

United States Department of the Interior
National Park Service

NR 1/29/08

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Tennessee, Alabama & Georgia Railway Steam Locomotive #101
other names/site number Fordyce & Princeton Railroad Steam Locomotive #101, Site #PU8361, Site #DA0207

2. Location

street & number Northwest of the North Main Street and Union Pacific Railroad line intersection not for publication
city or town Fordyce vicinity
state Arkansas code AR county Dallas code 039 zip code 71742

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination
request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic
Places and meets the procedural and professional requirements set for in 36 CFR Part 60. In my opinion, the property meets
does not meet the National Register criteria. I recommend that this property be considered significant
 nationally statewide locally. (See continuation sheet for additional comments.)

Cochi Maccher
Signature of certifying official/Title

10/31/07
Date

Arkansas Historic Preservation Program
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See Continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register.
 See continuation sheet
- determined eligible for the National Register.
 See continuation sheet
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain): _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property
(Check as many boxes as apply)

Category of Property
(Check only one box)

Number of Resources within Property
(Do not include previously listed resources in count)

- private
- public-local
- public-State
- public-Federal

- building(s)
- district
- site
- structure
- object

Contributing Noncontributing

_____	buildings
_____	sites
_____	structures
_____	objects
_____	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

Number of Contributing resources previously listed
in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

Current Functions
(Enter categories from instructions)

TRANSPORTATION/rail-related/locomotive

VACANT/NOT IN USE

7. Description

Architectural Classification
(Enter categories from instructions)

Materials
(Enter categories from instructions)

N/A

foundation N/A

walls N/A

roof N/A

other STEEL

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** birthplace or grave of a historical figure of outstanding importance.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property
- G** less than 50 years of age or achieved significance within the past 50 years.

Levels of Significance (local, state, national)

State

Areas of Significance (Enter categories from instructions)

Transportation

Engineering

Period of Significance

1922, 1931-1948

Significant Dates

1922, 1931-1948

Significant Person (Complete if Criterion B is marked)

Cultural Affiliation (Complete if Criterion D is marked)

Architect/Builder

Baldwin Locomotive Works, Builder

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local Government
- University
- Other

Name of repository:

United States Department of the Interior
National Park Service

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SUMMARY

Tennessee, Alabama & Georgia (TA&G) Railway Steam Locomotive #101 is a 2-8-0 Consolidation type steam locomotive built by the Baldwin Locomotive Works of Philadelphia, Pennsylvania, in September 1922. It was operated by the TA&G until 1931 when it was sold to the Fordyce & Princeton Railroad Company in Fordyce, Arkansas. It was operated by the Fordyce & Princeton, until it was retired in 1948. In April 1960, it was donated to City of Little Rock and put on display at the Little Rock Zoo. It was on display for approximately 20 years until it was moved to southwest Little Rock. In August 2007, the locomotive was moved to its current location in Fordyce. As far as is known, it is the last surviving steam locomotive associated with the Fordyce & Princeton.

ELABORATION

The general specifications for the Tennessee, Alabama & Georgia Railway Steam Locomotive #101 are as follows:

Make: 2-8-0 Consolidation type steam locomotive.
Builder: Baldwin Locomotive Works of Philadelphia, Pennsylvania.
Tractive Power: 27,615 pounds.
Length: Engine & Tender – approximately 70'.
Width: Approximately 12'.
Height: Approximately 15'.
Weight: 133,600 lbs. (empty)
Cylinder dimensions: 19" x 24".
Boiler Pressure: 180 lbs. per square inch.
Fuel: Oil.

Tennessee, Alabama & Georgia Railway Steam Locomotive #101 is a Consolidation-type 2-8-0 locomotive, built by the Baldwin Locomotive Works in its Philadelphia, Pennsylvania, shops in September 1922. The 2-8-0 designation refers to the fact that the locomotive has a two-wheel lead truck, eight driving wheels, and a no trailing truck. The driving wheels are 48" in diameter.

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Engine #101 is an oil-burning locomotive. The boiler operates at a pressure of 180 pounds. The cylinders of the locomotive measure 19" x 24."

The tender that accompanies Engine #336 has a tank that is constructed out of cast steel. It rests on two four-wheel trucks.

Engine #101 is currently painted reddish-orange and its associated tender is painted black. The number "101" is painted in white on the rear of the tender. One side of the tender has "Fordyce and Princeton R.R. Co." painted in white while the other side has "Princeton and Fordyce R.R. Co." painted in white on it.

Integrity

Engine #101 possesses good integrity. Although the locomotive is currently missing its smokestack, it was removed to accomplish the move to Fordyce in 2007, and is in the possession of Dallas County. Since Engine #101 was built, parts of the locomotive have been replaced and repaired. However, this is a normal practice for steam locomotives as parts wear out. Engine #101 currently resides adjacent to Fordyce's Cotton Belt depot (National Register-listed on June 11, 1992) and the Union Pacific line, approximately two blocks from the line's junction with the Fordyce & Princeton Railroad line. As a result, its current setting still reflects Engine #101's period of significance while it was in operation on the Fordyce & Princeton.

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SUMMARY

Tennessee, Alabama & Georgia (TA&G) Railway Steam Locomotive #101 is being nominated to the National Register of Historic Places with **statewide significance** under **Criterion C** for its engineering as the last remaining 2-8-0 Consolidation type steam locomotive used by the Fordyce & Princeton Railroad for its operations in the timberlands of southern Arkansas. The locomotive was a workhorse in railroad service in Arkansas for 17 years until it was retired in 1948. As a result, it is eligible for nomination under **Criterion A** for its association with the role of railroad transportation in Arkansas.

