

*The Texas Historical Commission  
and  
The Gregg County Historical Commission  
invite you to attend  
The Dedication of an Official Texas Historical Marker  
for  
Longview Junction  
The Fifth Day of June  
Nineteen Hundred and Ninety-Two*

*10:00 a.m.  
Longview, Texas*

*101 Pacific Avenue  
Gregg County*

## LONGVIEW JUNCTION

Longview Junction began in 1873 when the International Railway Company (became International and Great Northern <I&GN> Railroad Company that same year) completed its line from Hearne, Texas, to Longview, Texas. In 1871 Longview became the western terminus of the Southern Pacific Railway (became Texas and Pacific <T&P> Railway later that year).<sup>1</sup> Longview became the junction location when construction of the Southern Pacific stalled and the International Railroad was ready to proceed.<sup>2</sup>

The T&P depot was in downtown Longview on North Fredonia Street. The I&GN tracks connected with those of the T&P about a mile east of the depot. The area surrounding this link became known as "Longview Junction."<sup>3</sup> The locality is referenced in several ways: A common term used is "The Junction" while early street references simply refer to "Junction."<sup>4</sup>

The earliest documentation of the first Junction Depot is 1881. An illustration, drawn by Father Frederick P. Garesche (1825-1910), depicts the depot in a rural setting with a large house on a nearby hill.<sup>5</sup>

A land transfer from John R. Magrill and his wife, Elizabeth A.

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<sup>1</sup> J. G. Hubbard, "Chronological East Texas Railroad History", unpublished paper, Longview, April 1984.

<sup>2</sup> Eugene W. McWhorter, Traditions of the Land - The History of Gregg County, Texas, p. 58, Longview: Gregg County Historical Foundation, 1989.

<sup>3</sup> Ibid., p. 55.

<sup>4</sup> Business Directory of the City of Longview for 1893, Marshall, Texas: Marshall Evening Messenger.

<sup>5</sup> Sketch in Gregg County Historical Museum, Longview, Texas.

Magrill to International Railroad Company on March 14, 1872, began the development of Longview Junction. The Magrills sold "two hundred and forty-four and a half (244-1/2) acres of land . . . to the railroad company" for "six thousand one hundred and twelve gold dollars."<sup>6</sup>

A deed dated September 15, 1874, traces ownership of this land from the International and Great Northern Railroad Company to Edwin F. Hatfield, Jr., for "One Dollar and other good and sufficient considerations." This transfer of land was "subject to the terms of an agreement made by and between the International Railroad Company and the Texas and Pacific Railroad Company for the joint occupancy of the land at Longview Junction."<sup>7</sup> This is one of the first recorded documents referring to "Longview Junction."

The railroad company excluded some of the original Magrill land in this sale. It retained ownership of lands at the Junction for a right-of-way not exceeding two hundred (200) feet in width along the railway line. The company reserved for sidings, section houses, depot grounds, machines and repair shops, turn tables, cattle yards and the grounds at and around stations, necessary for the use and operations of said railroad . . . ."<sup>8</sup>

On October 8, 1874, E. F. Hatfield, Jr. sold the land to Texas Land Company for "One Dollar and other good and sufficient considerations."<sup>9</sup> Texas Land Company began selling individual lots according

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<sup>6</sup> Deed Records, Upshur County, Texas, Vol. O, p. 362.

<sup>7</sup> Deed Records, Gregg County, Texas, Vol. A, p. 597.

<sup>8</sup> *Ibid.*

<sup>9</sup> *Ibid.*, p. 599.

to the map recorded in Gregg County Deed Records, Book A, Page 266.

The I&GN Railroad Company issued a quit claim deed to the T&P Railway Company on November 27, 1877. This deed covered "certain land, lot or property, situated in Gregg County, Texas, at and near the point where the lines of the road of the said companies cross each other, known as Longview Junction."<sup>10</sup> This established the T&P as the predominate east/west rail line and the I&GN as the major north/south line.

On April 4, 1877, the Longview and Sabine Valley Railway Company received a charter to build a line from Longview, Texas, southerly to Sabine Pass on the Gulf of Mexico. By April 11, 1878, the company completed twelve miles of three-foot, narrow gauge railroad from Longview to Camden, (now Easton) Texas. The T&P was a standard gauge road. This required all passengers and freight destined for points on the narrow gauge to change trains at Longview because cars could not be interchanged. The Longview and Sabine Valley Railway Company was deeded to the Galveston, Sabine and St. Louis Railway Company in January 1883. The new company built 11 miles of additional narrow gauge to Martin's Creek (near present day Tatum) during 1884/85. This railway company was placed in the hands of a receiver on January 15, 1886, and converted to standard gauge during that year.<sup>11</sup>

The Galveston, Sabine and St. Louis Railway Company was conveyed to the Texas, Sabine Valley and Northwestern Railway Co., on June 22, 1888. The Texas and Gulf Railway Company purchased this line in

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<sup>10</sup> Ibid., Vol. D, p. 266.

<sup>11</sup> Hubbard, op. cit.

December 1904.<sup>12</sup>

On April 1, 1906, Santa Fe Railway bought the Texas and Gulf Railway Company, which owned the line then extending from Longview south to Carthage. By 1909 completed tracks from Carthage to Center made a continuous rail line from the Gulf of Mexico to Longview Junction.<sup>13</sup>

The Port Bolivar and Iron Ore (PB&IO) Railroad was another short line railroad which contributed to Longview Junction. About 1910 Col. L. P. Featherstone, a nationally known promoter from the East, settled near Longview. The deposits of superior iron ore known to exist about 30 miles north of Longview, near present Lone Star, Texas, impressed Featherstone. He established a new town, Ore City, with the intention of mining the ore and building a rail line to transport it.<sup>14</sup> He visualized shipping the iron ore from Ore City to Port Bolivar, Texas, then by intracoastal barges up the Alabama River to the area of Birmingham. Another market possibility was Pittsburg, Pennsylvania. The ore would reach that destination via the Mississippi and Ohio Rivers.<sup>15</sup>

The Santa Fe Railway Company financially assisted Col. Featherstone in the building of his railroad from Ore City to Longview Junction. The Santa Fe leased and operated the rail line from 1914 to

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<sup>12</sup> Hubbard, *op. cit.*

<sup>13</sup> Longview Morning Journal, Centennial Ed., Railroad Section, p. 7, May 3, 1970.

<sup>14</sup> *Ibid.*

<sup>15</sup> Louie G. Bryan, "The Port Bolivar & Iron Ore Railroad", audio tape, Gregg County Historical Society, Sept. 28, 1978.

1920.<sup>16</sup> The plan failed to develop when the large eastern steel companies refused to buy the ore. The mining ceased and the railroad could not financially survive. The Texas Railroad Commission denied the company's request to discontinue the line. Eventually all the equipment moved to Longview Junction. In 1929 the Port Bolivar and Iron Ore Railroad made its last run. After the little train left Ore City on its final journey to Longview, every bridge and trestle it crossed immediately caught fire and burned.<sup>17</sup>

In 1936 the Exxon Pipeline Company acquired a 12-mile stretch of the old Port Bolivar and Iron Ore Railway right-of-way to lay its lines. This span ran northerly from the rail line's intersection with the Santa Fe tracks at the Junction. Later, Robert Cargill, Longview civic leader and industrialist, acquired the right-of-way and donated it to the City of Longview for park purposes. The Exxon Pipeline Company had maintained the right-of-way as an informal playground. Work on the park began in 1970 with the laying of a wide, asphalt pedestrian and bicycle trail. The Longview city park department and various Longview garden clubs began beautifying sections of the park, which had a heavy cover of trees and native shrubs along its edges. In January 1973 the Department of the Interior designated the two-mile stretch of greenbelt, now known as Cargill Long Park, as a National Trail. The restful sense of tranquility along the 100-150 foot wide pathway is unusual in that it was developed on the right-of-way of two

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<sup>16</sup> Longview Morning Journal, *op. cit.*

<sup>17</sup> Doyal T. Loyd, A History of Upshur County, Texas, Gilmer Mirror, 1966, p. 73.

Exxon Pipeline Company pipelines with traces of the long-abandoned railroad discernible in the forested embankments lining the park.<sup>18</sup>

In the early 1880s the name Longview Junction soon applied to a flourishing community which developed around the junction tracks. Construction of dwellings and businesses for the railroad industry and its workers substantiated its growth. Nineteenth century newspaper accounts follow the Junction's progress: "The Junction continues to improve."<sup>19</sup> "Junction boomed since last year."<sup>20</sup> An advertisement, December 23, 1882 - "R. R. Chaney and Co., Dealers in Staple and Fancy Groceries, Longview Junction, Texas."<sup>21</sup> "The Junction continues to improve and expects still greater developments in the near future." "The numerous neat cottages at the junction is evidence that their owners are satisfied that the junction is a fixed fact, and is destined to become no small portion of the city." "The health of the Junction is excellent, which fact fixes it in the minds of all that in settling there, men of families will have nothing to fear as to the health of their loved ones."<sup>22</sup>

By 1883 the newspaper accounts begin to reflect an established, expanding community: "The Junction boom does not weaken in the least. Property there went up fully one hundred per cent in one day last week."

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<sup>18</sup> Records, Longview Parks and Leisure Services.

<sup>19</sup> The Texas New Era, "Town and County", Longview, Texas, Aug. 6, 1881.

<sup>20</sup> Longview Democrat, "Junction Notes", Mar. 10, 1882.

<sup>21</sup> The Texas New Era.

<sup>22</sup> *Ibid.*, "Junction Jottings", Oct. 20, 1882.

