

18 82



## KELLY PLOW COMPANY



1811 OF KELLY PLOW WORKS BOUNDED BY CENTER, COTTON AND COURT STREETS.  
WHEN GEORGE ADDISON KELLY CAME TO EAST TEXAS IN 1852 AT THE AGE OF TWENTY HE SAW POSSIBILITIES IN THE MANUFACTURE AND SALE OF COWBELLS TO SUPPLY WAGONERS AND TRADERS. RESOLVING TO MAKE THE BELLS RESONANCE BETTER, HE MADE A JOURNEY TO LOUISVILLE. THERE HE LEARNED THE ART OF FOUNDRY WORK.

IN 1860, KELLY FOUNDED THE KELLY PLOW COMPANY IN KELLYVILLE, NEAR JEFFERSON AND DESIGNED AND BUILT THE FIRST KELLY BLUE PLOW. AFTER THE WAR BETWEEN THE STATES, KELLY CREATED THE "PONY PLOW" AND EXPANDED HIS PRODUCTION TO INCLUDE OTHER IMPLEMENTS, TOOLS AND MACHINES USED IN AGRICULTURE.

IN 1882, AFTER A DISASTROUS FIRE DESTROYED THE KELLYVILLE PLANT, GEORGE KELLY MOVED HIS OPERATION TO LONGVIEW. BY THEN THE DEMAND FOR HIS PLOWS HAD GROWN. THE MOVE PROVED SOUND FOR KELLY AND HIS PLOWS. THE KELLYVILLE PLANT IS REPORTED TO BE THE SECOND OLDEST REGISTERED PLANT IN TEXAS.

GEORGE KELLY DIED IN 1909 BUT HIS SONS AND GRANDSONS KEPT KELLY PLOWS IN PRODUCTION UNTIL 1975.

THE KELLY PLOW COMPANY HERITAGE MARKER SPONSORED BY THE TEXAS HERITAGE MARKER BOARD, A DIVISION OF THE TEXAS HERITAGE FOUNDATION, INC., 1997.