ELABORATION

Although the first railroad line in the United States was laid in the late 1820s, very little railroad construction was completed in Arkansas prior to the Civil War. The Memphis & Little Rock Railroad, which had laid some track westward from Hopefield and eastward from Little Rock, and the Mississippi, Ouachita, & Red River, which had laid a few miles of track inland from Chicot and Arkansas City, were the only railroads to complete any construction prior to 1860.¹

The Civil War, however, delayed the building of railroads by a decade, and it was not until the 1870s that railroad building took off again. The St. Louis, Iron Mountain & Southern built a line south from St. Louis to the Arkansas border. They wanted to go to Texas, and purchased the Cairo & Fulton. Although the Cairo & Fulton had not done any construction, they had secured rights-of-way prior to the Civil War. The St. Louis, Iron Mountain & Southern reached Little Rock by 1872, and had completed the first line across Arkansas when it reached Texarkana in 1874.²

The second railroad line to reach across the state incorporated the Memphis & Little Rock Railroad, and the newly constructed Little Rock & Fort Smith, which had reached the coal fields of Clarksville in 1874 and Fort Smith five years later. The Little Rock & Fort Smith was purchased by Jay Gould (who already owned the Iron Mountain lines) in 1882, and became part of the Iron Mountain system – the largest railroad system in the state in the late nineteenth-century.³

When the realization came that only railroads could be used to exploit the vast tracts of virgin timber in Arkansas, railroads and the timber industry developed as one. As a result, railroad lines were constructed further and further into the forests to enable the harvesting of timber, and occasionally the spurs were linked to become new through lines. The boom in railroad construction also greatly influenced settlement patterns

¹ West, Elliott. *The WPA Guide to 1930s Arkansas*. Lawrence, KS: University Press of Kansas, 1987 reprint of 1941 publication p. 54.

² *Ibid.*

³ West, p. 55.

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throughout Arkansas. Some towns that had thrived on river trade and travel disappeared and many new towns sprang to life along the railroad lines.⁴

One of the railroads that helped to exploit the timber lands of Arkansas was the Fordyce & Princeton Railroad. The Fordyce & Princeton Railroad was chartered on February 25, 1890, in order to serve the Fordyce Lumber Company. The railroad began with \$140,000 of authorized capital stock, and among those on the board of directors was E. C. Crossett, controller of the Crossett Lumber Company and the Ashley, Drew & Northern Railroad.⁵

The Fordyce & Princeton was originally a narrow-gauge railroad with eleven miles of track extending northwest from Fordyce to Bryant's Spur and six miles of track from Cynthia to Trigg, which was put in operation on January 11, 1911. Although the railroad began as a narrow-gauge line, it was converted to standard gauge in October 1907.⁶

By 1956, there were 42 stockholders in the railroad and the line's net income was \$2,420. However, by 1963, there was only one stockholder and the railroad had a deficit of \$6,703. In addition, the railroad's mileage had dropped to only 1.70 miles.⁷ In 1963, the line was purchased by Georgia Pacific (which would own it until 2004 when it was sold to Genesee and Wyoming) and they also acquired the former Rock Island line from Fordyce to Crossett expanding the Fordyce & Princeton's trackage to 57 miles.⁸

The locomotives used on the Fordyce & Princeton came from a variety of sources, including being purchased secondhand from other railroads, such as the Tennessee, Alabama & Georgia (TA&G). The TA&G Railway grew out of the Chattanooga Southern Railway, which was chartered in April 1890. Construction of the line began in 1890 and was completed in 1891, and it stretched 93 miles between Chattanooga, Tennessee, and Gadsden, Alabama. The railroad was built to haul coal, iron, and timber in the region, and it received the nickname of the "Pigeon Mountain Route" because several miles of the route were built along the base of Pigeon Mountain. However, it was not long before the railroad went into receivership in 1896, reemerging as the Chattanooga Southern Railroad, and then reorganizing again in 1911 as the Tennessee Alabama & Georgia Railroad. (Another receivership in 1922 changed the name to the Tennessee, Alabama & Georgia Railway.)⁹

⁴ *Ibid.*

⁵ Hull, Clifton E. *Shortline Railroads of Arkansas*. Norman, OK: University of Oklahoma Press, 1969, p. 236.

⁶ *Ibid.*

⁷ *Ibid.*

⁸ Information on the Fordyce & Princeton Railroad found at: http://en.wikipedia.org/wiki/Fordyce_and_Princeton_Railroad

⁹ Information on the Chattanooga Southern Railway found at: <http://railga.com/chattsou.html>.

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Even during the 1920s and 1930s, the line experienced several reorganizations and was sold at different points, ending up under the direction of a consortium headed by W. H. Coverdale from the railroad engineering firm of Coverdale & Colpitts. The consortium immediately began rehabilitating the line and upgraded the tracks to handle heavier loads. Also, as time went on, the line gradually got away from the iron, coal, and timber industries, and shifted to serving the steel mills at Gadsden, Alabama, shipping their products northward.¹⁰

The TA&G remained an independent railroad until January 1, 1971, when it was purchased by the Southern Railway. Although the middle portion of the line has been abandoned, the northern section from Chattanooga, Tennessee, to Hedges, Georgia, is currently operated by the Chattooga and Chickamauga Railway.¹¹

Although the TA&G bought their early steam locomotives from a wide variety of builders including Cooke, Rhode Island, Alco, and Lima, the builder of choice for the railroad seemed to be the Baldwin Locomotive Works of Philadelphia, Pennsylvania. The Baldwin Locomotive Works was started by Matthias Baldwin, who built his first locomotive, "Old Ironsides," in 1832. Baldwin's early locomotives were so successful that it persuaded some railroads, specifically the Charleston & Hamburg Railroad, to use steam power rather than horse power. Baldwin was an innovator in the steam locomotive industry throughout the nineteenth and early twentieth centuries, introducing his first 0-8-0 locomotive in May 1837, and also proposing innovative solutions to adhesion problems on some of the steep grades of early American railroads.¹² The success of Baldwin's designs is clearly evident in the fact that the Baldwin Locomotive Works became the world's largest locomotive builder, building over 70,000 steam, steam-turbine, diesel-electric, and electric locomotives before production ceased in 1956.¹³

As locomotive design advanced in the mid 1800s, larger locomotives with different wheel arrangements were developed, including the 2-8-0, or Consolidation. Although it is apparent that the locomotive type developed in the 1860s, there are a couple of theories of how it developed. One theory speculates that the first Consolidation locomotive was built by the Pennsylvania Railroad when master mechanic John P. Laird modified an 0-8-0 locomotive between 1864 and 1865.¹⁴ However, it appears that Laird's locomotive was more of a hybrid locomotive, and actually had little influence on the subsequent development of the 2-8-0 design.

¹⁰ Drury, George H. *The Historical Guide to North American Railroads*. Milwaukee: Kalmbach Books, 1988, p. 318.

¹¹ Drury, p. 319 and Information on the Tennessee, Alabama & Georgia Railway at <http://railga.com/tag.html>.

¹² Garratt, Colin & Max Wade-Matthews. *Illustrated Book of Steam and Rail*. New York: Barnes and Noble Books, 2002, pp. 26-27.

