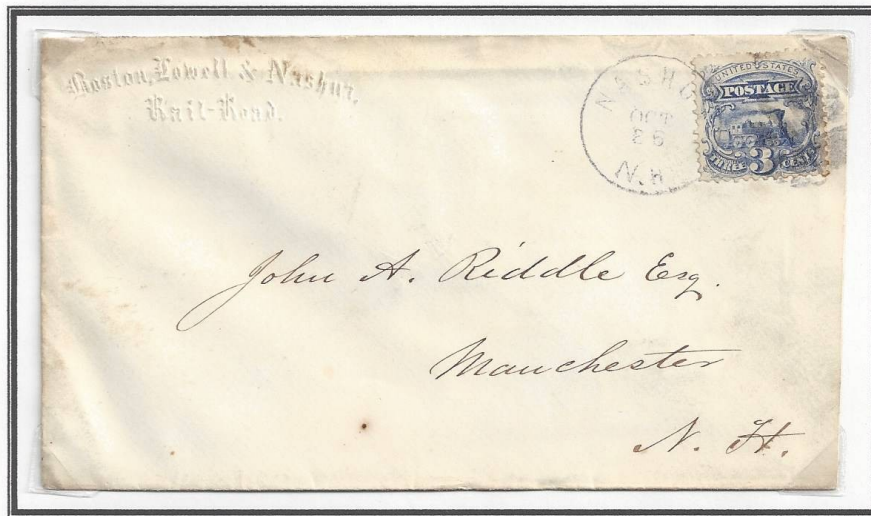


**Steam
Locomotives &
Trains on United
States
Stamps**

**What was the
first United
States Stamps
to feature a
Locomotive?**

**What was the
second United
States stamps
to feature a
Locomotive?**

**3¢ Ultramarine Pictorial Locomotive
Scott #114 - Issued 1869 - 1900**

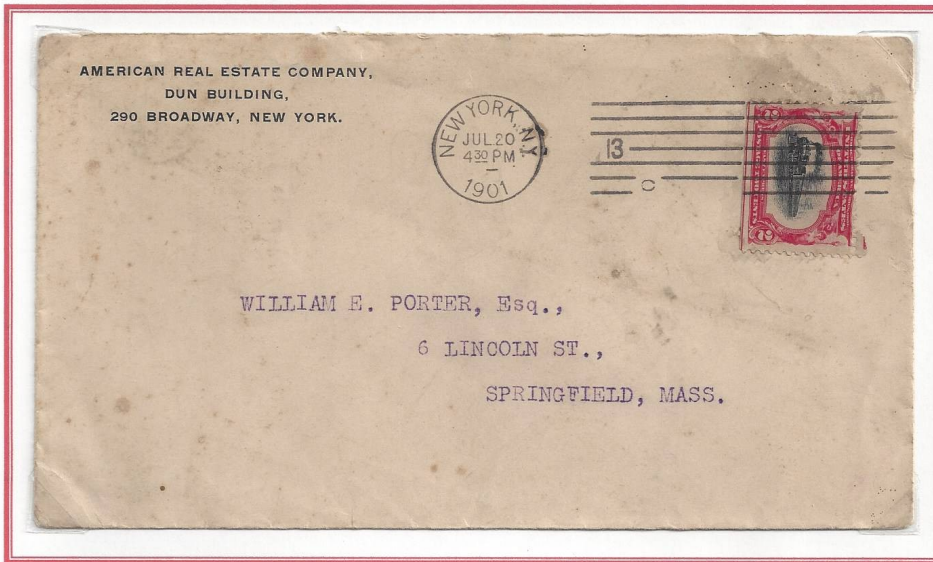


Nashua, New Hampshire



Warner, New Hampshire

Pan-American Exposition Issued - May 1, 1901
2¢ "Empire State Express" Scott #295



The vignette was based on this photograph of the Empire State Express

The Empire State Express train was one of the United States earliest long distance passenger trains that ran at high speeds. Starting in 1891 it ran between Buffalo NY, the site of the Exposition, and New York City. It was a journey of 461 miles made in as short a time as seven hours, which at the time was impressive. It maintained the land speed record of 112.5mph for an entire decade.

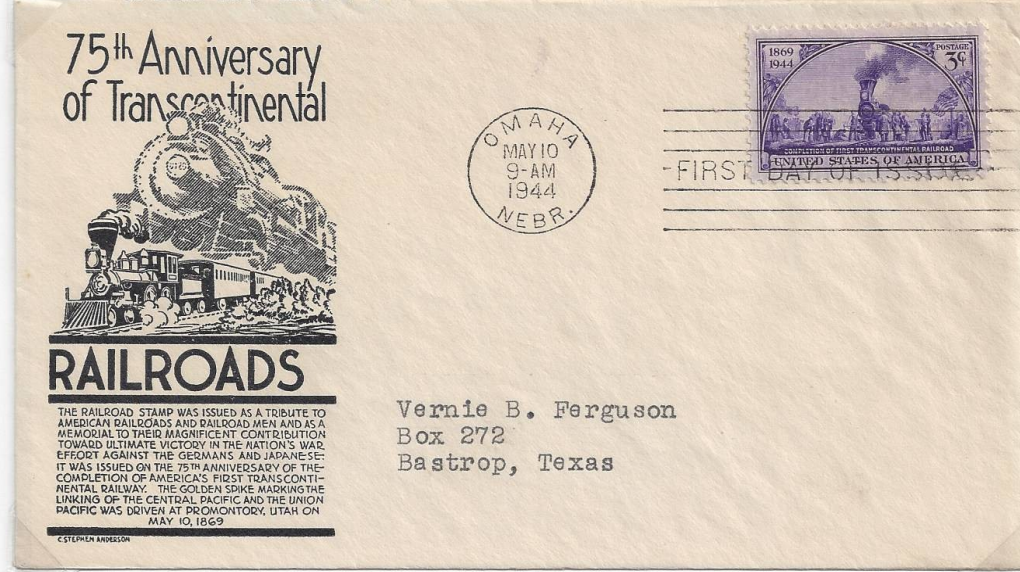
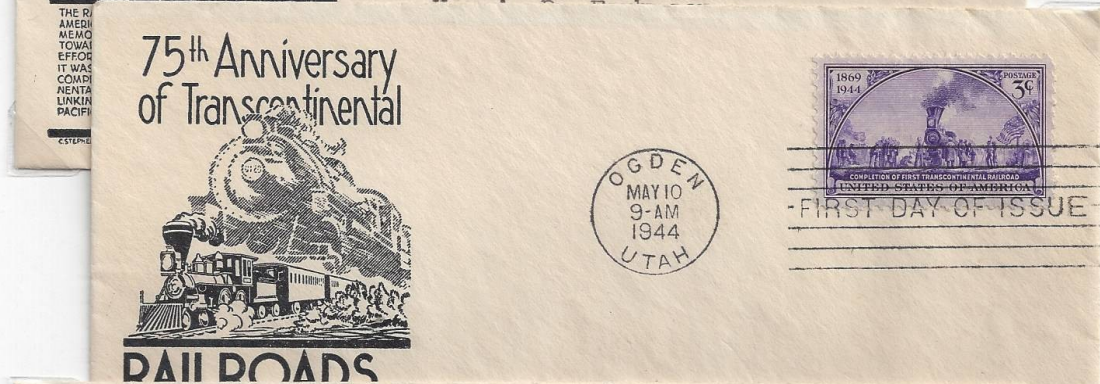
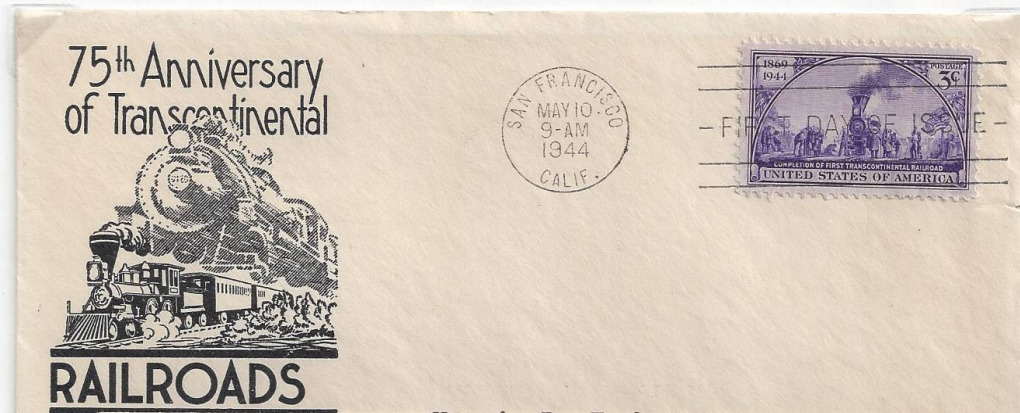
The Pan American Exposition was originally planned for 1898 but due to the outbreak of the Spanish American War it was delayed. The Exposition was going to be located at Niagara falls, however due to the mist from the falls, access only being by boat and the size of the site being too small for the envisioned crowds, it was decided to move the Exposition to nearby Buffalo, NY, Buffalo was much better suited to the event. It was held from May 1 through November 2, 1901.

Construction was started in 1899 over a 350 acre site. The videos below don't show the fact that it was a very colorful exposition, the idea being it was to be a 'Rainbow City' in the Spanish Renaissance style. The whole expo was lit up at night, which was quite a feat as the electric light had only recently been invented. This was recorded by Thomas Edison, the video can be seen below.

The Exposition is probably best known for being the scene of President McKinley's assassination. The site of the Expo was on farmers land who has promised that the land would be returned to him in the state they found it, after the Expo had finished. For this reason all the buildings were demolished and the canals filled in. The Exposition should have been a great success, but bad weather and the assassination put a damper on things and it ended up in debt.

