

**Gregg County Historical Commission  
Research Design & Historic Resources Survey Plan  
for the Kilgore Vicinity**

*Prepared for*

**Gregg County Historical Commission**

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## RESEARCH DESIGN

Hicks & Company is under contract with Gregg County to complete a *Research Design & Historic Resources Survey Plan* to provide a framework for future survey efforts for the Kilgore vicinity within Gregg County, Texas, as defined by the Gregg County Historical Commission (GCHC). A city-wide reconnaissance-level survey of Kilgore was recommended and described in the *Gregg County Survey Plan*, completed by Hicks & Company in August 2018. The purpose of this research design, which serves as Phase I of the survey efforts, is to describe the proposed Kilgore survey methodology for use in Phase II and provide a preliminary historic context, periods of significance, and anticipated resource types for the Kilgore survey area. This research design is followed by a Proposed Survey Plan for Kilgore for review and consideration by the GCHC.

### Project Area

Kilgore, Texas, is located in the southern portion of Gregg County at the Gregg and Rusk county lines. Kilgore is approximately 25 miles east of Tyler, Texas, and approximately 12 miles southwest of Longview, Texas. The project area discussed in this report incorporates the current city limits of Kilgore, as well as the Danville area, within Gregg County (**Figure 1** in **Appendix A**). Although Kilgore extends across the Gregg County line and into Rusk County, the historic downtown of Kilgore is entirely within Gregg County. For the purposes of this report, only resources within Gregg County are evaluated.

### Research and Literature Review

The project team conducted desktop and archival research to develop a historic context for the survey area, provided below. The bibliography at the end of this report includes sources cited in the historic context as well as additional sources that will be utilized for further research during the development of the Historic Resources Survey Report(s) for survey efforts that will be performed as part of Phase II. As research continues during the Phase II survey efforts, an expanded historic context will be developed as applicable.

Hicks & Company historians collected a number of books, maps, and other reference materials to develop the historic context. Relative historic context information from the *Gregg County Survey Plan* and the *Gregg County Survey Plan Phase I Downtown Gladewater Historic Resources Survey*, both authored by Hicks & Company (Elizabeth Porterfield and Beth Valenzuela), was reviewed. *Historical Markers of Gregg County*, compiled by the GCHC, and the corresponding interactive map, available online, were also reviewed.

The Texas Historical Commission (THC) Historic Sites Atlas (Atlas) and the Texas Department of Transportation's (TxDOT's) Historic Districts and Properties of Texas database were both reviewed for information related to properties listed in the National Register of Historic Places (NRHP) and as State Antiquities Landmarks (SALs), Recorded Texas Historic Landmarks (RTHLs), Official Texas Historical Markers (OTHMs), and cemeteries.

Information about Kilgore, the East Texas Oil Field, and specific communities within Gregg County was further researched through the *Handbook of Texas Online* (various authors). Books reviewed included *Kilgore: A Boom for the Ages* by Caleb Pirtle and *Boom Town: Kilgore, Texas* by Al Eason, which provided

information about historic-age communities, significant events and individuals, and the built environment of Kilgore and Gregg County.

Historic maps of Kilgore and Gregg County, available online through the Portal to Texas History by the University of North Texas Libraries and the Perry-Castañeda Library at the University of Texas at Austin, were analyzed to determine early settlement patterns and communities in Gregg County. These included historic United States Geological Survey (USGS) topographic maps of Gregg County, census enumeration maps of Kilgore, and maps related to the East Texas Oil Field. Sanborn Fire Insurance Maps of Kilgore, available online through the San Antonio Public Library, were also evaluated for the years 1932 and 1936.

### Previously Identified Historic Resources in the Survey Area

A review of the THC Historic Sites Atlas revealed 15 OTHMs, seven RTHLs (including one RTHL with its marker removed), one designated Historic Texas Cemetery (HTC), and one cemetery (not designated) within the vicinity of Kilgore in Gregg County (**Table 1**). A search of TxDOT's Historic Districts and Properties online GIS map identified that the East Texas Oilfield has been determined to be an NRHP-eligible district. Refer to **Figure 2 in Appendix A** for a map of locations of previously identified historic resources. All resources are within the Kilgore city limits and otherwise selected by the GCHC as important to the historic context of the Kilgore vicinity and the general Fredonia area.

<b>Table 1. Previously Identified Historic Resources within Kilgore Vicinity*</b>				
	<b>Resource Name</b>	<b>Address/Location</b>	<b>Type</b>	<b>Designation</b>
<b>1</b>	Alexander Institute	315 E. North St.	Historical Marker (Site)	OTHM
<b>2</b>	Allis-Chalmers Pumps	600 block of East North St.	Historical Marker (Site)	OTHM
<b>3</b>	Danville Community	On Hwy 259 east of Kilgore, about 875 feet south of Danville Road intersection	Historical Marker (Site)	OTHM
<b>4</b>	Dean-Keener-Crim House	101 E. Lantrip St.	Residence (Building)	RTHL
<b>5</b>	Driller Park	1800 S. Commerce St.	Historical Marker (Site)	OTHM
<b>6</b>	East Texas Oilfield	A 45-mile-long area extending from Gladewater southward to Henderson	Rural Landscape	NRHP-eligible District
<b>7</b>	Lou Della Crim Home	201 N. Longview St.	Historical Marker/ Former Residence	OTHM
<b>8</b>	First Baptist Church of Kilgore	501 E. North St.	Historical Marker (Church)	OTHM
<b>9</b>	First Presbyterian Church	815 E. Main St.	Historical Marker (Church)	RTHL
<b>10</b>	Grable Cemetery	Two miles south of IH 20 on FM 2011, near CR 349	Cemetery	Historic Texas Cemetery (HTC)
<b>11</b>	Gum Spring Presbyterian Church (New Danville)	In Danville Cemetery, off Danville Rd., four miles north of Kilgore	Historical Marker (Site)	OTHM
<b>12</b>	Kilgore City Cemetery; Kilgore Baptist Church Cemetery	Commerce and Memorial streets	Cemetery	Not Designated
<b>13</b>	Kilgore College Administration Building	1101 S. Henderson Blvd.	College Building	RTHL
<b>14</b>	Kilgore Colored and C.B. Dansby Schools	630 Bates St.	Historical Marker (Site)	OTHM

<b>Table 1. Previously Identified Historic Resources within Kilgore Vicinity*</b>				
	<b>Resource Name</b>	<b>Address/Location</b>	<b>Type</b>	<b>Designation</b>
<b>15</b>	Kilgore “Oil City of the World”	US 259 at Kilgore St. (in traffic triangle)	Historical Marker (Site)	OTHM
<b>16</b>	Kilgore High School	711 North Longview St.	Historical Marker (School)	OTHM
<b>17</b>	Kilgore I&GN-Missouri Pacific Railroad Station	201 North Commerce St.	Historical Marker (Site)	OTHM
<b>18</b>	Kilgore National Bank Building	118 South Kilgore St.	Historical Marker (Building)	RTHL
<b>19</b>	Kilgore Public Library	301 N. Henderson Blvd.	Historical Marker (Library)	RTHL
<b>20</b>	New Deal Era in Kilgore	600 E. North St.	Historical Marker (Site)	OTHM
<b>21</b>	Old Fredonia Townsite	Northeast corner of FM 2087 at IH 20 access road	Historical Marker (Site)	OTHM
<b>22</b>	Pleasant Green Baptist Church	9270 FM 349	Historical Marker (Building)	OTHM
<b>23</b>	Robertson Place	In disrepair and invisible from the road because of undergrowth, the structure is located on the south side of FM 349, one mile east of FM 2276 (marker was removed and now resides with the Gregg County Records Management Department, Gregg County Historical Commission Archives)	Historical Marker (Building)	RTHL (Marker Removed)
<b>24</b>	St. Luke’s United Methodist Church	401 E. Main St.	Historical Marker (Church)	RTHL
<b>25</b>	World’s Richest Acre	Main and Commerce streets	Historical Marker (Site)	OTHM

\*Information in **Table 1** is referenced from the THC Historic Sites Atlas at <https://atlas.thc.state.tx.us/>, TxDOT’s Historic Districts & Properties of Texas database at <https://txdot.maps.arcgis.com/apps/webappviewer/index.html?id=077104987672487b9b320cc424d588a2>, the Gregg County Interactive Map of Historical Markers at <https://www.co.gregg.tx.us/HistoricalMarkersMap/historical-map/index.html>, and through coordination with the GCHC.

The *Gregg County Survey Plan* by Hicks & Company (August 2018) provided a comprehensive inventory of previously surveyed resources in the county. Approximately 200 of the previously surveyed resources are located in Kilgore and its vicinity, all surveyed between 1982 to 1986. Most of the resources are located in downtown Kilgore along North Commerce Street, North Kilgore Street, South Rusk Street, East North Street, East Main Street, Henderson Boulevard, and along several other smaller connecting streets. Most of the surveyed resources date from c. 1920s–1940s and include residences and commercial buildings. An excerpted list of the previously surveyed resources in Kilgore from Appendix C of the *Gregg County Survey Plan* is included in **Appendix B** of this report.