103 S. Center

1882

**KELLY PLOW COMPANY**

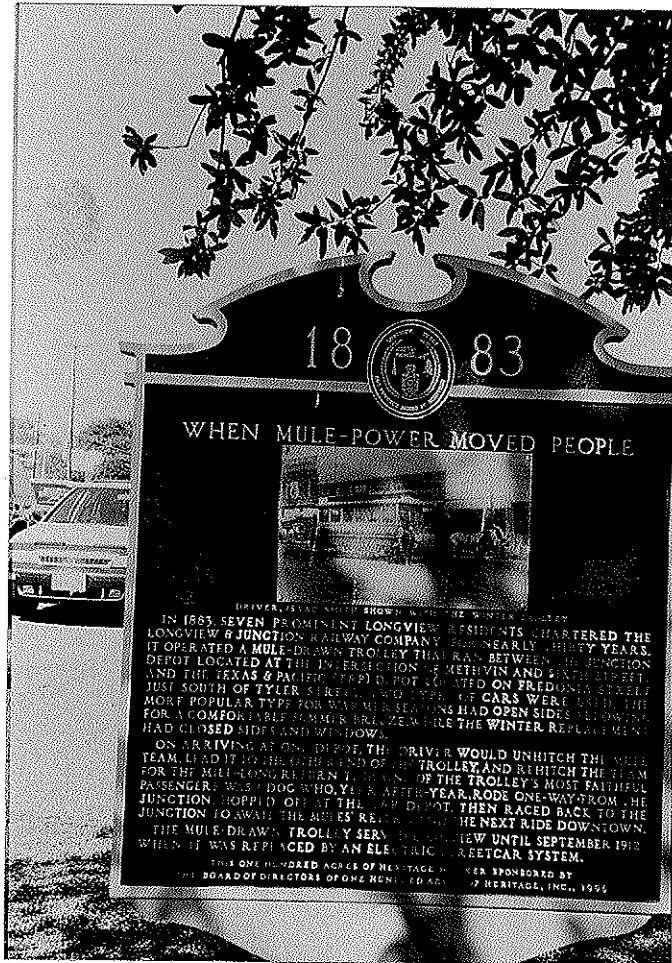
**SITE OF KELLY PLOW WORKS BOUNDED BY CENTER, COTTON AND COURT STREETS**

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1883

### WHEN MULE-POWER MOVED PEOPLE



IN 1883 SEVEN PROMINENT LONGVIEW RESIDENTS CHARTERED THE LONGVIEW & JUNCTION RAILWAY COMPANY FOR NEARLY THIRTY YEARS. IT OPERATED A MULE-DRAWN TROLLEY THAT RAN BETWEEN THE JUNCTION DEPOT LOCATED AT THE INTERSECTION OF METHVIN AND SIXTH STREETS AND THE TEXAS & PACIFIC TRAIN DEPOT LOCATED ON FREDONIA STREET JUST SOUTH OF TYLER STREET. TWO TYPES OF CARS WERE USED. THE MORE POPULAR TYPE FOR WARMER SEASONS HAD OPEN SIDES AND WAS FOR A COMFORTABLE FORMER SEASONS HAD CLOSED SIDES AND WINDOWS.

ON ARRIVING AT ONE DEPOT THE DRIVER WOULD UNHITCH THE WHEEL TEAM, LEAD IT TO THE OTHER END OF THE TROLLEY AND REHITCH THE TEAM FOR THE MILE-HONG RETURN TRIP. ONE OF THE TROLLEY'S MOST FAITHFUL PASSENGERS WAS A DOG WHO YEAR AFTER YEAR RODE ONE-WAY FROM THE JUNCTION, HOPPED OFF AT THE DEPOT, THEN RACED BACK TO THE JUNCTION TO AWAIT THE WHEEL TEAM FOR THE NEXT RIDE DOWNTOWN. THE MULE-DRAWN TROLLEY SERVED LONGVIEW UNTIL SEPTEMBER 1912 WHEN IT WAS REPLACED BY AN ELECTRIC STREETCAR SYSTEM.

THIS ONE-HOUR-TOUR AGREE OF HERITAGE MARKER SPONSORED BY THE BOARD OF DIRECTORS OF THE NATIONAL HISTORIC LANDMARKS OF HERITAGE, INC., 1995

161 S. Fredonia

1883

WHEN MULE-POWER MOVED PEOPLE  
DRIVER, ISAAC SMITH SHOWN WITH THE WINTER TROLLEY

IN 1883, SEVEN PROMINENT LONGVIEW RESIDENTS CHARTERED THE LONGVIEW & JUNCTION RAILWAY COMPANY. FOR NEARLY THIRTY YEARS, IT OPERATED A MULE-DRAWN TROLLEY THAT RAN BETWEEN THE JUNCTION DEPOT LOCATED AT THE INTERSECTION OF METHVIN AND SIXTH STREETS AND THE TEXAS & PACIFIC (T & P) DEPOT LOCATED ON FREDONIA STREET JUST SOUTH OF TYLER STREET. TWO TYPES OF CARS WERE USED. THE MORE POPULAR TYPE FOR WARMER SEASONS HAD OPEN SIDES ALLOWING FOR A COMFORTABLE SUMMER BREEZE, WHILE THE WINTER REPLACEMENT HAD CLOSED SIDES AND WINDOWS.

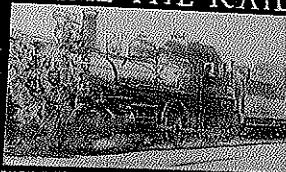
ON ARRIVING AT ONE DEPOT, THE DRIVER WOULD UNHITCH THE MULE TEAM, LEAD IT TO THE OTHER END OF THE TROLLEY, AND REHITCH THE TEAM FOR THE MILE-LONG RETURN TRIP. ONE OF THE TROLLEY'S MOST FAITHFUL PASSENGERS WAS A DOG WHO, YEAR AFTER-YEAR, RODE ONE-WAY FROM THE JUNCTION, HOPPED OFF AT THE T & P DEPOT, THEN RACED BACK TO THE JUNCTION TO AWAIT THE MULES' RETURN AND THE NEXT RIDE DOWNTOWN.

THE MULE-DRAWN TROLLEY SERVED LONGVIEW UNTIL SEPTEMBER 1912, WHEN IT WAS REPLACED BY AN ELECTRIC STREETCAR SYSTEM.

18 70



## THEN CAME THE RAILROAD



AN AMERICAN TYPE ENGINE, USED BY THE TEXAS & PACIFIC RAILWAY FROM 1872 TO 1966

ON APRIL 7, 1870, O. H. METHVIN DEEDED ONE HUNDRED ACRES OF FARMLAND TO THE SOUTHERN PACIFIC RAILROAD. THE UPTOWN DEPOT WAS CONSTRUCTED IMMEDIATELY NORTH OF THE RAIL TRACK ON FREDONIA STREET.