The Swedish Tiger.com

*C. Stephen Anderson First Day Covers
Transcontinental Railroad Issue - May 10, 1944
"Golden Spike Ceremony"*



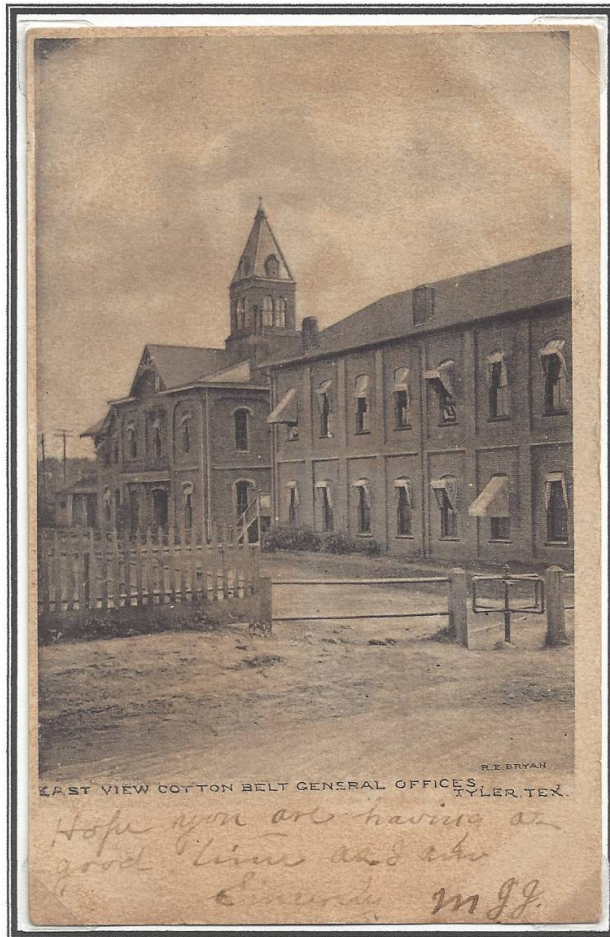
**St. Louis,
Southwestern
Railway
Cotton Belt
Headquarters
Tyler, texas**

The railroad was organized on January 15, 1891, although it had its origins in a series of short lines founded in Tyler Texas in 1870 that connected northeastern Texas to Arkansas and southeastern Missouri. Construction of the original Tyler Tap Railroad began in the summer of 1875.

The structure, built in 1880-1881 for use as the depot for the Tyler based Kansas and Gulf Short Line Railroad, was located just east of North Palace Avenue, between West Ferguson Street and West Erwin Street, In 1891, the Tyler Southeastern Railway also house its offices here. The Short Line became part of St. Louis and Southwestern Railway in 1899, and eventually the building was solely used for their general offices. By November 1902, the multistory section on the north end, shown in the foreground, was added. A two-story section that extended westward, shown jutting out to the right in the below view, was also added in September 1907. Both postcards are looking form the north at the west side of the building

The Cotton Belt and subsidiary St. Louis, Southwestern Railway of Texas together operated 1,607 miles of road in 1945; 1,555 miles in 1965; and 2,115 miles in 1981 after taking over the Rock Island's Golden State Route. In 1925 SSW and SSW of Texas reported a total of 1,474 million net ton-miles of revenue freight and 75 million passenger-miles; in 1970 it carried 8,650 million ton-miles and no passengers.

COTTON BELT AND ST. LOUIS, SOUTHWESTERN RAILROAD - TYLER, TEXAS



The railroad was organized on January 15, 1891, although it had its origins in a series of short lines founded in Tyler, Texas, in 1870 that connected northeastern Texas to Arkansas and southeastern Missouri. Construction of the original Tyler Tap Railroad began in the summer of 1875.

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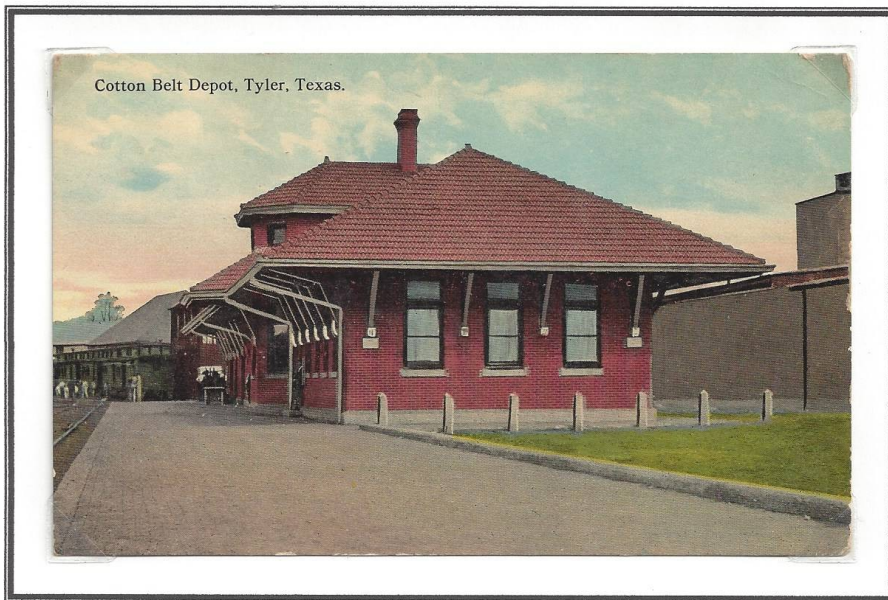
The Cotton Belt and subsidiary St. Louis Southwestern Railway of Texas together operated 1,607 miles of road in 1945; 1,555 miles in 1965; and 2,115 miles in 1981 after taking over the Rock Island's Golden State Route. In 1925 SSW and SSW of Texas reported a total of 1474 million net ton-miles of revenue freight and 75 million passenger-miles; in 1970 it carried 8650 million ton-miles and no passengers.



TYLER TEXAS POSTCARDS



Located at 210 East Oakwood Street, the Cotton Belt passenger depot opened in 1905. The International and Great Northern Railroad track passed along the building's east side, and for a time, the depot also served their passengers. The last passenger train departed Tyler, in April 1956, and the depot was used for various purposes after that. In 1988, it was donated to the City of Tyler, and in 2003 a museum was placed in the building. The above postcard shows baggage carts along the depot's east side, while the view below includes a glimpse in the background of the St. Louis and Southwestern Railway warehouse that lined the track to the east.

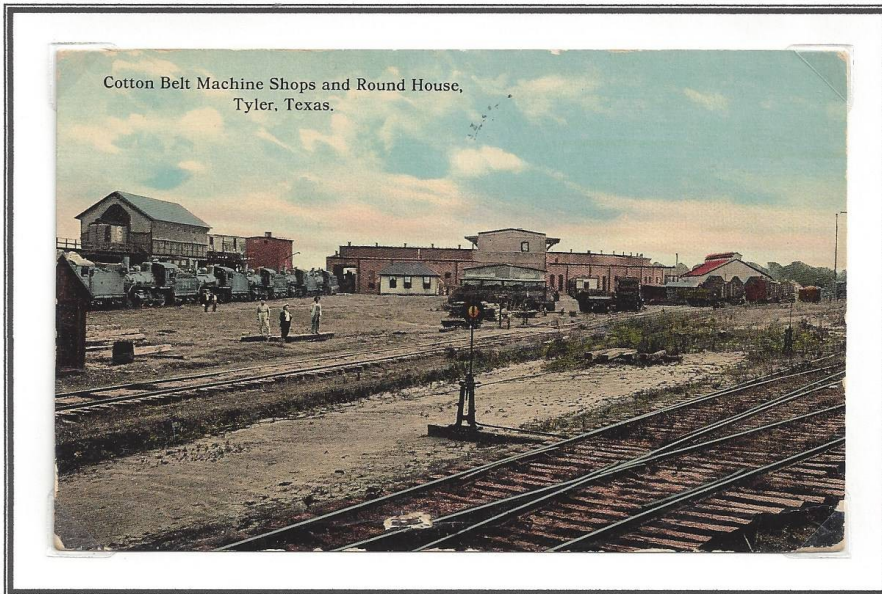


TYLER TEXAS POSTCARDS



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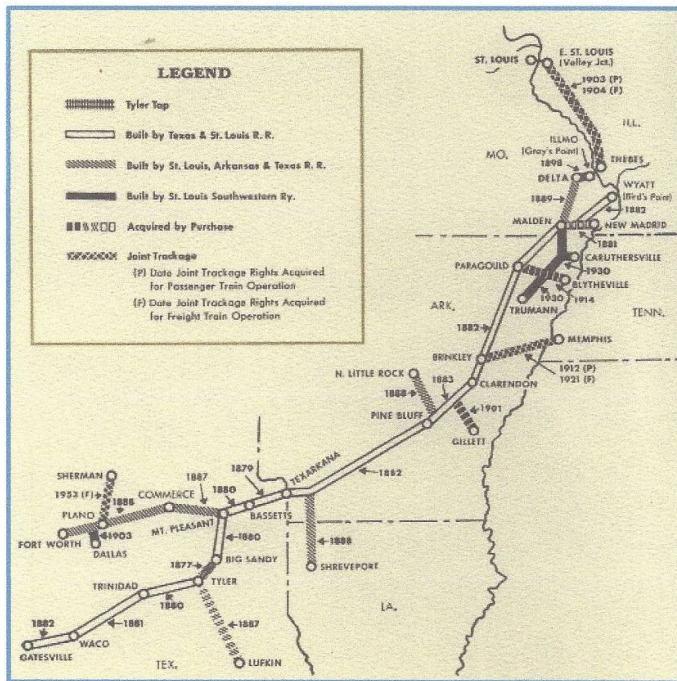
In addition to the general offices and depot, the St. Louis and Southwestern Railway also operated other facilities in Tyler. Below are the railyards and shops, just east of the North Beckham Avenue overpass. The view shows the coal house and water tank to the left and the roundhouse in the center.