## **HISTORIC CONTEXT**

The history of Kilgore is intimately tied to the establishment of Gregg County in the 1870s, and a broad regional historic context of Gregg County was included in the *Gregg County Survey Plan* authored by Hicks & Company. The historic context provided below focuses on the development of Kilgore, with an emphasis on the East Texas Oil Boom.

**Colonial Era of Gregg County (pre-1870)**

The land that would become Kilgore was occupied by the Caddo tribes as early as 800 A.D. When Europeans began to traverse and settle in East Texas, relations with the Caddo tribes were generally friendly, helping pave the way for Anglo settlement beginning in the 1840s. The Cherokees emigrated from Arkansas and Missouri and settled in East Texas as early as 1820. They were forced from the area in by 1839, and the Caddo people were eventually pushed northward into Oklahoma.<sup>1</sup> A remnant of Native American settlement was identified on an 1850 plat for land acquired by S.S. Barnett. An area called “Big Head Village” was noted near the junction of Rabbit Creek and Big Head Creek (northeast of present-day Kilgore). During the Spanish rule of Texas (c. 1716–1820), there were no permanent European settlements in present-day Gregg County. Northeast Texas was full of thick forests, winding rivers, and swampy lands which slowed down wide-spread Anglo settlement. The earliest land patents in present-day Gregg County date back to 1835, when the area was still governed by the Republic of Mexico.

Anglo settlement increased when Texas was admitted to the United States in 1846. Rusk County had been established a few years prior in 1843 and originally included the southern portion of present-day Gregg County. Some of the earliest Anglo settlements in present-day Gregg County were mostly located in the southern half of present-day Gregg County, south of the Sabine River. Many of the earliest settlers in the 1840s came by ox cart and wagon, and later by river steamboat through the port city of Jefferson beginning in the mid-1840s. Some of earliest communities in Gregg County included Fredonia, established c. 1839 near the Sabine River; Danville (New Danville), established c. 1847 northeast of present-day Kilgore; and Calhoun, established in the 1850s west of present-day Kilgore (**Table 2**). Settlement of these communities pre-dated the railroad and were dependent on travel via the Sabine River, which was significant in transporting cotton and other goods to southern markets.

**Table 2. Earliest Communities (1830s–1870)\* near Kilgore**

Name	Date Established	Approximate Location	General description
Fredonia	ca. 1839	Thought to have been near I-20/FM 2087 intersection on south side of Sabine River	Established by Haden Edwards; town included post office and numerous buildings in 1850s; important commercial center and ferry crossing (Fredonia Crossing) on Sabine; very little known about community. The African American settlement of Fredonia, established after the Civil War, was situated about two miles south.
Cotton Plant	ca. 1840s	Exact location uncertain (possibly on Sabine River near Peatown/Danville area)	Second community established by Haden Edwards; included a post office by the 1850s
Edwardsville (Peatown)	ca. 1846	FM 2011 west of East Texas Regional Airport	School established by 1847; church established ca. 1855 (site of today’s Peatown Christian Church); Robertson’s House (ca. 1855) on FM 349 one of oldest remaining structures in Gregg County; became Peatown in 1880s



<b>Name</b>	<b>Date Established</b>	<b>Approximate Location</b>	<b>General description</b>
Danville (New Danville)	ca. 1847	FM 349	Settled by small number of families during the Republic period but not named until ca. 1847; Gum Spring Presbyterian Church established in 1848 (later First Presbyterian Church of Kilgore); bypassed by I&GN Railroad in the 1870s, and many residents relocated to new town of Kilgore
Calhoun	ca. 1850s	Along Rabbit Creek in southern Gregg County (west of Kilgore)	Post office in 1857; community no longer existed after Civil War
Brown Settlement (Elderville)	ca. 1830s	Southeast of Peatown Christian Church (in area of East Texas Regional Airport)	Later became Iron Bridge and then Elderville; may have had plantations develop as early as the 1830s; much of area now part of airport property
Hughey	ca. 1850	SH 42 and FM 1252 (south of Longview)	Established in 1850s; grew during 1930s oil boom; few resources remaining; Hughes [sic] School in area identified on 1936 Kilgore topographic map

\*Information in **Table 2** is generally referenced from McWhorter, Eugene W., *Traditions of the Land: The History of Gregg County*. Gregg County Historical Foundation. 1989; Craddock, Van, Jr., *Historic Gregg County: An Illustrated History*. Gregg County Historical Commission. 2006; and the *Handbook of Texas Online*. Refer to **References** for complete citation information.

### **The Railroad Era and Founding of Kilgore (1870–1929)**

In the 1870s, railroad companies began to expand their lines through East Texas. To the detriment of many frontier towns, railroad companies did not always aim to serve the existing towns. Railroads played a pivotal role in sealing the success or demise of frontier towns. Sometimes it proved more profitable to railroad companies to pave the way through previously unsettled areas where they could gain easier access to land to lay their tracks, thereby triggering the establishment of new towns and bringing greater real estate and business opportunities to the railroads.<sup>2</sup> Kilgore's existence is a direct result of this approach.

When the International Great Northern (I&GN) Railroad (today known as the Union Pacific Railroad [UPRR]) was looking to build a railroad connection between Longview and Palestine, they proposed laying tracks through the settlement of New Danville, four miles to the east of present-day Kilgore. S.S. Barnett, the founder and major landholder in New Danville, refused to sell.<sup>3</sup> The railroad bypassed New Danville when Barnett's son-in-law Constantine Buckley "Buck" Kilgore offered his land to the west. It became the location of the townsite laid out by I&GN. Many residents and businesses from New Danville relocated, and their community was named for Buck Kilgore. It became the center for agriculture and lumbering in the area.<sup>4,5</sup> A post office opened in Kilgore in 1873, making Kilgore's existence more official.<sup>6</sup>

After the end of the Civil War in 1865, African Americans in east Texas were able to reestablish their lives in new towns and communities of their choosing, although their options were unquestionably checked by the White community that imposed segregation and discrimination for decades to come. During the reconstruction years, African Americans began settling in "freedman settlements" in undeveloped, rural areas. The Texas Freedom Colonies Project has documented at least 14 colonies in Gregg County, and the

colony of Fredonia is the one nearest to the city of Kilgore.<sup>7</sup> The Fredonia colony was a small settlement established by freed African Americans and was located about two miles south of the town of Fredonia, a c. 1839 river settlement that mostly vanished in the years after the Civil War.<sup>8</sup> From 1880 to 1930, Gregg County's population was comprised of approximately 50 percent African Americans. The racial makeup of the county changed during the Oil Boom years, when the percentage of White persons increased considerably.<sup>9</sup>

In 1873, a group of freed African Americans founded the Kilgore Baptist Church as a more accessible option to traveling to the Mt. Calvary Baptist Church on Peavine Road.<sup>10</sup> According to the *Longview News-Journal*, the congregation was first held in an old cane mill shed with Reverend Jesse Rowe. The old cane mill shed was located at the home of John H. Williams at the northwest corner of State Highway 31 and Martin Luther King Jr., Drive.<sup>11</sup> In the 1890s, the congregation later moved to another building that also doubled as an early schoolhouse for Kilgore's African American community.<sup>12</sup> The church also owns the Kilgore Baptist Church Cemetery, an African American Cemetery that is located adjacent to the Kilgore City Cemetery at Memorial and Commerce streets. Many of the headstones in the cemetery have been documented on the "Kilgore Baptist Church Cemetery" webpage on The TxGenWeb Project and on FindAGrave.com.<sup>13, 14</sup> Although many headstones are unmarked, the headstones with visible etchings show that the cemetery has been in use since the early 1900s, if not earlier.