We rejoice with our Junction friends at their prosperity and hope that the boom may make 'em all rich and happy."<sup>23</sup> "The Junction boom is growing stronger every day." "For Sale: Two houses and lots at Longview Junction - \$600.00."<sup>24</sup> "The Junction continues to be talked about as the most lively portion of our town."<sup>25</sup>

The Longview Democrat, June 1, 1883, reports on the quality of life at the Junction: "Improvements At The Junction. Among the numerous fine dwellings being erected at the Junction: Sam Wright is having one of the best residences built that the city can boast of. R. R. Chaney is building another, as neat and pretty as can be asked for. A. B. Ellison, Chief train dispatcher, is building an addition to his new house and clearing ground whereon to erect two other handsome dwellings. T. M. Clawson, train dispatcher, is building a fine residence. Col. Wilkerson has the foundation laid for an extra large and fine dwelling."<sup>26</sup> The newspaper tells about a church: "New Catholic Church At The Junction. John O'Byrn (sic), Wm. F. Casey and James Gibbons, trustees, have bought and paid for 3 lots at the Junction, on which a Catholic Church will be immediately commenced. The plan of the building calls for a structure 50X75 to be built in that style of architecture so long used by Catholics - grand, imposing and beautiful. The inside work is to be properly and elegantly

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<sup>23</sup> Ibid., "Town and County", Mar. 31, 1883.

<sup>24</sup> Ibid., Mar. 24, 1883.

<sup>25</sup> Ibid., Apr. 21, 1883.

<sup>26</sup> Longview Democrat, June 1, 1883.



finished. The donations already amount to a goodly sum. The employees of the roads centering at the Junction will undoubtedly furnish the money with which it is to be built - one man, John O'Byrn (sic), having already contributed 10,000 feet of lumber."<sup>27</sup>

Even though the population of the Junction continually increased, townspeople considered it "out in the country." Workmen lived near their work or worked near where they lived. In those horse and buggy days few could afford to own a "rig." Streets and roads were not paved. They were a sea of mud in rainy weather, rough and dusty when the weather was dry. It was a long walk from downtown Longview to Longview Junction under any conditions. However, it was a necessity for many people to go from one to the other.<sup>28</sup>

A primary reason for finding a solution was the location of the train depots. The main T&P depot was downtown, but there was also one at the Junction. The I&GN depot was at the Junction. Hacks were available but they were scarce and fares expensive.<sup>29</sup>

Local businessmen recognized the need for inexpensive, reliable and comfortable transportation. The solution was a street railway powered by mules as the invention of the electric trolley was yet to be. Seven Longview businessmen formed a corporation on June 9, 1883, under the name of Longview and Junction Railway Company "for the purpose of the construction and maintenance of a street railway and

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<sup>27</sup> Ibid.

<sup>28</sup> Bill Rattley, "Fact Sheet - Longview & Junction Railway Company, Longview, Texas", unpublished paper, Tyler, Texas, n.d.

<sup>29</sup> Ibid.

operating the same between and beyond the city of Longview, and the International and Great Northern Railroad Company Junction in Gregg County, Texas, in and adjoining said city, and also in, upon and through all such parts of Gregg County, Texas, as may be continuations of said streets and alleys, or of said Railways."<sup>30</sup>

The Longview and Junction Railway Company petitioned the Commissioners Court of Gregg County on June 20, 1883, stating that "said railway is to be speedily built connecting the City of Longview and said Junction . . . ." The Corporation requested sole and exclusive right-of-way for fifty years for the Street Railway, either or both as a horse or steam railway or other power as the Company may think proper. This included as many double tracks and all necessary switches and turnouts as the Company deemed necessary or its business required for the public accommodation, demand and convenience. On June 28, 1883, the Commissioners Court granted Longview and Junction Railway its petition.<sup>31</sup> Work began on the railway before the completion of legal paperwork. The Texas New Era reported on May 5, 1883: "The street Railway is beginning to boom."

The rail line began at the depot on Fredonia Street, ran north on Fredonia two blocks to Methvin Street, turned east on Methvin to the Junction where it ended at Sixth Street.<sup>32</sup> A small cabin on the northeast corner of Methvin and Sixth Streets housed the mules and

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<sup>30</sup> Charter of the Longview & Junction Railway Company, Dept. of State, Jun. 11, 1883.

<sup>31</sup> Commissioners Minutes of Gregg County, Texas, Book "B", pp. 121-123.

<sup>32</sup> Rattley, op. cit.

cars.<sup>33</sup>

The total length of the line was .63 of a mile, about 3,300 feet. Thus the Longview and Junction Railway Company was one of the shortest streetway systems in the Nation.<sup>34</sup>

The street railway began with one car and one mule.<sup>35</sup> The Texas New Era proudly reported to its readers on September 29, 1883: "The street cars have been running regularly the past week and we are informed that they are paying the company handsomely." The rail line was not without its problems: "The placing of torpedoes on the street railway track by some bad boys is quite an annoyance to the car drivers and might result in damage to the company. Those boys should be severely punished and made to understand that such conduct is not approbated."<sup>36</sup>

A major construction project, "Mobberley's (sic) New Junction Hotel" was underway at the Junction on December 14, 1883: "J. M. Mobberley's (sic) new three story brick hotel is progressing satisfactory. It is located between the Glass House and the Barner Bros. office, will be 86X60, with about 75 rooms, well appointed . . . ." "It is really supplying a want that has existed for years to the almost intolerable annoyance of the traveling public and the railroad

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<sup>33</sup> Ibid. This building appears on the October 1896 map of Longview, Tx., published by the Sanborn-Perris Map Co., Limited, New York.

<sup>34</sup> Ibid.

<sup>35</sup> Ibid.

<sup>36</sup> The Texas New Era, Sept. 29, 1883.

men who had to live at the Junction."<sup>37</sup> The hotel was among the finest in the region when it opened in April 1884. The brick structure was the scene of many gala social events including grand balls and wedding parties.<sup>38</sup> Fire destroyed the building on June 13, 1965.<sup>39</sup>

There was little permanent settlement at the Junction in May 1885. There were a few dwellings. Businesses included two saloons, one gambling house, a grocery store, a fruit and cigar stand, a drug store and news stand and a dressmaker. There were two boarding houses, two restaurants, the Mobberly Hotel and the Junction Hotel. Seven railroad tracks, including switch tracks, were in place. The passenger depot served T&P and I&GN customers with an attached apartment for the telegrapher's residence. The I&GN Railroad Freight Depot was a separate building.<sup>40</sup>

The most notable change at the Junction by 1890 was the increase in number of buildings within the railroad yard. Immediately north of the tracks were Waters-Pierce Oil Company's depot, iron dome oil tank and receiving pipe. Between the tracks, small buildings housed a railroad office and a telegraph office. Coal bunkers, railroad oil house, a water well and a railroad water tank on a trestle were new additions. Nestled among the tracks were two new passenger depots: A larger, more

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<sup>37</sup> Longview Democrat.

<sup>38</sup> Longview Morning Journal, *op. cit.*, Early Longview Section, p. 1.

<sup>39</sup> Longview, Texas Centennial, *The long view of a hundred years, 1870-1970*, p. 41.

<sup>40</sup> Sanborn Map & Publishing Co., Limited, New York, "Map of Longview, Tex., May 1885."

modern structure replaced the 1880 T&P/I&GN passenger depot. This was "Union Passenger Station" with two waiting rooms, ticket office, baggage room and express office.<sup>41</sup> On the extreme eastern edge of the yard was the Texas, Sabine Valley and Northwestern Railroad Passenger and Freight Depot. This station had a passenger room, railroad offices and freight room. Nearby, was a detached storage building.<sup>42</sup>

Seventeen dwellings stood in the residential/commercial section of the Junction on the north side of the tracks; "The "Kentucky Cottage" (a boarding house complex with two buildings), two independent boarding houses and a building with sleeping rooms. A new two-story structure on the southwest corner of Sixth and Methvin Streets housed a barber shop in the rear of the first floor and saloon and billiards in the remaining space. Furnished rooms were on the second floor. There was a drug store, a meat market, two grocery stores, a second barber shop and a general merchandise store on each side of Methvin Street. A public water well was near the tracks.<sup>43</sup>

Amid an oak grove south of the main railroad tracks were hotels and boarding houses. The Railroad Boarding House stood alone, west of Sixth Street. On the east side of Sixth Street was the Mobberly Hotel, Alamo Hotel and Boarding House and a saloon which included a lunch counter. On the western end of the railroad yard were the railroad stock pens.<sup>44</sup>

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<sup>41</sup> Sanborn-Perris Map Co., Limited, New York, "Map of Longview, Gregg County, Tex., May 1890, p. 4.

<sup>42</sup> Ibid., p. 5.

<sup>43</sup> Ibid., p. 4.

<sup>44</sup> Ibid.

Between May 1890 and October 1896, dwellings in a five-block area of the Junction had increased 200 per cent. Businesses had become more numerous and varied. Two large and two smaller boarding houses, three saloons, a beer and ice house, a grocery, confectionery, meat market, barber shop, restaurant, soda water factory, tailor shop and boot maker were north of the railroad tracks along Methvin Street.<sup>45</sup>

Eight railway tracks were in place, including siding tracks. A larger I&GN Railroad Freight Depot stood between the tracks. The Union Passenger Station and the T.S.V. & N.W. Railway Depot remained unchanged. New, individual buildings housed the offices for the telegrapher, yard man and watchman. The International and Great Northern Railroad's Round House was on the western end of the railroad yard with fourteen bays in ready for engine repair. Situated east of the main junction tracks were Spaulding and Son Foundry and Machine Shop, a lumber shed, a car repair shop, a small turn table and locomotive house.<sup>46</sup>

South of the tracks were the Mobberly Hotel, a restaurant and a boarding house. The railroad stock pens appear the same as in 1890.<sup>47</sup>

In 1896 the Longview and Junction Railway put a larger, two-mule car in service. The animals continued to plod along between the city and the Junction until 1912. Seguin is the only town in Texas that had a mule-car line in service later than Longview. (That city's line

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<sup>45</sup> Sanborn-Perris Map Co., Limited, New York, "Map of Longview, Gregg Co., Tex., October 1896".