¹³ Information on Baldwin Locomotive Works from <http://www.steamlocomotive.com/builders/>.

¹⁴ Information on 2-8-0 locomotives from <http://en.wikipedia.org/wiki/2-8-0>.

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Although Laird did develop a 2-8-0 design locomotive, the first true Consolidation was built by Baldwin in 1866 for the Lehigh Valley, which had recently been formed from the merger of several smaller railroads.¹⁵ The engine was not designed by Baldwin, however; rather it was designed by Alexander Mitchell, master mechanic of the Mahanoy Division of the Lehigh Valley Railroad. The first drawings were sent to Baldwin in January 1866, construction began in April and it was first tested on or about July 20, 1866. The following letter indicates that the locomotive was shipped in August:

Aug. 17, 1866

Lehigh & Mahanoy R.R. Co.

August 17. For one 34 ton 10 wheel E. Locomotive with 8 wheels.

Tender complete, with Steel fire box & steel tires.

"Consolidation" \$19,000.00

5% war tax 950.00

\$19,950.00

James I. Blakslee, Esq.

Supt. L & M R.R.

Mauch Chunk, Pa.

Dear Sir:

Above please find bill for Engine Consolidation \$19,950.00 including tax. Johnson left with the machine this morning and expects to be at Mauch Chunk tomorrow afternoon.

Yours truly,

M. W. Baldwin & Co.

G. Burnham¹⁶

Whatever the true origins of the type, it was the most popular type of locomotive built and used in the United States, and a long-lived design. (One of the true virtues of the design was its ability to negotiate sharp curves at good speed without derailling or causing severe wear of the wheel flanges.) The design was given a major boost by the Pennsylvania Railroad in 1875 when the railroad made the 2-8-0 its standard freight locomotive. Production of 2-8-0 locomotives continued from the 1860s until at least the early 1920s. It was a very versatile locomotive known for moving "impressive loads at unimpressive speeds." By the time production

¹⁵ Information on American steam locomotive wheel arrangements found at <http://www.steamlocomotive.com/misc/wheels.shtml>.

¹⁶ White, John H., Jr. *American Locomotives: An Engineering History, 1830-1880*. Baltimore: The Johns Hopkins Press, 1968, pp.427-428.

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of the 2-8-0 ceased in the first part of the twentieth century, more than 33,000 units had been built in the U.S., which included 12,000 units that were exported around the world.¹⁷

The earliest steam locomotives that the TA&G had were 4-4-0s, 2-6-0s, and 4-6-0s. Although these locomotive types were popular to varying degrees during the nineteenth and early twentieth centuries, each fell out of favor for one reason or another. The 4-4-0, for example, comprised 60 percent of the new locomotives purchased by railroads in 1884. However, by 1891 only 14 percent of new locomotives were 4-4-0s and by 1900 the design was obsolete, being replaced by larger and more complex designs.¹⁸ As a result, although the TA&G owned five 4-4-0 locomotives, they were purchased near the end of the type's production period.

The 4-6-0, which came into favor for heavier work in the 1860s, was hoped to be a general service locomotive. However, railroads at the period were starting to turn away from the idea of general service locomotives. Rather, they were looking for specialized locomotives for each type of service. As a result, the 4-6-0 design was relegated to passenger service, being used on main lines prior to about 1910 and then being favored for secondary or branch lines.¹⁹ Although the TA&G did offer passenger service, it had dropped so much by 1922 that it was handled by two Brill M55 motorcars rather than standard passenger trains.²⁰

The 2-6-0, like the 4-6-0, was also hoped to be a new national type of locomotive, at least to be used in freight service, since it was a locomotive that was relatively easy to maintain. Although the 2-6-0 was popular shortly after its introduction in the 1850s, it was soon eclipsed by the 2-8-0 in 1866. As a result, even though the 2-6-0 was built as late as the 1920s, it never really became a favored locomotive at any point during its time of production.²¹

The popularity of the 2-8-0 Consolidation design soon drew the TA&G to it in the first part of the twentieth century. Locomotive #101 was one of seven 2-8-0 locomotives that the TA&G would eventually own, although many of them were purchased secondhand from other railroads. Locomotive #101, however, was built new for the TA&G by the Baldwin Locomotive Works in September 1922 as construction #55644. It

¹⁷ Swengel, F. M. *The American Steam Locomotive: Volume 1, The Evolution of the Steam Locomotive*. Davenport, IA: Midwest Rail Publications, Inc., 1967, p. 102.

¹⁸ White, p. 57.

¹⁹ White, p. 59.

²⁰ Walker, Alan A. *Railroads of Chattanooga*. Charleston, SC: Acadia Publishing, c.2003, p. 90.

²¹ White, p. 62 and 65.

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was one of four Baldwin 2-8-0s that the TA&G would own, and one of three built new for the railroad – the others being #108 and #201.²² Locomotive #101 was used for freight service on the TA&G's line, the 2-8-0s forte, since passenger train service was discontinued the year the locomotive was built. The 2-8-0, since it was able to haul impressive loads, would have been ideal for hauling the iron, coal, timber and steel through the mountainous terrain of southeastern Tennessee, northeastern Alabama, and northwestern Georgia.

Although the 2-8-0 was a good locomotive choice for the TA&G in the first part of the 1920s, the locomotive scene was changing and larger more powerful freight locomotives were being produced. Since the TA&G hauled heavy products through mountainous terrain, the more powerful locomotives, such as the 2-8-2 and 2-8-4 would have been ideal for the railroad. The TA&G would eventually own fifteen 2-8-2s and two 2-8-4s.²³ They would also be the last steam locomotives that the TA&G would own before they switched to diesel locomotives in 1951.²⁴

With the TA&G acquiring more powerful freight locomotives, the 2-8-0s, including Locomotive #101, were no longer needed by the railroad. In 1931, Locomotive #101 was sold to the Fordyce & Princeton Railroad in Fordyce, Arkansas. Although a 2-8-0 locomotive may not have been the best choice for mainline work such as the TA&G, by the 1930s it was perfect for a secondary line like the Fordyce & Princeton's. The Fordyce & Princeton used Locomotive #101 for logging and switching operations, which was a type of work that was perfect for a 2-8-0.²⁵ The heavy loads of lumber that the locomotive would have hauled while working in logging and the small number of cars moved in switching operations were types of work that a 2-8-0 was ideally suited to.