In the 1880s and early 1900s, Kilgore was a farming town that relied on its lumber and agricultural industry. As a result of the modestly successful cotton industry, Kilgore experienced some reasonable growth in the early 1900s: the Kilgore State Bank opened in 1906, the school district formed in 1910, and the first theater was built in 1912.<sup>15</sup> Kilgore featured three cotton gins by 1925 that "processed 15,000 bales of cotton during the fall" of that year.<sup>16</sup> Prior to the Oil Boom, Kilgore's economy was sustained by its position as rural social and supply center for the many farmsteads located on its outskirts. Although stable, Kilgore was still a sleepy, unincorporated agricultural town with only a few hundred inhabitants in the early 1900s.<sup>17</sup>

The probability of oil underneath Kilgore was often discussed by its residents for years prior to 1930. Geologists from early oil companies came to test and examine land samples in the area, but the results always concluded that the land did not hold enough oil, or at least it was not viable enough to make it worth drilling.<sup>18</sup> A few outliers, though, remained determined that Kilgore was sitting atop a valuable oil field, including Malcolm Crim and C.M. "Dad" Joiner. Malcolm Crim, a local merchant, secured leases on 30,000 acres in the area by 1920 but had difficulty finding someone willing to drill the land.<sup>19</sup> Columbus Marion "Dad" Joiner, inspired by a dream of oil in the piney woods and rolling hills, came to East Texas with \$45 in his pocket, ready to buy up oil leases. Dad Joiner leased about 925 acres on Daisy Bradford's farm in Rusk County and sunk two wells, the Daisy Bradford No. 1 and No. 2, but both died quickly.<sup>20</sup>

### **The Early Days of the Oil Boom (1930–1931)**

The discovery of oil in the Kilgore vicinity saved the town from enduring the harsh effects of the Great Depression for too long. Between the years of 1930 to World War II, the oil boom stimulated enormous and unimaginable growth and changes in Kilgore, permanently altering Kilgore in numerous ways. After years of his offers being ignored, Malcolm Crim finally hired oil producers Ed Bateman and Bill Cain to drill land on his mother's farm. About four miles south of Kilgore, in Rusk County, the pair began work on the Lou Della Crim No. 1 well.<sup>21</sup> While Bateman and Cain were drilling, Dad Joiner found success with the Daisy

Bradford No. 3 well. When it began flowing in September 1930, it “altered the course of destiny of Kilgore and the nation.”<sup>22</sup> Dad Joiner’s oil well was a spectacle that thousands flocked to see.

In December 1930, the Lou Della Crim No. 1 well began flowing with 22,000 barrels of oil a day. Based on the distance between the Lou Della Crim and Daisy Bradford wells, the oil field under Kilgore was projected to be at least nine miles wide. Joiner and Crim’s success immediately prompted additional drilling in the area. The J.K. Lanthrop No. 1 well in Gregg County came in January 1931 and further extended the oil field 27 miles from the Bradford well. It brought in 18,000 barrels of oil per day. Kilgore was soon discovered to be near the center of the East Texas Oil Field, a 200-square-mile pool of oil that reached into five different Texas counties.<sup>23</sup>

Within a few days of the discovery of oil, incredible numbers of people began to pour into Kilgore, a quiet farming town that was completely unprepared for the sudden influx. Some people arrived to spectate, but most arrived looking for jobs and hoping to become successful in the oil industry. With a lack of places to stay, most incomers brought tents, crates, and boxes with which to build crude shelters for sleeping. Many of these tents and shacks were located wherever convenient in town, such as front yards, near (or inside) the church, or up against fences and buildings.<sup>24</sup> The sudden changes wreaked havoc on Kilgore, a town that had no police or fire department, no paved streets, and no planning policies or regulations with which to minimize the effects of unchecked drilling and camping. The community had few resources to help navigate the sudden chaos.

Less than a month after the discovery of the Lanthrop well, Kilgore was compelled to incorporate into a city to handle its sudden growth. The Kilgore police and fire departments were established, a mayor was elected, and a city judge was appointed. Ordinances were established by the city commissioners to restore peace and order to Kilgore. Not all of Kilgore’s growth was chaotic and undesirable; many new businesses opened in Kilgore’s downtown commercial center. Prior to the oil boom, Kilgore’s City Café was the only restaurant in town. A few weeks after the discovery of oil, there were 143 cafes, all with plenty of customers to go around.<sup>25</sup> A newspaper was established four days after Lou Della Crim No. 1 surged oil. Kilgore quickly became the production, supply, and service hub of the East Texas Oil Field, with numerous oil companies leasing land in Kilgore’s commercial center to use as supply houses to store their equipment and use as offices.

The oil industry in Kilgore developed extremely rapidly. Numerous oil camps were established on the outskirts of town. A few listed in Al Eason’s *Boom Town: Kilgore, Texas* include the Shell camp about one mile west of town, the Sun camp about three miles west of town, and the Tidewater Oil Company camp south of Kilgore near Laird Hill in Rusk County. The Gulf Oil Corporation camp, the Houston Oil Co. camp, and the Humble camp were all further south of the Tidewater camp. The Magnolia Oil Company was one of the camps located near downtown Kilgore.<sup>26</sup> The camps generally had bunkhouses for its workers and boarding houses for serving meals, along with multiple warehouses, garages, and oil tanks. Higher quality “company houses” were built in the camps to house the executives and managers. Tents and “rag houses” were used by workers that brought their entire family who either could not afford or find anything nicer. Bath houses and toilet facilities were eventually built for the workers and families with no other access to toilets.<sup>27</sup>

The construction of drilling derricks had almost no limits in Kilgore and for many years dominated the city’s skyline. With no spacing rules, derricks were built within and outside the Kilgore city limits, in

residential backyards, across ranches and farms, and even replacing some downtown buildings in the heart of Kilgore. The block at Main and Commerce streets in downtown Kilgore became famous for containing 24 operating wells at one time, gaining the nickname “World’s Richest Acre.” A 1966 newspaper article in the *Kilgore News Herald* recalls that there were over 1,000 steel derricks in Kilgore at the height of the oil boom, “marking the greatest concentration of oil wells in the history of the world.”<sup>28</sup>

With the genuine jobseekers also came transients and drifters, some with no intention to abide peacefully. Before Kilgore was incorporated, the community relied on the County’s Sheriff’s Office to sort out lawlessness. Two Texas Rangers were called into town to restore order, M.T. “Lone Wolf” Gonzaulas and Bob Goss. They warned the known troublemakers to leave town, and those who were caught were sometimes shackled to the “trotline,” a long chain that stretched around a group of trees in town. The “trotline” was Kilgore’s substitute for jail cells since the town did not yet feature a jailhouse.<sup>29</sup> The Rangers were given wide leeway for finding methods to efficiently deal with criminals.

While the Texas Rangers were taking care of Kilgore’s lawbreakers, efforts to regulate the oil industry and prevent financial collapse eventually forced the involvement of the federal government. Oil companies and independents, eager to capture as much oil as they could as fast as possible, soon flooded the oil market. The excess of oil caused the prices of oil barrels to drop significantly, and with it, wages and the devaluing of company stocks.<sup>30</sup> Within a year of production in the East Texas Oil Field, the excess oil brought the price of a barrel from \$1.10 down to just 15 cents per barrel.<sup>31</sup> This was mostly to the detriment of the oil companies, since oil refineries were able to make a profit off of the cheapened price of crude oil. The Railroad Commission attempted to set an allowable daily amount of oil flow to maintain a competitive market and selling power. An initial number was set, but oil producers greatly exceeded the Commission’s limits. This may have been due partly to the many small and independent oil producers who, in a short-sighted attempt for profits, disregarded the Commission’s orders.<sup>32</sup> The Railroad Commission quickly found that their orders contained no teeth and could not control the field. The oil prices decreased so disastrously low that many operators neared financial ruin. Texas Governor Ross Sterling ordered martial law and sent the National Guard to shut down every well in Kilgore in August 1931.<sup>33</sup> Order briefly came to the Kilgore oil field. It was reported that in December 1931, there were approximately 3,600 oil wells in the East Texas Oil Field; the daily output was limited to 100 barrels per well, and the price of a barrel was about 60 cents.<sup>34</sup> The increased price of a barrel enabled continued development and growth in the oil industry. Martial law was ended by the federal courts in February 1932. When “hot oil” (oil produced illegally) became a problem again about a year later, the oil field was shut down for a second time in April 1933. In July, the federal government finally stepped in and passed legislation known as the Connally Hot Oil Act in February 1935 that made it illegal to possess “hot oil.” The Texas legislature went further by declaring hot oil as contraband and subject to confiscation.<sup>35</sup> All these efforts finally helped to reduce the overflow and stabilize the industry.