St. Louis Southwestern Railway, Tyler, Texas
 Cotton Belt Freight Station located to the west of the existing Railroad Station



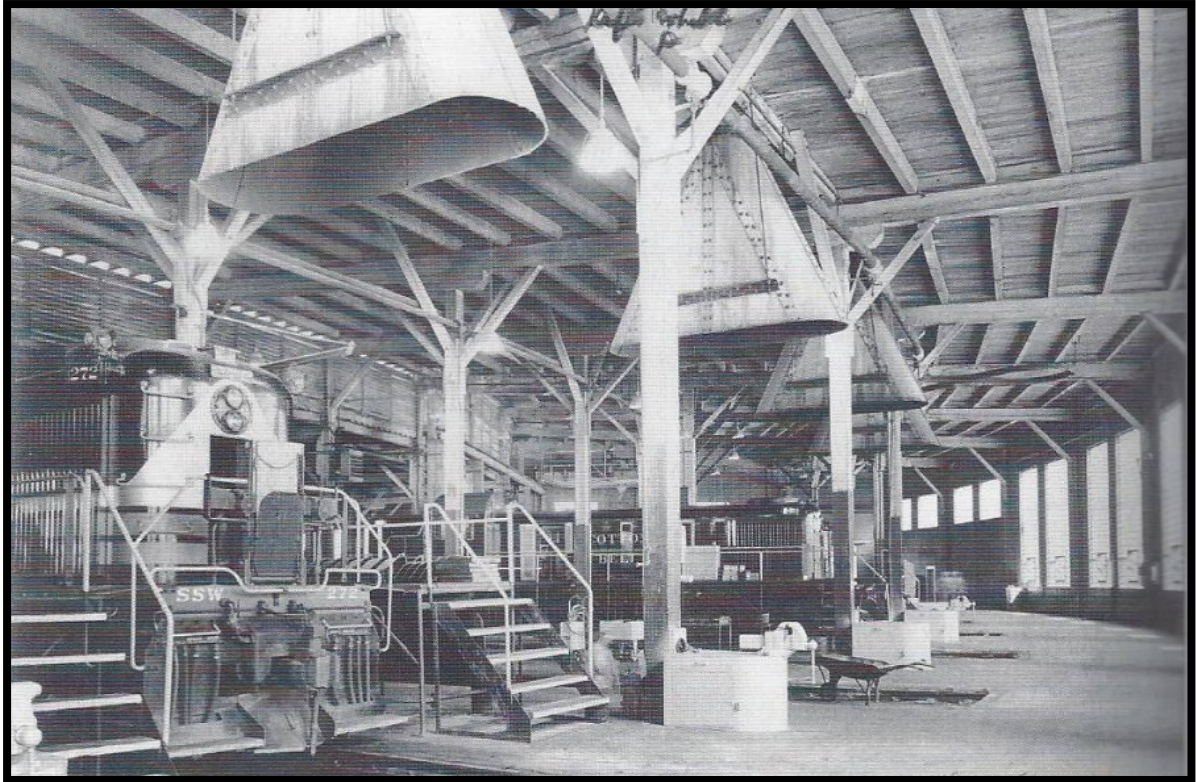
The St. Louis Southwestern Railway (SSW), known by its nickname of "The Cotton Belt Route" or simply Cotton Belt, was organized on January 15, 1891, with its beginnings traced back to the Tyler Tap Railroad. From Tyler, the railroad expanded into Northeast Texas, thru Arkansas, and up to St. Louis.





Top Photo Courtesy of Smith County Historical Society
Bottom Photo Google Map





Roundhouse
Photo courtesy of the Smith County
Historical Society

No. 1232

ST. LOUIS SOUTHWESTERN RY. CO. OF TEXAS.

ACCOUNTING DEPARTMENT

DEBIT.	
TOTAL.	
CREDIT.	
DRAFT.	
TOTAL.	

No PROTEST. Tyler, Texas, April 14th 1899
 At Sight ~~for~~ the order of J. W. Hogan, Treasurer
 Ten and 50/100 Dollars
 For bill #118 car repairs

To J. H. Gibbs, Treasurer
 Produce facturers & Merchants
 New York N. Y.

R. Deob

Auditor.

\$3.50

DELACROIX
 APR 15 1899
 TREASURER



STATEMENT.

Form 872 T.

ST. LOUIS SOUTHWESTERN RY. CO. OF TEXAS.

ACCOUNTING DEPARTMENT

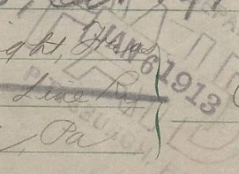
DEBIT.	
Oct 2255.65	
Oct 1110.2355.40	
TOTAL	4611
CREDIT.	
Oct 2630.60	
TOTAL	
BALANCE	1404.50

No PROTEST. Tyler, Texas, 191 No. 48435
 Pay to the order of J. W. Hogan, Treasurer \$1980.45
 One thousand nine hundred eighty 45/100 Dollars
 For car service, Oct 1912
 To J. N. B. McKnight, General Agent
 For board air line
 Pittsburgh, Pa

APPROVED,
[Signature]
 Controller

R. Deob

Auditor.





ST. LOUIS SOUTHWESTERN RAILWAY COMPANY OF TEXAS
 Notice of arrival of Freight

Form 234 A. 10-1902-500 C.

St. Louis Southwestern Railway Co. of Texas.
 Accounting Department—Freight Claim Division.

Tyler, Tex., 190.....

Dear Sir:—We are this day in receipt of papers in the following claims:

YOUR NO.	OUR NO.	NATURE OF CLAIM.	AMOUNT.
	5000		
	88802	Lo	5.75

and same shall have prompt attention. If any further communication is necessary,
 please refer to our number.

R. C. HANCOCK,
 Freight Claim Agent.

If not called for in days, return to

TYLER & LUCAS
 NORTH
 6
 JAN
 1895
 P.P.S.

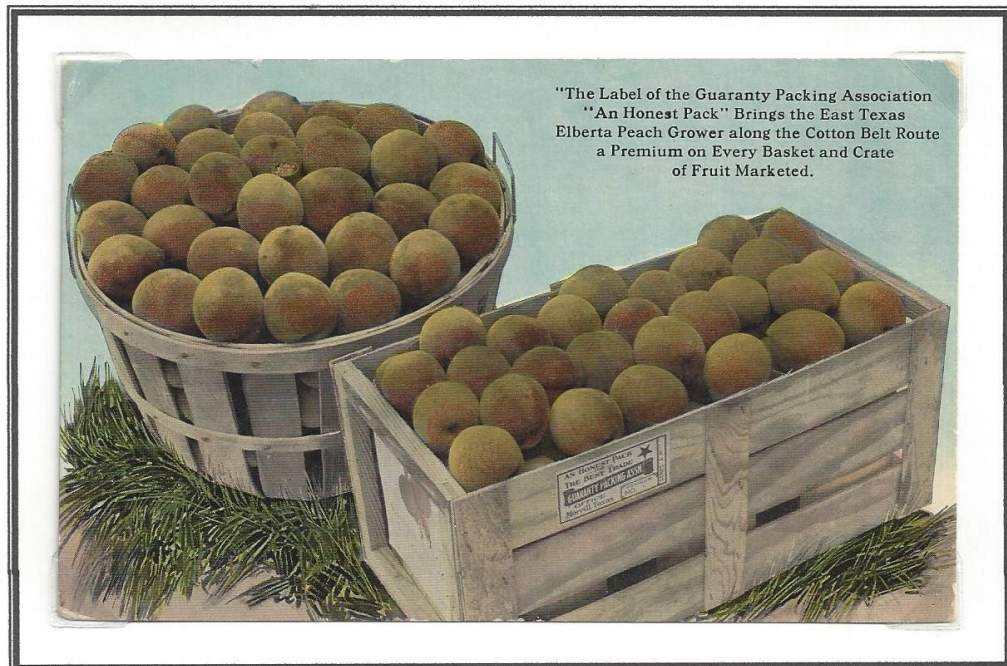
UNITED STATES POSTAGE
 2 CENTS

Joseph. W Branch
 Superior Local RR
 St Louis
 Mo.

TYLER TEXAS POSTCARDS



Peaches were one of early important fruit crops grown in Smith County. All of the vegetable and fruit crops were shipped northward on the Cotton Belt Railroad. Both cards reflect the peach crops and the number of employees to gather the fruit. In 1889 alone, Smith County harvested 104,283 bushels of peaches. Disaster came early in 1900's with the arrival of San Jose scale, a major peach blight which devastated the peach industry and ended the cultivation of peaches.



