

FORT SMITH

TROLLEY MUSEUM

TROLLEY REPORT

Fall 2004

Number 79

Track and Road Changes

If you drive down Wheeler Avenue in front of the National Cemetery, you will cross a new rail. This track extension will bring the trolley line to the west entrance of the Arkansas Best Corporation Performing Arts Center. It was constructed as part of the truck route realignment project by the city of Fort Smith. The road changes eliminate two 90 degree corners on Parker Street that trucks were required to make to pass through the city. These wide turns slowed and obstructed the flow of traffic. A graceful curve from Fifth to Sixth Streets will speed all traffic through the area. Traffic lights will control the flow and stop traffic for safety when the trolley crosses Sixth Street.

New metal poles and an arch were constructed by the museum to support the overhead for the street-car, and we will also erect the overhead electric wires.

The next phase of track construction planned will extend the route north on Seventh Street beside the Holiday Inn, east along Rogers Avenue, and then north to Garrison Avenue to end near the Town Club.

The Museum will construct about 50 feet of track to attach the extension to our existing track, as well as installing a loading zone at

the gate of the National Cemetery. We are grateful to the City of Fort Smith for including the street crossing and necessary signals in the truck route project.

Hot Springs Street Railway 50 Update

Steady progress is being made on the HSSRR50. The trucks are almost completed and the new bolsters are waiting to be mounted to the car. New springs have been assembled and attached to the wood seat bottom frames, and most of the windows are installed.

The trucks required more rebuilding than initially thought. All the bolts, springs, spring beams, spring pockets and several other parts had to be replicated do to the condition of the originals. The brake heads were unusable. Roger Gilbreth has completely rebuilt all 8 of them. Each head required from 3 to 8 hours work welding, grinding, and fitting.

Progress of the seats is coming along nicely, and the next step will be the application of the padding and the special woven rattan upholstery. This should be an interesting project, and volunteers would be appreciated.

Year End Donations

Please remember the Trolley Museum as the year ends. We have many ongoing projects needing funds to progress. When we started operating in 1991 our insurance was approximately \$1500, and by 2004, insurance costs had risen to almost \$10,000. As a result of the increase, a lot of funds previously available for restoration projects must now be used to pay for insurance.

In addition to restoration projects, the museum now has a mortgage of approximately \$27,000 on the property west of the carbarn that was recently purchased for the future Visitor's Center, Library, Archives and Engine House for the Frisco 4003.

Our next project after the HSSRR50 will be restoring the Fort Smith Light and Traction Co. car 205. We still need approximately \$24,000 to complete the car.

You might consider that donations of appreciated stocks or property allow you to deduct the current value from your taxes.

Many employers will match employee donations. Check with your company's human resources personnel. Your donation may be doubled or tripled by your employer.

All donations to the Fort Smith Trolley Museum are tax deductible and greatly appreciated.

Looking Back

Continued

by Becky Meyers

In 1913 there were forty-two regular motormen, a like number of conductors, and twenty-two extra men. In November and June, each carman chose his hours and the line of his choice. Priority was based on the carman's position on the carmen's seniority list.

Fort Smith carmen began active unionization in 1914 in an effort to resist what appeared to be inevitable reductions in employment that were certain to result from introduction of one man streetcars. Union committeemen met cars on Garrison Avenue on the evening of October 6th. They instructed the crewmen to proceed to the barn thus beginning a strike that lasted twenty-four hours. Manager Hoagland met with the committee, announcing that union membership would not bar employment by the Light & Traction, but declining to discuss making a contract with the carmen. Hoagland contacted Mayor Read, who declined to extend police protection for strikebreakers, but appointed commissioners Bruce and Singleton as agents to promote strike settlement. The carmen, as members of Amalgamated Street & Electric Railway Employees of America, Division 674, reached agreement at once. The orderly shutdown and speedy settlement at Fort Smith is in marked contrast to the violence and sabotage of the strikes at Texarkana, Little Rock, Muskogee, and other cities where carmen remained jobless during long strikes, eventually losing jobs to strikebreakers.