#### **Development in Kilgore During the Oil Boom (1930–1940):**

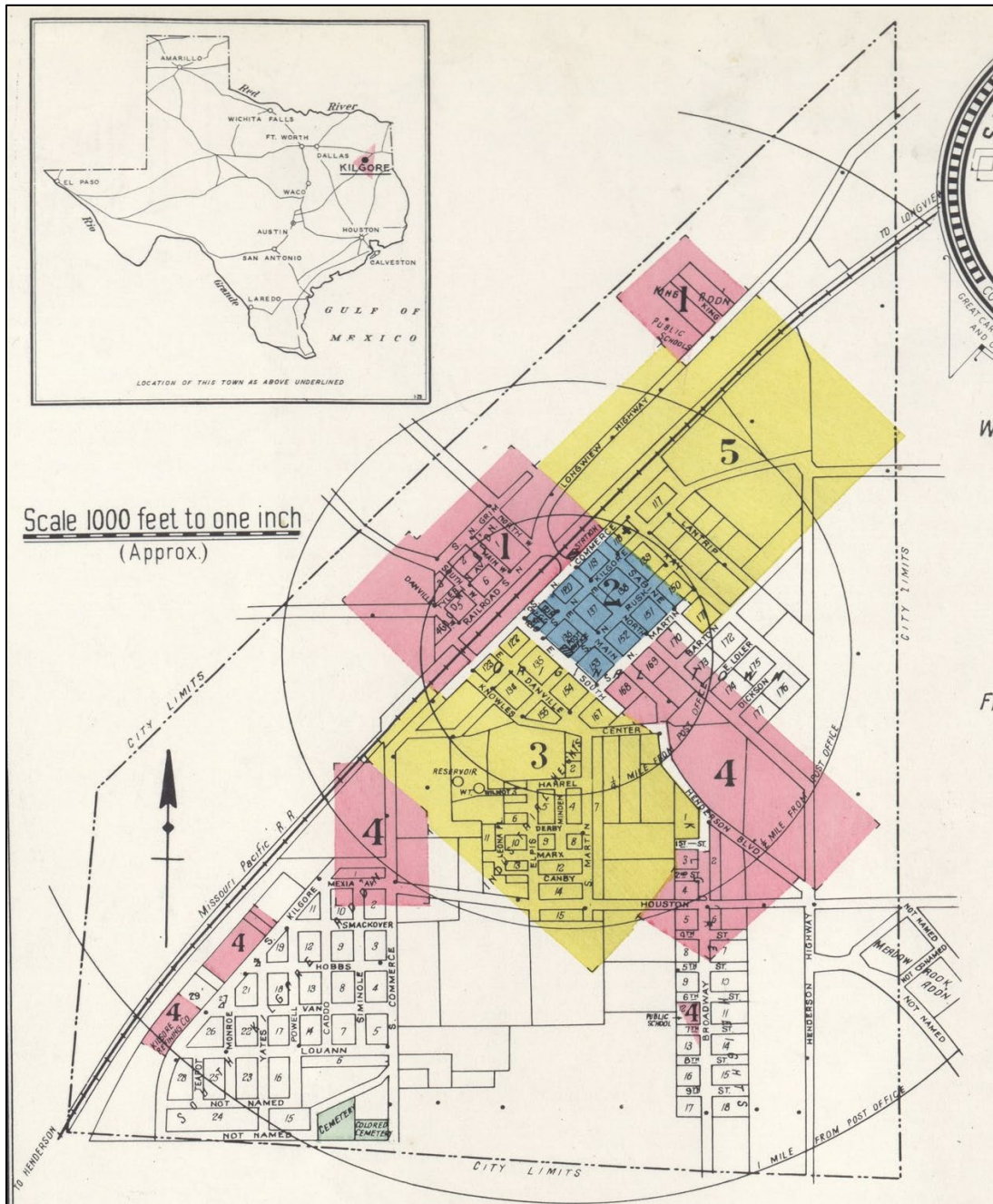
Kilgore’s influx of population and quick rise of the oil industry spurred widespread development of neighborhoods, businesses, churches, schools, and civic buildings. The demand for housing drastically exceeded the supply, and many were forced to sleep in shacks and “rag-houses.” Many residents offered their spare rooms for rent, even their kitchens and front porches. As described by author William T.

Chambers, “No old shack was sufficiently dilapidated and mean to escape occupation during the early stages of the boom.”<sup>36</sup> Hotels and businesses sprang up to serve Kilgore’s booming population. The 1936 Kilgore City Directory noted a town population of approximately 12,000 people and listed 20 churches, four hospitals, 18 hotels, nearly 50 oil supply companies, and 13 oil refineries. A new city hall costing \$30,000 was completed in 1931, and the beginnings of Kilgore’s water and sewer system began to be installed that same year.<sup>37</sup> The six-story Kilgore Hotel was built in 1935, and according to notes from Kilgore resident Mrs. L.N. Crim, approximately eight churches and one synagogue were built within the span of a few years in Kilgore because of the oil boom.<sup>38</sup>

Highway and road improvements were long overdue to accommodate increased traffic in Kilgore. The 1932 Sanborn map shows that most local roads were unpaved (**Illustration 1**).<sup>39</sup> There were three main highways that converged in Kilgore in the early 1930s, and all were simple gravel roads. Not long after the oil boom began, streets in Kilgore were marred with holes and ruts that were often kept muddy by the East Texas climate. This prevented efficient and clean travel, either by pedestrian or vehicle. In 1931, the City of Kilgore paid to have one block of Kilgore Street between Main and East North streets paved. Kilgore residents rejoiced in this step toward progress, but the mud and oil along the connecting streets was soon tracked over the newly paved block.<sup>40</sup>

Improvements to Kilgore’s school system were made in the 1930s to meet the needs of the growing community. In the fall of 1931, a total of 2,600 children enrolled at the local school, up from enrollment the year prior of approximately 200.<sup>41</sup> Prior to the oil boom, Kilgore had one schoolhouse that was built in 1913. To meet the needs of new pupils, schoolrooms were built surrounding the 1913 brick schoolhouse. Teaching staff increased from eight to 50 people. Taxes that eventually came in from oil production allowed the Kilgore Independent District to fund a new building program. In 1932, the brick schoolhouse was torn down and a new school built in its place. The building, built in the Spanish-Revival style, housed the high school and junior high pupils and also featured an auditorium. An elementary school addition was built behind the auditorium soon after. The Kilgore “Colored” School also saw improvements as a result of the oil boom. The school moved to a new location in the early 1930s and hired four new teachers. In 1934, a new brick building was constructed at the cost of \$50,000.<sup>42</sup>

In addition to the new school building, Kilgore’s African American community also experienced residential and commercial growth during the Oil Boom. Based on the 1936 Kilgore City Directory, most African Americans lived in neighborhoods west of the railroad tracks in areas around Wells Street and Bates Street, and some of the businesses and churches that served the community were located along West South Street (present-day Martin Luther King, Jr. Blvd.) and South Commerce Street. In the early 1930s, African American citizens were listed as living in communities such as Black Cat Quarters and Cedar Top. Black Cat Quarters was located in south Kilgore but was redeveloped in the mid-1930s. Cedar Top was located to the northwest of downtown Kilgore, and its isolation and distance from downtown during the 1930s possibly aided its longevity. According to newspaper articles from the 1930s, Cedar Top was a vibrant and bustling neighborhood during the Oil Boom years. It contained prominent buildings such as the Manhattan Club, a two-story building that was described as a “favorite hang-out” for the African American community during the Oil Boom years. The building featured a liquor store and barber shop in addition to the club. The building unfortunately burned in 1946.<sup>43</sup> Cedar Top also featured a drug store in a prominent brick building that cost \$5,000 to construct in 1936<sup>44</sup> and contained residences, cafes, a hotel, and a boarding house.



**Illustration 1.** 1932 Sanborn Fire Insurance Map

Most residential growth in Kilgore was concentrated on the east side of the International-Great Northern Railroad tracks. In attempts to relieve Kilgore’s housing needs, several neighborhoods were platted in the 1930s. The Industrial Heights neighborhood was among the earliest in town and was located directly to the south of downtown Kilgore. According to the 1932 Sanborn map, the lots were divided into various sizes, but most were comparatively small.<sup>45</sup> The neighborhood was advertised as being affordable, and the houses for rent in the area were often described as having just two rooms.<sup>46</sup> A 1932 advertisement for a rental house in Industrial Heights mentioned the residence was just 14 by 16 feet in size, showing the residences could be extremely economical and affordable.<sup>47</sup>

The Kilgore Heights addition developed east of the Industrial Heights neighborhood. The neighborhood offered both residential and commercial lots and was occupied by a variety of differently sized lots and both small and large residences. Most of the commercial businesses fronted along Henderson Boulevard/Business Route 259. A. B. Couch, a building contractor, advertised in the February 1932 newspaper that he was busy at work building eight new homes in the Industrial Heights neighborhood, opining that “Kilgore’s spring building boom is just getting started.”<sup>48</sup>

To the north of Kilgore’s downtown was a mix of housing, commercial, and industrial properties in the 1930s. Several lumber yards, oil tanks, warehouses, and garages were closely located along the railroad tracks, and campgrounds were identified in the area north of present-day Utzman Street.<sup>49</sup>

The Crimwood addition south of Houston Street along present-day East South Street, Laird Avenue, and Crim Avenue was advertised as an area of affordable but high-quality homes. In 1934, a partnership of various lumber, architectural, and home furnishing companies built the heavily advertised “Dream Home” in Crimwood, a model house that aimed to attract prospective customers.<sup>50</sup>

The Meadowbrook subdivision was laid out on the east side of Henderson Highway (present-day Henderson Boulevard/Business Route 259) and was advertised as “[a] restricted residential section... permanently outside the oil derricks.”<sup>51</sup> In the early 1930s, a nine-hole golf course and clubhouse were built in a pasture alongside Turkey Creek and the upscale Meadowbrook neighborhood.<sup>52</sup> The *Kilgore New Herald* said its construction would “assure Kilgore of a club house and golf course that will be the pride of East Texas.”<sup>53</sup>

### **World War II and the Late Twentieth Century**

The prominence of the East Texas Oil Field continued through World War II when it became the starting location of the Big Inch, a 1,254-mile-long pipeline extending from Longview, Texas, to Phoenixville, Pennsylvania. The United States’ involvement in World War II meant that it was too dangerous to ship crude oil on tankers in the Atlantic Ocean. The Big Inch pipeline ensured that crude oil could reach the northeast to continue supplying the war effort.