By the late 1940s and 1950s, railroads were starting to shy away from steam locomotives, and the Fordyce & Princeton was no exception. As a result, Locomotive #101 was retired from active service in 1948. However, the railroad kept the locomotive until April 1960 when it was donated to the City of Little Rock. The Little Rock Optimist Club arranged for the locomotive to be moved to Little Rock where it was put on display at the Little Rock Zoo.²⁶

²² Information on Tennessee, Alabama & Georgia Railway steam locomotives found at: <http://www.trainweb.org/tagrailway/steam/index.html> and information on Tennessee, Alabama & Georgia Railway Steam Locomotive #101 found at: <http://steamlocomotive.info/vlocomotive.cfm?Display=35>.

²³ Information on Tennessee, Alabama & Georgia Railway steam locomotives found at: <http://www.trainweb.org/tagrailway/steam/index.html>.

²⁴ Dallmier, Kevin. *The TAG Line (Tennessee, Alabama and Georgia)*. Found at: <http://ngeorgia.com/railroads/tag.html>

²⁵ Hull, p. 236.

²⁶ *Ibid.*

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After being on display at the Little Rock Zoo for several years, the locomotive passed into private ownership and was moved to the Alexander area in southwestern Pulaski County. However, in 2007, the owner donated the locomotive to Dallas County so that it could return to Fordyce. (A committee, which included members Barbara Finley, Dallas County Judge Jimmy Jones, Scott Morgan, and Dusty Rhodes, had been formed in May 2005 to bring the locomotive back to Fordyce.) On August 1st and 2nd, 2007, the locomotive was moved to Fordyce by Henderson Specialties hauling from Russellville and placed on the grounds of the Cotton Belt Depot (NR-listed June 11, 1992). The committee's future plans include giving the locomotive and tender a facelift and displaying railroad memorabilia in the Cotton Belt Depot.²⁷

Steam locomotives like Locomotive #101 were extremely important to Arkansas's growth in the nineteenth and early twentieth centuries. They allowed industries to develop, such as the timber industry in South Arkansas, and the railroads were instrumental in the settlement of communities throughout the state. Locomotive #101 is a good example of the 2-8-0 Consolidation type of locomotive that was ideal for the mainline railroads early and the shortline and branch lines later on. Locomotive #101 was an important workhorse on the Fordyce & Princeton Railroad after its arrival in Arkansas in 1931, and illustrates the types of locomotives that were instrumental to the operation of the state's railroads. The relocation of Locomotive #101 to Fordyce also illustrates the importance of the locomotive and the railroad to the local Fordyce community. The desire to preserve and restore the locomotive will preserve this piece of Fordyce's history for future generations.

STATEMENT OF SIGNIFICANCE

Tennessee, Alabama & Georgia (TA&G) Railway Steam Locomotive #101 is being nominated to the National Register of Historic Places with **statewide significance** under **Criterion C** for its engineering as the last remaining 2-8-0 Consolidation type steam locomotive used by the Fordyce & Princeton Railroad for its operations in the timberlands of southern Arkansas. The locomotive was a workhorse in railroad service in Arkansas for 17 years until it was retired in 1948. As a result, it is eligible for nomination under **Criterion A** for its association with the role of railroad transportation in Arkansas.

²⁷ Joslin, Rick. "Fordyce's Past is on Track Now," *Pine Bluff Commercial*. From: <http://www.pbcommercial.com/articles/2007/08/04/news/news2.txt>, and McFarland, Rick. "Moving to its New Home in Fordyce," *Arkansas Democrat-Gazette*. 2 August 2007, p. 1B.

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Information on the Fordyce & Princeton Railroad found at:
http://en.wikipedia.org/wiki/Fordyce_and_Princeton_Railroad

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Tennessee, Alabama & Georgia Railway Steam Locomotive #101