**INTERNATIONA
L AND
GREAT
NORTHERN
RAILROAD**

International Railroad

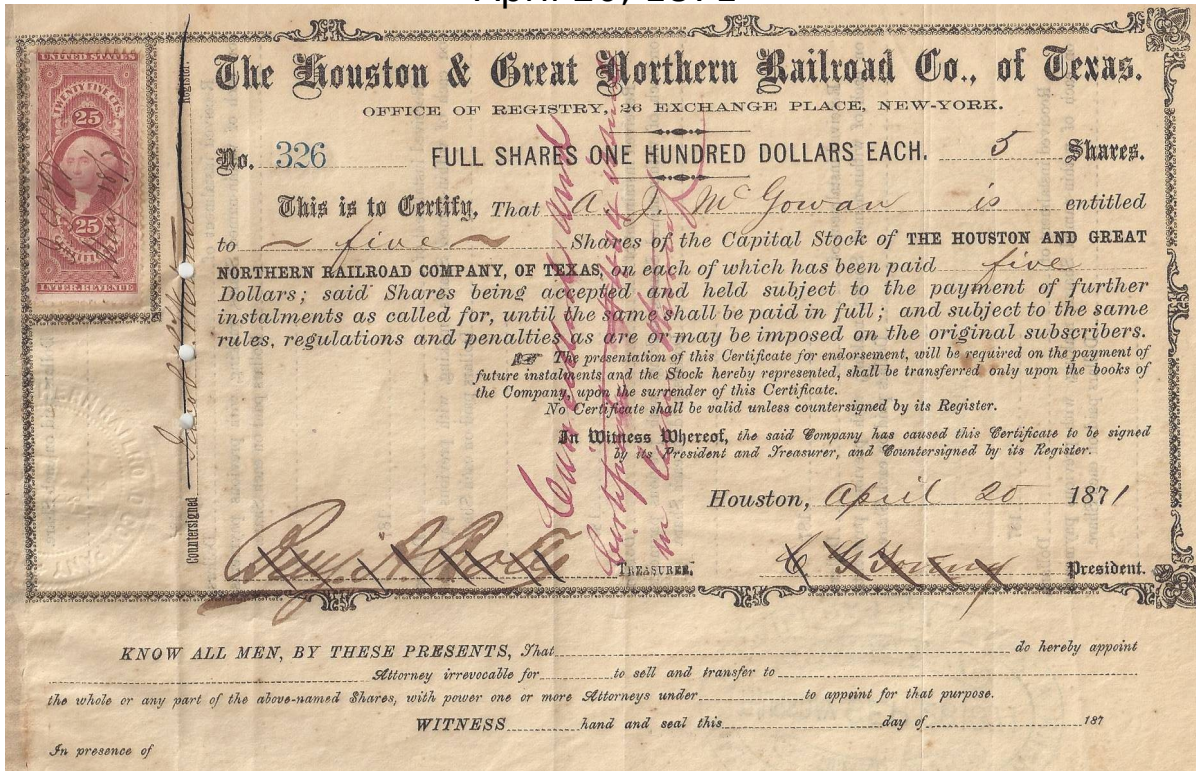
The International Railroad Company was chartered on August 5, 1870, to build from the south bank of the Red River near Fulton, Arkansas, to Laredo and ultimately to Mexico by way of Austin. At Fulton the International planned to connect with a railroad building south from St. Louis. Among the members of the first board of directors were John S. Barnes, James W. Barnes, Paul N. Spofford, and Thomas W. House. The charter was the most liberal ever granted by the Texas legislature. In 1870 grants of state land in aid of railroad construction were prohibited by the Constitution of 1869, and the charter granted to this road, at a rate of \$10,000 a mile, bonds of the state to run for thirty years and to bear interest at 8 percent. On November 25, 1871, the company notified the governor that it had completed fifty-two miles and applied for bonds on fifty miles. Bonds in the amount of \$500,000 were issued and signed by the governor and treasurer, but the comptroller, Albert A. Bledsoe refused to countersign or register them on the ground that they were unconstitutional because of fraud in the enactment of the law. The Texas Supreme Court upheld him. In the meantime, the new Constitution of 1876 allowed the legislature to make land grants not to exceed twenty sections to the mile. A compromise was effected between the state and the railroad by the state's granting twenty sections a mile and freedom from taxation for twenty-five years. Thereby the credit of the state was saved, and Texas avoided a state debt for railroad building.

Work on the International Railroad began in December 1870 at Hearne, and by December 1871 the railroad had completed fifty miles. Palestine was reached on July 11, 1872, and Longview on January 31, 1873, giving the company 177 miles of main track. The International was consolidated with the Houston and Great Northern Railroad Company on September 30, 1873, to form the International and Great Northern Railroad Company. John S. Barnes was president of the International, and H. M. Hoxie was general superintendent.

HOUSTON AND GREAT NORTHERN RAILROAD.

The Houston and Great Northern Railroad was chartered on October 22, 1866, to build from Houston to the Red River and on to the Canadian border. Reconstruction difficulties prevented any work for several years, but the contract for the first hundred miles was let on December 14, 1870. The early organizers of the railroad were Ebenezer B. Nichols, William Marsh Rice, W. J. Hutchins, H. D. Taylor, and B. A. Shepherd, all of Texas; and Moses Taylor of New York City. The first officers of the railroad were Charles G. Young, president; E. C. Stockton, secretary; and P. J. Willis, treasurer. In 1871 the railroad built fifty-five miles of track between Houston and New Waverly, and the next year it finished fifty-six miles between New Waverly and Crockett. In 1873 it acquired the Houston Tap and Brazoria Railway and the Huntsville Branch, a total of fifty-eight miles. That year it also laid eighty-four miles of track between Crockett and Palestine and between Troup and Mineola. In 1873 the Houston and Great Northern transferred its 253.1 miles of track to the International-Great Northern and became part of that system.

Stock Certificate of the Houston & Great Northern
 Railroad of Texas
 April 20, 1871



Check drawn on the Houston & Great Northern Railroad & Company to the City Bank Of Houston January 1, 1873
 This check has the 2¢ fee by the way of RN-C1 printed with the check Notice the Locomotive that is engraved and the name of the Railroad on the left side of the check



THE INTERNATIONAL AND GREAT NORTHERN RAILROAD

The **International - Great Northern Railroad** (I&GN) merged with the **Houston and Great Northern Railroad** **to be** officially incorporated as the **International & Great Northern Railroad Company**.

At its start, the I&GN operated 177 miles (285 km) of track from Hearne to Longview, but at its peak it owned 1,106 miles (1,780 km) of track. As the railroad expanded southwestward from Hearne, it reached Rockdale in 1874 and Austin on December 28, 1876. The line extended to San Antonio in 1880 and finally to the US-Mexican border town of Laredo on December 1, 1881.

The I&GN, like other railroads of its time, had many financial troubles and went into receivership several occasions. Industrialist Jay Gould acquired control of the I&GN in December 1880. Due to his control of the Missouri Pacific (Mopac) and the Texas and Pacific Railroad the three were operated as one system, although they retained their separate corporate identities and seniority districts for union workers.

Due to financial difficulties, stemming in part from the Panic of 1907, the I-GN entered receivership in 1908 and was sold at foreclosure to a reorganized company, the **International & Great Northern Railway Company** on August 31, 1911. Less than four years later, the company entered receivership again, which lasted until it was sold at foreclosure in July 1922.

The **International-Great Northern Railroad** was incorporated by the state of Texas on August 17, 1922, and fully took over operation of the International & Great Northern Railway on December 31, 1922. In a bit of planned corporate maneuvering to keep the I-GN within the Mopac fold, the Gulf Coast Lines subsidiary, New Orleans, Texas and Mexico Railway, bought the I-GN on June 30, 1924; subsequently, the Gulf Coast Lines were bought by the Missouri Pacific on January 1, 1925. Finally, on March 1, 1956, all of the GCL subsidiaries were merged into the parent Missouri Pacific Railroad Company, and the I-GN

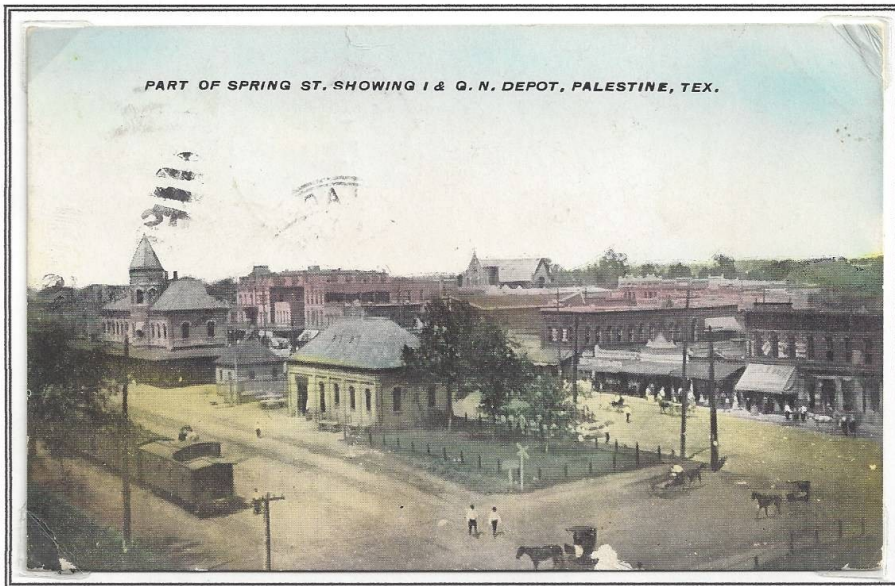
I. and G. N. General Office, Palestine, Texas



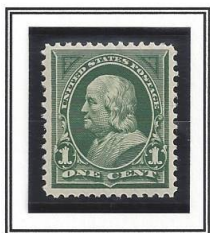
58960

Headquarters of the International-Great Northern Railroad Passenger Station — Palestine, Texas

*INTERNATIONAL & GREAT NORTHERN RAILROAD COMPANY
Passenger Depot, Palestine, Texas*



*INTERNATIONAL AND GREAT NORTHERN RAILROAD
DOCUMENTARY REVENUE STAMPS - SERIES 1898
Overprinted With The Railroad Company's Initials*



1¢ green - Perforated. 12, Series 1897-1903 regular postage with Benjamin Franklin portrait issue and overprinted "I.R." in 1898 and overprinted IGNRR to be used on a railroad document. The above copies are a progression from the original stamps to its final overprint.

