted to acquire the North Nevada Avenue abandoned rail property, a part of which we expected to construct a demonstration loop on. We are still hopeful that transaction will be completed at some point, but as of now, there appears to be no resolution to the matter.

In conclusion, I can tell all those of you that are reading this letter, "We are survivors and we can thrive with your involvement."

God Bless and please stay safe,

David Lippincott

Pikes Peak Trolley Museum Partners with Visit Colorado Springs for Virtual Event

Members of *Visit Colorado Springs*, the Colorado Springs visitors' bureau, invited our museum to host a first-ever virtual tour to explore the Pikes Peak Trolley Museum – "one of Colorado Springs' hidden gems." Our own Marti Benson expertly coordinated the museum's end of the event, writing the script and recruiting participants. This very successful event was held at 5:30 PM on Thursday, June 25th.

Photo right of trolley museum participants

The event allowed us to "showcase" our vintage trolleys, including Birney Safety Car #135 delivered to Fort Collins in May 1919, and Brill car #48 and Laclede car #59, both built in 1901 for Winfield Stratton's "renovation" of the Colorado Springs streetcar system. The virtual tour included our "home" – the 1888 Chicago, Rock Island & Pacific Roundhouse in the historic Roswell district of Colorado Springs. It was a fun virtual ride!





John's History Corner
by John Haney

PALMER & STRATTON

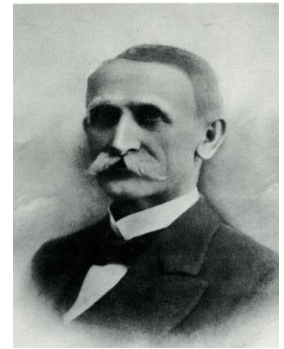
I have often pondered the lives of our city founder, General William Jackson Palmer compared with Winfield Scott Stratton.

They no doubt knew one another, but probably had few words to say since their personalities and backgrounds were quite different.

Palmer's upbringing as a Quaker influenced his life, but we are not aware of what, if any religion, affected Stratton. They both called Colorado Springs home for thirty years between 1872 and 1902 and probably came into conflict when Stratton supposedly wanted to build his streetcar line up Tejon Street and straight through the Colorado College campus. There is speculation that Palmer had Palmer Hall built to block the route! Both men were amongst the city's earliest settlers and both were adventurous with vision and tenacity – Palmer built railroads and Stratton found gold. Whereas Palmer loved

his castle, threw parties and was comfortable with his wealth, Stratton was uncomfortable with too much wealth and possessions and preferred solitude over socializing.

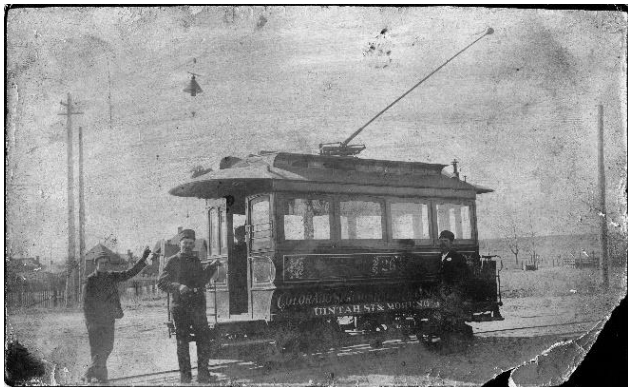
Both men were generous philanthropists, particularly in giving away properties they had acquired. Both were enamored with travel by rail, Palmer in his railroad construction and Stratton with his building of the Colorado Springs & Interurban Railway and support of the Short Line to Cripple Creek. Stratton had a weakness with alcohol which likely contributed to his early death in 1902 at age 54. Palmer, on the other hand, lived to age 72 – sobriety was important to him. We owe a great deal to both men – they made significant contributions to our community that will be enjoyed for many more generations!