<sup>46</sup> Ibid.

<sup>47</sup> Ibid.

continued until 1922.)<sup>48</sup>

The Sanborn-Perris Map Co., Limited of New York recognized the Longview Junction by including it in its heading in October 1901. The area north of the tracks had changed. The number of dwellings remained the same but were at different locations. Sites of earlier commercial buildings were vacant lots. There were only two boarding houses, one barber shop, one drug store, one grocery store, a soda water factory and a cobbler. There were two new saloons. Location of the saloon and billiard parlor was unchanged.<sup>49</sup>

The section between the tracks stayed much the same. Texas, Sabine Valley and Northwestern Railroad Company made the one major change. The passenger depot was no longer at this location. Nine dwellings surrounded the T.S.V. & N.W. Railroad shops. The shops included a car shed, a large car repairing building adjacent to a turn table, a locomotive house and a machine shop.<sup>50</sup>

South of the tracks, Longview Ice, Light and Bottling Company stood on the former site of the Railroad Boarding House. The gracious Mobberly Hotel continued to occupy the first lot east of Sixth Street. Its new neighbors to the east were a restaurant and bake house, a boarding and lodging house and Flanders Hotel. Six dwellings and the T.S.V. & N.W. Railroad shops were east of the Flanders Hotel. The new depot and general offices of the T.S.V. & N.W. stood south of the

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<sup>48</sup> Rattley, *op.cit.*

<sup>49</sup> Sanborn Map & Publishing Co., Limited, New York, "Map of Longview, Gregg Co., Texas, including Longview Junction, October 1901", p. 5.

<sup>50</sup> *Ibid.*, p. 1.

Mobberly Hotel.<sup>51</sup>

Longview Junction took on new life on December 8, 1904. The Longview City Council received a petition from local citizens, including many Junction residents, to annex "certain adjoining territory to the present limits of the City of Longview, Gregg County, Texas."<sup>52</sup> The land annexed would be "1/4 mile on each side of the present Corporation North and South, and 1/2 mile annexed on the East and West sides of the Said Corporation."<sup>53</sup> An ordinance was passed and approved to annex the land as petitioned.<sup>54</sup>

Alderman White made a motion, seconded by Alderman Mosley, during the above City Council meeting: ". . . the Junction School be kept and maintained where it now exists and that improvements be made on said school building as soon as possible."<sup>55</sup> The exact location of this school is not documented, but the city did maintain a school at the Junction until state funding became available.<sup>56</sup> In 1912 the city purchased a site from J. C. Turner near Fourth and Padon Streets for First Ward Elementary School.<sup>57</sup> Early residents remember the site of

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<sup>51</sup> Ibid., p. 5.

<sup>52</sup> Minute Book, City of Longview, Texas, Book "C-3", p. 398.

<sup>53</sup> Ibid., p. 400.

<sup>54</sup> Ibid., p. 406.

<sup>55</sup> Ibid.

<sup>56</sup> Records, Longview Independent School District, 1909.

<sup>57</sup> Ibid., 1912.



Junction School being the same as First Ward Elementary.<sup>58</sup>

Misses Sarah and Mollie Teague opened a private, two-room school, at the corner of Seventh and Magrill Streets, in 1896. The school closed in 1905.<sup>59</sup> Sarah Teague sold the school building and property to G. A. Bodenheim, Mayor of the City of Longview, for Five Hundred Dollars on January 22, 1906.<sup>60</sup> The City operated a public school in the facility.<sup>61</sup> The Longview Independent School District sold the Teague School property to Misses Dollie and Amanda Bunt for Five Hundred and Fifty Dollars on June 9, 1913.<sup>62</sup>

The welcomed annexation allowed the Junction citizens to petition the City Council for specific services. On January 9, 1905, such a petition was presented to the City Council signed by many of the Junction citizens asking the appointment of G. W. Little as Police Officer for the Junction.<sup>63</sup>

The population of the City of Longview increased with the additional property. There were enough eligible voters to allow the City Council to call an election on March 31, 1905, for issuance of

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<sup>58</sup> Personal Communication, Mr. Tillman Perkins, (b. 1921), Jan. 25, 1991. Dr. Tom Francis (b. 1910) recalls when he was a small boy "the school building was very old.", Jan. 25, 1991. Mrs. Ruth Bowles (b. 1905), a teacher at First Ward School, remembers the school being referred to as Junction School until the early 1930s, Feb. 6, 1991.

<sup>59</sup> Longview Morning Journal, *op. cit.* Reading Writing Section, p. 2.

<sup>60</sup> Deed Records, Gregg County, Texas, Vol. V, p. 222.

<sup>61</sup> Sanborn Map Company, New York, "Map of Longview, Gregg Co., Texas, May 1906", p. 9.

<sup>62</sup> *Ibid.*, Vol. 27, p. 256.

<sup>63</sup> Minute Book, City of Longview, Texas, *op. cit.*, p. 418.

city improvements bonds.<sup>64</sup> These bonds made possible many of the first city improvements including paved streets (wooden blocks), cement sidewalks and street lights.<sup>65</sup>

The annexation of Longview Junction made a difference in its residential growth. In May 1906 the city clearly defined the new streets from First Street on the west to Seventh Street on the east. The street marking the northern boundary was Cemetery Street (now Magrill Street) to Cotton Street on the south.<sup>66</sup>

Forty-six dwellings stood between Third Street and Fourth Street.<sup>67</sup> There is no complete record of the number of buildings in this area before 1906. The section from Fourth Street and Seventh Street, between Cemetery Street and North Street (now Whaley Street) was another tract not entirely recorded before this date. In 1906 fifty-one dwellings were in the district.<sup>68</sup>

The Junction had two schools. The former Teague School at Seventh and Magrill was a public school.<sup>69</sup> Two buildings at Sixth Street and Olive Street accommodated the Roman Catholic Church and School.<sup>70</sup>

The commercial district, north of the tracks along Methvin Street

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<sup>64</sup> Ibid., p. 446.

<sup>65</sup> Charlotte Teske, Roamin' Through Longview, From Then...Til Now, p. 25, Longview, Tx., 1987.

<sup>66</sup> Sanborn Map Company, New York, "Map of Longview, Gregg Co., Texas, May 1906", p. 1.

<sup>67</sup> Ibid., p. 9.

<sup>68</sup> Ibid.

<sup>69</sup> Ibid.

<sup>70</sup> Ibid., p. 11.

radically changed. This region consisted of a paint shop, wagon storage, feed warehouse, a negro barber, negro restaurant, cold drink company, a grocery store, three warehouses, a boarding house and a large saloon. The Longview and Junction Railway Company relocated its stables a short distance east from its former location on the northeast corner of Sixth and Methvin Streets. The new building was larger than the original facility.<sup>71</sup>

There was little change between the tracks.<sup>72</sup> On the western end of the yard, near the Gulf Coast and Santa Fe Railroad switches was the Longview Cotton Oil Company. Farther west, about ninety feet south of main track of the I&GN was the Castleberry and Flewellen Saw Mill.<sup>73</sup> These companies began after 1901.

South of the tracks, west of Sixth Street, the Longview Ice, Light and Bottling Company was much larger. It employed five men on duty at night during the summer and two men on night duty during the winter.<sup>74</sup>

The Mobberly Hotel stood on its established lot east of Sixth Street. Two restaurants, a saloon and the Ansley Hotel were east of the Mobberly.<sup>75</sup> Situated between the Ansley and the former T.S.V.& N.W. Railroad shops were seven dwellings. This railway had become the Gulf, Colorado and Santa Fe Railway. Its freight and passenger depot was south of the Mobberly Hotel. A platform was new. There were three

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<sup>71</sup> Ibid., p. 9.

<sup>72</sup> Ibid., p. 11.

<sup>73</sup> Ibid., p. 12.

<sup>74</sup> Ibid.

<sup>75</sup> Ibid., p. 11.

Bank; its charter issued on February 1, 1940. The bank's stockholders purchased a lot on the northwest corner of North Fredonia and Bank Streets and built a building, moving into it on September 20, 1940. Texas Commerce Bank bought the bank in 1979.<sup>80</sup>

In 1919 Sixth Street graded crossing at the Junction crossed 11 sets of tracks. Each individual personally interviewed about the Junction recall it being the longest graded railroad crossing in Texas.

Even though the Junction was a part of the city of Longview, it remained a separate community for many years. Property along Methvin Street continued to be residential from First Street to Fifth Street. Longviewites generally considered Second Street as the City/Junction boundary. This created a line that Longview's parents forbade their children to cross. The line was uncrossed by boys from the Junction for fear of violence by those same sheltered young people. The first swimming hole was the Texas and Pacific pond near the tracks at the Junction. Early residents swear many a Longview boy never learned to swim since he was not allowed to go into that area.<sup>81</sup>

A descendant of one early merchant recalls stories of the Junction when it was a railroad community. He was told about a long row of saloons, with music from the player piano frequently interrupted by laughter, shouts and an occasional gun shot.<sup>82</sup>

The two-story building at the intersection of Sixth and Methvin

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<sup>80</sup> Ibid.

