

# HISTORY & FOLKLORE



**TRINITY VALLEY & NORTHERN ENGINE NUMBER THREE**  
 TV&N Engine #3, out of Dayton, seen at Camp Luce near Huffman about 60 years ago [1920s].

## The Weekly Telegraph, August 7, 1860, Liberty, Texas

*A correspondent of the Gazette writing from Orange has the following, relative to the Texas and New Orleans Railway company:*

The Texas and New Orleans Railroad has not yet reached this point, but the work comes bravely forward. A large amount of grading has been done all along the lines of the road from the Neches to within a few miles of this place, and there is still notwithstanding the hot weather about one hundred hands at work grading. It is impossible now to state precisely what time the grade will be finished to this place, as there is still some heavy grading to do in the Neches swamp. There is as yet only about a mile and half of iron laid down this side of the Neches. Still if there should break out no desolating sickness among the hands, there is nothing to prevent the completion of the road from Houston to this point early in December at the furthest. Between Liberty and Beaumont, the section of the road already completed, I noticed a large number of hands at work, leveling, ditching and raising the road. And they are putting it in a splendid condition, leveling it like a floor and raising it so that the heaviest floods of rain that may come, cannot affect it. Though the road has not yet reached this place, I notice much of the spirit which railroads engender already prevalent here. It manifest itself in greater activity, more enterprise, and in a rapid rise in real estate. When the road is completed to this place, the immense lumber trade that will spring up between this section and Western Texas will make this one of the most important points along the line of the whole road. I understand from a gentleman just up from Sabine Pass that the new passenger cars for this road, have arrived at Sabine Pass, so you may soon expect to see them on the road from Liberty to Beaumont.

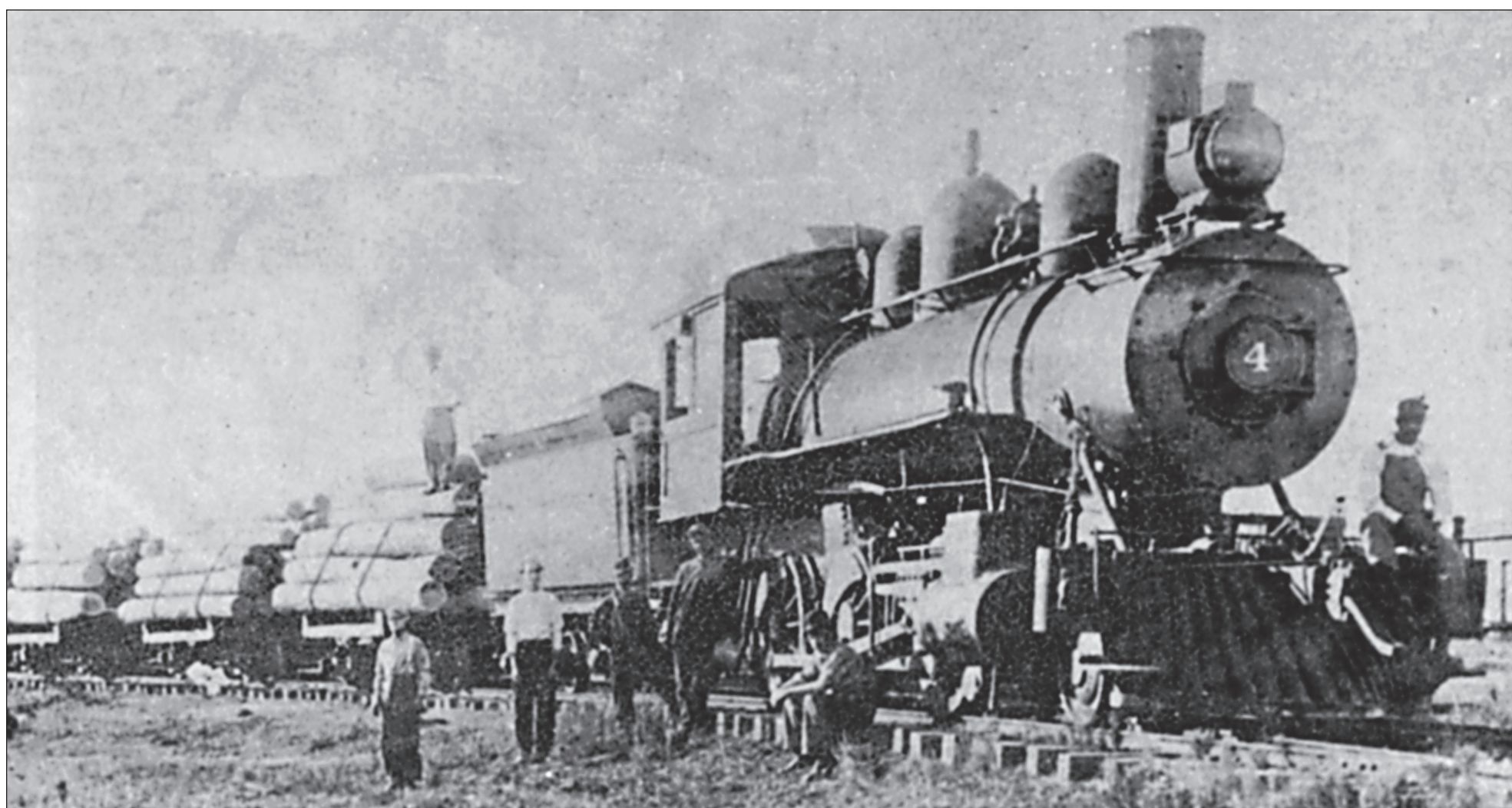
## Timbering in the Big Thicket

Timbering in the Big Thicket began around 1850 to 1860. The virgin pine and cypress cut at that time were floated down the Sabine and Neches rivers. The East Texas Railroad was dismantled and fed to forward the confederate war effort and no railroad was rebuilt into the Big Thicket until well after the Civil War. In the 1880s the railroads opened the Big Thicket for logging.

Most of these, the Houston-East & West Texas, the Sabine & East Texas, the Trinity & Sabine, concentrated on the western reaches of the great wilderness.

In the mid-1890s another period of railroad building began in the eastern Big Thicket. Branching out from the main railroad lines were smaller trunk lines, so the entire region was traversed with networks of tracks, almost all of which have now been abandoned and given back to the wilderness.

So one can search in vain for a big tree spared, a grove of virgin pine, or one huge overlooked hardwood. When the lumber companies cut they did a good job, even then.



**TRINITY VALLEY & NORTHERN ENGINE NUMBER FOUR**  
 The TV&N Engine #4 was one of three used for logging by the great sawmill at Ladd, on the edge of Dayton.

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