Above: General Palmer (left) and Winfield Stratton (right)

Photos from "Pikes Peak Trolleys"

From the Pikes Peak Historical Street Railway Foundation photo collection:



Above: CSRT Car 26, built by Pullman, on the Uintah-Moreno route ca 1890



Above: CSRT Car 27 and crew, a half open and half closed car, "ideally suited for Colorado Springs' varying weather"

From the Colorado Springs **Gazette** "Back Pages" April 29, 2020 column:

IN 1920

May 1 is to be a big day for the local post of the American Legion. They will be well represented in the American Day parade Saturday and have made plans for one of the largest dances ever staged in the Stratton Park Pavilion in the evening. A number of streetcars have been chartered and various other preparations made to take care of the 1,200 who are scheduled to attend.

Winfield Scott Stratton “Milestones” – Part 1: 1848-1891

Date	Events in Winfield Stratton’s Life	Contemporaneous Events in America
July 22, 1848	Winfield Scott Stratton is born in Jeffersonville, Indiana, the sixth of twelve children, only five of whom lived to adulthood. His father was a successful boatbuilder in Jeffersonville.	By 1848, the three great, westbound wagon trails were firmly established across the continent. 1849: Gold is discovered at Sutter’s Mill in CA, fueling westward migration.
April 12, 1861 - May 28, 1865	Jeffersonville is one of the principal gateways to the South, served by three railroads from the north and the Ohio River waterway.	American Civil War – 1862 – 1865 Indiana is a free state; Kentucky is under Union Army control.
1865, age 17	After Stratton finished high school, his father got him a carpentry apprenticeship in Jeffersonville.	Steamship building began in Jeffersonville in 1834. The Howard family operated the Howard Shipyards for three generations, until 1941.
1868, age 20	Stratton completes his apprenticeship in carpentry, mechanics, and drafting and moves to Eddyville, Iowa, located on the Oregon Trail. His father gave him \$500 to start.	July 25, 1868, Wyoming Territory is established. In 1868, the first horse car line begins operation in Louisville.
May 1869, not yet 21	Six months later, after saving \$300, Stratton heads west, stopping in Sioux City, Iowa, then going south along the Missouri River and crossing at Omaha.	May 10, 1869, completion of transcontinental railroad. August 13, 1869, John Wesley Powell begins exploration of the Grand Canyon
July 1869, age 21 to August 1872, age 24	Stratton worked for two years as a carpenter in Lincoln, Nebraska. Unable to resist “gold fever” news from Colorado, he set out for “Pikes Peak or Bust” country. He arrived by train in late August 1872. Colorado Springs was just one year old, had about 300 residents, and thousands of tourists. That day, Stratton found carpentry work with a friend from Lincoln and slept that night in the carpentry shop.	In 1871, Yellowstone becomes first national park. In January 1871, construction began on the Denver & Rio Grande narrow-gauge railroad. In June 1871, the town of Colorado Springs (Palmer’s “Little London”) was platted. In July 1871, the first stake laying out town lots in Colorado Springs was driven. On October 26, 1871, the Denver & Rio Grande Railroad was formally opened for business.
1873	Stratton is hired to do both the inside and outside carpentry work on the McAllister House.	Coinage Act of 1873 abolishes bimetalism and places the country on the gold standard.
July 1874, age 26	Stratton prospects in Baker’s Park in the San Juan Mountains	February 16, 1874, the Silver Dollar becomes legal tender in the United States.
1875, age 27	Sets out for South Park and Chalk Creek, near Granite, and the silver camps near Leadville, using profit from real estate sales.	Yavapai and Tonto Apache tribes are forced to walk to San Carlos Apache Indian Reservation.
July 26, 1876 age 28	Stratton marries 17-year old Zeulah (Ora) Stewart after a six-month courtship. He sent her back home to Illinois; the divorce was final two years later. He never saw her again.	June 25-26, 1876, Battle of the Little Big Horn, better known as Custer’s Last Stand July 4, 1876: U.S. Centennial Celebration On August 1, 1876, Colorado became a state.
1877 - 1879	Stratton makes second trip to Leadville, again with no luck. He begins his “work in the winter, prospect in the summer” pattern.	January 8, 1877, Crazy Horse’s last battle w/ US. February 19, 1878, Edison patents phonograph. January 1, 1879: The Specie Resumption Act values the Greenback the same as gold.
1880’s	Stratton prospects in Blue River country, the Wet Mountains, the Elk Mountains, Aspen, and Red Cliff. He has become a real “mountain man.”	By the mid-1880s, 415 U.S. street railway companies carried 188 million passengers, operating on over 6,000 miles of track using mule-drawn or horse-drawn cars
April 29, 1888	Stratton’s father, Myron Stratton, dies.	Burroughs patents his adding machine, and Eastman receives a patent for his camera.
1889	Stratton sees Nicholas Creede strike it rich in silver during the last great Old West silver boom.	Washington, Minnesota, and North and South Dakota become states; Oklahoma land run
1890	Stratton prospects the Cripple Creek area for gold, silver, and cryolite.	1890, Oklahoma Territory is established, and Wyoming becomes a state
July 4, 1891, age 43	Stratton stakes two claims on Battle Mountain, the Independence and the Washington Mines.	1891 – Congress passes the Forest Protection Act