Name of Property

Dallas County, Arkansas

County and State

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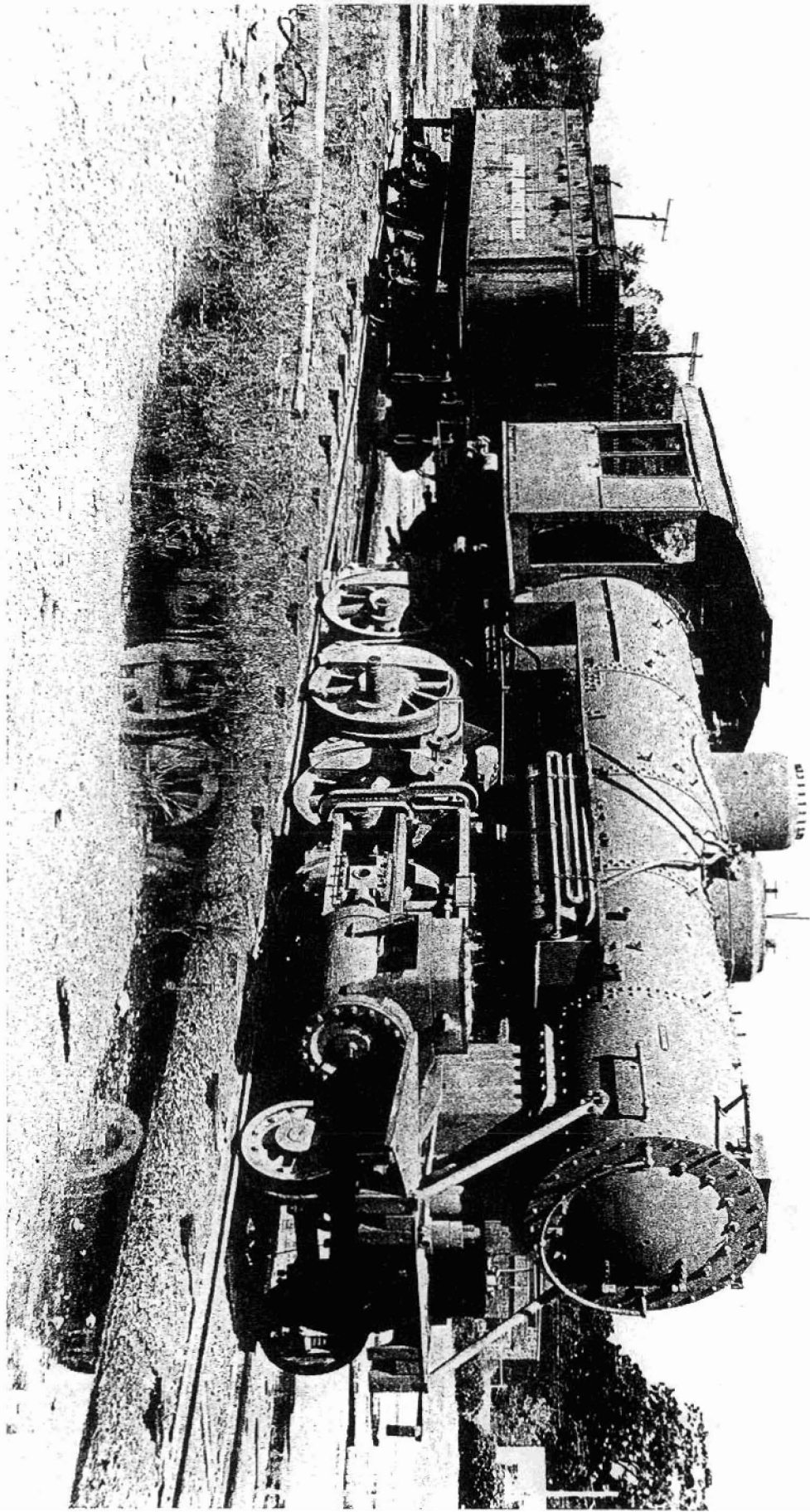
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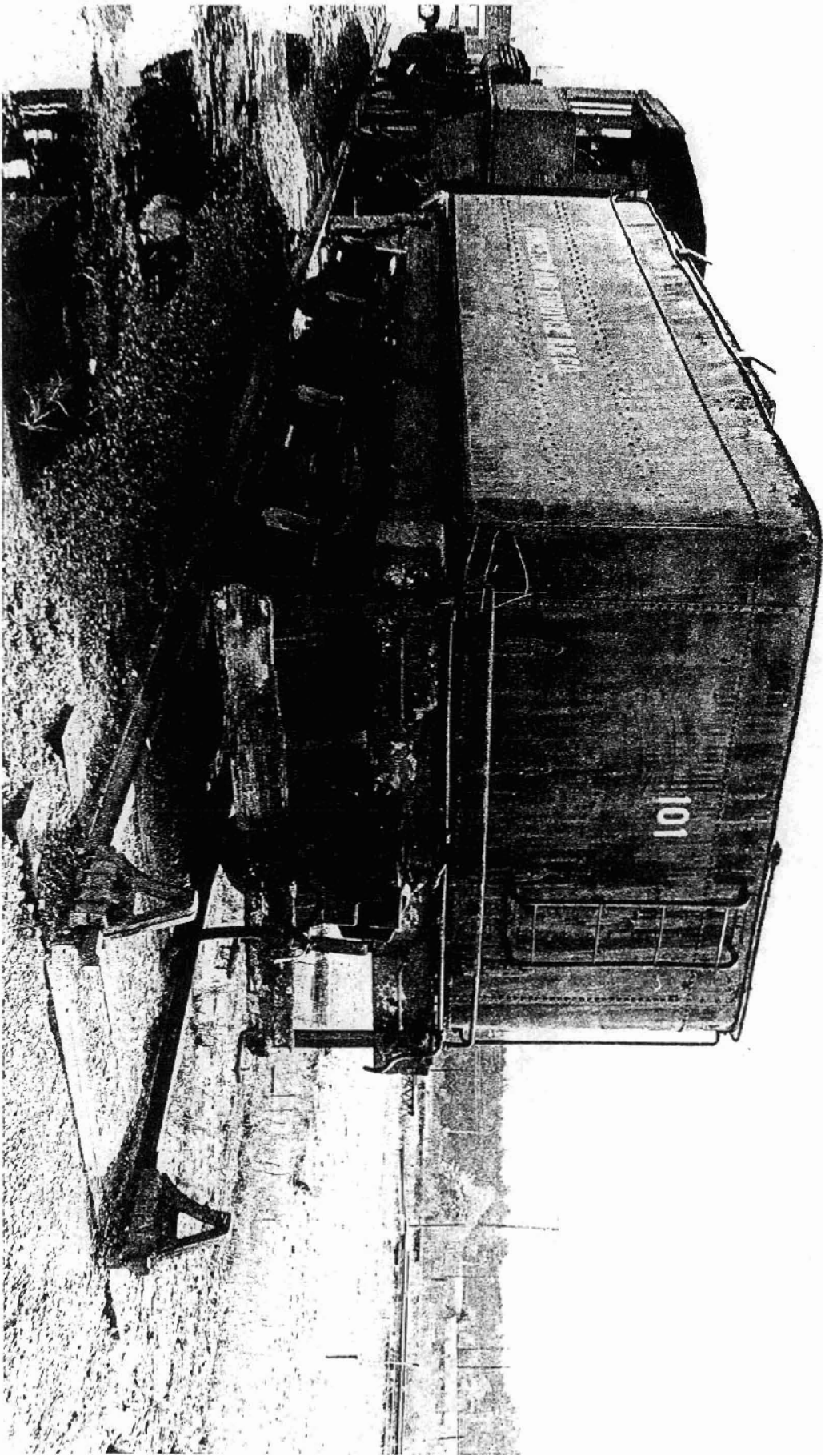
VERBAL BOUNDARY DESCRIPTION