<sup>81</sup> Personal Communication, Mr. Tillman Perkins, (b.1921), Sept. 6, 1987. Mrs. Olga Kern Smith, (b. 1906), Nov. 20, 1987. Dr. Tom Francis (b. 1910), Jan. 25, 1991.

<sup>82</sup> Ibid., Perkins.

Streets eventually housed three separate business operations. A drugstore occupied the north section of the ground floor; a cafe in the south side. On the second floor were small partitioned rooms where certain ladies could entertain gentlemen for a price. The drugstore offered several games of chance including slot machines and punch boards. It sold beer, but no coffee; for that, you had to go to the cafe.<sup>83</sup>

In January of 1929 the Texas and Pacific moved its division offices and shops from Longview to Mineola. As a result, 700 families and an immense payroll vanished almost overnight. This was a great blow to the economy of Longview.<sup>84</sup> The F. K. Lathrop A-1 oil well, north of Longview, was completed on January 26, 1931. The struggling city immediately became a "boom town." The Junction became an entry point for the oilfield workers and others who rushed to capitalize on the discovery of oil in Gregg County.

In 1939 the Texas and Pacific Railroad Company constructed an underpass at the Junction to eliminate the dangerous Sixth Street graded crossing. The underpass connected with Fifth Street and rerouted the traffic flow away from Sixth Street. The drugstore at the Sixth and Methvin Streets intersection relocated to the northwest corner of Fifth and Methvin Streets, under a new name - Junction Drug Store. The increase in population and the mobility which came with the automobile gradually erased the "boundary line" between the Junction and Longview.

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<sup>83</sup> Ibid.

<sup>84</sup> McWhorter, *op. cit.*, p.104.

Few visual reminders of the rowdy, railroad era remain. However, all who lived in the region before the 1960s vividly recall "The Junction" and its major contribution to the growth of Longview.

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JOHN R. MAGRILL, ET UX

INSTRUMENT: DEED

DATED: March 14, 1872

TO

FILED: March 15, 1872

RECORDED: Volume 0, Page 362

INTERNATIONAL RR COMPANY

DEED RECORDS UPSHUR COUNTY TEXAS

STATE OF TEXAS )

KNOW ALL MEN BY THESE PRESENTS:

COUNTY OF UPSHUR )

That we John R Magrill and wife Elizabeth A Magrill of the County of Upshur and State of Texas, in consideration of six thousand one hundred and twelve gold dollars paid and secured to be paid as follows to-wit: three thousand and one hundred and twelve gold dollars cash in hand paid to us the receipt of which is hereby acknowledged, and the promissory note of the International Rail road Company of Texas, for three thousand Gold Dollars of even date herewith, due in twelve months from date, and bearing interest at the rate of ten per centum per annum; have granted bargained sold released and conveyed and by these presents do grant bargain sell release and convey unto the International Rail Road Company of Texas, a certain tract or parcel of land, lying being and situated in the County of Upshur and State of Texas, and more particularly described as follows: A part of the Headright survey of HAMILTON MCNUFF:

BEGINNING at a stake for the Northeast Corner of a lot surveyed for a church for free men of color;

THENCE South 2286 feet to a stake the South east corner of Graybills and Mercers lot;

THENCE West 209 feet to a stake for the South west corner of Graybills and Mercers lot;

THENCE South 488 feet to a stake from which two hickorys both marked X bears respectively S  $53\frac{1}{2}$  W  $2\frac{1}{10}$  varas and S  $55\frac{1}{2}$  E  $4\frac{4}{10}$  varas;

THENCE East 3462 feet to a stake on the West boundary line of A Jourdans survey from which a gum tree marked X bears N  $75\frac{1}{2}$  E  $5\frac{1}{2}$  feet and maple 4 inches in diameter also marked X bears N  $3\frac{1}{2}$  feet;

THENCE North with said Jordans West boundary line 3292 feet to a red oak for a corner from which another red oak bears South 5 feet both trees marked X;

THENCE with the meanderings of the branch N 67 W 160 feet S 79 W 208 feet N  $65\frac{1}{2}$  W 383 feet and North 231 feet to a rock for a corner on the Marshall and Tyler Road;

THENCE S 67 W with said road 960 feet to a rock for corner;

THENCE S 4 W 825 feet to a rock for corner from which a post oak marked X bears S 21 W  $7\frac{1}{3}$  feet;

THENCE West 1482 feet to the place of beginning, containing two hundred and forty four and a hlaf ( $244\frac{1}{2}$ ) acres of land.

Together with all and singular the improvements rights, members, privileges and hereditaments rights, ~~m~~members, privileges, and hereditaments to the said belonging or in anywise incident or appertaining.

TO HAVE AND TO HOLD the said two hundred and forty four and a half acres of land unto the said International Railroad Company of Texas, its successors and assigns forever. And we the said John R. Matrill and Elizabeth A. Magrill do hereby bind ourselves, our heirs, and legal representatives to warrant and forever defend all and singular the title to the aforesaid International Rail Road Company of Texas, against every person whomsoever lawfully claiming or to claim the same or any part thereof.

the same or any part thereof.

In testimony whereof we have hereunto set our hands and seals using scroll  
for seals this fourteenth (14th) day of March, A.D., one thousand eight hun-  
dred and seventy two. (1872)

John R. Magrill

Elizabeth A. Magrill x her mark.

ATTEST:

D.S.H. Smith

B. Butrill

THE STATE OF TEXAS

COUNTY OF UPSHUR

I, W.H. Payne, a Justice of the peace in and for  
Precinct No. 5 of said County and ex-officio Notary Public, do hereby certify  
that John R. Magrill and his wife, Elizabeth A. Magrill, parties to the certain  
deed bearing date on the 14th day of March, A.D., 1872, and hereto annexed  
personally appeared before me, a Justice of the Peace and ex-officio Notary  
Public, in and for the County aforesaid, and acknowledged the same to be their  
act and deed for the uses and purposes therein set forth.

And the said Elizabeth A. Magrill having been examined by me privily and  
apart from her husband, and having the same fully explained to her, she the  
said Elizabeth A. Magrill acknowledged the same to be her act and deed and de-  
clared that she had willingly signed sealed and delivered the same and that  
she wished not to retract it.

To certify which I hereto sign my name and affix my official seal this  
4th day of March, A.D., 1872.

W.H. Payne, NP & J P

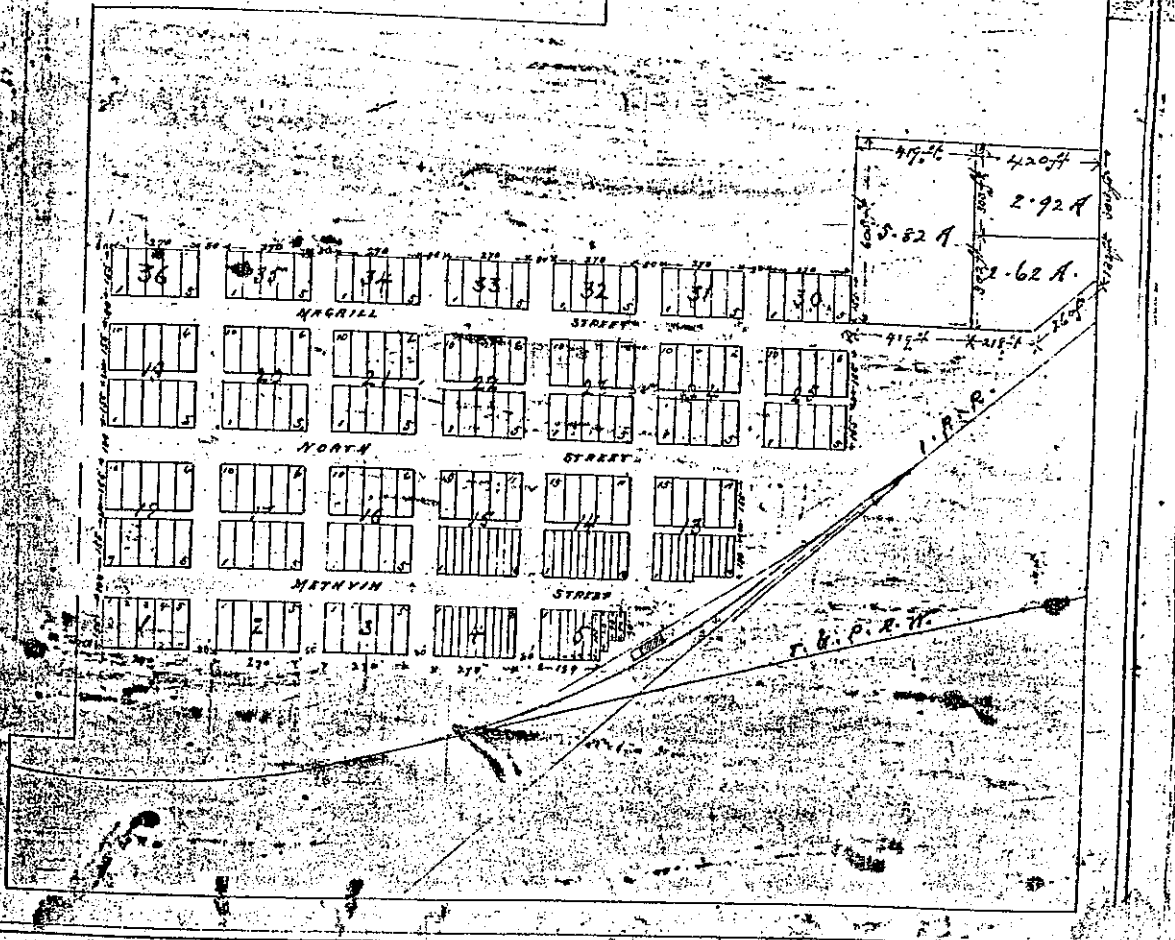
(L.S.)

