



Frisco Locomotive # 4003 was built in 1919 and ran between Fort Smith and Monett, Missouri.

- ❖ The biggest addition has been Frisco steam locomotive #4003. This is a 2-8-2 coal burning engine donated to the museum after sitting in Kay Rogers Park since 1952. There are no plans to make it operational but to build a building in which it can be stored. It is a big attraction for the museum.
- ❖ Three former Fort Smith buses, a 1939 Little Rock bus, a 1932 Fort Smith fire truck and a Model T Ford grocery peddling truck rounds out the collection plus memorabilia from streetcars and railroads.
- ❖ Experiencing a historic trolley ride and viewing displays in the museum create a greater appreciation for the way things were in the past. Preserving and learning the history and heritage of our country should be a never ending endeavor for everyone.



An old Fort Smith bus used in the filming of the movie "Biloxi Blues" at Fort Chaffee. It is now the property of the Fort Smith Trolley Museum.

**MEMBERSHIP APPLICATION**

Individual \$10 — Family \$15 — Sponsor \$25 —  
Benefactor \$500 — Life \$1000 —  
All donations are tax deductible

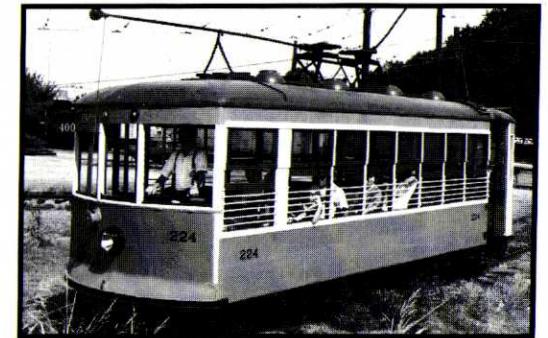
Name

Address

SEND TO:

Fort Smith Trolley Museum  
2121 Wolfe Lane  
Fort Smith, AR 72901  
(479) 783-0205

# WELCOME TO THE FORT SMITH TROLLEY MUSEUM



Taken out of service in 1933, restored car #224 made its initial run December 25, 1990.

- ❖ Fort Smith's street railway began operation in 1883 with mule drawn rail cars. The streets were unpaved and this offered public transportation for the first time.
- ❖ The electric streetcar was invented in 1888 and Fort Smith began electric car operation in the mid-1890s with open platform for the operator. The early cars did not have air brakes and braking was done by hand. The museum has an open platform car built in 1902 that is scheduled to be restored.



- ❖ The Birney Safety car, such as the one you have ridden today, made its appearance in Fort Smith in 1919. A "safety car" is designed to stop and open the door in an emergency if the operator cannot or does not exert downward pressure on the control handle or depress a foot valve. This is called a "dead man control". In 1933 the entire line was replaced by buses. The motors, wheels and rail were removed for salvage and the bodies sold to anyone for an assortment of purposes. Car #224 became a diner in Ashdown, Arkansas with the name "Streetcar Cafe". Later the body was sold to Louis Hennick in Shreveport.
- ❖ With the publication of the history of the Fort Smith streetcar system, written by Charles Winters and published by the Fort Smith Historical Society, Fort Smith Light & Traction Co. #224 was discovered in an advertisement by Hennick in an antique journal. A local group that later was incorporated as the Fort Smith Streetcar Restoration Association purchased the car.
- ❖ Publicity following this acquisition led to the discovery of three more Fort Smith car bodies of the total fifty eight that once existed. Two cars, 1919 #205 and 1926 #221, were on the Alexander farm in Mulberry. Open platform 1902 #10 was found at Turner Bend on the Mulberry River.
- ❖ The body of car #205 was in the best condition and was restored first. Restoration was done in the original carbarn that was being used as a city maintenance building. Since there were no wheels or motors, the car was mounted on mobile home wheels and towed behind a tractor.

It has been displayed in parades and at the annual Riverfest Festival to sell ice cream for restoration funds.

- ❖ In 1984, a dilapidated 1918 Birney car, #1545, became available and was acquired for the wheels, motors and controls for car #224. In 1985 a new carbarn was erected at 100 South Fourth Street. This is the former location of the Midland Valley railroad yards. Doors for the barn are from the Frisco roundhouse in Fort Smith.
- ❖ After thousands of volunteer hours and encouragement and knowledge from other museums about the country, car #224 ran a few feet under its own power inside the carbarn December 25, 1990.
- ❖ After completion of the necessary overhead wire system to carry the 570 volt DC current, the car began full-time operation May 19, 1991 on only three blocks of track. Later the track was extended to the gate of the National Cemetery and to Garrison Avenue for a total of one half mile. The city plans are to extend the track to the Visitors Center on the river and to the Civic Center which will increase the track to one mile. The average number of passengers that experience the historic ride and hear the history of the system is one thousand per month. Originally the system had thirty three miles of track with service across the Arkansas River bridge to Van Buren.

- ❖ The Trolley Museum has preserved a part of the history of Fort Smith and a thousand other cities that once had trolley transportation before it was replaced by the auto. This form of transportation was one of the good things of the past. Many cities have regretted removing the streetcar and are attempting to bring back street rail transportation because of the gridlock of automobiles.
- ❖ In addition to the four original Fort Smith cars, the museum has two cars that are like the Fort Smith cars. A former Hot Springs, Arkansas car #50 has been purchased. This is a double truck car built in 1904. The body is primarily wood. Trucks were found at the Branford Trolley Museum in Connecticut. The last car is an open car or as it was called a "Breezer". It was built in 1907 for Vera Cruz, Mexico and was later purchased by a San Antonio museum. The car has no windows or doors and access is by a running board along the entire length of the car. It was wonderful for good weather. Fort Smith cars were later enclosed. Except for the mule drawn car, the museum will have one of each of the type cars that were used here.
- ❖ In addition to the streetcars, the museum has three cabooses, two former railroad passenger cars and three boxcars have been donated to the museum by the Union Pacific Railroad. The museum also has three internal combustion locomotives and a trackmobile. The museum has four gasoline work cars.