INTERNATIONAL AND GREAT NORTHERN RAILROAD

DOCUMENTARY REVENUE STAMPS - SERIES 1898

Overprinted With The Railroad Company's Initials



R163 - 1¢ pale blue



R164 - 2¢ carmine rose



R167 - 5¢ lilac

Documentary Stamps of the Battleship Design were issued in 1898 for use on documents to pay taxes to fund the Spanish-American War. The design was of the Battleship, "Maine" that was sunk in Cuba that started the war.. To speed up use of the stamps, various companies overprinted stamps of this series with their initials "I & G N R R"

FOCKE, WILKENS & LANGE, GALVESTON, TEXAS

SPANISH-AMERICAN WAR ISSUE

R163 - 1¢ blue, Overprinted "I. & G.N.R.R."

ORIGINAL.

Galveston, Texas, *Aug. 30* 189*9*,

RECEIVED in good order from FOCKE, WILKENS & LANGE, by the *J. G. M.*

to be delivered in like order

Rates per 100 lbs.	
1st Class
2d "
3d "
4th "
Special

to

P. T. Black

or assigns,

at

Rusk

paying freight

F. J. FINEK & CO., STATIONERS AND PRINTERS, GALVESTON

MARKS

full

ARTICLES

1-1/8 Cask Lin

NOTICE.
This Bill of Lading is given subject to tariffs, as to rate, weight and classification, as to custom to the laws, rules and regulations prescribed by the Railroad Commission of Texas.

RECEIVED
AUG 30 1899
E. A. GALVESTON
W. M. S.

INTERNATIONAL & GREAT NORTHERN RAILROAD COMPANY

Auditors Office, Palestine, Texas
SPANISH-AMERICAN WAR ISSUE

R164 - 2¢ carmine, Overprinted
I. & G. N. R. R."


DEBIT.	DATE.	CREDIT.
	1899	
	Jan 27	27 08

INTERNATIONAL & GREAT NORTHERN RAILROAD CO.
OFFICE OF THE AUDITOR,
Palestine, Tex., 3/20 1899 No. 62505

PROTEST. Pay to the order of the Treasurer of the
INTERNATIONAL & GREAT NORTHERN RAILROAD COMPANY, \$27.08
Twenty seven and 08/100 Dollars,
for Ticket Jan 1899

To Chicago West Michigan
Auditor Jas E Howard assistant
Grand Rapids Mich

H. Hauri
Auditor.



INTERNATIONAL & GREAT NORTHERN R.R. CO, PALESTINE, TEXAS

INTERNATIONAL & GREAT NORTHERN R. R. Co.
GENERAL MANAGER'S OFFICE.
PALESTINE, TEXAS.



*Hon. Chauncey M. Depew,
Pres. - N.Y. C. and A.R. R.R.
New York.*

INTERNATIONAL & GREAT NORTHERN R. R. Co.
GENERAL FREIGHT AGENT'S OFFICE,
PALESTINE, TEXAS.



*Miss Alice Bartholomew
Bristol
Conn.*

Office of

BURKITT & MURPHY,

WOOD & TIE CONTRACTORS,

International & Great Northern Railroad.

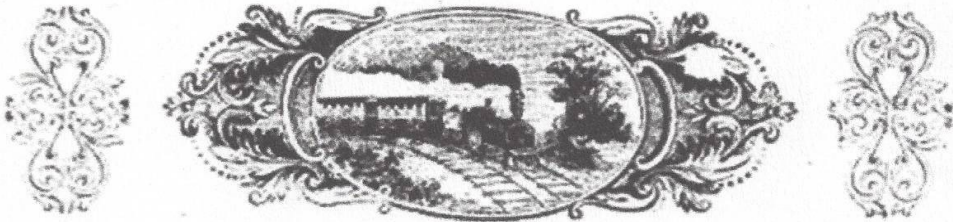
Palentino, Texas, July 3 1882
Mr. W. D. Herndon
Tyler

Dear Sir

Enclosed please find our check N^o
3854, on City Bank of Houston, in
your favor for \$54⁰⁰/₁₀₀. Please return
our note. We do not think you
should have charged with interest as
the note for \$30⁰⁰/₁₀₀, as it was under-
stood, was payable only at the time
the case would be decided.

Yours truly
Burkitt & Murphy
J. B.

LONE STAR ROUTE!



International & Great Northern

Railway

Close Connection!

Quickest Time!

Shortest and Best Route

TO AND FROM

TEXAS.

Direct Connections at St. Louis with all Morning Express
Trains for the East and North.

Close Connections at Little Rock and Poplar Bluff for the East
and Southeast.

PULLMAN PALACE SLEEPERS

From Galveston, Houston and Austin, the Capital of the State,

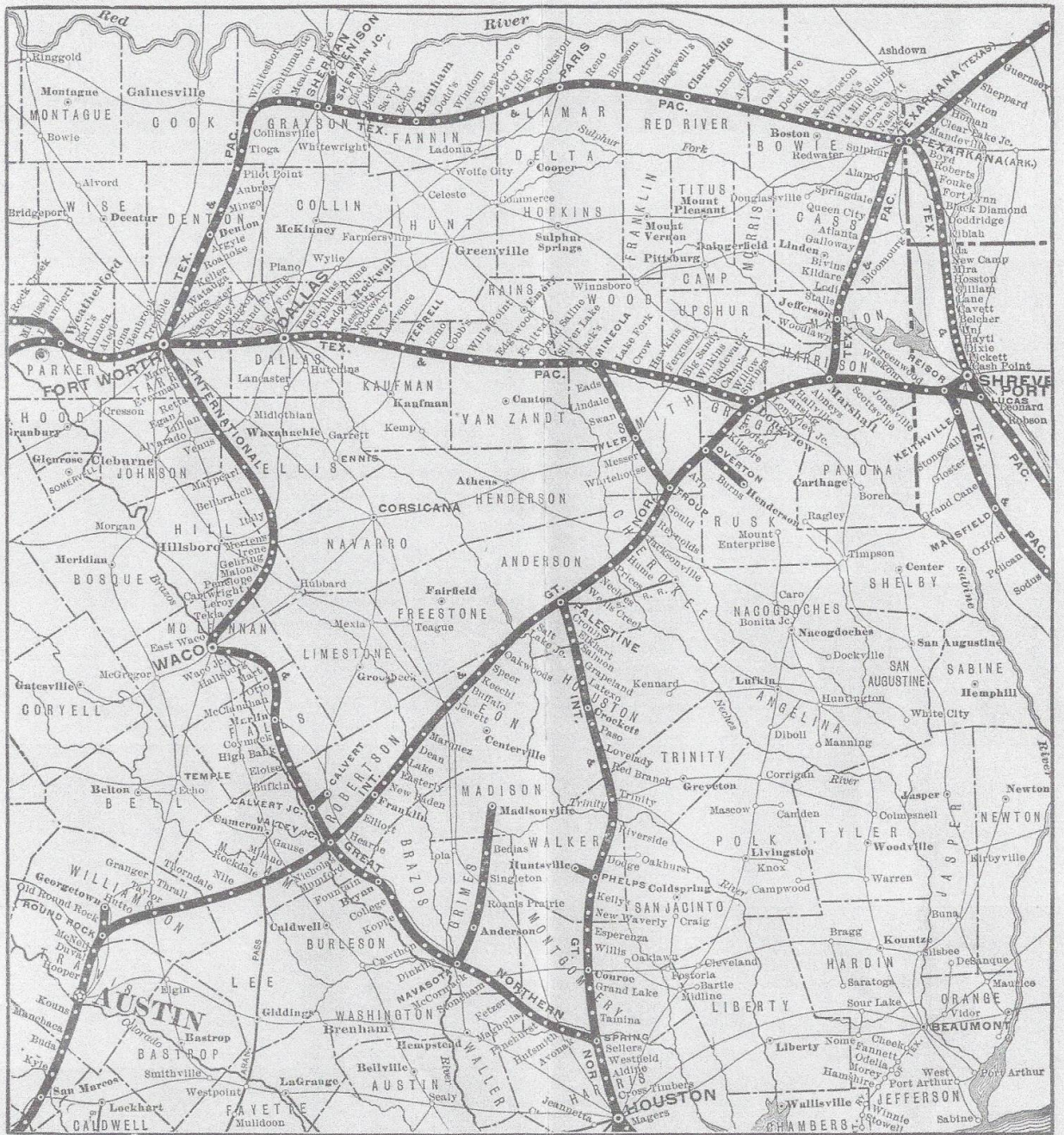
TO ST. LOUIS WITHOUT CHANGE!

Purchase Tickets at Union Depot, head of Congress Street, Houston; or, write
for information to

J. S. LANDRY, Ticket Agent, Houston, Texas.

R. S. HAYES, Receiver. H. M. HOXIE, Gen'l Sup't. ALLEN McCOY, G. P. & T. A.

General Office at Palestine, Texas.



MAP OF EAST AND CENTRAL TEXAS, ALONG THE INTERNATIONAL AND GREAT NORTHERN. "THE TEXAS RAILROAD."