MAP OF THE PROPERTY

Of the  
INTERNATIONAL RAILROAD CO

At the Junction of the  
INTERNATIONAL & TEXAS & PACIFIC RAILROADS  
In view adjoining the town of  
LONGVIEW  
TEXAS

Surveyed and drawn by F. S. TORREY C.E.  
SCALE 400 FEET TO THE INCH.



The State of Texas }  
 County of Gregg } I do hereby certify that  
 the above and foregoing  
 is a true and correct copy of the original  
 Dedication of Lots - Certain Property - by The International  
 Railroad Company - and Map attached thereto - as  
 filed for record in my office - the 23<sup>rd</sup> day of March  
 A.D. 1874 - at 2 O'Clock P.M. This the 23<sup>rd</sup> day of  
 March 1874.

*F. S. Torrey*  
 Clerk, C. C. Gregg

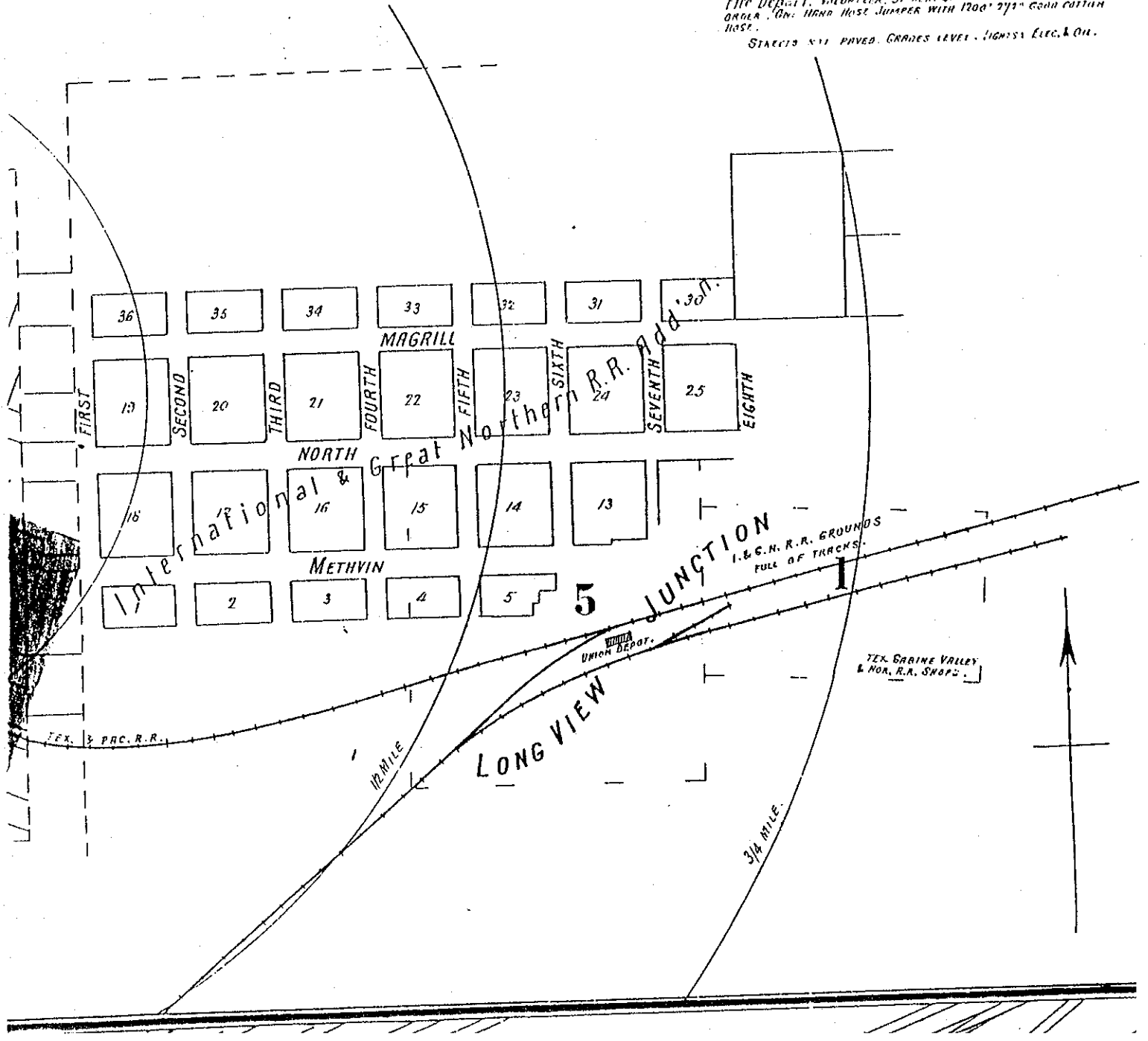
| Letter                            | Sheet | Letter                              | Sheet |
|-----------------------------------|-------|-------------------------------------|-------|
| L                                 |       | P                                   |       |
| C. W., Cotton gin,.....           | 6     | Presbyterian Church,.....           | 4     |
| Cotton Oil-mill Co.,.....         | 6     | Public School,.....                 | 6     |
| Ice, Light & Bottling Co.,.....   | 5     |                                     |       |
| Kelly Plow Mfg Co.,.....          | 2     | T                                   |       |
|                                   |       | T. & P. R. R. Freight Depot,.....   | 2     |
|                                   |       | " " Passenger Depot,.....           | 5     |
| M                                 |       | T. S. V. & N. W. R. R. Depot,.....  | 5     |
| Hotel,.....                       | 2     | " " " Shops,.....                   | 1     |
| Temple,.....                      | 3     |                                     |       |
| St. Episcopal Church, South,..... | 4     | U                                   |       |
| Y Ho.,.....                       | 5     | Union Passenger Station,.....       | 5     |
|                                   |       |                                     |       |
| O                                 |       | W                                   |       |
| House,.....                       | 3     | Waters-Pierce Oil Co.'s Depot,..... | 5     |

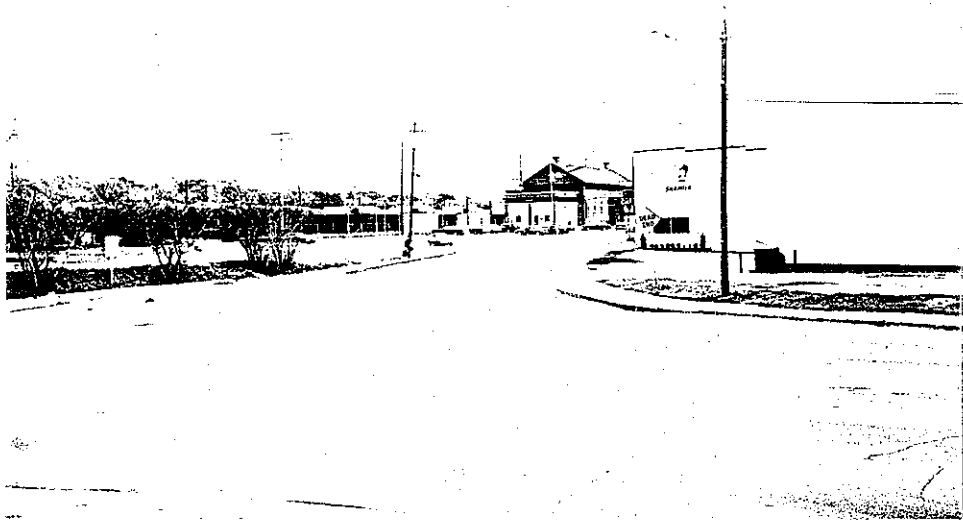
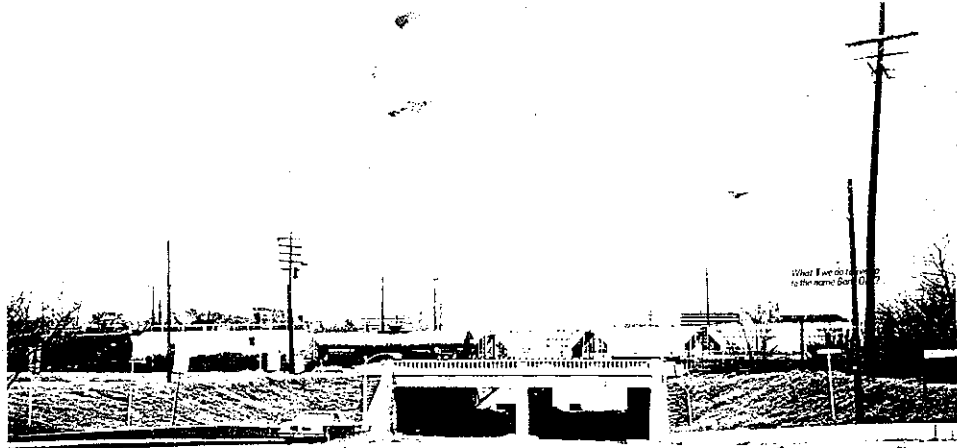
NOV 22 1901  
 OCT 28 1901  
 1295