Through union efforts, Fort Smith carmen secured passage of a state law prohibiting operation in Sebastian County of a crew comprised of less than a motorman and a conductor. Known as the *Sebastian County Streetcar Law* it was declared

unconstitutional on February 5, 1919.

Carmen voted to strike in 1916 when contract negotiations failed. Manager Green agreed to the carmen's terms prior to the strike deadline, and settlement included union dues payroll checkoff. Fort Smith carmen belonged to one of the only two locals in the entire United States where union dues could be withheld from paychecks.

When contract negotiations failed in December of 1917, carmen went on strike for one week. General labor unrest prevailed in Fort Smith. No pay increases were sought during the wartime emergency of 1918 but pressed for raises in 1919. Green verbally consented to pay increases in time to avert a strike, and the carmen made concessions that included provisions for one man car operation on condition that the *Sebastian County Streetcar Law* became invalid.

By late 1919, practically all Fort Smith streetcars operated as one man P.A.Y.E. but displaced conductors were absorbed by employment as motormen. Institution of more frequent service provided for operation of additional cars. Although some carmen changed hours and others had to temporarily work irregular shifts as extra men, nobody lost work when the streetcars were changed to one man operation.

To be continued

Neighborhood Growth

The present museum building was more or less isolated in 1985 when constructed. With the demolition of the Midland Valley Railroad station and the Wortz Baking Company building, there has been marked changes, and there are more to come.

The new U.S. Attorney's Office and the new Hanna Oil and Gas Co.

building are next to the newly constructed truck route curve. After the museum's purchase of the Third Street property with the trolley mural designed by John Bell, the museum is adjacent to the National Historic Site. North of Garrison Avenue the new WestEnd loft apartments are being constructed.

The building next to the museum is used by the Central Records Services of Fort Smith. The poultry house on Garland and South Fourth Street was demolished.

The Fort Smith Transit Department is moving its fixed route transfer hubs from its present locations at South Eighth Street and Rogers Avenue and at Central Mall to the county parking lot adjacent to the museum. The city and Jefferson Bus Lines are exploring a partnership to combine operations in a single downtown facility in that area.

All buses will lead to the Trolley Museum. These changes result in more exposure of the Trolley Museum to the public.

Birthday Parties

Birthday parties held in the MKT diner bunk car, a converted passenger car, followed by a trolley ride, are popular. Expanded party services are being planned. Currently, we provide use of the car for a flat fee, plus trolley rides. The museum will offer several levels up to providing everything for a complete party, except the presents and guests. A complete schedule of charges will be available.

Don't forget the dining car is a great place for parties or meetings for all ages and any occasion.

Contact Bradley Martin 479-650-5456 or Art Martin at 479-783-1237 for additional information.

Memberships and Contributions

Retired Holt Krock Clinic
 Employees
 Sandy Lowe
 M/M Mont Echols Jr
 Arthur Robb, Sr
 Dean Johnson
 Jack Grober
 Julian Dyrhood
 Jim Foster
 Bill Kimmons
 Dacid Armbruster
 Freed Little
 Charles DeVilbiss
 Janean Saunders
 Fredericka Krenske
 Jack Matthews
 Jack Kaiser
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 Ben & Polly Ann Core
 Earl Wayne Porter
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 Jack & Louanna Green
 Jim & Susan Echols
 Rex Russell

Edward Lichty
 Charles & Barbara Floyd
 Joe Barron
 Marion Lindquist
 M/M Kenneth Klyne
 James Dejarnatt
 M/M Eugene Inman
 Happ Schultz
 Elizabeth Moore
 Royce Parkhurst
 Ed Offenbacher
 Steve Morgan

In Memoriam

Dr. Willaim F. Turner, 74, a volunteer trolley operator, died at home Thursday, October 28, 2004. He came to Fort Smith in 1963. He organized and headed the department of Oncology at Sparks Regional Medical Center. He was a partner in the Holt Krock Clinic.