Valley Junction
Interlocking

Quality Pecans

Google



TYLERTEXASONLINE.COM

Google Map of the crossing of the St. Louis and Southwestern Railway and the International and Great Northern Railroad





**HOUSTON AND
TEXAS CENTRAL
RAILWAY**

**HOUSTON,
TEXAS**

HOUSTON AND TEXAS CENTRAL RAILWAY

The charter for the Galveston and Red River Railway was obtained by Ebenezer Allen of Galveston on March 11, 1848. However, the company did not become active until 1852, when, after a series of meetings at Chappell Hill and Houston, the charter was made available for the proposed railroad from Houston to the Brazos River and the interior of Texas. On January 1, 1853, Paul Bremond and Thomas William House broke ground for the G&RR at Houston. Although early progress was slow, considerable grading had been completed by the end of 1855. Track laying began in early 1856, and the rails reached Cypress City, the twenty-five-mile point, on July 26, 1856. On September 1, 1856, the company was renamed Houston and Texas Central Railway Company. By April 22, 1861, the railroad was open eighty-one miles to Millican, but the Civil War prevented any additional construction until 1867. The H&TC reached Corsicana in 1871, Dallas in 1872, and Red River City in 1873. At Red River City connection was made with the Missouri, Kansas and Texas Railroad to form the first all rail route from Texas to St. Louis and the East. In 1867 the H&TC acquired the Washington County Railroad, which had completed a line between Hempstead and Brenham in April 1861. This line was extended to Austin, where the final spike was driven on Christmas Day, 1871. The H&TC also acquired the Waco and Northwestern, formerly the Waco Tap, and completed the line between Bremond and Waco in 1872. Other railroads subsequently merged into the H&TC include the Austin and Northwestern, Central Texas and Northwestern, Fort Worth and New Orleans, Hearne and Brazos Valley, and Houston Railway. Major new construction after 1900 included the Mexia-Nelleva cutoff from a point near Navasota to Mexia, which was completed in 1907, and the extension from Giddings to Stone City in 1913, which completed the Dalsa cutoff and shortened the route between San Antonio and Dallas by 140 miles.

The H&TC was sold to Charles Morgan in March 1877 and came under Southern Pacific control when that company acquired the Morgan interests in 1883. However, the H&TC continued to be operated by its own organization until 1927, when it was leased to the Texas and New Orleans. At the time of the lease the H&TC operated 872 miles of track. It merged with the T&NO in 1934. Until 1875 Texas law required a track gauge of 5' 6", and the H&TC from Houston to Corsicana and the Western Branch to Austin were built to state gauge. The H&TC adopted 4' 8½" gauge, now known as standard gauge, for its construction north of Corsicana as well as on the Waco line. The rest of the railroad was narrowed in three stages: Corsicana to Hearne in 1874, Hearne to Houston in 1876, and the Austin line in March 1877. The H&TC inaugurated Pullman service in Texas between Houston and Austin in June 1872. In 1892 the Houston and Texas Central reported passenger earnings of \$1 million and freight earnings of \$2.5 million and owned 115 locomotives and 2,271 cars. The company also became one of the first in Texas to use oil as a locomotive fuel when it began experimenting with oil fired locomotives in early 1901. Significant portions of the former H&TC have been abandoned or sold. In 1933 the Mexia-Nelleva cutoff was abandoned. Later abandonments included the line between Bremond and Waco (1967), the track between Hempstead and Brenham (1961-62), and the track between Brenham and Giddings (1979). On August 19, 1986, the line from Giddings through Austin to Llano was sold to the city of Austin. Lines still operated by the Southern Pacific in 1988 included Houston to Denison, Ennis to Fort Worth, and Hearne to Giddings.

BIBLIOGRAPHY: James P. Baughman, Charles Morgan and the Development of Southern Transportation (Nashville: Vanderbilt University Press, 1968). Donovan L. Hofsommer, The Southern Pacific, 1901-1985 (College Station: Texas A&M University Press, 1986).

George C. Werner

HOUSTON AND TEXAS CENTRAL RAILWAY COMPANY
HOUSTON, TEXAS

HANDSTAMPED WITH THE INITIALS OF THE RAILWAY AND DATE



R118
H & T.C. RW. CO.
DEC. 21. 1870
Houston, Texas



R144
H & T.C. RW. CO.
JUL. 1, 1866
Houston, Texas

THE GREAT CENTRAL ROUTE!!

Your Route to the North, East and West

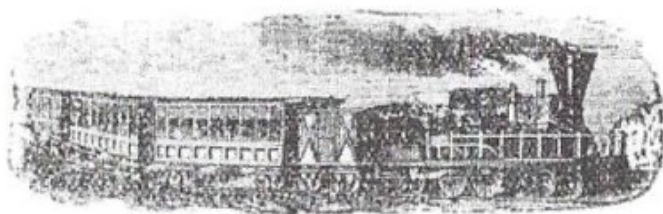
IS VIA THE

Houston & Texas Central
RAILWAY,

CONNECTING WITH THE

Missouri, Kansas & Texas Railway

AT RED RIVER CITY.



Giving an All Rail Line to

CHICAGO, BOSTON, CINCINNATI,
BALTIMORE, WASHINGTON CITY, NEW YORK,
PHILADELPHIA, SAINT LOUIS,

And All Prominent Points North, East and West.

Pullman Palace Drawing Room and Sleeping Cars,

Run through from

HOUSTON TO ST. LOUIS AND CHICAGO WITHOUT CHANGE.

Baggage Checked to all Prominent Points in the United States
AND CANADAS.

Through tickets sold at Houston, Austin, Hempstead, Bryan, Calvert, Waco, Corsicana, Dallas, McKinney and Sherman, via Red River City and Galveston, to all points of note between the Atlantic and Pacific Oceans, within the limits of the United States and Canada. Also via stage lines to San Antonio and Weatherford.

For through rates apply to Station Agents, or

J. DURAND,
General Superintendent.

WALDO, Genl Freight and Ticket Agent.

HOUSTON & TEXAS CENTRAL RAILROAD.

General Office, Houston, Texas.

MAIN LINE,
HOUSTON TO RED RIVER CITY--311 MILES.

WESTERN BRANCH,
FROM HEMPSTEAD TO AUSTIN--115 MILES.

WACO BRANCH,
FROM BREMOND TO WACO--45 MILES.

DIRECTORS:

W. E. DODGE, New York City,	W. J. HUTCHINS, Houston, Texas,
WM. M. RICE, New York City,	W. R. BAKER, Houston, Texas,
MOSES TAYLOR, New York City,	COR. ENNIS, Houston, Texas,
A. GROSBEECK, Houston, Texas,	A. J. BURKE, Houston, Texas,
PAUL BREMOND, Houston, Texas,	T. M. SHIRLEY, Houston, Texas,
T. W. PIERCE, Boston, Mass.	

OFFICERS:

President, W. E. DODGE	New York City.
Vice President, W. J. HUTCHINS	Houston, Texas.
Comptroller, COR. ENNIS	Houston, Texas.
Secretary, A. S. RICHARDSON	Houston, Texas.
Treasurer, F. A. RICE	Houston, Texas.
Financial Agent, WM. M. RICE	New York City.
General Superintendent, J. DURAND	Houston, Texas.
General Freight and Ticket Agent, J. WALDO	Houston, Texas.
Chief Engineer, M. G. HOWE	Houston, Texas.
Assistant Superintendent Southern Division, W. H. VAUGHAN	Houston, Texas.
Assistant Superintendent Northern Division, M. G. BALDWIN	Corsicana, Texas.

CONNECTIONS.

At HOUSTON, with Galveston, Houston and Henderson Railroad to Galveston; with Houston and Great Northern Railroad, North and South.

At HEARNE, with International Railroad, East and West.

At DALLAS, with Texas and Pacific Railroad, East and West.

At SHERMAN, with Trans-Continental Railroad, East and West.

At RED RIVER CITY, with Missouri, Kansas and Texas Railway, North.

RED RIVER CITY

In the early 1870s **Red River City** was a settlement in North Texas, just south of the Red River, which forms the border with the state of Oklahoma. With a population of about 50, it was served by a post office in 1873 and 1874.

In 1873 the Houston and Texas Central Railway line reached Red River City, where it connected with the Missouri, Kansas and Texas Railroad. This junction formed an all-railroad route from the main cities of Texas to St. Louis, Missouri and the Eastern United States.. The railway crossed the Red River nearby over the Colbert Bridge, which was also completed in 1873, but destroyed by flooding that same year. The line reopened with the second Colbert Bridge in 1892, but it too was destroyed by flooding in 1908. The route was changed for the third bridge at Carpenters Bluff, which opened in 1910.

Red River City subsequently became part of Denison, Texas in Grayson County

[wikimedia](#)

The **Missouri–Kansas–Texas Railroad** (reporting mark **MKT**) was a Class I railroad company in the United States, with its last headquarters in Dallas, Texas. Established in 1865 under the name Union Pacific Railroad (UP), Southern Branch, it came to serve an extensive rail network in Texas, Oklahoma, Kansas, and Missouri. In 1988, it merged with the Missouri Pacific Railroad; today, it is part of UP.

In the 1890s, the MKT was commonly referred to as "the K-T", because for a time it was the Kansas–Texas division of the Missouri Pacific Railroad and "KT" was its abbreviation in timetables as well as its stock exchange symbol. This soon evolved into the nickname "**the Katy**".

The Katy was the first railroad to enter Texas from the north. Eventually, the Katy's core system linked cities in Missouri, Kansas and Texas, Oklahoma. At the end of 1970, MKT operated 2,623 miles of road and 3,765 miles of track.



HOUSTON AND TEXAS CENTRAL RAILWAY COMPANY

Treasurers Office, Houston, Texas

Houston & Texas Central Railway Company

~~\$77.80~~ HOUSTON, Texas July 29 1873.

No. 1980 At right Pay to the

Order of J. F. Steeme Cashier

~~Twenty two & 80/100~~ Dollars

Value received, and charge the same to account of apl Coupon
adlea

To Geo S. Mc Kiernan Esq Auditor The Houston & Texas Central Railway Co.

Jeff. mad. & Ind. Ill. by W. H. Rice
Jeffersonville Ind. Treasurer.

Wm. F. Woodruff & Co. N.Y.

HOUSTON
AND
TEXAS
Central
RAILWAY
COMPANY.
No. 370

NO PROTEST.

\$ 91.95

Houston, Texas, May 28 1875.

Pay to the order of J. F. Keeme Cashr
Ninety One & 95/100 Dollars
for Ticket Balance to March 31st
and charge the same to the account of this Company.