IN 1872, THE TEXAS & PACIFIC TOOK OVER THE LINE, CONTINUING THE DRIVE WEST. ONE YEAR LATER, THE INTERNATIONAL & GREAT NORTHERN, COMPLETED ANOTHER RAIL CONNECTION TO LONGVIEW, ESTABLISHING A SECOND LONGVIEW DEPOT - THE LONGVIEW JUNCTION.

WITH TWO RAILROAD COMPANY DEPOTS LOCATED WITHIN A MILE OF EACH OTHER, LONGVIEW BECAME ONE OF THE ONLY EAST-WEST AND NORTH-SOUTH TRANSPORTATION JUNCTIONS IN EAST TEXAS.

THE CITY OF LONGVIEW, ABLE TO UTILIZE TWO RAIL SERVICES TO TRANSPORT COTTON, TIMBER AND A VARIETY OF PRODUCE, BEGAN THE TRANSFORMATION FROM SUBSISTENCE FARMING TO COMMERCIAL TRADE CENTER.

## THEN CAME THE RAILROAD

On April 7, 1870, O.H. Methvin deeded one hundred acres of farmland to the Southern Pacific Railroad. The construction of the Uptown Depot, north of the rail track on Fredonia Street near the southwest corner of Tyler Street, began the area's transformation from subsistence farming to trade center.

Not  
named  
this  
time

In 1872, the Texas & Pacific took over the line, continuing the drive west. One year later, the International & Great Northern, ~~★~~ laid a rail connection to the south, establishing a second Longview depot - the Longview Junction.

★ this  
came  
from  
Hewitt

With two railroad company depots within a mile of each other, Longview became one of the only east/west and north/south transportation centers in East Texas, transporting both produce and passengers.

1850 - 1920

## KING COTTON

At one time, nearly all of the cotton crops in the State of Texas were grown in East Texas. As with most of the South, cotton played a major role in the Longview economy.

In 1876, some 18,000 bales were shipped from Longview and by 1890 over 660 county farms were producing cotton.

The emergence of "King Cotton" as a marketable cash crop, coupled with the distribution capabilities of the railroad, resulted in Longview becoming the natural trade center for the area.

Gregg County farmers would seasonally bring their harvest to town in a parade of cotton wagons, often utilizing "Cotton Street," so named for the industry's importance to the community.

As late as 1910, cotton remained important, evidenced by the operation of the Longview Cotton Oil Company and the Longview Cotton Compress Company, the latter of which pressed 35,000 bales of cotton for compact shipment in its first season (1909-1910).

1870 - 1910

## Timber - The First Industry

The abundance of natural resources gave rise to the area's first industry - timber. By 1877, there were 20 steam-powered sawmills in Gregg County, shipping about 50 rail carloads of lumber per day.

Had Longview not served as a distribution center for area trade, it would have been regarded as a sawmill town. At the Junction in 1877, the Barner Brothers mill alone had a capacity of 20,000 board feet per day.

By 1880, the U.S. Forestry Bureau estimated 598 million board feet of "merchantable" short-leaf pine in Gregg County.

In 1910, there were two sawmills at Longview's edges and another six in its part of the County. At this time, a total of sixteen sawmills were operating in Gregg County with a combined capacity of 370,000 board feet per day, equivalent to 111 million board feet per year.



EARLY 1870'S  
FROM SUBSISTENCE TO CASH CROPS

The early settlers farmed only to meet their family needs. Any produce left over was used to pay the doctor, the blacksmith or barter for the necessities of life.

Corn was indispensable, meeting a multitude of needs for both family and livestock. In addition to corn, a wide variety of staple crops were grown.

With the expansion of the railroad farmers converted their acreage from numerous small crops into larger commercial "cash" crops.

Cotton was the first primary cash crop. Farmers also produced fruits, nuts and sweet potatoes - a particularly important crop since farmers were able to store the harvest for up to six months in local "potato houses", enabling them to sell when prices were at their peak.

The City of Longview began to grow, built around the critical link for distribution the railroad provided the early farmer.

1872

### Banking - The Final Ingredient

Coupled with the abundance of natural resources, the growth of commercial agriculture and the distribution capability of the railroad, the establishment of banking supplied the final ingredient needed to solidify the development of Longview's expanding economy.

The first bank in Longview, F.J. Harrison & Company, was chartered in 1872 and located at 213 East Tyler Street. Between 1872 and 1913 five more banks were founded in downtown Longview.