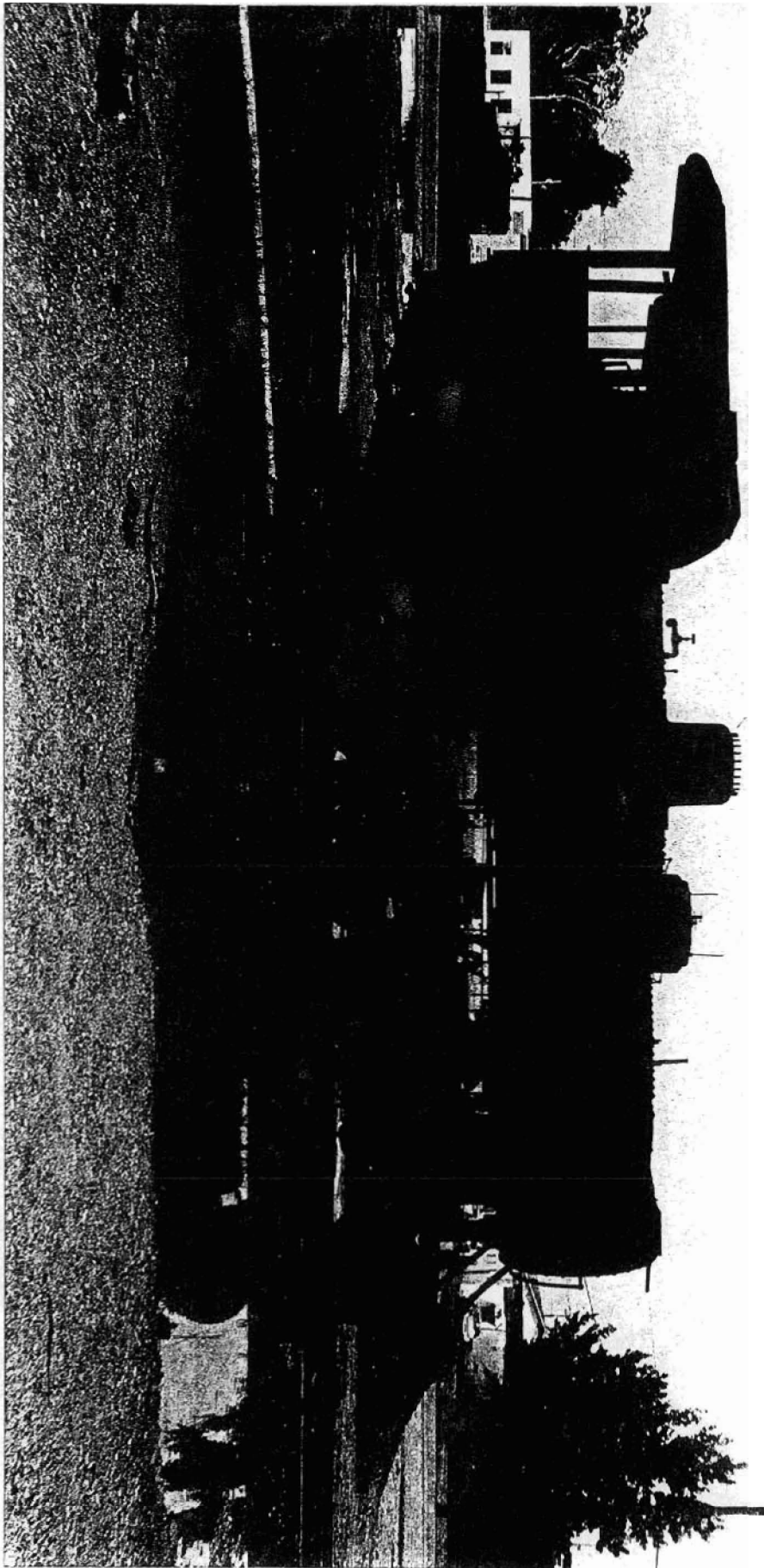
From the southwest corner of the North Main Street and West 1st Street intersection, proceed southwesterly along the south side of West 1st Street for 370 feet to the point of beginning. From the point of beginning, proceed southwesterly along the south side of West 1st Street for 125 feet, thence proceed southeasterly perpendicular to West 1st Street for 85 feet, thence proceed northeasterly parallel to West 1st Street for 125 feet, thence proceed northwesterly perpendicular to West 1st Street for 85 feet to the point of beginning.