World War II accelerated the East Texas oil boom, but after 1945 production levels began to subside. The boom ended, and although the petroleum industry remained Kilgore’s main economic engine, it dramatically decreased in scale. In the post-war years, Kilgore diversified with the establishment of other businesses such as the Kilgore Ceramics Corporation, Hydro-Seal Valve Co., Texas Feed and Cattle Company, Kilgore Manufacturing Company, and Weatherking Corporation.<sup>54</sup>

The East Texas Oil Fields were the subject of scandal in 1962 when all the “slant-hole” operations were revealed. “Slant-hole” drilling was a form of oil theft and happened when oil producers with non-producing wells would secretly slant their drill holes to reach producing wells on neighboring lands. The discovery of drill-mud in a storage tank prompted investigations into slant-hole wells in the field, and by the end of the investigations, authorities found 380 slant-hole wells that had stolen approximately \$100 million worth of oil.<sup>55</sup>

The production levels in the East Texas Oil Field began to taper off in the 1970s. Through the decades the drilling derricks were left in place with pumpjacks underneath. The derrick tower was needed to pull underground pipe during production workovers. The innovation of mobile workover trucks

made the derricks obsolete, and they began to be removed because of beautification efforts by the Kilgore Improvement and Beautification Association (KIBA). In the mid-1980s, the Kilgore Historical Preservation Foundation was organized to recreate Kilgore's derrick-filled horizon. On the World's Richest Acre at Main and Commerce streets, miniature replicas installed by KIBA demonstrate the overlapped legs of 24 derricks which stood and drilled within one downtown block. They are surrounded by full-sized derricks re-erected by historians and generous donors who missed the historic Oil Boom skyline. They are reminders that Kilgore continues to serve as a supply and production hub for the industry, with many supply stores and offices located in town.

## **PERIODS OF SIGNIFICANCE AND ANTICIPATED RESOURCE TYPES**

Research indicates that the overall period of significance for the survey area in the Kilgore, Texas, vicinity is ca. 1872 to 1971. Extant resources prior to Kilgore's founding in 1872 are not likely to be encountered. Based on desktop research, the majority of extant resources within Kilgore are most likely limited to commercial and residential resources dating from the early 1900s and more specifically from the oil boom of the 1930s and 1940s. The resource types anticipated to be encountered during fieldwork, based on historic contexts and desktop research, include the following:

### **Kilgore and the Railroad Era (1872–1900)**

Existing resources associated with this context and period are likely to be relatively few in number. If encountered, they will be some of the earliest remaining Kilgore homes and commercial businesses, such as the Dean-Keener-Crim House that was built c. 1876 and is considered the oldest building in Kilgore.

### **Early Twentieth Century (1900–1929)**

Kilgore's agricultural industry resulted in modest growth in Kilgore in the early 1900s. Several civic and commercial buildings were built in Kilgore during the first decades of the twentieth century. Any extant resources from this time period are anticipated to be encountered in small numbers but may include some of the earliest remaining Kilgore homes and commercial businesses, such as the 1920 Lou Della Crim House.

### **The Oil Boom Years (1930–1945)**

It is anticipated that the largest number of historic-age resources will be identified within this period, because significant commercial, residential, and industrial development occurred during this time in Kilgore. Resources from this period may include commercial buildings, schools, churches, houses, and infrastructure related to the oil industry and can be divided into the following groups:

#### *Commercial and Industrial Resources*

It is anticipated that most commercial and Industrial resources related to the Oil Boom years are likely to be encountered in the downtown area of Kilgore. Industrial resources may be in proximity to the railroad tracks along South Commerce Street and North Longview Street. Commercial buildings in small groups may be identified in the blocks located just east of the railroad tracks, starting from South Commerce Street to North Martin Street, and from Lantrip Street southward to Knowles Street. Known resources include the 1937 Kilgore National Bank Building and the 1931 Allis-Chalmers Pumps.



### *Residential Resources*

Residential resources from this period will potentially make up a large percentage of the surveyed resources and will be located in the neighborhoods adjacent to downtown Kilgore and the railroad tracks. Areas include the Industrial Heights and Crimwood neighborhoods south of downtown Kilgore and in the Meadowbrook neighborhood on the east side of North Henderson Boulevard (labeled as Henderson Highway on the 1932 Sanborn Map, Illustration 1, page 10).

### *Religious, Educational, and Institutional Resources*

Most of the religious, educational, and institutional resources in Kilgore are expected to date to the Oil Boom era. These may be encountered in Kilgore's downtown as well as in the residential neighborhoods adjacent to downtown. Known resources include buildings such as the 1933 First Baptist Church, 1939 Kilgore Public Library, and 1933 Kilgore High School.

### **Post-World War II and the Late Twentieth Century (1946–1971)**

Resources from this period may include residences, schools, churches, and other commercial buildings. It is anticipated that infill development from this period may be included within older sections of Kilgore, although not many industrial resources are anticipated to be encountered since the Oil industry's growth began to taper off after World War II. Commercial buildings will be more suburban in nature with larger setbacks, parking lots, and lower building density. Residential resources from this period may include Minimal Traditional homes in the neighborhoods adjacent to Kilgore's downtown area and ranch-style and other homes of contemporary mid-century design from the 1950s to 1970s to the east of Henderson Boulevard.

## PROPOSED SURVEY PLAN

### Introduction

This Proposed Survey Plan will serve as a planning tool for the GCHC as well as local preservation organizations and individuals as they work to identify, document, and preserve historic resources within the Kilgore vicinity. The survey plan that follows is largely mirrored after the *Gregg County Survey Plan* prepared for the GCHC authored by Hicks & Company in August 2018. One of the primary objectives of the *Gregg County Survey Plan* was to recommend and prioritize potential survey areas of Gregg County. “Phase 4b: City-wide Survey” of the *Gregg County Survey Plan* suggests that thematic and city-wide surveys of incorporated areas and established communities such as Kilgore, as well as throughout the entire county, be undertaken every five to ten years. The appendices of the *Gregg County Survey Plan* include a copy of the THC Survey Manual and Survey Form examples, as well as a list of potential preservation partners and grant opportunities which may be useful to reference leading up to and during the Phase II survey efforts of Kilgore.

### Proposed Historic Resources Survey Methodology

The research design portion of this report establishes the general historical development of the city of Kilgore to guide the Phase II historic resources survey efforts. The historic context section specifically relates to the history of the Kilgore vicinity with a focus on the Oil Boom years. It should be further expanded once field surveys are initiated and existing resources are evaluated.

Additional sources that may be assessed for historical information during the Phase II survey(s) and reporting efforts include oral histories, Kilgore city directories, and additional material provided by local volunteers, the GCHC, The Kilgore Historical Preservation Foundation, and local museums such as the Kilgore College East Texas Oil Museum.

Although the Phase II survey is not funded nor administered by the THC, and neither the City of Kilgore nor Gregg County are currently a Certified Local Government (CLG), the GCHC recommends that all survey work be conducted in accordance with THC survey guidelines and that the draft and final Historic Resources Survey Report be provided to the THC for courtesy review. For the purposes of this project, survey data will be collected on THC Survey Forms and incorporated into the existing Gregg County THC Access database, created by Hicks & Company in August 2018. A Survey Inventory Table will be generated based on the information in the database. Photographs will also be taken and labeled according to THC survey guidelines. A draft and final Historic Resources Survey Report will also be prepared in accordance with THC survey guidelines.

### Recommended Survey Areas

This recommendation section identifies and prioritizes potential survey areas of Kilgore. Although Kilgore extends across both Gregg and Rusk counties, the historic downtown area of Kilgore is entirely located within Gregg County. For the purposes of this report, only portions of Kilgore within Gregg County were evaluated as part of the proposed survey plan.

**Table 3** contains a list of survey area recommendations that should be coordinated, confirmed, and/or modified through input by the GCHC and community stakeholders. These survey areas are also

represented on **Figures 3-1** through **3-5** in **Appendix A**. Following finalization of these survey areas, the GCHC will provide feedback to the project team regarding the first survey area to undergo evaluation. At that point, survey efforts will commence following the methodology described below.