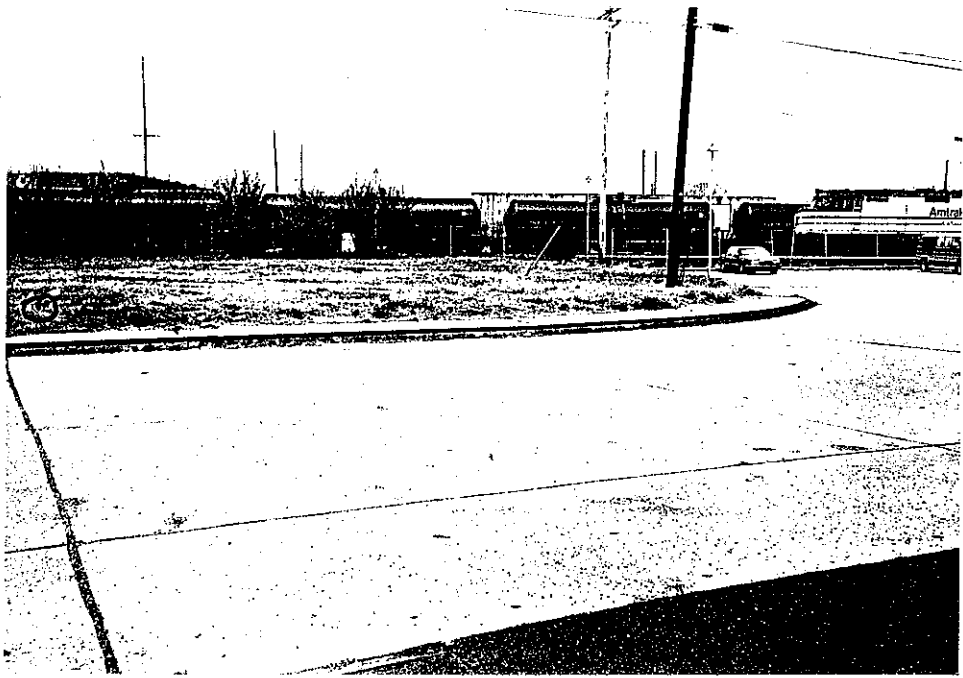


**NOTE.**

**Water facilities:** Reservoir, Cap'y 33000 GALL'S, 20' DIAM. 12' DEEP UNDER ENGINE HO. (SEE SHEET NO. 2 J SUPPLIED FROM ARMS OF B. OCS NOS 239 AND 240 TYLER AV.  
**Fire Dept.** VOLUNTEER, 31 MEN, SISKY STEAMER IN GOOD ORDR. (ON HAND HOSE JUMPER WITH 1200' 2 1/2" GOOD CATTIUM HOSE.  
 STREETS ALL PAVED. GRADES LEVEL. LIGHTS ELEC. & OIL.







INTERNATIONAL & GREAT NORTHERN  
RAILROAD COMPANY

DEED

DATED SEPTEMBER 15, 1874

FILED NOVEMBER 23 1874

RECORDED VOL A PAGE 597

DEED RECORDS GREGG COUNTY,

TEXAS

TO

EDWIN F HATFIELD JR

THE STATE OF TEXAS |  
COUNTY OF GREGG |

KNOW ALL MEN BY THESE PRESENTS:

-----

THAT the International and Great Northern Railroad Company a body corporate and politics by the laws of the State of Texas in consideration of One Dollar to said Company paid by Edwin F. Hatfield Jr., and other good and sufficient considerations the receipt of which is hereby acknowledged have granted, bargained, sold and released and hereby do grant, bargain, sell, convey and release unto the said Edwin F. Hatfield Jr., all of its right, title and interest in and to the following described tracts or parcels of land lying, being and situate in the County of Gregg and State of Texas, and more particularly known and described as follows:

1. One Hundred and Seventy four acres of land, a part of the Mary Van Winkle Survey, being the land conveyed to the International Railroad Company by C. B. Kilgore and Fannie Y. Kilgore by deed dated June 27th, 1872, and recorded in records of Deeds of Rusk County, in Book T, pages 706-707 and 708.

2. Forty Eight and one half acres of land a part of the M D Greer Survey, being the land conveyed to the International Railroad Company by E J Anderson by deed dated November 1st, 1872, and recorded in the record of Deeds Upshur County in Book P, pages 47 and 48.



3. Two Hundred and Forty Four and one half acres of land a part of the Hamilton McNutt Survey, beng the land conveyed to the International Railroad Company by John R Magrill and Elizabeth A. Magrill by deed dated March 14th, 1872, and recorded in Upshur County records of Deeds in Book "O" Pages 362-363 and 364.

The said two hundred and forty four and one half acres of land are hereby conveyed subject to the terms of an agreement made by and between The International Railroad Company and the Texas and Pacific Railroad Company for the joint occupancy of the land at Long-view Junction; the said juntion being situated upon this tract of land; But out of the lands herein described there is saved and excepted from this conveyance the right of way of said International and Great Northern Railroad, not exceeding two hundred (200) feet in width along the line of said road and land necessary for sidings, stations, section houses, depot, grounds, machine and repair shops, turn tables, cattle yards and the grounds at and around stations necessary for the use and operation of said railroad, and in all cases there is saved and excepted from this conveyance the grounds marked "Railroad Reservation" on the maps of the towns of the said Railroad Company filed in the office of the Clerk of the District Court of Gregg County, Texas.

From this conveyance there is also saved and excepted out of the lands herein described all town lots and tracts or parcels of land conveyed by the International Railroad Company or by The International and Great Northern Railroad Company prior to the date of the execution of this conveyance.

Together with all and singular the rights, members, hereditaments and appurtenances to the same belonging or in any wise incident or appertaining.

TO HAVE AND TO HOLD all and singular the premises above mentioned unto the said Edwin F. Hatfield Jr., his heirs and assigns forever, and the said International and Great Northern Railroad Company does hereby bind itself, its successors or assigns to Warrant and forever defend the title hereby conveyed against the lawful claim of all persons claiming the same or any part thereof, of from, by or through the said Company.

IN TESTIMONY WHEREOF Calusha A Crow, the president of the said Company acting for said company hereto signs his name and causes the seal of said Company to be affixed at Houston, Texas, this fifteenth day of September, A.D. 1874.

CALUSHA A CROW, President

LS) International and Great Northern RR Co.

WITNESST: Ira H Evans, Secretary

Int'l and Gt Northern RR Co.

E. F. HATFIELD, JR.

D E E D

DATED: OCTOBER 8th, 1874

TO

FILED: NOVEMBER 23RD, 1874 at 9:05 A.M.

RECORDED: VOL. A, PAGE 599

TEXAS LAND COMPANY

DEED RECORDS GREGG COUNTY, TEXAS.

\* \* \* \* \*

KNOW ALL MEN BY THESE PRESENTS: That Edwin F. Hatfield, Jr., unmarried, of the City, County and State of New York, in consideration of one Dollar and of other good and sufficient considerations to said Hatfield paid by the Texas Land Company a body corporate and poliotic by the laws of the State of Texas, the receipt of which is hereby acknowledged has granted, bargained, sold and released, and hereby does release unto the said Texas Land Company all of his right, title and interest in and to the following described and designated tract or parcels of land, lying, being and situate in the County of Gregg, and State of Texas, and more particularly known and described as follows:-

1. One Hundred and Seventy Four acres of land , a part of the Mary Van Winkle League Survey, being the land conveyed to International Railroad Company by G.B.Kilgore and Fanny Y. Kilgore, by deed dated June 27th, 1872 and recorded in record of deeds of Rusk County in Book "T" pages 706-707 and 708.

2. Forty eight and one half acres of land a part of the M.D.Greer Survey being the land conveyed to the International Railroad Company by E.J.Anderson by deed dated November 1st, 1872 and recorded in record of deeds Upshur County in Book "P" pages 47 and 48.

3. Two hundred and forty four and one half acres of

land a part of the Hamilton McNutt Survey, being the land conveyed to the International Railroad Company by John R. Magrill and Elizabeth A. Magrill by deed dated March 14, 1873 and recorded in Upshur County Record of Deeds in Book "O" pages 362-363 and 364.

The said two hundred and forty four and one half acres of land are hereby conveyed subject to the terms of an agreement made by and between the International Railroad/and <sup>Company</sup> The Texas and Pacific Railroad Company for the joint occupancy of the land at Longview Junction, the said junction being situated upon this tract of land, but out of the lands herein described there is saved and excepted from this conveyance the right of way of the International and Great Northern Railroad Company not exceeding two hundred (200) feet in width along the line of said road and the land necessary for sidings, stations, section houses, depot grounds, machines and repair shops, turn tables, cattle yards and the grounds at and around stations, necessary for the use and operations of said railroad and in all cases there is saved and excepted from this conveyance the grounds marked "Railroad Reservation" on the maps of the towns of the said railroad Company filed in the office of the Clerk of the District Court of Gregg County, from this conveyance there is also saved and excepted out of the lands herein described all town lots and tracts or parcels of land conveyed by the International Railroad Company or by the International and Great Northern Railroad Company prior to the Fifteenth day of September, A.D. 1874, ..

Together with all and singular the rights, members hereditaments, and appurtenances to the same belonging or in anywise

incident or appertaining.

TO HAVE AND TO HOLD all and singular the premises above mentioned except and subject as aforesaid unto the said Texas Land Company, its successors and assigns forever.

IN TESTIMONY WHEREOF, the said Edwin F. Hatfield, Jr., has hereunto set his hand and seal at the City of New York this Eighth day of October, A.D. 1874.