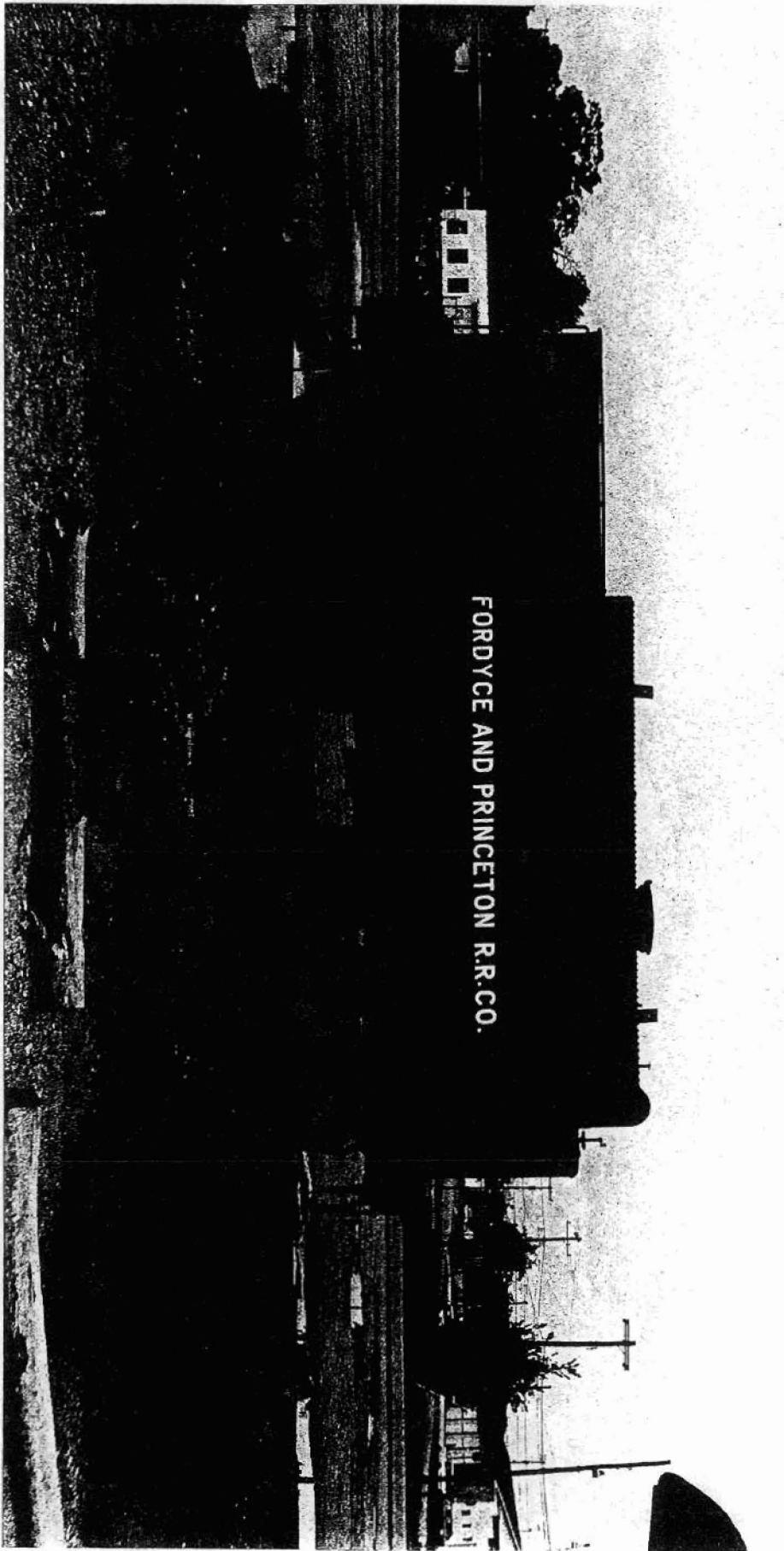
BOUNDARY JUSTIFICATION

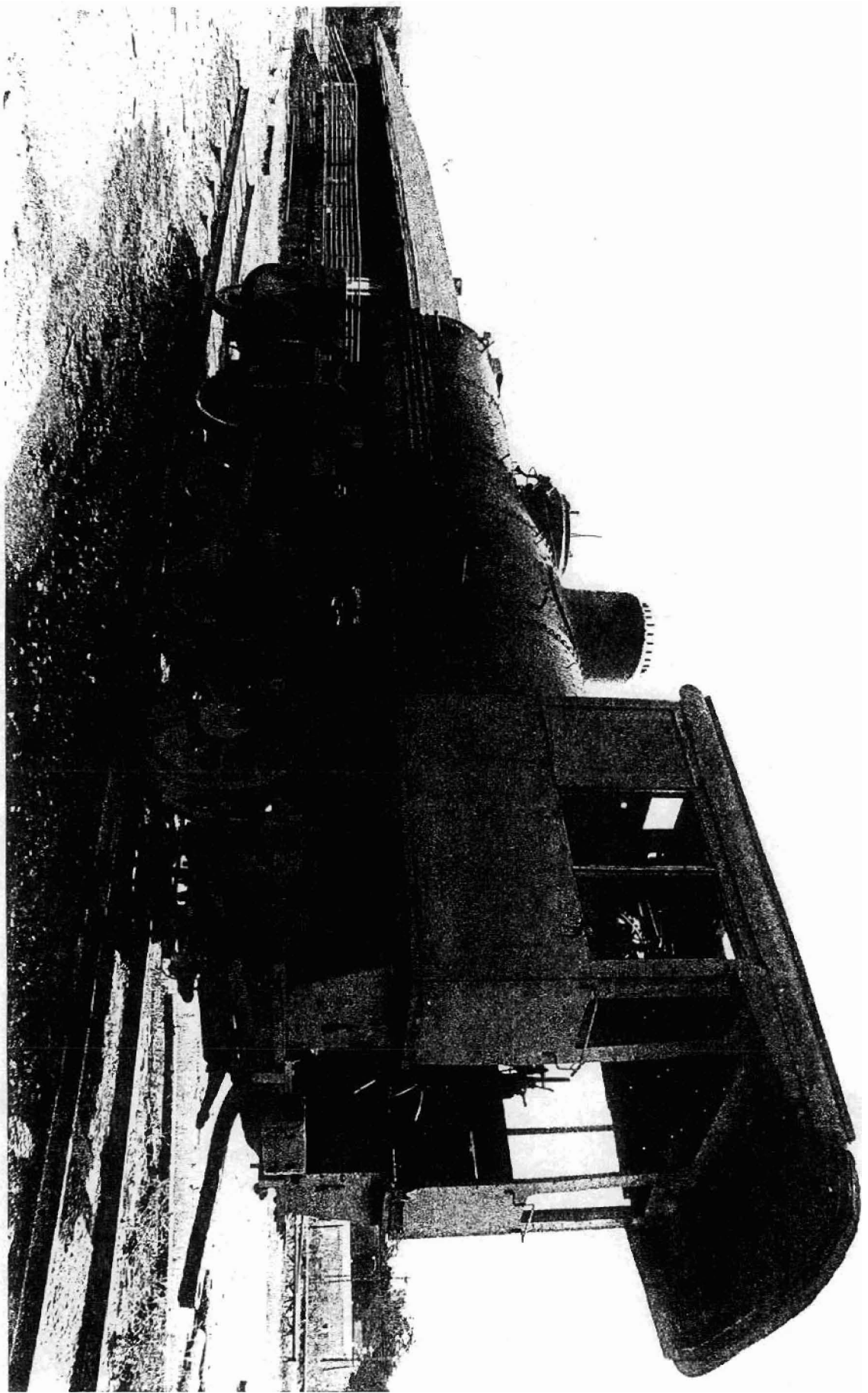
The boundary encompasses all of the property that contains Tennessee, Alabama & Georgia Railway Steam Locomotive #101 and its associated tender, and its immediate surroundings.