The Rolling Spotlight featuring Winfield Scott Stratton

In this issue, we continue to share photographs and interesting information on a historically significant person or on rolling stock in the museum's collection. Here, we spotlight - in pictures - Winfield Scott Stratton's life up through 1891, honoring the person responsible for generously providing Colorado Springs with a first-class streetcar system.



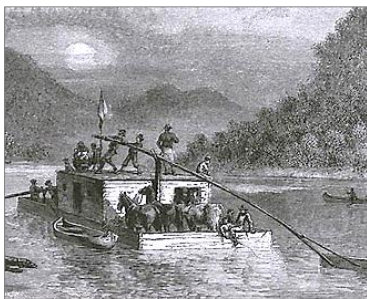
Stratton was born in 1848 in Jeffersonville, Indiana, a port on the Ohio River.

Boat building began here in 1820 with the Howard Shipyards. In the mid-19th century, the golden days of steamboating, the Ohio River had hundreds of shipyards. Practically any town of consequence had a shipyard.



Jeffersonville is situated along the southern border of Indiana, separated from the state of Kentucky by the Ohio River. Many pioneers traveled this route on their way to reach the points crossing the Missouri River.

← Jeffersonville



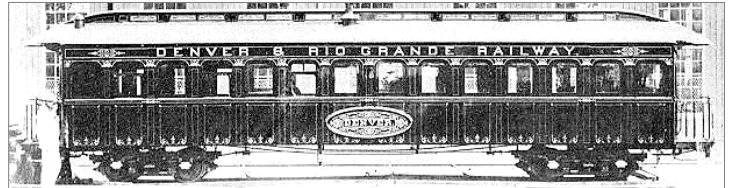
Left: Emigrants traveling the Ohio River with their livestock and household goods

This was quite likely a familiar sight for young Stratton, living along the banks of the Ohio River.



In August 1872, Stratton arrived in Colorado Springs by train.

Left: Builder's photo of D&RG Montezuma locomotive ca 1872, one of the first D&RG locomotives.



The "Denver" (above) and sister coach "El Paso" were D&RG passenger cars in trains providing service to Colorado Springs in 1872. More than likely, Stratton would have traveled in one of these two cars from Denver to Colorado Springs in August of 1872.



The Colorado Springs Hotel (left) opened in 1872, the year that Winfield Stratton arrived. Upon his arrival, Stratton was fortunate to find a friend he had known in Lincoln, Nebraska who had a carpentry shop in town. He bunked in the shop that night.

Stratton arrived in Colorado Springs in 1872 and for 19 years worked as a carpenter. In 1873, Stratton was hired to execute the inside and outside carpentry work on the McAllister House.

Right: Original outside decorative trim work.



Beginning in 1874, Stratton earned enough as a carpenter in the winter months to spend the summer months prospecting. He bought a burro and often brought along a helper.

Right: Historic photo of two prospectors and their burro.



Over the next 17 summers, Stratton prospected in many Colorado mining towns – all without success. When he discovered gold on Battle Mountain in 1891, he kept it quiet until 1893. Meanwhile, he built a cabin on the site with a fence to protect it and lived there until he bought a home in Colorado Springs.