To Geo S. McKiernan Esq
Andr Jeff Mad. & Ind Rly
Louisville Ky

J. A. Rice
Treasurer.

\$ 163.73

Houston & Texas Central Railway Co.
Houston, Texas, Dec 11th 1876.

No. 475 10116

Pay to the order of J. F. Keeme Cashr
One hundred & sixty three & 73/100 Dollars,
for Ticket Oct 31

AND CHARGE TO ACCOUNT OF THIS COMPANY.

To Geo S. McKiernan Esq
Andr Jeff Mad. & Ind Rly
Louisville Ky

J. A. Rice
Treasurer.

NO PROTEST.

83477

Houston and Texas Central Railway Co.

NO PROTEST.

Houston, Texas, June 6 1881

Pay to the order of *P. J. Keema Cashier*

Fifty *97/100* Dollars

for *Feb 21*

To *L. S. McKinnon Auditor*

Jeff. made Feb R.R. Co. Louisville Ky


J. H. Ware
TREASURER.

\$55.97

No. 1521

APPROVED FOR PAYMENT

Auditor.



Houston and Texas Central Railway Co.

TREASURERS OFFICE.

Houston, Texas. 188

Pay to the order of _____

_____ Dollars

for _____

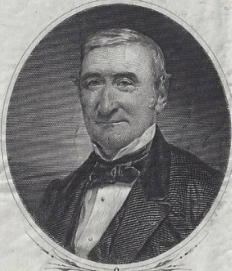
to _____

R.R. Co. }
Treasurer.

\$

No. _____

AMERICAN BANK NOTE COMPANY, NEW YORK.



From *Fort Smith Tex*
To *Fall River Mass*
Via *D & R*
Via *H & T C R R*
Via *Wagon Road*
Via *Connection*
Via _____

HOUSTON AND TEXAS CENTRAL RAILWAY COMPANY.

BILL OF LADING.

RECEIVED by the **Houston & Texas Central Railway Company**, in apparent good order and well conditioned, of *E. L. Lott* for delivery to *Order Shipper* or their assigns, at *Fall River Mass* he or they paying freight and charges as per margin, the following articles, to say: *500 per bale*

AMOUNT.	NUMBER	ARTICLES.	MARKS
Charges Advanced			
Freight to _____	<i>Five (10)</i>	<i>Wool compressed</i>	<i>F. L.</i>
1st Class per 100 bs.			
2d " " " "			
3d " " " "			
4th " " " "			
Class A " " " "			
" B " " " "			
" C " " " "			
" D " " " "			
" E " " " "			
Carriage " " " "			
" " <i>Bate</i>			

Attest Andrew Roberson Secy
Fall River Paul Mass
Original
Fall River Mass

It is understood and expressly stipulated that the liability of the HOUSTON & TEXAS CENTRAL RAILWAY COMPANY shall cease upon delivery to its next connecting line, of the Goods, Merchandise and Produce mentioned herein, and that said Company and its connecting Lines are not responsible for damage to any article of a perishable nature, or such that will decay or decrease in value by reason of delay incident to railway or water transportation. It is also further stipulated, that in the event of the articles herein mentioned being conveyed by water transportation, en route to destination, they shall be subject to all the customary conditions of same, and that all charges, entered on this Bill of Lading and such as may necessarily accrue en route, are guaranteed. This Company and its connections will not be responsible for damage from wet or rainfall while upon platforms or in transit between points named in this Bill of Lading; nor for old or concealed damage; nor for damage or loss resulting from absence of ties or improper baling—All of which is made a part of the terms and conditions of this Bill of Lading.

The terms and Conditions of this Bill of Lading are understood and accepted.

In Witness Whereof, I, as the Agent of the HOUSTON & TEXAS CENTRAL RAILWAY COMPANY, have signed _____ Bills of Lading, all of this tenor and date, one of which being accomplished, the others to stand void.

Dated at *Fort Smith* this *6th* day of *Nov* 1877

Shipper.

Wm. H. ... Agent.



Houston & Texas Central Railway Company.

Genl. Superintendents Office.

Houston, Texas Dec 5th 1879

Mrs. C. Roberts Eey
Brenwood Texas

Dear sir

Your favor of the 17th ult. to Col. Jordan V. Post of this Company - has been referred to me for reply - which I have delayed doing by reason of being in correspondence with Artesian Well Bowers, with the view of making arrangements to have permanent water supply on this Road, nothing definite has been determined upon, and we are not yet prepared to state what will be our policy, we prefer however to make arrangements of our own rather than enter into ~~arrangements~~ an agreement by contract with others to furnish. We shall be happy to be of assistance to you in any way consistent in order to make the enterprise a success

Yours truly

H. Swanson
Genl. Super

Return to H. & T. C. R. W. CO.,
Office of the General Superintendent,
HOUSTON, Texas,
If not delivered within 10 days.



Mrs C. Roberts Eey
Brenwood
Texas

\$96.00 HOUSTON & TEXAS CENTRAL R'Y CO. 79
1.00 Interest.

CHAS. DILLINGHAM, Receiver.

OFFICE OF TREASURER.

HOUSTON, Texas, June 2^d 1891

Received of C. Mendel, Percy M. Culloch Co. L. & C. Co.
Ninety-seven DOLLARS,

3rd annual payment on Lease No. 211 dated Apr 16 1889
Made by M. Culloch Co. Land & Cattle Co from
N. & C. for Sections of
Land in Block No. of the lands surveyed for the HOUSTON AND
TEXAS CENTRAL RAILWAY COMPANY, situated in County,
Texas, composing acres, more or less, being the rental, payable
under said lease for Year ending Apr 16th 1892

C. Mendel, Percy
Taylor, Sec.

M. Cave
TREASURER OF THE RECEIVER.

HOUSTON & TEXAS CENTRAL RAILROAD COMPANY

BILL OF LADING

No. _____

KINGSLAND, TEXAS, **MAR 30 1907** 170

The Houston & Texas Central Railroad Company hereby acknowledges receipt from **B. BADGER & SONS** (Consignor) the packages named below (contents and value unknown) in apparent good order, marked and numbered as per margin, for transportation from the station first above written **Georgetown, Texas** and the Houston & Texas Central Railroad Company

(Here insert final destination, whether on or beyond this Company's line) **and there deliver in like good order to** **The Seeford Lumber Co** (Consignee), or his assigns, provided destination is on this Company's line, but if final destination is beyond this Company's line, then this Company agrees to deliver the said shipment in like good order to its next connecting carrier for consignee's account; in either event consignee agreeing to pay freight and charges as per margin.

Said articles are presented for transportation upon the following terms and conditions, which are expressly agreed to by the shipper:

1. It is expressly stipulated as a condition precedent to the issuance of this through bill of lading and guarantee of through rate that the liability of the said Houston & Texas Central Railroad Company is limited to its own line, shall cease and determine upon delivery to a connecting common carrier of the articles herein mentioned, and in case of loss, damage or injury to any of said articles, that carrier alone shall be liable in whose (actual) custody said articles were at the time of transfer and notice thereof given to such next connecting carrier.
2. Neither this Company nor any connecting line which may receive said articles for transportation shall be liable for loss or damage by wet, dirt, decay, bursting or breaking of baggage, ties or other packages or receptacles in which the said articles may be packed, or on account of improper, imperfect or insufficient packing or preparation for shipment.
3. It is agreed that no carrier accepting for transportation the articles mentioned herein shall be responsible for the leakage of liquors or liquids of any kind, breakage of queensware, hollow ware, looking glasses, machinery, musical instruments of any kind, picture frames, the breaking of eggs or the decay of any perishable articles, or deterioration or destruction of any article by its inherent qualities or the condition in which received, or decay or damage to such articles as may decrease in value by the delay incident to transportation, or loss of weight of coffee or grain in bags or rice in tierces, or damage arising from the effects of heat or cold, or loss or injury to nuts in bags or lemons or oranges in boxes not covered with canvas; nor for the loss or damage to hay, hemp, cotton or any article, the bulk of which renders it necessary to transport the same in open cars; provided, that this stipulation shall not be construed as exempting any carrier from liability for negligence on the part of its agents or servants.
4. No carrier accepting the said articles for transportation shall be liable for damage to, or loss or destruction of, said articles by fire, or for loss, damage or delay caused by unavoidable causes or by quarantine regulations, strikes, riots, stoppage of labor, highway robbery, wrecking of trains, or by collision, or any of the dangers of navigation and perils of the sea while on seas, gulfs, lakes, rivers or canals; provided, that this stipulation shall not exempt any carrier from liability for the negligence of its agents or servants.
5. In case said articles shall be conveyed over any part of the route to destination by water transportation, they shall be subject to all customary conditions of such water transportation. And it is further stipulated that all charges entered on this bill of lading and such as may be necessarily incurred en route are guaranteed by said shipper and the owner of said articles. It is further stipulated that no carrier accepting said articles for transportation shall be responsible for damages for wet or rainfall while upon platform or in transit between the points named in this bill of lading, nor for old or concealed damage, nor for loss or damage caused by delay in transportation, or from any cause whatever not due to the negligence of such carrier.
6. The rate of freight for transportation of the articles named herein from place of shipment to destination is guaranteed not to exceed the rate specified herein and approximate weights are signed for and correct weights and classification are to be ascertained and collected at destination; provided, however, it is expressly stipulated and understood that this bill of lading is given subject to correction as to rate, weight and classification so as to conform to the rates, rules and regulations prescribed by the Railroad Commission of Texas; and if destination is beyond the limits of the State of Texas, then subject to correction so as to conform to the rates, rules and regulations established according to the laws relating to interstate commerce.
7. It is expressly stipulated that each package of freight must be plainly marked with the name of consignee and destination, except shipments in carload lots to one consignee, and except cotton, which are provided for by rules governing the same, and no carrier accepting for transportation the articles herein mentioned shall be liable for any loss, delay or damage due to improper marking of packages.
8. It is furthermore hereby expressly stipulated and mutually agreed that no suit or action against this Company or any carrier accepting said articles for transportation for the recovery of any claim arising from the loss or damage to the contents of any package shipped under this bill of lading or for delay in delivering the same shall be sustained in any court of law unless notice of such claim for loss, delay or damage shall be given to such carrier within ninety days after such loss, damage or delay shall occur and no suit or action shall commence against this Company or any carrier accepting said articles for transportation for the recovery of any claim by virtue of this bill of lading or the transportation of said articles, unless such suit or action shall be commenced within two years next after the loss, damage or delay shall occur, any statute of limitation to the contrary notwithstanding.
9. It is further stipulated that in the event of loss, detriment or damage done to or sustained by the property herein mentioned during transportation from place of shipment to place of destination, that in estimating the amount of loss or damage so occurring, so far as it shall fall on the Houston & Texas Central Railroad Company or any carrier accepting said articles for transportation under this bill of lading, the value and price of the articles herein mentioned at the place and time of shipment under this bill of lading shall be taken as the true price and value thereof.
10. It is expressly understood and agreed that this Company reserves the right to forward the property herein mentioned by any line of a common carrier between the point of shipment and destination and by any route it may choose.
11. No carrier hereunder shall be liable in any way for any documents, specie or money, or for any articles of extraordinary value (not specifically rated in the published classifications), unless the names of said articles are specifically mentioned in this bill of lading and a stipulated value of the articles is endorsed thereon.
12. Every carrier accepting said property for transportation hereunder shall have a right to inspect the same and if upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped and at the rate and under the rules provided for by published classifications.
13. It is expressly agreed that this bill of lading must be presented without alteration or erasure and surrendered upon demand for the delivery of the articles herein mentioned.