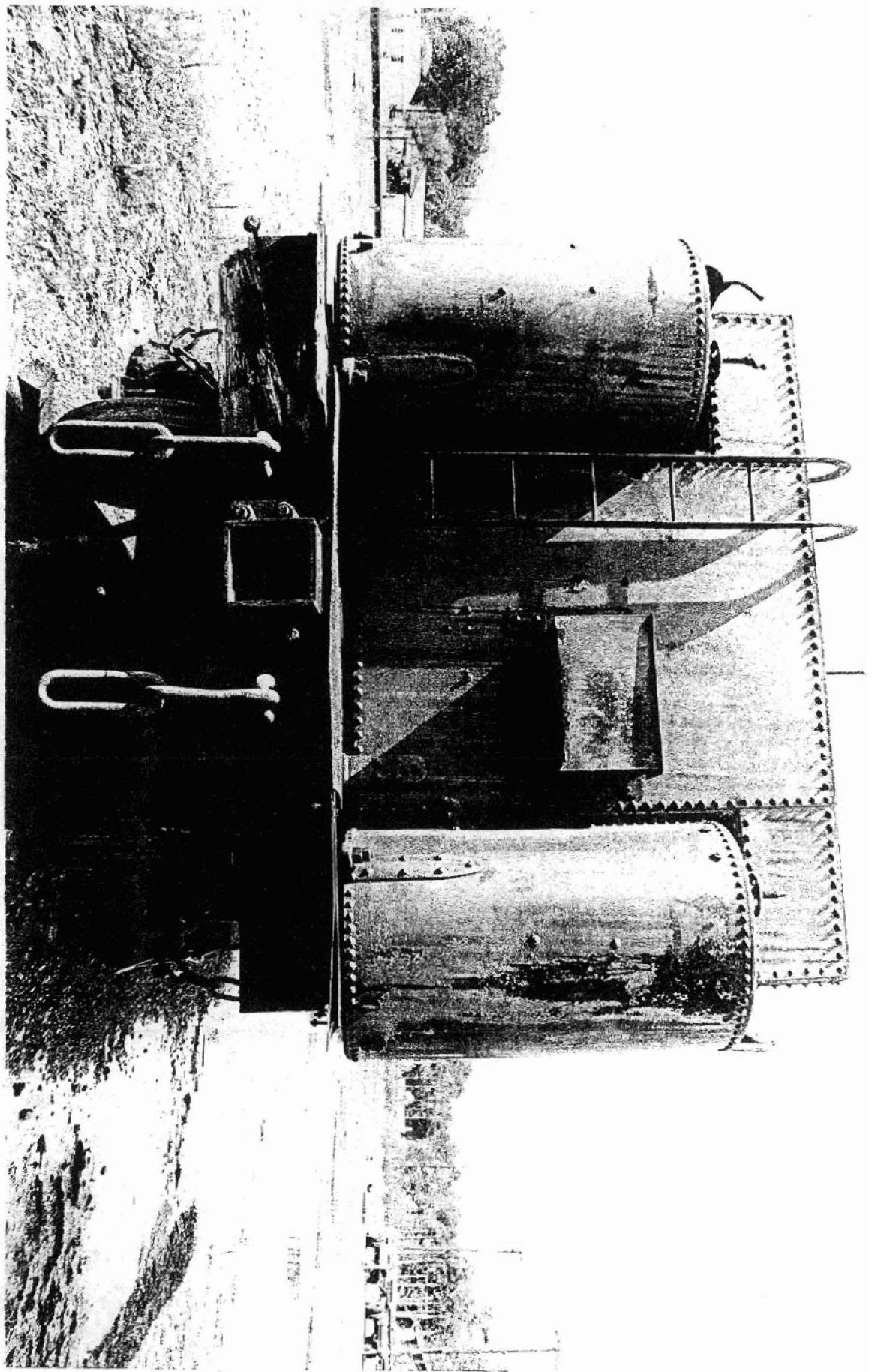


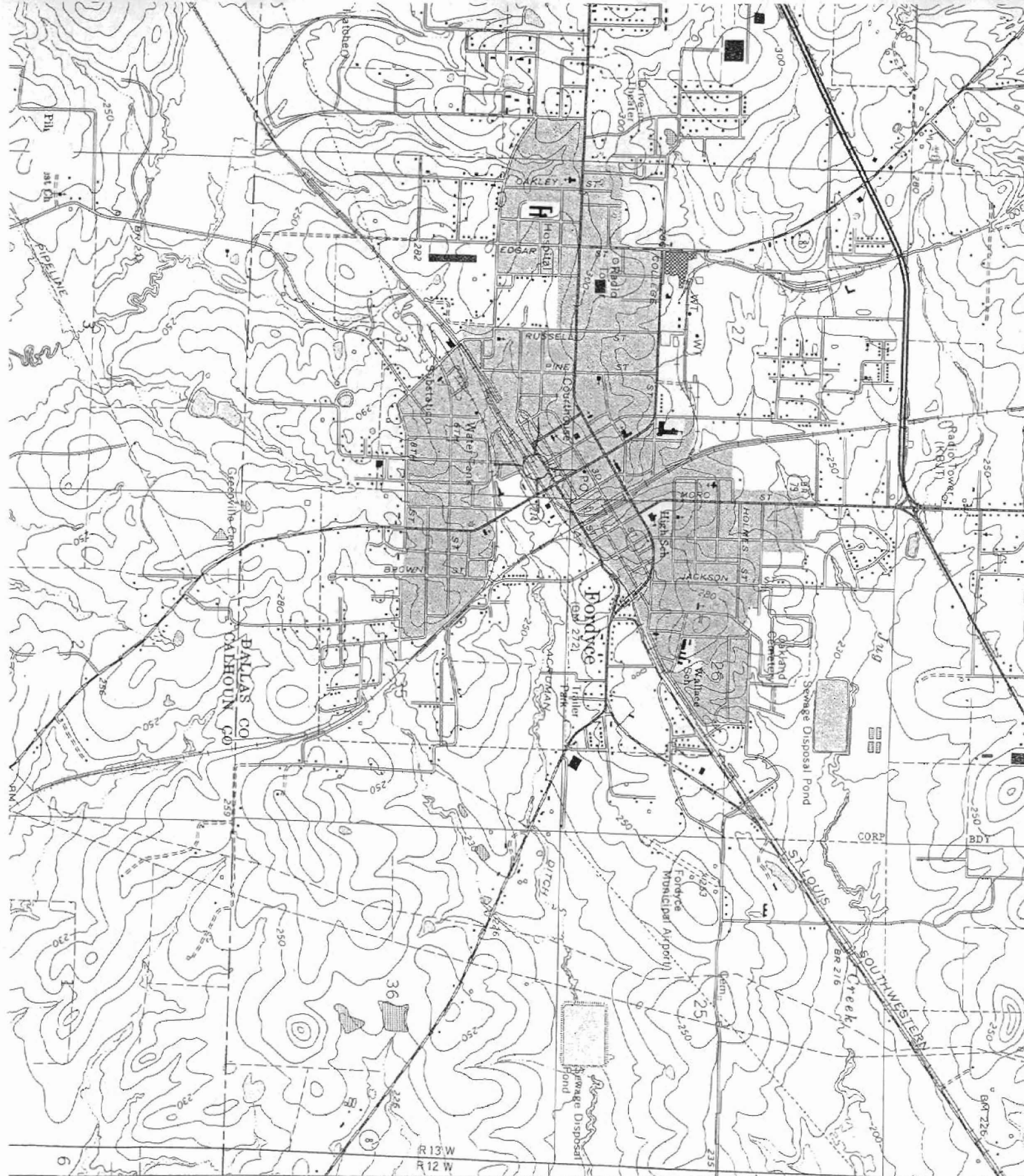












7 MI TO ARK. 97
 WARREN 24 MI.
 15/554455/97
 DALLAS COUNTY,
 UTM:
 #101
 TENNESSEE, PLAN
 ST GEORGIA RAIL
 STEAM LOCOMOTIVE
 #101
 (KINGSLAND)
 755 IV SE

47°30'
 97°39'
 T. 105
 T. 115

3742
 3743