



FORT SMITH

TROLLEY MUSEUM

TROLLEY REPORT

Summer 2005

Number 82

Trolley Fund Raiser A Big Success

By Henry Moore

It has been a long hot summer. Everyone is bored, and school has just begun. What can a family do for excitement? Well, on Saturday, August 20, 2005, 158 passengers and a crew of 16 boarded the Arkansas and Missouri excursion train for an evening train trip to Winslow to spend a "Summer Evening in the Boston Mountains."

The trip began in usual railroad fashion with the train arriving late in Van Buren for event set-up. There were some additional tense moments when the air conditioning on two of the coaches stopped functioning, but that was soon remedied by cooling the generator down with water. One of the conductors being sprayed by the water collected in the unit helped to set the jovial mood of the trip.

Eager passengers boarded their respective coaches for the 2-hour trip to Winslow. The Hobo meals were quickly served to hungry passengers who ate a meal of fried chicken, potato salad, and cucumber and tomato salad. Country music was provided in the passenger cars on the way to Winslow by Doc Elliff and Rudy Winborn. First Class passengers enjoyed a meal accompanied by wines provided by Post Familie Winery of Altus, AR. An appetizer

consisting of shrimp and salsa stuffed tomatoes was followed by a petite Caesar salad and topped off with garlic crusted prime rib of beef. Lily Aguilar of Van Buren provided entertainment with songs and stories from the olden days of Van Buren.

Thanks to the expert operation of the train engine by Rick Fuller with the A & M Railroad, the passengers arrived in Winslow at 7:00 PM and sat down to a concert given by Hannah Blaylock and the Lost and Found. The forty minute concert was enjoyed by not only the train passengers but also several people from the town of Winslow. This was also the first time and A & M passenger train has stopped for any length of time in the town of Winslow.

Around 8:00 PM, passengers re-boarded the train for the return trip to Van Buren. A dessert of stuffed cupcakes was served to the Hobo Class, while First Class passengers enjoyed a dessert consisting of a macaroon topped with fruit in a sauce. Doc Elliff and Rudy Winborn entertained the first class passengers while Lily Aguilar retold stories to the coach passengers. A & M railroad car #104 was added to the train with the intent of just being a storage car, since the electricity was not functioning on this car. Several passengers elected to return to Van Buren on this car in the dark,

so they could enjoy the night time scenery of a full moon and stars they have not seen in years.

The Trolley Museum estimates \$6500 were raised to be used for on-going projects. There are so many people to thank for making this fund raiser a success, but mainly we want to thank you, our supporters, for making this a great outing. Please feel free to give us any feedback regarding this adventure, and let us know if you want to do this again next year.

Hot Springs Car #50

By Bradley Martin

The seat cushions and backs for the HSSRR 50 have the rattan installed. As soon as the baseboard is installed in the car, the seats will be installed.

September the 9th, we visited the Garland County Historical Society in Hot Springs and found a group photo taken in front of a car like the 50 before the cars were modified by the street railway. We are restoring the car to that time period. A lot of detail is shown on the photo that we had not seen before.

John Furlow is reproducing dash brackets that hold up the roof over the platforms. Horwedel Auto Body Inc donated the labor to paint the dash panels in their shop.

Volunteers are needed and your participation would be welcome.

Looking Back

by Becky Meyers

continued

Carmen accepted wage reductions in 1922, reflecting general trends in national efforts for a return to more stable economic conditions following wartime price inflation. During wartime wage increases, the cost of many items increased at an alarming rate for both management and labor. In 1922, national policy included efforts to reduce prices through wage reductions.

With more normal conditions in 1923, followed by generally improving business conditions up to 1930, Carmen's wages remained stable until the beginning of the depression. In the final years up to 1933, job reductions, instead of wages, were matters of greatest concern to the Carmen as the curtailment of service and discontinuance of operations on the Little Rock Avenue and South Fort Smith lines reduced the number of available jobs.

During 1925, authorities refused to permit reduction of Light & Traction service in east Van Buren. That same year, the United States Supreme Court ruled in a case that was rather important both to the Light & Traction in particular and to street railway management in general. Growing from efforts by city authorities to regulate and control Light & Traction service, the Supreme Court ruled on the case of Fort Smith Light & Traction Company versus Bourland (the judge who held that toll collection from streetcar riders was illegal) granting the city authority to force a utility company to divert profits from marketing of electricity to make up deficits incurred from its operation of public transit service.

The following year, 1926, fares increased to 10 cents for service between Fort Smith and Van Buren,

with 8 cents fare for local service, and discontinuance of weekly pass sales. Six new Safety Cars, slightly different and somewhat more tastefully furnished than the earlier model arrived that same year. New cars were finished with checkered linoleum floors, with cushioned seats covered by green plush fabric. Despite increasing motorbus operation in many cities, Coffy announced the Light & Traction management saw no need for bus service in Fort Smith.

The Fort Smith Light & Traction Company's transportation division became a separate corporation in 1928, known as the Fort Smith Traction Company, a wholly owned O.G. & E. subsidiary.

Fort Smith leaders considered improvement and paving of an east-west thoroughfare for designation as a link through the city for highways under construction in the area. Selecting Little Rock Avenue for widening and new pavement, streetcar service on that line ended, and the improved thoroughfare became Rogers Avenue. Related track removal included rails on 21st Street between Little Rock Avenue and South H Street, and duplicate tracks situated along the west curb of 21st Street between Dodson and South W Street, leaving the Park Hill line to operate as a single track route.