Signed, Sealed and delivered  
in the presents of the word  
"Unmarried" page 1, line 2,  
interlined before executed)

E.F. Hatfield, Jr. (Seal)

Charles Nettleton

William H. Clarkson

STATE OF NEW YORK

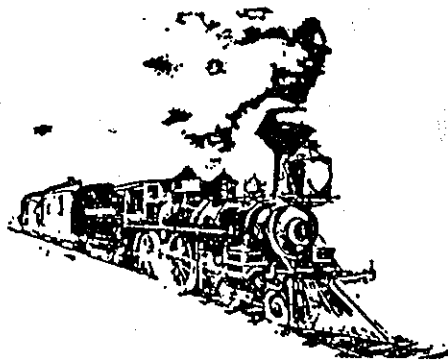
CITY AND COUNTY OF NEW YORK |

I, Charles Nettleton, Commissioner in said State of New York, residence in said City of New York, appointed by the Governor of the State of Texas, do hereby certify that Edwin F. Hatfield, Jr. who is personally known to me to be the person described in and who executed the foregoing instrument, this day came before me and acknowledged that he signed sealed and delivered the said instrument bearing date on the 8th day of October, A.D. 1874, as his voluntary act and deed for the consideration uses and purposes therein expressed.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my official seal this 8th day of October, A.D. 1874.

(LS)

Charles Nettleton, Commissioner for  
Texas in New York  
117 Broadway, N.Y. City.



**DEDICATION**  
of an  
**OFFICIAL TEXAS HISTORICAL MARKER**

**LONGVIEW JUNCTION**  
101 Pacific Avenue  
Longview, Texas

**FRIDAY, JUNE 5, 1992**

**10:00 a.m.**

Sponsored by  
THE TEXAS HISTORICAL COMMISSION  
and  
THE GREGG COUNTY HISTORICAL COMMISSION

in the

1992 ALLEY FEST

## GREGG COUNTY HISTORICAL COMMISSION

Mrs. Mildred Wood Barker  
Mrs. Sally Gossett Barron  
Mrs. Amelia Belding  
Dr. Norman W. Black, Chairman  
Mr. Jack Buchanan  
Mrs. Anne Price Cammack  
Mrs. Pauline Cox  
Mrs. B. W. Crain, Jr.  
Sondra Daniel  
Mrs. Bill W. Dodson  
Dr. Ken R. Durham

Mrs. Helen McHaney Griffin  
Mrs. Nelda Lewis  
Mrs. H. L. Long  
Mrs. Gordon J. Mayer  
Dr. W. D. Northcutt, III  
Mrs. John W. Osteen  
Mrs. Amanda Pratt  
Mr. Ben Reynolds  
Mrs. Nancy Ruff  
Mrs. Charlotte Teske  
Mr. Joe L. White

## PROGRAM

Master of Ceremonies ..... Dr. Norman W. Black, Chairman  
Gregg County Historical Commission

Invocation ..... Rev. William D. O'Neal, Pastor  
First Presbyterian Church, Longview

Introduction of Guests ..... Dr. Black

Welcome ..... Hon. Martha Whitehead, Mayor of Longview

Address ..... Hon. R. E. "Peppy" Blount

Unveiling of Marker ..... J. G. Hubbard, Amtrack Agent  
Charlotte Teske, President, Gregg County Historical Society

Benediction ..... The Rt. Rev. Monsignor Edward J. Shopka  
Retired Pastor, St. Anthony's Catholic Church and  
St. Mary's Catholic Church

## ACKNOWLEDGEMENTS

Paul Boorman, PALS, City of Longview  
Dr. Ellie Caston, Director, Gregg County Historical Museum  
Traffic Department, City of Longview  
Environmental Health, City of Longview  
Police Department, City of Longview

APPLICATION FORM  
OFFICIAL TEXAS HISTORICAL MARKER

This marker is for (title or subject): LONGVIEW JUNCTION

Marker location (street address and city, or specific directions from nearest town on state highway map):  
901 E. Pacific St., Longview, Texas. Proposed location is 10 feet from  
curb on north side of st., 200 feet east of intersection with Mobberly Ave.

County: GREGG

Distance and direction of marker topic from marker site (if applicable):

(within area of Junction)

\*\*\*\*\*  
**APPROVAL OF COUNTY HISTORICAL COMMISSION**

The application and narrative history must be approved by the county historical commission before forwarding to the Texas Historical Commission.

Chair's Signature: Norman W. Black, D.D.S. Date: 3-26-91

*The CHC chair automatically will receive all copies of correspondence regarding this marker project.*

**PERMISSION OF OWNER FOR MARKER PLACEMENT**

Permission for placement of a marker must be obtained by the property owner. Please provide the name of a contact person if the owner is an institution, organization, or public entity. This section need not be completed if the marker is to be placed on right-of-way maintained by the State Department of Highways and Public Transportation.

Name: City of Longview

Contact person(if applicable): Jim Baugh, City Manager

Mailing address: P. O. Box 1952  
Longview, Texas 75606

Phone: (903) 237-1021

Owner's Signature: [Signature] Manager, City of Longview

Do you wish to receive copies of all correspondence concerning this marker application?  Yes  No

To whom should the request for payment be addressed?

Name: Norman W. Black, Chair, Gregg County Historical Commission

(Provide contact person if payee is an institution, organization, or public entity.)

Mailing address: 417 Mobberly Ave.  
Longview, Texas 75602

Phone: (903) 757-2261

Does this person wish to receive copies of all other correspondence concerning this application?  Yes  No

Is there anyone else to whom all correspondence concerning this marker application should be addressed?

(One additional name and address only, please.)

Name: \_\_\_\_\_

Mailing address: \_\_\_\_\_

Phone: \_\_\_\_\_

**SHIPPING INSTRUCTIONS**

In order to facilitate delivery of the marker, neither post office box numbers nor rural route numbers can be accepted. If the marker is to be placed on the highway right-of-way, it will be shipped directly to the district highway engineer.

(over)





# TEXAS HISTORICAL COMMISSION

P.O. BOX 12276

AUSTIN, TEXAS 78711

(512)463-6100

October 11, 1991

Dr. Norman W. Black, Chair  
Gregg County Historical Commission  
417 Mobberly Avenue  
Longview, TX 75602

RE: LONGVIEW JUNCTION  
18" x 28" subject marker w/ post  
Job#: 24491

Dear Dr. Black:

This letter is to notify you that the State Marker Committee has reviewed and approved the above-referenced topic for an Official Texas Historical Marker.

At this time, payment for the marker is due. A check in the amount of \$450.00 should be made payable to the Texas Historical Commission and sent to the letterhead address at your earliest convenience.

Once payment for the marker is received, the application will be placed in line to have the marker inscription written. The inscription will not be written until after funds have been received. When the text is prepared, a copy will be sent to you and any parties listed below for review and approval.

The Texas Historical Commission wishes to congratulate you for your efforts to record and preserve Texas history.

Sincerely,

Frances Rickard, Director  
Local History Programs

*The State Agency for Historic Preservation*

Texas Historical Commission Staff (KN), 12/5/91

18" x 28" Official Texas Historical Marker with post  
Gregg County (Job #24491)

Location: 901 E. Pacific-St., Longview

**LONGVIEW JUNCTION\***

THIS COMMUNITY ORIGINATED IN  
THE 1870s WITH THE JUNCTION OF  
THE TEXAS & PACIFIC AND INTERNA-  
TIONAL & GREAT NORTHERN RAIL-  
ROAD TRACKS●CHURCHES, RESIDENCES,  
HOTELS, RESTAURANTS, BUSINESSES,  
BOARDINGHOUSES, AND SCHOOLS DEVEL-  
OPED IN THE AREA TO ACCOMMODATE  
WORKERS AND TRAVELERS●A MULE  
POWERED STREET RAILWAY SYSTEM  
OPERATED FROM 1883 TO 1912 TO FACIL-  
ITATE TRANSPORTATION BETWEEN  
DOWNTOWN LONGVIEW AND THE  
JUNCTION●ANNEXED TO THE CITY OF  
LONGVIEW IN 1904, LONGVIEW JUNCTION  
REMAINED AN IDENTIFIABLE COMMU-  
NITY UNTIL AUTOMOBILES PROVIDED  
GREATER MOBILITY●\*\*

(1991)\*\*\*

\*3/4 inch lettering

\*\*1/2 inch lettering

\*\*\*1/4 inch lettering

**TUESDAY**

June 2, 1992

Two sections, 16 pages

## 'Longview Junction' marker to be dedicated

A part of Longview's early history is being remembered this week.

An official Texas Historical Marker commemorating old "Longview Junction" will be dedicated 10 a.m. Friday at 101 Pacific Ave., near Longview's Amtrak station off Moberly Avenue.

Sponsored by the Gregg County and Texas historical commissions, the marker will be unveiled in public ceremonies as part of this year's AlleyFest celebration.

Dr. Norman W. Black, chairman of the county historical commis-

sion, will serve as master of ceremonies for Friday's event, with main address by Longview attorney R.E. "Peppy" Blount.

Also scheduled to participate are Mayor Martha Whitehead, Amtrak agent J.G. Hubbard, Gregg County Historical Society President Charlotte Teske, the Rev. William O'Neal and the Rev. Edward J. Shopka.

Longview Junction, a commercial and residential area just east of the Longview city limits that was annexed into the city in 1904,

got its start when the International Railway Co. completed its line to the Longview area in the early 1870s.

The Junction housed the Moberly Hotel and a railroad depot, the latter being served by a mule-drawn trolley that operated between that station and the Texas and Pacific Depot.



# Junction had shady reputation

If he were alive today, G.A. Bodenheim probably wouldn't recognize Longview Junction.