The alley, running east and west at Fredonia Street received its name, Bank Street, because at one time or another, a bank was located at each of the four corners of the intersection.

Downtown Longview was firmly established as the East Texas banking center and became the heart of commerce for the area.

CAPTION:

Citizens National Bank - Chartered 1901

1930

## THE DISCOVERY OF OIL

With the discoveries of the Daisy Bradford #3 and the Lou Della Crim #1, wildcatters believed they had found two important oil fields with possibilities for more.

Because no oil had been found in Gregg County, the Longview Chamber of Commerce offered a prize of \$10,000 to the first person to complete a producing well within 12 miles of Longview. But the prize became insignificant with the completion on January 26, 1931, of the Lathrop/Skipper well #1, located five miles northwest of Longview and capable of 18,000 barrels a day.

This well, while located 25 miles North of the first discovery, was brought in from the same formation and depth as both of the distant earlier wells. From these three discoveries, some people dared suspect the absolute impossible; the existence of a single huge oil field.

## TAKE TWO

# Tracking trolley from uptown to the Junction

**D**id you hear about the Aggie who thought "mass transit" was only for Catholics?

Come Monday, a fixed-route transit system returns to Longview after an absence of many years. The new Longview Transit System will run three routes, and riders can ride free the first 30 days.

Longview's very first transit system was much shorter and depended on a different kind of horsepower.

It was an exciting day in 1883 when the mule-drawn streetcar, one of the first in Texas, went into operation between downtown and Longview Junction. Putting together the enterprise were local businessmen C.W. Booth, E.H. Carter, George Harrison, R.B. Levy, Dock Pegues, F.T. Rembert and F.L. Whaley.

The Longview and Junction Railway Company, chartered by the state in June that year, began business with a 12-foot-long car pulled by a single mule. Fare was just a nickel (one way).

Later, along about 1896, a second, larger car was ordered, requiring two mules to pull it. When the car stopped, the mules often would graze on the grass that grew beside the rails on the dirt street.

One car was an open-air vehicle used during the summer and spring. A fully enclosed car protected riders in fall and winter months.

As many as 20 people could ride in the cars, which operated between Longview's two depots. Yes, Longview was such a railroad center that the bustling little community required two depots.

In the center of town was the "uptown" Texas and Pacific depot. From the T&P depot the car would make the slow, plodding trip north along Fredonia Street to Methvin Street, then east to the depot at Longview Junction east of town. That depot, at Sixth and Methvin, served travelers on the International and Great Northern Railroad.

Once the car reached the end of the 3,300-foot line, the operator — for many years the driver was a colorful fellow called "Uncle" Isaac Smith — would unhitch the "singletree" (with mules attached). Then it was reattached to the car's opposite end so the car could begin the return trip.

The driver had to keep the track



**VAN  
CRADDOCK**

greased as it turned onto Methvin to keep the car from jumping the track.

As the route covered only two-thirds of a mile, it has been suggested that Longview boasted the shortest railway system in the United States.

The mule-drawn car was popular from the beginning — and certainly made sense. There was plenty of business along the sometimes muddy,

sometimes dusty road between the depots. One reason was that railroad travelers often got off at the wrong depot, necessitating a quick trip to the "other" station.

The transit system also attracted East Texans who would come to town — especially on weekends — just for the adventure of riding the mule car.

Just going to "The Junction" was an adventure in itself. The settlement was a rowdy, unincorporated area just east of town. The fancy Mobberly Hotel opened there in 1884, along with a growing number of businesses, including restaurants, boarding houses, saloons and at least one gambling house.

In 1905, the Junction was formally annexed into the city, giving Longview slightly more than 5,000 residents. However, some parents still feared the Junction's reputation and forbade their children from crossing Second Street (considered the "border" between town and the Junction).

By 1912, the mule-drawn system had been replaced by an electric railway with a new 16-foot trolley built by the St. Louis Car Co. The mules made their final run in September of that year. The trolley continued to operate until 1922, when paved streets and availability of automobiles made the enterprise obsolete.

A bus system operated for many years in Longview, and beginning Monday, residents again will have a fixed-route transit system.

Today from 10 a.m. to 2 p.m. at downtown Heritage Plaza (Green and Methvin streets) there'll be a transit "kickoff" introducing folks to the new bus line.

Appropriately, the celebration will take place only a few feet from the mule-drawn streetcar route that faithfully served Longview all those years ago.

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