Survey areas were selected based on concentration of historic-age resources and their association with relevant historic contexts, as described in this report. Focused survey areas were also defined by neighborhoods and areas subject to threats to or issues affecting the physical integrity of historic properties. Recommended survey areas were divided into four preservation priority categories:

- **High priority:** An area that contains a high number of historic-age resources. These areas have a higher probability of containing buildings that may be eligible for individual listing in the NRHP or containing contributing resources to a potential NRHP-eligible historic district. These areas may also be under the highest threat of demolition and infill development due to various development pressures.
- **Medium priority:** An area that potentially contains a high number of historic-age resources but is under less of a threat from development pressures as compared to high priority survey areas. Medium priority areas have also undergone some changes in recent decades and are less likely to contain NRHP-eligible resources.
- **Low priority:** An area that is less likely to contain concentrated numbers of historic-age resources. These areas may have initially been developed in the nineteenth and twentieth centuries but have seen wide-spread demolition, infill development, and alterations to existing buildings that have diminished the overall historic integrity of the area.
- **Windshield survey:** Windshield surveys observe general architectural and historical character of an area and evaluate overall significance and integrity. Windshield surveys are recommended for areas that require additional research prior to initiating more detailed survey efforts. Therefore, windshield surveys are recommended to be undertaken by the GCHC as funding allows but are not assigned a specific degree of priority within this survey plan.

High priority survey areas include survey areas 1 and 4. Area 1 covers the majority of downtown Kilgore. Area 4 covers the Meadowbrook neighborhood adjacent to and east of downtown. Portions of area 1 were included in the Gregg County Historic Site Survey completed in the 1980s in Kilgore (Victor and Victor Consultants 1986); however, this information may no longer reflect the current condition of these historic resources. Since downtown Kilgore is the area most likely to be under the highest threat of demolition and/or infill development it is recommended as high priority. Area 4 is not under as much pressure for redevelopment and infill but contains c. 1930s residences and a golf course with potential to meet eligibility requirements for the NRHP. The GCHC has also expressed interest in documenting the neighborhood with some urgency.

Survey areas marked with a priority of medium include areas 2, 3, 5, and 8. These areas represent strong candidates for reconnaissance survey efforts but are less likely to be under a high threat of demolition and infill development. These medium priority areas include survey area 2 to the south of downtown, area 5 to the north of downtown, and area 3 to the east of Henderson Boulevard. These areas are anticipated to primarily contain residences dating to the 1940s and later. Area 8 on the west side of the railroad tracks is also recommended as a medium priority area. Historical maps show that this area was heavily developed prior to World War II and likely contains resources related to the Oil Boom and African

American History in Kilgore. However, aerial imagery from more recent decades shows that many of these structures have since been removed and replaced. Since there will likely be some older residences scattered throughout area 8, it has been recommended as a medium priority.

A windshield survey is recommended for survey areas 7, 9, 10, and 11. Area 7, to the southeast of downtown, was located within the original city limits of Kilgore. A review of aerial imagery reveals that the area has undergone extensive change over the last few decades. A windshield survey would help determine whether historic-age resources remain in the area. Area 9 covers a mid-century neighborhood in east Kilgore. All these residences were built around the same time and may contain intact examples of post-war residences and neighborhoods. Survey area 10 covers the c. 1839 settlement of Fredonia and area 11 covers the c. 1847 settlement of Danville. These two relatively small areas are likely to contain a few historic-age resources, and a windshield survey would help determine the size, type, and number of intact resources that remain in the area and whether they can still illustrate an association with their historic settlements. According to the Texas Freedman Colonies Project, a new settlement of Fredonia was established by African Americans after the Civil War. The Fredonia colony was situated about two miles south of the original townsite of Fredonia along present-day IH 20. Area 10 has potential to contain resources related to African American history. Windshield surveys of these areas would observe the general architectural and historical character as well as evaluate the area for overall significance and integrity to support recommendations about future survey efforts.

The only area considered to represent a low preservation priority is area 6. Located northeast of the N. Longview Street and Powderhorn Road intersection, area 6 was mostly developed by 1950 and is anticipated to contain a low concentration of historic-age homes. Several non-historic-age mobile homes appear to be scattered throughout the area, which will likely diminish the area’s ability to depict an intact pre-war neighborhood.

<b>Table 3. Survey Area Recommendations</b>				
<b>Number</b>	<b>Level of Survey</b>	<b>Priority</b>	<b>Figure Reference</b>	<b>Potential Resources</b>
1	Reconnaissance	High	3-1, 3-2, 3-3, 3-4	This area covers downtown Kilgore. Potential resources will primarily include commercial, religious, and civic buildings and some residences from the 1930s and 1940s.
2	Reconnaissance	Medium	3-1, 3-3, 3-4	This area borders the south of downtown. Includes the Industrial Heights and Crimwood neighborhoods which may contain c. 1930s residences and a few commercial properties. This area also includes Kilgore College and the neighboring properties.
3	Reconnaissance	Medium	3-1, 3-3, 3-4	The neighborhood to the east of Henderson Boulevard and north of Houston Street contains many 1940s and 1950s residences.
4	Reconnaissance	High	3-1, 3-3, 3-4	This area covers the Meadowbrook neighborhood platted in the early 1930s. Compared to other survey areas, this area contains a small number of residences and is primarily composed of the Meadowbrook Event Center and golf course, which was laid out in 1930s.

<b>Table 3. Survey Area Recommendations</b>				
<b>Number</b>	<b>Level of Survey</b>	<b>Priority</b>	<b>Figure Reference</b>	<b>Potential Resources</b>
5	Reconnaissance	Medium	3-1, 3-2, 3-3, 3-4	This area is to the north of downtown along the west side of Powderhorn Road (State Highway 41). The area contains Kilgore's oldest residence, the Dean-Kenner-Crim house from the 1870s, as well as the 1930s Kilgore High School. Area has undergone substantial changes since the oil boom but may retain some historic residences and oil infrastructure.
6	Reconnaissance	Low	3-1, 3-2	This area is located northeast of the N Longview Street and Powderhorn Road intersection. The area was developed by 1950 and may still contain intact historic-age homes except for a few non-historic-age mobile homes.
7	Windshield	Undetermined	3-1, 3-3	This area was located within the original 1931 city limits of Kilgore. Aerial imagery reveals that the area has undergone many changes in recent decades and is not likely to contain many historic-age resources.
8	Reconnaissance	Medium	3-1, 3-2, 3-3	This area is located along the west side of the railroad tracks. The majority of this area was annexed into the city of Kilgore by 1946, and aerial imagery shows the entire area was developed by 1954, likely by many small residences and oil infrastructure. The area includes the former location of the Kilgore "Colored" and C.B. Dansby schools. Although the historically significant school was demolished in 2013, the area has potential to contain resources related to African American history. Since the area has undergone substantial changes since the 1950s, it is recommended as a medium priority.
9	Windshield	Undetermined	3-1, 3-4	This area is in eastern Kilgore along both sides of Stone Road. The area is predominantly residential with houses built mostly from 1950 to 1970. A windshield survey will help to identify generalities about these mid-century homes to determine recommendations for future survey efforts.

Table 3. Survey Area Recommendations				
Number	Level of Survey	Priority	Figure Reference	Potential Resources
10	Windshield	Undetermined	3-1, 3-5	This area is a few miles northeast of downtown Kilgore and includes the rural community of Fredonia. Although the original c. 1839 townsite of Fredonia was located a couple miles north near present-day IH 20 and FM 2087, historical maps show that the area a couple miles south was lightly developed by the 1930s and included buildings such as the Fredonia school and the c. 1855 Roberston Place house along FM 349. The African American settlement of Fredonia established after the Civil War was located about two miles south of the original townsite of Fredonia. Survey Area 10 has potential to contain resources related to African American history. A windshield survey may help determine if any historic-age resources remain in this area.
11	Windshield	Undetermined	3-1, 3-5	This area is located northeast of downtown Kilgore and includes the former community of Danville, which was settled c. 1847. Many Danville residents relocated to Kilgore when it was established in 1872. A windshield survey may help determine if any historic-age resources remain in this area.

**Survey Preparation**

Once the GCHC identifies the survey area or areas to undergo survey first, the project team will produce Geographic Information Systems (GIS)-based figures (aerial images with parcel boundaries) of historic-age properties within the survey area based on Gregg County Central Appraisal District (CAD) information for use during field survey. Properties with a CAD year-built date equal to or greater than 50 years of age will be identified for survey. While not entirely comprehensive or up-to-date, CAD data is a useful place to start in understanding development trends and periods and in generating field maps. A cut-off date will be established to capture all resources 50 years of age or older. Estimated or actual year-built dates for historic-age resources will be updated based on assessment during the field survey and further research. In addition to CAD data, any additional resources identified within the survey area during the field survey that appear to be of historic age will also be surveyed. CAD data and additional historic-age resources will be uploaded to the THC Access database.

