SOUTHERN FOREST HERITAGE MUSEUM

DRIVING TOUR GUIDE

The Southern Forest Heritage Museum is a 60-acre complex established in the late 1800s and remains the most complete historic sawmill in the South.

Because of its size, visitors seldom have time to view all the exhibits. The purpose of this guide is to provide information about exhibit stops so you can select those in which you have special interest.

In the Commissary, you can watch an introductory video and get information.

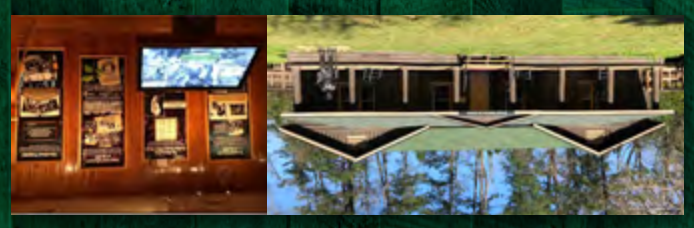
SCAN FOR MORE IN-DEPTH INFO

77 Longleaf Drive • Long Leaf, LA 71448
318.748.8404 • Director@ForestHeritageMuseum.org

BEGIN YOUR TOUR – STOP 1

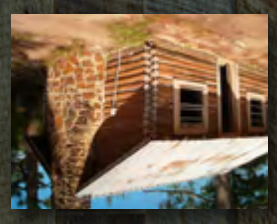
The tour begins behind the Commissary and the first stop includes the **Naval Stores** or **Turpentining exhibit** and the **old Post Office**. Chipping or hacking of pines produces resin called gum, initially used to maintain seaworthiness of sailing vessels. Later, turpentine from the gum became a major product. Pine stumps were harvested, chipped, and distilled to produce valuable products. The old Post Office provided mail service to the town for over 50 years and provides a view of the functioning of such an office.

The **Civilian Conservation Corps** was created by President F.D. Roosevelt to "save our land, save our forests, and save our young men" during the Great Depression. This exhibit is one of the most outstanding in the Nation about the CCC.



STOP 3

Next, in this **log cabin built in 1934 by the Civilian Conservation Corps,** is the **Dawning of Sustainable Forestry**



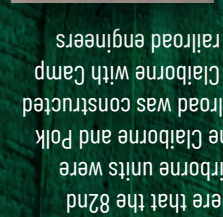
Sustainable Forestry exhibit documenting the remarkable history of the reforestation of the South. This reforestation effort changed the environment and economy of the South.

STOP 2

The next stop includes **Caroline Dormon, Camp Claiborne History Center, Henry Hardtner, and the Civilian Conservation Corps exhibits.**

The **Caroline Dormon exhibit** tells of the remarkable contributions of Caroline to the development of forestry education. She was recognized as one of the eight leading naturalists in the Nation.

The **Camp Claiborne History Center** in the **Hardtner Building** provides information about nearby Camp Claiborne. It was here that the 82nd and 101st Airborne units were created. The Claiborne and Polk Military Railroad was constructed to connect Claiborne with Camp Polk. Army railroad engineers were trained here. In this building, too, is the **Henry Hardtner exhibit**. As president of the Urania Lumber Company, he became the first lumberman in the South to advocate the economic potential of growing another crop of trees. He became known as the "father of forestry in the South."

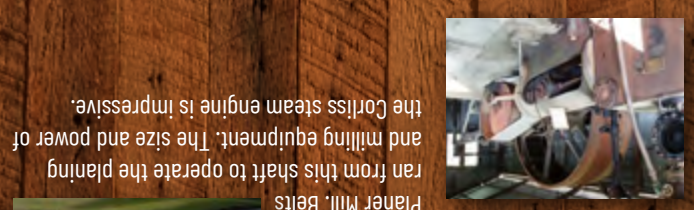


STOP 4

The **Planer Mill**, built in 1910, was where lumber was finished by planing and moved onto rail cars for markets. It is built of large timbers to support the huge building and to reduce collapse from fire—the large-sized timbers burned slowly and reduced fire damage. This mill is frequently used as a venue for weddings.

STOP 5

Beside the Planer Mill is its **Power Plant**. Three huge boilers provided steam to power a Corliss engine that rotated a 120-foot shaft which extended under the Planer Mill. Belts ran from this shaft to operate the planing and milling equipment. The size and power of the Corliss steam engine is impressive.



STOP 6

The **Clyde Rehaul Skidder, Engine #400**, and **Engine House** begins the viewing of railroad logging equipment. The skidder operated on the track and at one setting with four cables extending out, trees could be harvested from 40 acres. It was a massive machine and its operation resulted in complete destruction of vegetation on the harvest site. This is the only Clyde skidder now known to exist.

With its tender, **Engine #400** pulled up to 20 loaded log cars. Originally wood-burning, it was converted to oil. It was parked here in 1954 and has experienced significant deterioration as it sits unprotected. It was one of the last operating locomotives at the Long Leaf sawmill.

The **Engine House,** also called the **Roundhouse**, was where engines were maintained, filled nightly with fuel oil and water, and kept warm during the night.