IN WITNESS WHEREOF, I, as agent of the Houston & Texas Central Railroad Company, have signed _____ bills of lading, all of this tenor and date, one of which being accomplished, the other to stand void.

Dated at **KINGSLAND** this the _____ day of **MAR 30 1907** 190_____

Agent of Houston & Texas Central Railroad Company.

MARKS, CONSIGNEE AND DESTINATION

Car Stk. + S. J.
#10043
Soft (see 40000)

LIST OF ARTICLES

Car Cedar Posts & Scales
009

THROUGH RATES IN CENTS PER 100 LBS.			
FROM	TO		
ROUTE: Via	CHARGES ADVANCED, \$		
IF CLASS			
1	2	3	4

HOUSTON & TEXAS CENTRAL RAILWAY, HOUSTON, TEXAS

LAND OFFICE



HOUSTON,
TEXAS.



*How
to Upton M. L.
Washington
D.C.*

OFFICE OF

VICE-PRESIDENT,

HOUSTON & TEXAS CENTRAL R'D,
HOUSTON, TEXAS.

R. R. B.

HOUSTON, TEX.
NOV 24 6-PM '07



*C. M. Depew Esq
Pres N Y C & H R Ry
New York, N.Y.*

HOUSTON AND TEXAS CENTRAL RAILWAY COMPANY

Houston, Texas - January 15, 1909

W.H. Field, Treasurers

STATEMENT		FORM 249	
DEBIT		<p><i>Houston and Texas Central Railroad Co.</i></p> <p>NO PROTEST. <i>Houston, Texas, Aug 13 1903</i> No. 8024</p> <p>Pay to the order of <i>W. H. Field, Treasurers</i> \$ <i>1.00</i></p> <p><i>One</i> + <i>00/100</i> Dollars</p> <p>For <i>Gas Mileage Balance.</i> <i>Jan 15 1909</i></p> <p>To <i>C. C. Ripley</i> <i>Cashier L.C. Beltzly Co</i> <i>Kansas City, Mo</i></p> <p><i>W. H. Field</i> <small>AUDITOR.</small></p>	
TOTAL			
CREDIT			
DRAFT.			
TOTAL			

STATEMENT		FORM 520		FORM 541	
Debit		<p>Houston & Texas Central Railroad Company</p> <p>NO PROTEST. <i>Houston, Texas, JAN 15 1909</i> No. 22764</p> <p>Pay to the order of W. H. FIELD, Treasurer, \$ <i>25</i></p> <p><i>Five</i> + <i>00/100</i> Dollars.</p> <p>For <i>Gas Mileage & Kansas, DEC - 1908</i></p> <p>To <i>C. M. Halloran, Treasurer</i> <i>Butte W. & P. Ry</i> <i>Anaconda, Mont</i></p> <p><i>W. H. Field</i> <small>Auditor.</small></p>			
Total		<p>PAID <small>DAILY DEPOSIT COMPANY OF MONTANA</small> JAN 22 1909 <small>PAYING TELLER</small> BUTTE, MONTANA.</p>			
Credit					
Balance					
Total					

HOUSTON AND TEXAS CENTRAL RAILWAY COMPANY

Houston, Texas - January 15, 1909

W.H. Field, Treasurers

STATEMENT.		FORM 620		STANDARD (OLD FORM 24)	
Debit		<p>Houston & Texas Central Railroad Company</p> <p>NO PROTEST. Houston, Texas, <u>MAR 10 1911</u> No. <u>28325</u></p> <p>Pay to the order of C.B. UDELL, Treasurer, \$ <u>14</u> ⁶⁰ ₁₀₀</p> <p><u>Fourteen and 60/100</u> Dollars.</p> <p>INTERLINE FREIGHT CLAIM ACCOUNT RULES 24 & 41 STATEMENTS DATED <u>FEB 10 1911</u></p> <p>To <u>J. H. B. McKnight Treas</u> <u>Penna. Co</u> <u>Pittsburgh Pa</u></p> <p><i>[Signature]</i> Auditor</p>			
Total					
Credit					
Balance					
Total					

STATEMENT		FORM 620		STANDARD	
Debit		<p>HOUSTON & TEXAS CENTRAL RAILROAD COMPANY,</p> <p>NO PROTEST <u>OCT 25 1912</u></p> <p>Houston, Texas, <u>NOV 10 1912</u> No. <u>32796</u></p> <p>Pay to the order of C.B. UDELL, Treasurer, \$ <u>7</u> ⁷² ₁₀₀</p> <p><u>Seven and 72/100</u> Dollars.</p> <p>INTERLINE FREIGHT CLAIM ACCOUNT RULES 24 & 41 STATEMENTS DATED <u>OCT 10 1912</u></p> <p>To <u>J. H. B. McKnight,</u> <u>Treasurer,</u> <u>Penna. Company,</u> <u>Pittsburgh, Pa.</u></p> <p><i>[Signature]</i> FOR Auditor</p>			
Total					
Credit					
Balance					
Total					

HOUSTON & TEXAS CENTRAL RAILWAY COMPANY

Notice of arrival of Freight

Form 785 1-11-50M* 53172

HOUSTON & TEXAS CENTRAL RAILROAD CO.
NOTICE OF ARRIVAL OF FREIGHT

DEAR SIR:—There has been received at Station 191
your address the following freight:

PRO. NO.	FROM	ARTICLES	CHARGES

Which will be delivered on payment of charges.
Freight not removed from Company's Warehouse within seventy-two (72) hours after notice of its arrival has been given, will be subject to storage charges at regular rates. Carloads subject to demurrage charges after forty-eight (48) hours from date of this notice.
When consignee cannot produce Bill of Lading or Shipping Receipt, it will be necessary for him to arrange at the office of the Agent for the Company for delivery, by giving the usual assurances and indemnity against the outstanding Bill of Lading or Shipping Receipt ordinarily required in such cases.

Posted M Agent

Agent HOUSTON & TEXAS CENTRAL RAILROAD CO.
Will deliver the freight mentioned hereon to bearer on surrender of Bill of Lading, or payment of charges.

725-12

Jed Mann
Book for
M. Houston,
191

FORM 785 STANDARD

HOUSTON & TEXAS CENTRAL RAILROAD COMPANY

CONSIGNEE Chas. H. Cameron FREIGHT BILL NO. 69003
STREET Chas. H. Cameron

THERE HAS BEEN RECEIVED FROM Chas. H. Cameron CONSIGNED TO YOU THE FOLLOWING FREIGHT
WHICH WILL BE DELIVERED ON PAYMENT OF CHARGES. 2-16-25M

CAR IN WHICH RECEIVED		ARTICLES	SUBJECT TO CORRECTION	
NUMBER	INITIALS		WEIGHT	CHARGES
		<u>Plato & Roof Bldg 119</u>	<u>590</u>	<u>J 21</u>
ORIGINAL CAR				
NUMBER	INITIALS			

Which will be delivered on payment of charges.
Freight not removed from Company's Warehouse within seventy-two (72) hours after notice of its arrival has been given, will be subject to storage charges at regular rates. Carloads subject to demurrage charges after forty-eight (48) hours from date of this notice.
When consignee cannot produce Bill of Lading or Shipping Receipt, it will be necessary for him to arrange at the office of the Agent for the Company for delivery, by giving the usual assurances and indemnity against the outstanding Bill of Lading or Shipping Receipt ordinarily required in such cases.

AGENT Jed Mann STATION 191

AGENT HOUSTON & TEXAS CENTRAL RAILROAD COMPANY:
Please deliver the freight mentioned hereon to bearer on surrender of Bill of Lading, and payment of charges.

CONSIGNEE.



These two photographs illustrate the contrasting appearance of the same area where one photograph was taken prior to the construction of the Central Expressway in Dallas, and the second photograph was taken after the roadway was constructed. Both photographs were taken from a point near the intersection of Munger Avenue and the T&NO Railroad. The before photograph above was taken in 1947, the after photograph was taken in 1949.

Dallas Chamber of Commerce September 25, 1952