Honoring Winfield Scott Stratton: Part 1—The Lean Years

(continued from page 1)

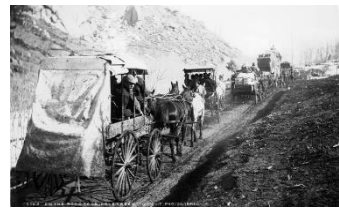
Stratton's Arrival in Colorado Springs



Pikes Peak or Bust



Prospector and gear



Caravan headed for Cripple Creek



Miner's tents in the mountains



Cripple Creek miner's cabin



Battle Mountain CO

Unable to resist "gold fever" news from Colorado, Winfield Stratton set out for "Pikes Peak or Bust" country. He arrived by train in late August 1872. Colorado Springs was just one year old and had only about 300 residents. But there were thousands of tourists pouring into the area. And ironically, on that day, greeting a group of tourists, was the founder of Colorado Springs and the builder of the Denver & Rio Grande RR, Gen. William J. Palmer, fashionably attired in his expensive, shiny riding boots.

On the day he arrived, Stratton found carpentry work with James D. Raymond, a blunt old Nova Scotian carpenter whom he had known in Lincoln. He had \$300 dollars concealed in a pocket, a carpetbag, and a roll of blankets. He slept that night in the carpentry shop, staying for several weeks until moving into Mrs. Stevens' Boarding House. So began his journey from \$3/day carpenter to Cripple Creek's first gold mine millionaire. Carpentry work supported him for the next 19 years; for 17 of those years, he worked in winter and prospected for gold in Colorado's mountains in summer.

Stratton's Long Search for Gold

The lessons of frugality and perseverance learned in his youth would serve Stratton well over the coming decades. During his first two years in Colorado Springs, he became a partner in several carpentry businesses. In June 1874, after selling his property and dissolving his business, he set off for the San Juan Mountains, having purchased an interest in the Yretaba Silver Mine. It turned out to be worthless. Stratton returned to Colorado Springs on July 23rd, broke; the next day he sold his shop outright for \$1,000.

After six months of inactivity, he could restrain himself no longer. As described in Frank Waters' *Midas of the Rockies*, "In the dead of winter, on January 7, 1875, he and D. K. Lee set out for Chalk Creek on the upper Arkansas River near Granite on a prospecting trip. They hired an old freighter, High Winslow, to haul their supply of flour, sugar, bacon and dried fruits..." At Chalk Creek, at the head of the Arkansas River, they built a log cabin. In late March they left the district, tired of wading in icy streams. Lee returned to Colorado Springs while Stratton headed to the San Juans to prospect around Baker's Park. In late October 1875, before the heavy snows, Stratton returned to Colorado Springs; his first mining venture having found only worthless country rock. He began closely observing the various booms and busts of Colorado mining.

On July 26, 1876, after a six-month courtship, Stratton married 17-year old Zeulah (Ora) Stewart. Shortly thereafter, they separated, never to see each other again. The divorce was final two years later.

Between 1876 and 1891, Stratton worked in the winter and prospected in the summer. He tried his luck at virtually every mining camp in Colorado, following gold and silver rushes and even prospecting for cryolite (a mineral containing aluminum).

- He prospected in Leadville three times – each venture turned out to be a bust. In Leadville he met silver tycoon Horace Tabor.
- He prospected in Roaring Fork and Buena Vista – with no success.
- He traveled from Aspen to Tin Cup, from St. Elmo to the San Juans.
- He went as far south as La Veta, as far west as Ouray, and as far north as Creede.
- Closer to home, he prospected on the south slope of Pikes Peak.

He took time off to study mineralogy, surveying, and assaying at Colorado College (there Professor Lamb taught him how to test the value of gold ore with a blowpipe) and to study metallurgy at the Colorado School of Mines.

On July 4th, 1891, his world would change with his staking of the Washington and Independence Mines on Battle Mountain. Winfield S. Stratton had discovered "one of the greatest and most productive mines in the Cripple Creek District" and *one of the richest veins of gold in the world.*

Museum Operations and Restoration Updates

Preserving history during a time when the COVID-19 Pandemic is making history!

Operations

May 15, 2020 – August 15, 2020

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

The COVID-19 Pandemic continues to leave its mark on the activities we are able to do at the museum.