STOP 7

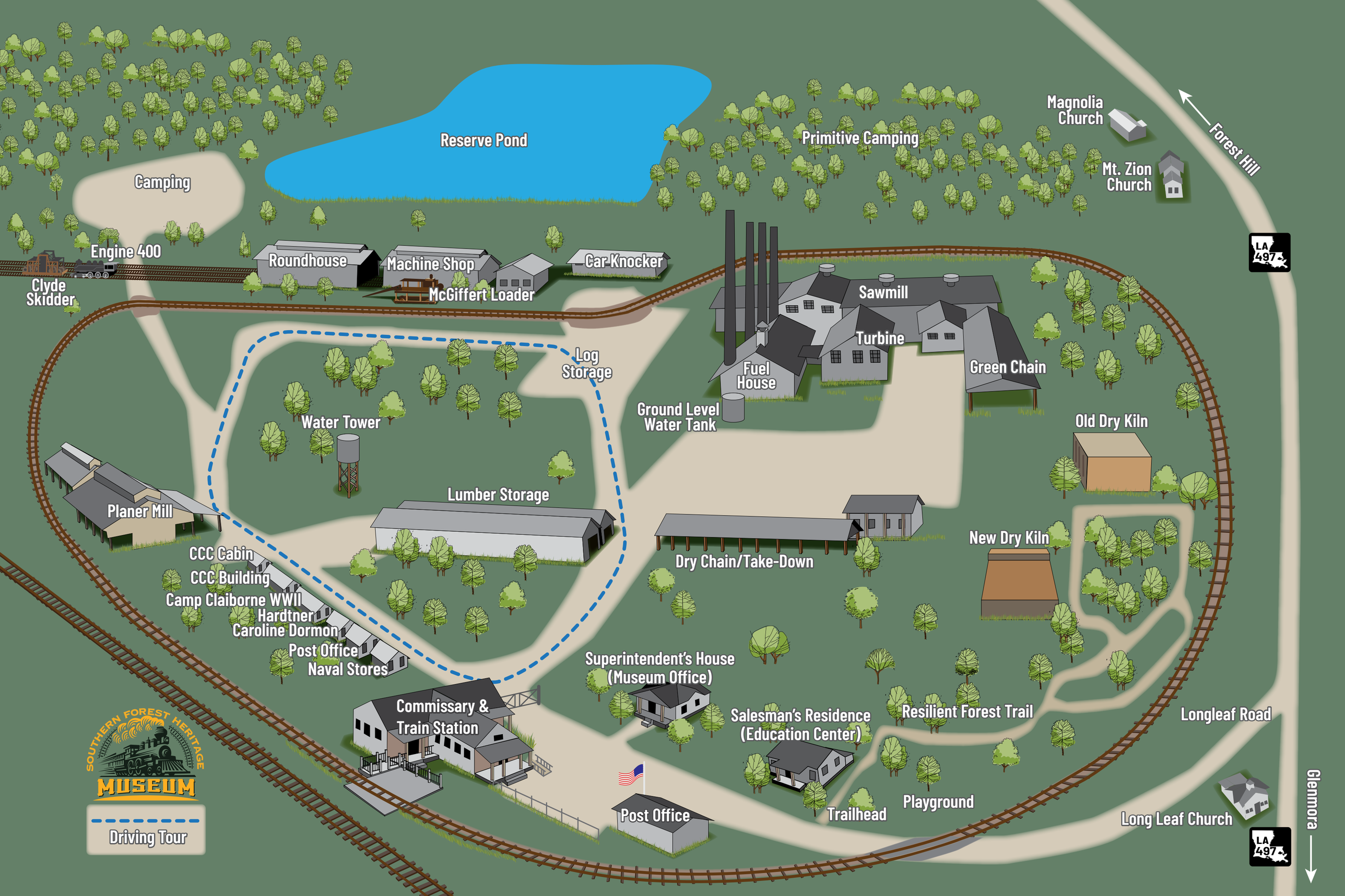
Next is the **McGiffert Log Loader, Machine Shop,** and **Engine #106** stop. The log loader moved along the track following the skidder to load logs onto rail cars. At the log site, the loader lifted its wheels by resting shoes on the rail ties. Once raised, log cars could be pulled through it to load the logs. This loader is being restored by volunteers.

The **machine shop** is where the sawmill depended on all repairs and modifications of machinery to take place. It was powered by an overhead line-shaft and belt system. In the 1950s, the steam-powered engine was replaced with an electric motor. **Locomotive #202,** with its distinctive cabbage-head stack, is in the machine shop.

Locomotive #106, in the **car knocker shed**, is being restored to its original appearance. A historic log car is located behind the engine.

STOP 8

The **Sawmill** is the oldest complete historic sawmill in the South. It was constructed in 1910 and underwent several renovations. Located inside was the equipment to convert logs into lumber. It was lumbering that brought workers into sawmill towns such as Long Leaf. Here families were provided education, medical care, churches, and a commissary where food and supplies were available. This experience brought them into the Industrial Revolution.


Reserve Pond
Camping
Primitive Camping
Magnolia Church
Mt. Zion Church
Forest Hill
LA 497
Engine 400
Clyde Skidder
Roundhouse
Machine Shop
Car Knocker
McGiffert Loader
Sawmill
Turbine
Fuel House
Green Chain
Log Storage
Ground Level Water Tank
Water Tower
Old Dry Kiln
Planer Mill
Lumber Storage
Dry Chain/Take-Down
New Dry Kiln
CCC Cabin
CCC Building
Camp Claiborne WWII
Hardtner
Caroline Dormon
Post Office
Naval Stores
Superintendent's House (Museum Office)
Commissary & Train Station
Salesman's Residence (Education Center)
Resilient Forest Trail
Longleaf Road
Post Office
Trailhead
Playground
Long Leaf Church
LA 497
Glenmora
SOUTHERN FOREST HERITAGE MUSEUM
Driving Tour