Service on the South Fort Smith line ended in May of 1929, just one day prior to the final day of school, leaving high school students in that community with no transportation. Removal of Park Hill track between South W Street and the deserted fairground connection followed.

to be continued

Trolley Goes International

By David Kerr

On a sultry Friday afternoon not long ago, I was sitting in the trolley contemplating the true meaning of life when two men and a woman came up to me and asked – "Sprechen Sie Deutsch?" Translation – "Do you speak German?"

My mother can, my sisters can, my niece can, and my wife can but I cannot Deutsch sprechen. Sorry!

One of the gentlemen could speak English and Vietnamese but not German. He was born in Barling and still lives there. His sister-in-law could speak Vietnamese and German but not English. She is a Vietnamese who moved to Germany in 1958. Her husband, who is German, of course speaks German but not English or Vietnamese.

Well, this made for a very interesting trolley ride. As with all of my trolley rides I gave a history of the Fort Smith Trolley; it is part of the fare. I spoke a few sentences and waited for it to be translated from English to Vietnamese, then from Vietnamese to German. If the German fellow had a question, the process would reverse. It took about half an hour to tell the story about the trolley while it usually takes eight minutes.

We all were amused by the different languages spoken and how it worked so well. It is amazing to me how many people come to Fort Smith from other countries to learn about our culture and our unique history. They hang onto every word as if they were little gold nuggets.

It is truly a small world, and I'm pleased to be a part of it by welcoming foreign visitors to our city and to tell them our story.

I believe this experience gave me a much better understanding of the true meaning of life.

Memberships & Contributions

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 Terry & Jane Mitchell
 Jim & Sare Starbird
 Nancy Turner
 Sally Frick

Memorials

Mrs Beverly Goodfellow
 By Irvin L Sternberg

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.

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.

World Wide Web Page

Visit our website for current news or to view past newsletters.
<http://www.fstm.org>
 E-mail info@fstm.org

Operators Needed

Trolley Operators are always needed to keep the trolley running. Operators usually work half-day shifts or on a substitute basis. Regular operating hours are 10-5 daily and 1-5 on Sundays. Training is provided. Contact Art Martin at 783-1237 for more information

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.

Volunteer Needs

This is a partial list of volunteer requirements at the Museum. The list could go on and on but space will not allow it. If you have desire to participate at the museum - whether the task you want to perform is on the list or not - you may contact the museum by visiting 100 South 4th Street or calling the museum at 479-783-0205; Bradley Martin at 479-650-5456; or Art Martin at 479-783-1237.

1. Motorman to operate the streetcar - We will train you. Most operate ½ day a week. Some are on extra board and fill in when regular operator is out.
2. Track building and maintaining.
3. Woodworkers - The museum has an excellent wood shop with the necessary tools.
4. Machinist - We have Bridgeport mills, a surface grinder, lathe, horizontal and vertical band saws, belt, disk and wheel grinders.
5. Welders -- The welding shop is equipped with a variety of welders and cutters. We fabricate and rebuild parts for the car, reproduce streetcar seats, build all our overhead line poles and some brackets.
6. Grants person - Someone to research and

write grants to foundations to help finance the museum operations.

7. Salesperson - to sell the advertising cards in the car. One fee is good for one year. Most advertisers repeat from year to year.
8. Birthday party person - We have a dining car and host many birthday parts. We need someone to organize more complete party options.
9. Landscaper - We have several flower beds that need maintenance throughout the year. When properly cared for, the landscape adds a lot to the appearance of the museum.
10. Archivist - The museum has a growing collection of books and artifacts that need maintaining and cataloging.
11. Project heads -- Anyone with a specific interest in busses, an antique Fort Smith Fire truck, a Model TT produce truck, locomotives, or maintenance-of-way vehicles is welcome to organize their restoration.
12. Engine persons - The museum has a large collection of antique gas engines.
13. General carpentry, electrical and plumbing skills are always needed, not only for car restoration but also for improving our buildings and other structures.
14. We can always use another friendly smiling face to greet our many visitors.

Trolley Report

Is a quarterly publication of the Fort Smith Trolley Museum
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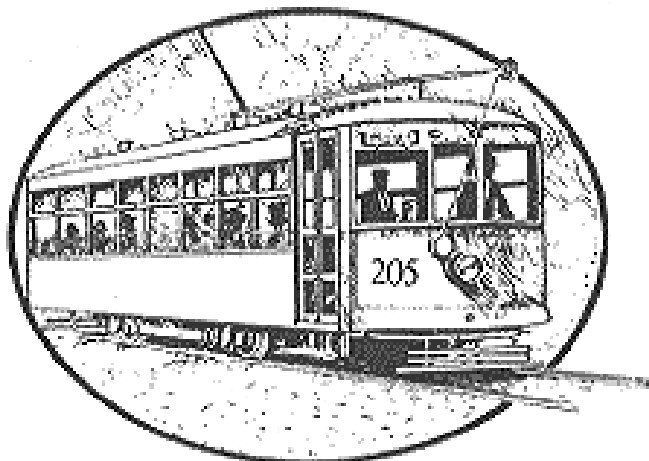
Association of Railway Museums, Inc.
Founded 1961

Promoting The Railway Museum Movement!

FORT SMITH TROLLEY MUSEUM

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