At 10 a.m. Friday, an official Texas Historical Marker will be dedicated at 101 Pacific Ave. (near the Amtrak station) to commemorate that wild and wooley area once known to many Longview residents simply as "the Junction."

Some of the following information is from Dr. Norman Black, county historical commission chairman. Some is from Charlotte Teske, president of

the Gregg County Historical Society and author of "Roamin' Through Longview." Black and Teske will participate in Friday's event.



Van Craddock

Longview Junction got its start in 1873 when what became known as the International and Great Northern Railroad Co. completed its line to Longview.

The IG&N tracks connected with Texas & Pacific lines about a mile east of the T&P depot in downtown Longview. There, at the tracks' junction, a small commercial and residential community developed.

For many years, the presence of both an IG&N depot at the Junction and the T&P station downtown created problems for train passengers, who forever were getting off at the wrong depot.

It was a long walk from downtown to the Junction, and in those days before paved roads, Methvin Street often was a sea of mud. Eventually, in 1883, the Longview and Junction Railway Co. was created to provide mule-drawn trolley service between the depots.

That same year, the magnificent Moberly Hotel was under construction at the Junction, a bustling area that nevertheless didn't have the best of reputations.

"This was definitely the wildest part of Longview," Teske said. "It was never as rowdy or lawless as many of the railroad towns, but to deny its colorful history would be less than truthful."



"One early resident of the area Bodenheim vividly recalls seeing both men and women, who didn't quite reach their destination after a fun night at the Junction, asleep in the early morning hours, in a ditch along Fifth Street and on an outside stairway that led to the second floor of one of the buildings on the south side of Methvin Street."

There was a long row of saloons at the Junction. Fistfights and gunshots weren't uncommon. One drug store boasted slot machines.

However, in 1904, the Junction was annexed by Longview. It was a sizable annexation, too, since some 2,000 people lived in the area.

G.A. Bodenheim, who was mayor for some two decades after the turn of the century, led the annexation efforts to push Longview's population past the 5,000 mark. Thanks to Bodenheim's efforts, it allowed the city to issue improvement bonds for Longview's first paved streets, cement sidewalks and street lights.

But even years after annexation, some parents would still forbid their youngsters to cross Second Street, which was considered the "border" between Longview and the unsavory Junction.

This created a problem since the city's first swimming hole reportedly was a pond near the Junction's tracks. Some early residents swore that many Longview boys never learned to swim because they couldn't cross Second Street.

Fortunately, it'll be OK to venture into the Junction Friday morning to recall a bit of Longview's colorful history.

Van Craddock is Longview News-Journal entertainment editor.

LONGVIEW JUNCTION HISTORICAL MARKER DEDICATION, 10:00 A.M., Friday, June 5, 1992. 101 East Pacific Avenue., Longview, Gregg County, Texas.

M.C. Good Morning, ladies and gentlemen. Welcome to the dedication of an Official Texas Historical Marker: THE LONGVIEW JUNCTION. This historical marker is authorized by the State of Texas and sponsored by the Texas Historical Commission and the Gregg County Historical Commission.

INVOCATION The INVOCATION will be given by Reverend William D. O'Neal, Pastor of the First Presbyterian Church of Longview....Rev. O'Neal...Thank you Rev. O'Neal.

GUESTS We have some guests with us this morning:

WELCOME Your program states that Hon. Martha Whitehead, Mayor of Longview is to speak at this time. Her Honor learned after the program had gone to the printers that she must be out of the city today and she has asked Longview City Councilman, RUSTY NORTON, to act in her stead....Mr. Norton.... Thank you, RUSTY.

JUDGE WALKER Our Most Distinguished Guest had several time conflicts but we are delighted and honored he could be with us this morning. In the flurry of last minute details his name was inadvertantly omitted from the printed program, but please join me in welcoming Gregg County Judge Kenneth J. Walker....JUDGE WALKER.....Thank you Judge Walker.

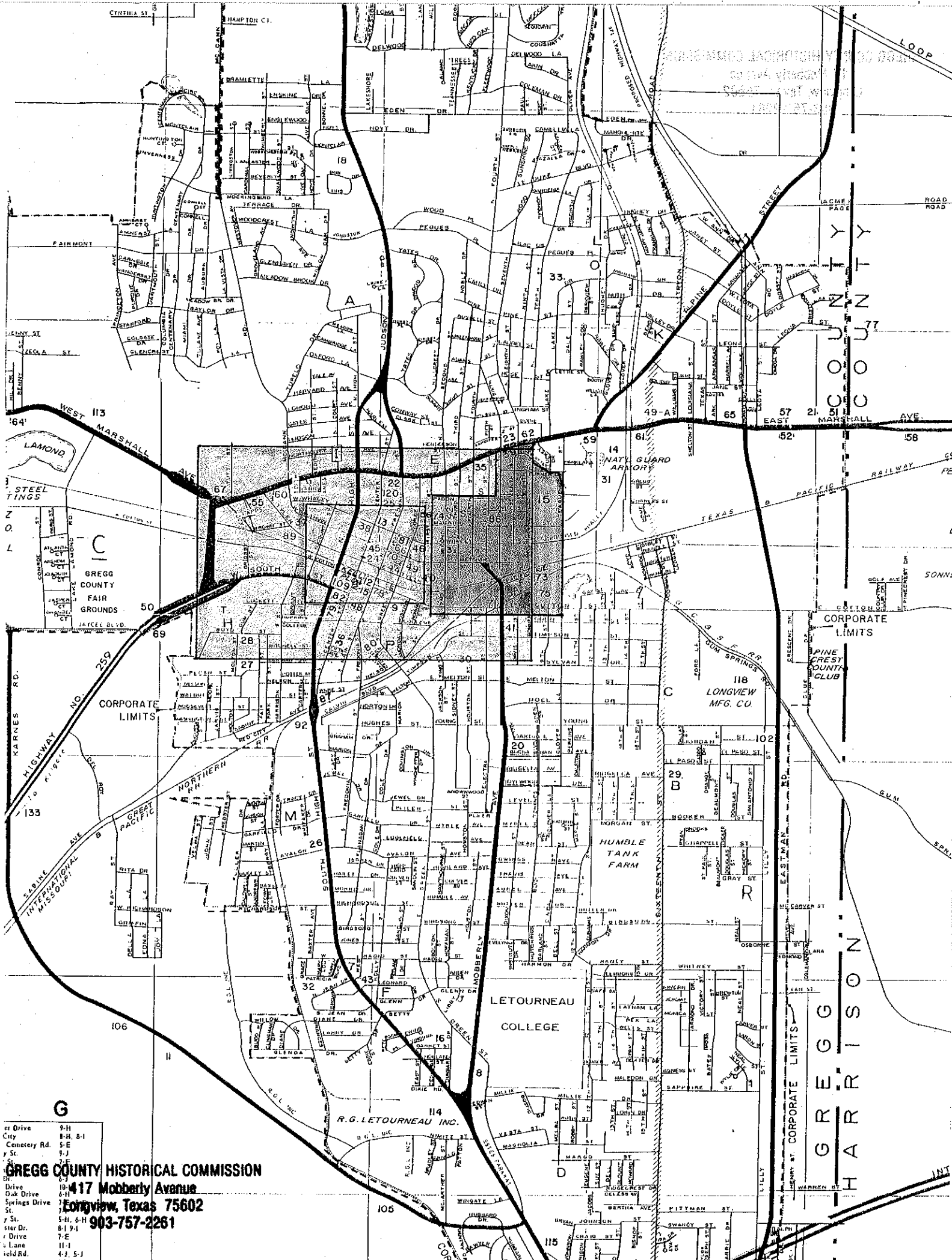
HISTORY It is our distinct pleasure to have as our speaker one who truly needs no introduction. He is widely known and recognized throughout Texas and particularly East Texas for his charitable activities, especially in the

Jerry Lewis Telethon. He is highly esteemed by his peers, a former Gregg County Judge himself and very knowledgeable in Texas and Local History, the HONORABLE R.E. "PEPPY" BLOUNT....Peppy.... Thank you, Judge Blount.

UNVEIL. The marker will now be unveiled by Charlotte Teske, President of the Gregg County Historical Society and Reporter for the Gregg County Historical Commission and Mr. Griff Hubbard, AMTRAC Agent and Railroad historian.....Charlotte, will you please come to the lecturn and read the inscription of the marker? .....Thank you Charlotte and Griff.

BENEDIC. Our benediction will be given by the Right Reverand Monsignor Edward J. Shopka, Retired Pastor of St. Anthony's Catholic Church and St. Mary's Catholic Church..... Monsignor.....Thank you Monsignor Shopka.

EXHIBIT There is an exhibit across the street for our viewing pertaining to a familiar aspect of Junction History made available by Mr. Charles Wright of "SnapCo".....Thank you all for coming.



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|--------------|----------|
| er Drive     | 9-H      |
| City         | 8-H, 8-I |
| Cemetery Rd. | 5-E      |
| y St.        | 9-J      |
| y St.        | 7-E      |
| Dr.          | 6-I      |
| Drive        | 10-H     |
| Oak Drive    | 8-H      |
| Swings Drive | 7-E      |
| St.          | 5-H, 6-H |
| y St.        | 8-I, 9-I |
| r Drive      | 7-E      |
| s Lane       | 11-I     |
| ield Rd.     | 4-I, 5-J |

**GREGG COUNTY HISTORICAL COMMISSION**  
**417 Mobberty Avenue**  
**Longview, Texas 75602**  
**903-757-2261**

**HARRISON**