**Reconnaissance Survey**

Following coordination with and upon approval by the GCHC, reconnaissance-level survey efforts from the public right of way will commence in the survey area(s) selected by the GCHC. All survey teams will consist of at least two members, including one or more professional historians working in tandem with one or more local volunteers. All properties equal to or greater than 50 years of age according to CAD data, or which were identified during research, will be documented and evaluated for NRHP eligibility and

preservation priority. In addition, any other resources that appear to be of historic age that are encountered during field survey efforts will also be recorded and evaluated.

At least one high-resolution, digital image will be taken from the public right of way of each resource. Photo-documentation will include an oblique view of each surveyed building, structure, site, or object. Additionally, digital images of each potentially historic landscape feature associated with surveyed properties (fences, retaining walls, etc.) visible from the public right of way will be provided. A detailed view of any structural or exterior decorative modifications not readily apparent in the primary photograph will also be taken. All photo numbers and the orientation of each photograph will be noted in a photo log keyed to the address of each property.

### **Windshield Survey**

Following coordination with and upon approval by the GCHC, driving windshield-level surveys will be conducted from the public right of way of the residential neighborhoods within pre-determined windshield survey areas to observe their general architectural and historical character. Photo-documentation of typical or and/or properties and streetscapes will be conducted, but each individual resource will not be photo-documented or evaluated. These areas will be evaluated as a whole for overall significance and integrity and to make recommendations about future survey priorities.

### **Evaluation of Historic Resources Surveys**

Historic resources surveys allow a community to identify, document, and preserve significant historic districts, sites, buildings, structures, and objects within its boundaries. The National Historic Preservation Act (NHPA) of 1966 defines historic resource, or historic property, as:

*“any pre-historic or historic district, site, building, structure, or object included on, or eligible for inclusion on, the National Register [of Historic Places], including artifacts, records, and material remains relating to the district, site, building, structure, or object.”*

Identification of historic resources allows for the recognition of the value of a community’s past, its special character, and its cultural legacy. Preservation of historic resources can represent not only the value the community places on its collective historic past, but also an investment in its future. Survey data can be integrated into preservation planning efforts by local governments to set policies, procedures, and strategies for maintaining and preserving historic resources.

Resources that are surveyed and determined significant can be considered for designation at a local (Gregg County Local Landmark), state (RTHL or SAL), or national (NRHP) level and should be considered in local planning. Surveyed resources are often initially categorized by preservation priority based on observed integrity and significance of known historical associations. High priority properties are those resources determined to be potentially NRHP-eligible, individually or as part of a potential historic district, based on the results of the research and survey efforts discussed herein. Medium priority properties are those that could be contributing to an NRHP-eligible district. Low priority properties are those resources that are determined not eligible for listing in the NRHP. Properties that clearly lack integrity, are altered or deteriorated beyond recognition, or lack overall significance are given a low priority rating.

- **High:** Resources recommended as potentially eligible for individual listing in the NRHP or as a contributing resource to an NRHP-eligible historic district
- **Medium:** Resources that have integrity but are not distinguished examples of a particular style or property type; not individually NRHP eligible but potentially contributing to a historic district; may include resources whose eligibility status is undetermined pending further research and documentation
- **Low:** Resources that are of historic age but that lack significance and/or integrity; not individually NRHP eligible and not contributing to a potential historic district

The NRHP Criteria for Evaluation state that: “the quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, setting, materials, workmanship, feeling, and association, and:

- **Criterion A:** that are associated with events that have made a significant contribution to the broad patterns of our history;
- **Criterion B:** that are associated with the lives of significant persons in our past;
- **Criterion C:** that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic value, or that represent a significant and distinguished entity whose components may lack individual distinction; or
- **Criterion D:** that have yielded or may be likely to yield information important in history or prehistory.”<sup>56</sup>

In addition to significance, eligible properties must also retain integrity. Integrity is defined by the U.S. Department of the Interior as “the ability of a property to convey its significance.”<sup>57</sup> To retain historic integrity, a property must possess at least several, if not all, of the seven aspects of integrity, which include:

- *Location:* the place where the historic property was constructed or the place where the historic event took place. This refers to whether a property has been moved or relocated since construction. A property is considered to have integrity of location if it was moved before or during its period of significance.
- *Design:* the composition of elements that constitute the form, plan, space, structure, and style of a property.
- *Setting:* the physical environment of a historic property that illustrates the character of the place.
- *Materials:* the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. A property must retain the key exterior materials dating from the period of its historic significance.
- *Workmanship:* the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- *Feeling:* a property’s expression of the aesthetic or historic sense of a particular period of time.
- *Association:* the direct link between an important historic event or person and a historic property.”<sup>58</sup>



### **Data Analysis, Mapping, and Report Production**

All surveyed historic-age resources within the reconnaissance-level survey areas will be evaluated for significance and integrity according to the NRHP evaluation criteria, as mentioned. All previously inventoried resources will be re-evaluated and included in all documentation (**Appendix B**), as applicable.

If additional research on certain properties is determined to be necessary, the database will be updated following fieldwork. All resources will be assigned a preservation priority of high, medium, or low based on the results of the survey efforts. Areas with a high concentration of historic-age resources that retain integrity will be evaluated for eligibility as National Register Historic Districts. Hicks & Company GIS staff will generate maps indicating the location of all surveyed resources.

The project team will prepare a draft Historic Resources Survey Report which will be submitted to the GCHC for review and comment and to the THC for courtesy review. Comments will be incorporated into a final report which will be produced and submitted to the GCHC (and the THC for courtesy review). The draft and final reports will conform to THC survey requirements and will include an introduction/executive summary, survey area overview, survey and research methodology, previously identified historic resources, evaluation criteria, historic context, survey results, recommendations for further work, and references.

### **Additional Documentation and Deliverables**

Additional documentation to be provided following the completion of the survey will include:

- THC Access database of all surveyed resources
- Survey Inventory Table with thumbnail photos of all surveyed resources
- THC Survey Forms for all recommended-eligible resources
- Digital survey photos formatted and labeled to THC requirements
- Maps conforming to the THC survey requirements showing locations of all surveyed resources
- Hard copies of the final report

## **CONCLUSION**

This research design and survey plan establishes the general historical development of the Kilgore vicinity to guide future historic resource survey efforts. As Kilgore continues to grow, an increase in building pressure could threaten the historic resources of Kilgore, particularly those that relate to the Oil Boom years. The 1930s were a groundbreaking decade for Kilgore that not only reshaped the future of the area but also represented the burgeoning oil industry in Texas. Historic buildings in Kilgore, particularly those related to the 1930s Oil Boom years, continue to be defining characteristics of the city today. By documenting, evaluating, and ultimately designating and protecting the historic buildings of Kilgore, Gregg County will help ensure the continued status of Kilgore as a tourist destination and preserve the history and heritage of the community to be enjoyed by future generations.

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<sup>53</sup> Kilgore News Herald. "A Country Club for Kilgore." January 18, 1932. Pg. 2. Newspapers.com. Accessed July 16, 2021. <https://www.newspapers.com/image/611276061/?terms=%22a%20country%20club%20for%20kilgore%22&match=1>.