- Our community service workers have been able to only work minimal hours because of the Pandemic. This has required museum volunteers to do the mowing, weed “whacking” and other grounds maintenance.
- **John Caulfield** reports that, despite COVID-19 restrictions, volunteers have installed a new water heater and toilet as well as other minor repairs to keep the building safe.
- As of this writing, our museum is open for visitors. Wearing a mask and social distancing are required; only groups of six or fewer can be accommodated at this time.
- 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.

• In the news:

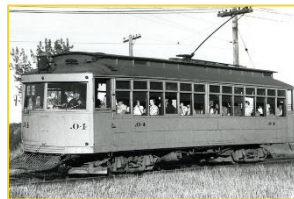
Fort Collins Municipal Railway



The FCMRy has announced that the addition to the trolley barn is complete. Both Birneys will be operating in 2021, although mostly not at the same time.

Arvada's .04 Trolley

The historic “.04” was the last car to operate in both Arvada and Denver. Built by Denver's Woeber Manufacturing, it is one of a very few to survive of hundreds of Woeber cars built.



Restoration

May 15, 2020 – August 15, 2020

The Museum is always looking for volunteers with the kind of skills to restore our historic cars. The following is a quarterly update.

- **PCC #2129:** Our operating streetcar continues to give an occasional ride during the Pandemic. Plans for a thorough maintenance checkout are being prepared.

• In the Carbarn:

Car #135: John Cusack reports a relay is being installed for the air compressor. He has begun work on the second controller. **Wayne Russert** reports that the first of two resistor grid assemblies has been completed and tested; the second has been started. His visit to Fort Collins was helpful.

Brill Car #48: The display in a portion of the car shows it as a small residence during WWII. Be sure to check it out!



Laclede Car #59: John Kenney reports they are making good progress. The rear door is complete and installed, the door mechanism installed, the rear bulkhead has been restored, and the rear vestibule prepared and ready for work to begin.

• On the Grounds:

Garden Layout: Frank Weed and Ryan Blankenship have been busy coordinating this popular museum attraction.

Car #3101, LARy War Baby: The roof leak has been temporarily sealed to prevent further damage. Plywood is on hand to replace damage to the ceiling.

Denver Tramway Cars #724 and #770: Plans on hold.

Pittsburgh Interurban Car #4002: Research to restore the windows and doors is underway so we can uncover the car.

Roswell Rock Island RR Museum in RI 4363, exSP6777: Exhibits are being maintained for museum tours.

D&RG 01501 caboose: Caboose exhibits are being maintained for the enjoyment of museum visitors.

Denver Tramway Car #117: Currently protected by a tarp, an opening has been made so visitors can view the inside.

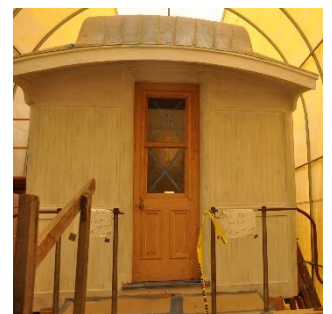
Volunteers – Always Needed, Always Welcome

Mike Walker photos, 8-8-2020



The **Friends of the Cumbres & Toltec** immigrant sleeper restoration project, in the large industrial canopy next to the carbarn, have announced that "there will be no more tours" through the car. The plan is to clean out the car and paint the outside of it before it is scheduled to leave for Antonito in mid-September.

Presently Special Session SS14, Colorado Springs Work Site, preparation for move of Car 470, is scheduled from 9/14–9/18. Special Session SS15, Antonito Car Restoration Facility, receipt of Car 470 and placement on trucks, is scheduled from 9/19–9/22.



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!



WE WANT YOU – To Be a Museum Volunteer!

Our volunteers keep the past alive.

Our volunteers bring experiences from all walks of life.

Our volunteers have a passion for history – and a vision for the future.

Our volunteers ARE the Pikes Peak Trolley Museum.

Bring your skills to our museum today.

Visit us at 2333 Steel Drive – in the historic Roswell District of Colorado Springs.

www.coloradospringstrolleys.com

2020 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

