

CROSSCUT

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BRIGHTER DAYS

1907 engine gets double portion of last prayer

The following narrative was written by N.B. Weatherford, who began working for the Carter-Kelley Lumber Company at Manning, Texas, in 1919. It is written from the perspective of the 1907 Baldwin Steam Locomotive No. 3, which proudly rests on exhibit at the Texas Forestry Museum.



ABOVE: This article was written from the perspective of the 1907 steam locomotive No. 3, which is on exhibit at the Texas Forestry Museum. She and her two engine sisters were originally used to pull the freight and passenger train and put on the log run.

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*Preserving the
legacy of the
people, places
and products of
the forests
of east Texas.*

I am one No. 3 of a set of three sister locomotives that was bought from Baldwin Locomotive Works in Philadelphia. Carter-Kelley Lumber Company of Manning, Texas, needed three, me and my two sisters, to put on their railroad—one to pull the freight and passenger train the other two to put on the log run.

I, No. 3, was put on the main line run delivering thirty cars of logs per day to the mill. No. 2, my sister, was put to switching logs to the make-up switch where No. 3 packed them up and carried to the mill. My life has not always been a bed of roses. They got an old engine from Camden named Smokey. I never thought much of Smokey – she was a smoky, dirty, old girl. Mr. G. A. Kelley, the president, expected the crews to keep us clean. I have seen him pass by and pat me to see if he got any oil or dirt on his hand.

My life has not always been a happy one. In the wintertime, the track was rough and it would shake your insides loose. Every now and then, I would catch a student to run me. The only way I had to talk to him was if he set up too tight on my rod brasses.



They would get dry and hot, and then I would let out a loud squeal. He would stop, get his tallow pot and wrench to loosen up on the brass and pour oil mixed with graphite on it. What a smell! I had many ways to get even and talk to this young engineer, but most of the time he would not understand—like when he would put too much water in my boiler and expect one to perform. Eventually, he would open the blow off valve and blow the water down to the first gauge, which was the proper water level. I had three water cocks and a water gauge so he at all times knew how much water I was carrying.

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DIRECTOR'S NOTE

2014: A great year to learn about Texas forestry!

Dear Friends,

I just love the beginning of each New Year! It provides the perfect opportunity to reflect on the past and analyze our purpose as we anticipate the future. And we have been doing just that – considering the purpose of the Texas Forestry Museum. Our mission is to collect, preserve, exhibit and interpret the

history of the people, places and products of the forests and forest industry.

To ensure that we fulfill the museum's mission, we have planned a year filled with opportunities to visit the museum and learn about the natural and cultural history of the forest industry. Along with our regularly scheduled activities, we will have new

exhibits and more events to enjoy, including the return of the "Sawmill Super!" Check out the website calendar so you don't miss anything. Please visit often, as we anticipate a great year at the Texas Forestry Museum!

Sincerely,

Director

COMPANY STORE

Authors hold book signings at Christmas event

The fourth annual "Christmas at the Company Store" event was held on Friday, Nov. 22. This year's event included book signings from local authors Winnie Graham and Jeanie Freeman-Harper. Winnie Graham's book, *Under the Blackgum Tree*, is a fascinating history of the East Texas Piney Woods and the settlers who loved them. Winnie is a native, sixth-generation Texan with a long family lineage in the East Texas Piney Woods. Jeanie Freeman-Harper's books, *Jesse McCann: The Journey* and *A Mist in the Pines: Jesse's Quest*, are fictional stories set in an early East Texas sawmill town. Jeanie is also a descendant of Texas pioneer families. These books are available for sale in the Company



Authors Jeanie Freeman-Harper and Winnie Graham signed copies of their books at "Christmas at the Company Store" on Friday, Nov. 22.

Store gift shop. Throughout the day, refreshments were served and museum visitors received special discounts on merchandise from the gift shop. Each gift shop purchase was entered into a drawing for a basket full of goodies from the gift shop. This year's gift basket winner was Betty Hooker.

If you missed this year's event, we hope you will

make plans to attend next year. It is a great opportunity to shop for Christmas gifts while helping to support the Museum.

The Texas Forestry Museum's gift shop has been designated the Company Store in recognition of the hundreds of commissaries that served sawmill towns in East Texas history. ▲

EDUCATION FOCUS

Holiday breakfast a big success

On Dec. 14, 2013, the Texas Forestry Museum held its annual Santa Claus Express event at Coston Elementary's Cafeteria. Families enjoyed a hearty pancake breakfast and had the opportunity to make holiday crafts, play games and listen to some classic Christmas stories. Also, Santa Claus made a special appearance.

Museum volunteers Lynn Buckley, Catherine Carlin, Jason Collins, Katie Glanton, Kim Page and Kirsten Wiseman assisted with taking tickets and helping children make Christmas trees. Middle school students from the Middle School Volunteer Program (MVP), sponsored by the Junior League of Lufkin, volunteered to serve food, monitor games and assist Santa. The sponsors of the event were JM Management, IHOP, Whataburger, Coston Elementary and AAA Trophy. ▲

DONOR FOCUS

Thank you to our 2013 donors!