Ethan "Ken" Mauricey, 70, died Monday, September 13, 2004. Ken was in industrial engineer and artist. He was restoring the John Bell mural that illustrated the development of the trolley system from the mule drawn cars of 1883 to the 1933 Birney cars. The colors had faded, and the paint was peeling off the concrete wall.

Memorials

Dr. Willaim F. Turner by
 Art Martin
 Ken Mauricey by
 Art Martin
 Dr Aldridge Johnson by
 Dr Dan Johnson

Reminder

The date on your mailing label is the date of your last monetary contribution to the trolley restoration and serves to keep your membership up to date. A current membership card is your pass to ride the trolley.

Membership Application

Check appropriate type of membership and send this form with check or money order to:
 FORT SMITH TROLLEY MUSEUM
 c/o Fort Smith Streetcar Restoration Association, Inc.
 2121 Wolfe Lane
 Fort Smith, AR 72901

___ Annual Individual	\$10.00	___ Annual Benefactor	\$500.00	(Receive 224 Plaque and Lifetime Pass.)
___ Annual Family	\$15.00	___ Life	\$1000.00	(Receive Certificate and Lifetime Pass.)
___ Annual Sponsor	\$25.00	___ 224 Club	\$224.00	(Receive Plaque and Lifetime Pass.)

MEMBERSHIP CARD SERVES AS AN ANNUAL PASS

The Fort Smith Streetcar Restoration Association, Inc. is a non-profit organization under Sec. 501©(3) of the Internal Revenue Code of 1954. GIFTS AND LEGACIES ARE DEDUCTIBLE.

NAME _____
 ADDRESS _____
Street City State ZIP

Additional Information on the Fort Smith Streetcar System is printed in "The Streetcars of Fort Smith, Arkansas" by Charles E. Winters. Available from the Association for a donation of \$7.50 plus \$1.00 mailing cost.

Car Advertising

Advertise your business in the Trolley. A limited amount of space is available for car cards on each side of the interior of the car.

The space is \$150 per year. The museum has arrangements to have your car card made. The cost of the cards is approximately \$50. The card may be used from year to year.

If you currently advertise in the car it is time to renew. Call Bradley Martin 479-650-5456 or Art Martin at 479-783-1237 for additional information.

Open House May 1, 2004

World Wide Web Page

Visit our newly revised and updated website at <http://www.fstm.org>
E-mail info@fstm.org

Fort Smith Histories

By Stan Kujawa

Stan Kujawa has several books available about the history of Fort Smith. Contact the trolley museum to purchase your copy.

Electric Park \$26.00

West Fort Smith \$30.00

Lecta & May Avenues \$28.00

Garrison Avenue-Photos & Memories
\$35 (available again in Feb. 2005)

Discussion Group

The museum has a Yahoo group to facilitate distribution of information and encourage discussion of equipment, events, and work at the museum. You are invited to join. Log on to <http://groups.yahoo.com> to join. Just type *fortsmithtrolley* in the search block and follow directions.

Trolley Report

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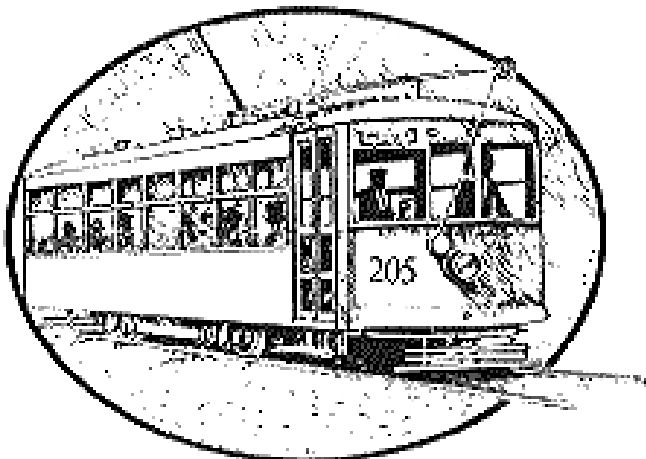
Association of Railway Museums, Inc.
Founded 1961

Promoting The Railway Museum Movement!

FORT SMITH TROLLEY MUSEUM

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