The Texas Forestry Museum would like to thank all our 2013 supporters.

- The Museum's 2013 Annual Fund drive raised much-needed operating funds. Donations were matched by an anonymous donor to help meet the goals of the campaign.

- Three Life Membership donations and two memorial contributions were added to the museum's endowment fund.

Grant funding:

- Angelina Rotary Club Foundation for the Timbertown Loggers Cabin exhibit and the upcoming Sawmill Doctor exhibit;

- I.D. & Marguerite Fairchild Foundation for museum building repairs and renovations;

- Ernest L. Kurth, Jr.

Charitable Foundation for the museum's educational programs;

- Simon & Louise Henderson Foundation for the publishing of the Crosscut newsletter and operating expenses;

- Lufkin Kiwanis Club for the upcoming "Look Out for Fire" exhibit;

- Pineywoods Foundation for museum building repairs and renovations;

- Union Pacific Foundation for repairs of the Urban Wildscape Trail;

- AAA Trophy, Brookshire Brothers, Grandough Baking Company, Forestry Supply Service, HEB Grocery, Lufkin IHOP, JM Management, and Lufkin Whataburger sponsored our Kids' Club and education events. ▲

NO. 3,
from page 1

I know you will be surprised to realize why the public calls me "she." Well, I just have lots of feminine parts and I have heard them say, "It takes a man to handle her." I have rings, crowns, shoes, a bonnet, pins, chains, nozzles and a petticoat. So, you see, I have plenty of evidence of being a lady.

I spent from 1908 until 1933 on Carter-Kelley railroad and logging line. Me and my two sister locomotives and a fifty-ton No. 4 (which was the main-line engine including three log loaders and log cars, house cars, two horses, and sixty head of logging mules) were sent to W.T. Carter and Bros. log camp where we logged Manning mill one trip a day using me or one of my sisters coupled to No. 4, called a double header. I never liked that run.

While at Camp Ruby, I had a close call doing my duty as a switch engine. I had a new engineer that morning. Mr. Weatherford was riding that morning with me. The engineer backed up to the loader and coupled me up to six loads of logs. We were under a hill, and this engine man waited until I got my water and steam at 200#. He threw me in forward motion, relaxed my brakes and pulled the throttle wide

open. I said to myself, "Uh oh, you got in trouble now!" The engineer had pulled the throttle too far back and it hung wide open. I went over the hill with all ease. Then we had level ground and down hill for miles. If you never had that happen to you, then you realize how scared you can get. I topped this hill with 200# of steam, and my reverse lever could not be moved. So my new engineer and Mr. Weatherford went to opening all steam outlets, gave me water with two injections, and opened the mid-valve. Then I began to lose steam after which the brakes began to reduce my speed. Finally after about two miles, I slowed down and came to a stop. There were two scared happy engineers, plus one old iron horse!

I switched logs at Camp Ruby until 1947, then we moved back through Camden and back across the Neches River to Manning, Texas—the place of beginning for me in 1907. I switched logs from Diboll, Texas, where our railroad terminated back to Camden. Then in 1954, trucks took over the logging and I switched for a steel gang and we coupled picking up nothing but steel.

After being parked on my last track, I looked and saw they were fencing me in

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NO. 3,
from page 3

with a high wire. No more viewers. No more sightseers. There was only a lonely track that my two sisters and I were parked on. My life, like yours, has not always been a bouquet of roses, as I have been up and down, turned over on my side, overhauled and put back in service. Now, as I sit on this track with rust attacking my jacket boiler, cab, running gear, and wheels, I wonder, "What next?" The sound of a blowtorch gives me the rigors as I think, "Now, this is it. I am headed for the last round up." But if I was only human, I would ask the Lord to send some historical society my way, and I would be moved out of these briars and sycamores, onto a beautiful track where I would be kept clean and free of rust, right now, my greatest enemy. If I should be granted a prayer, this would be it: My wishes

would be to be put on display where men, women, and children pass by and I can hear them say, "This locomotive pioneered and helped to make this country of ours a place worth living in."

I am sad that souvenir hunters have robbed me of some of my most precious possessions, such as the bell that warned people of danger, and the whistle I had that was blown for many purposes and sounded over the countryside to awaken people that another new day had dawned. These are the sad thoughts I have. But hoping for a brighter day, I remain No. 3, one of the 40-ton Baldwin sisters.

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NOTE: No. 3's prayer was answered many years ago as she found her final home in 1970 when the W.T. Carter & Bro. Company donated her to the Texas Forestry Museum. Now, more than 40 years later, the Carter Family remains attentive to her needs. Through a generous grant from the Black Stone Minerals Co., No. 3 and its coupled rolling stock sit on newly repaired track and roadbed, and is completely covered by a 168-ft. pavilion surrounded by new sidewalks. Although more work is to be accomplished, the train exhibit is once again open to the public. What a bright day for No. 3 and Texas Forestry Museum! ▲

UPCOMING EVENTS

February 6 | 5:30-7:30 p.m.
Fun in the Forest After Dark

March 12 | 10 a.m. to 2 p.m.
Reading Railroad

For event details and descriptions, please visit www.treetexas.com