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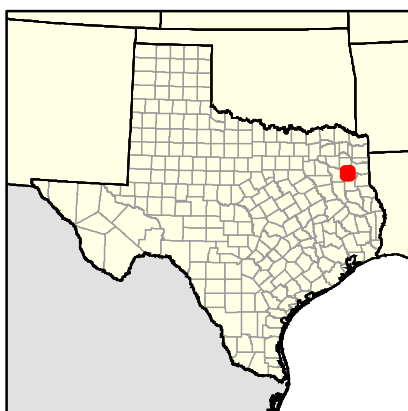
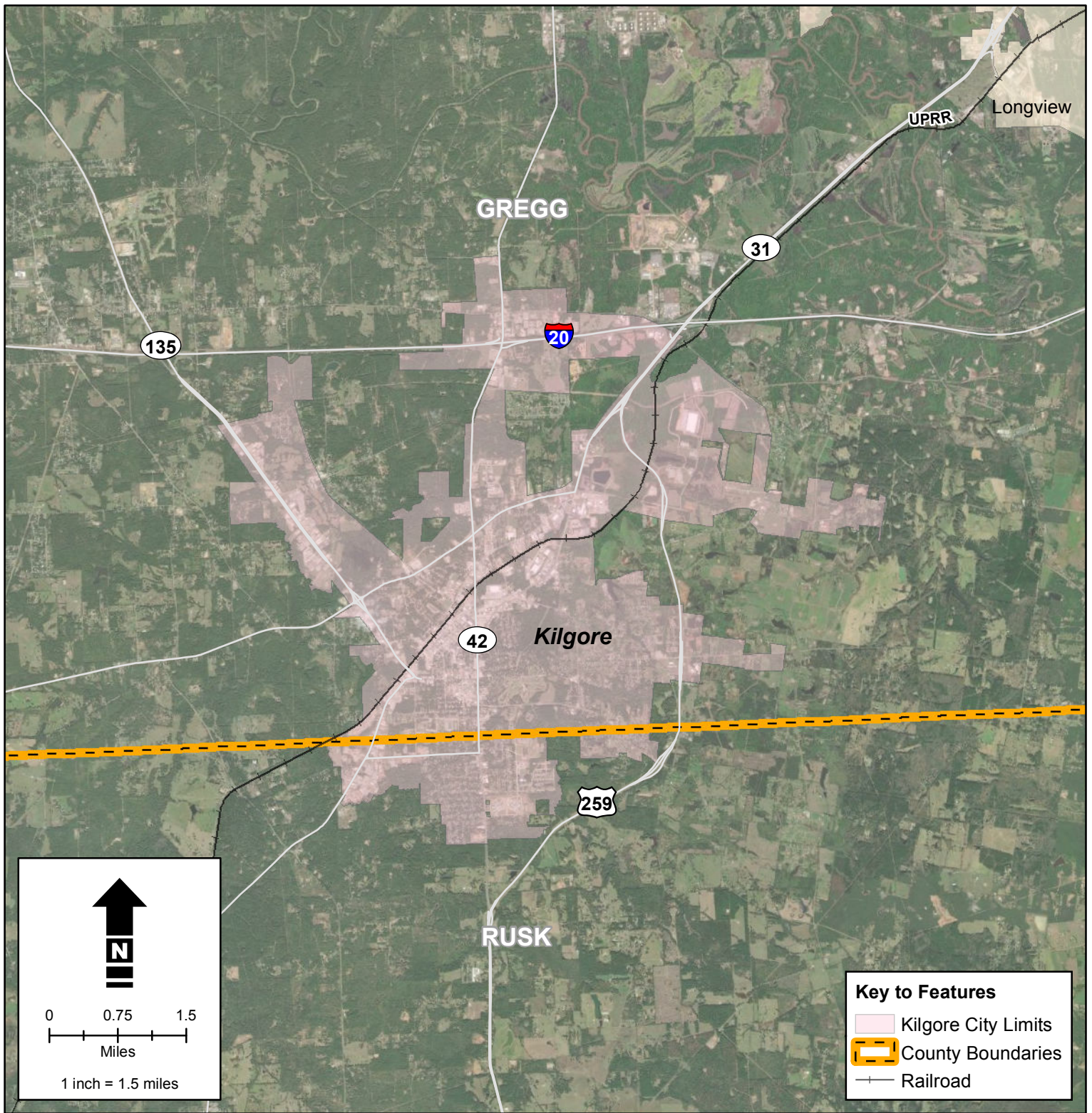
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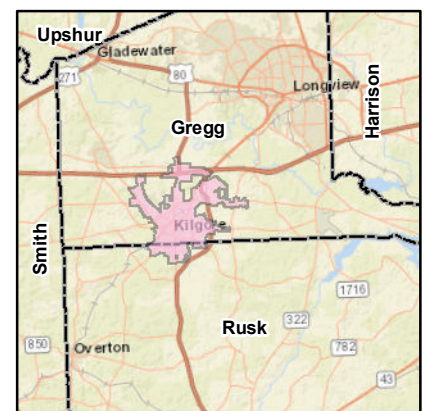
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## **APPENDIX A**

### **FIGURES**



**Figure 1**  
**Project Location**  
 GCHC Research Design and Survey Plan for the Kilgore Vicinity  
 Gregg County, Texas

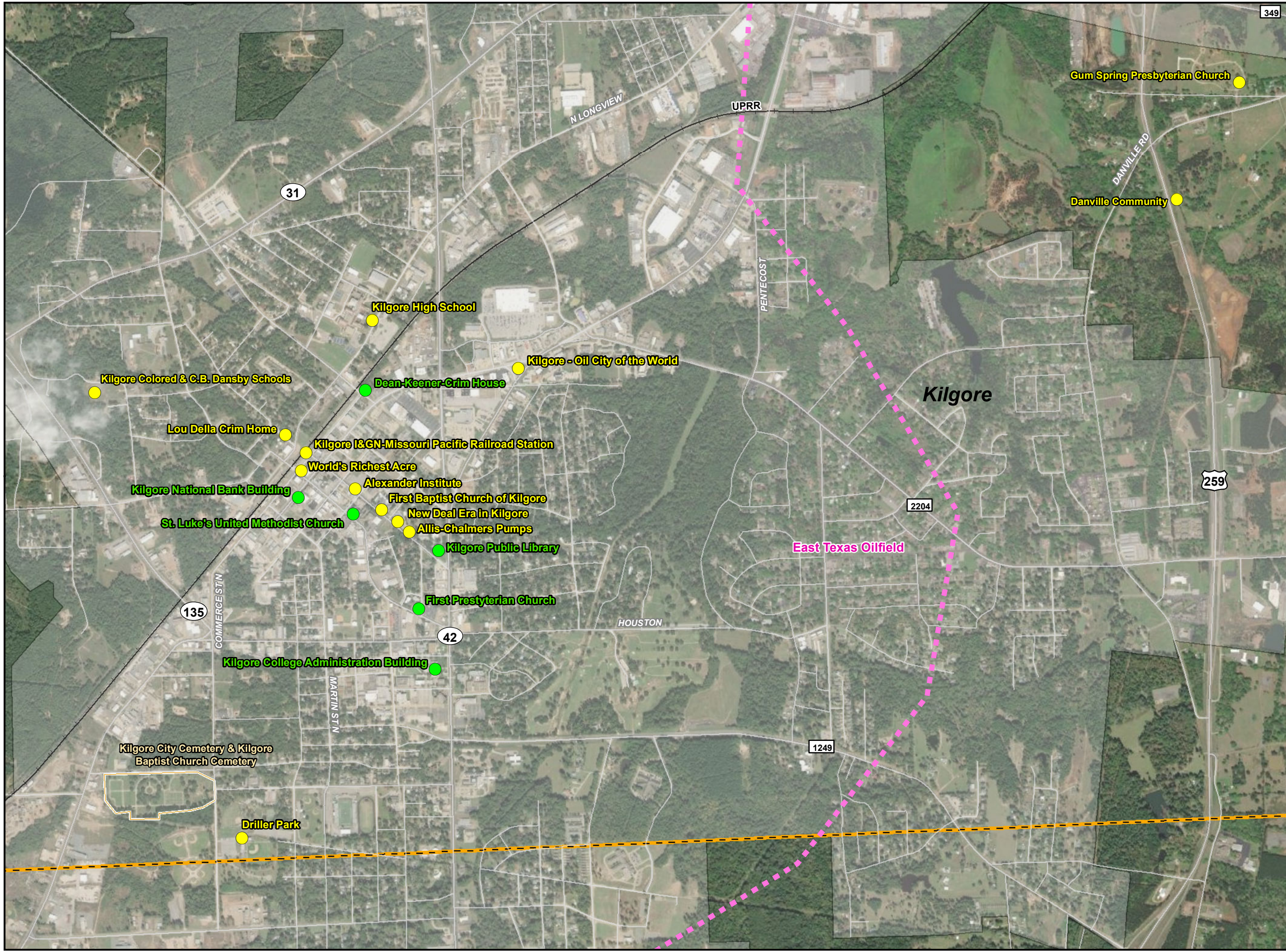
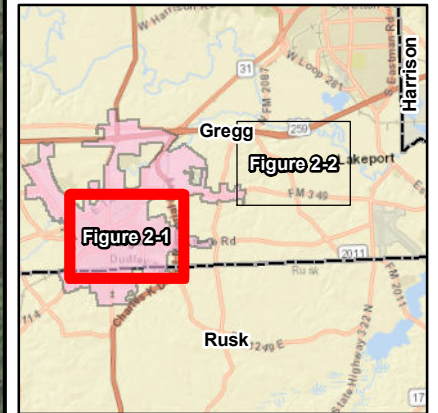


Source: Maxar 10/06/2019

**Figure 2-1**

**Previously Identified  
Historic-age Resources**

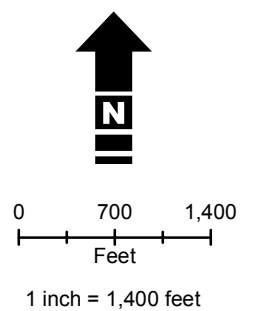
GCHC Research Design and  
Survey Plan for the Kilgore Vicinity  
Gregg County, Texas



**Key to Features**

- Kilgore City Limits
- East Texas Oilfield (NRHD)
- Cemeteries
- County Boundaries
- Official Texas Historical Markers
- Recorded Texas Historic Landmarks
- Historic Texas Cemetery
- Railroad

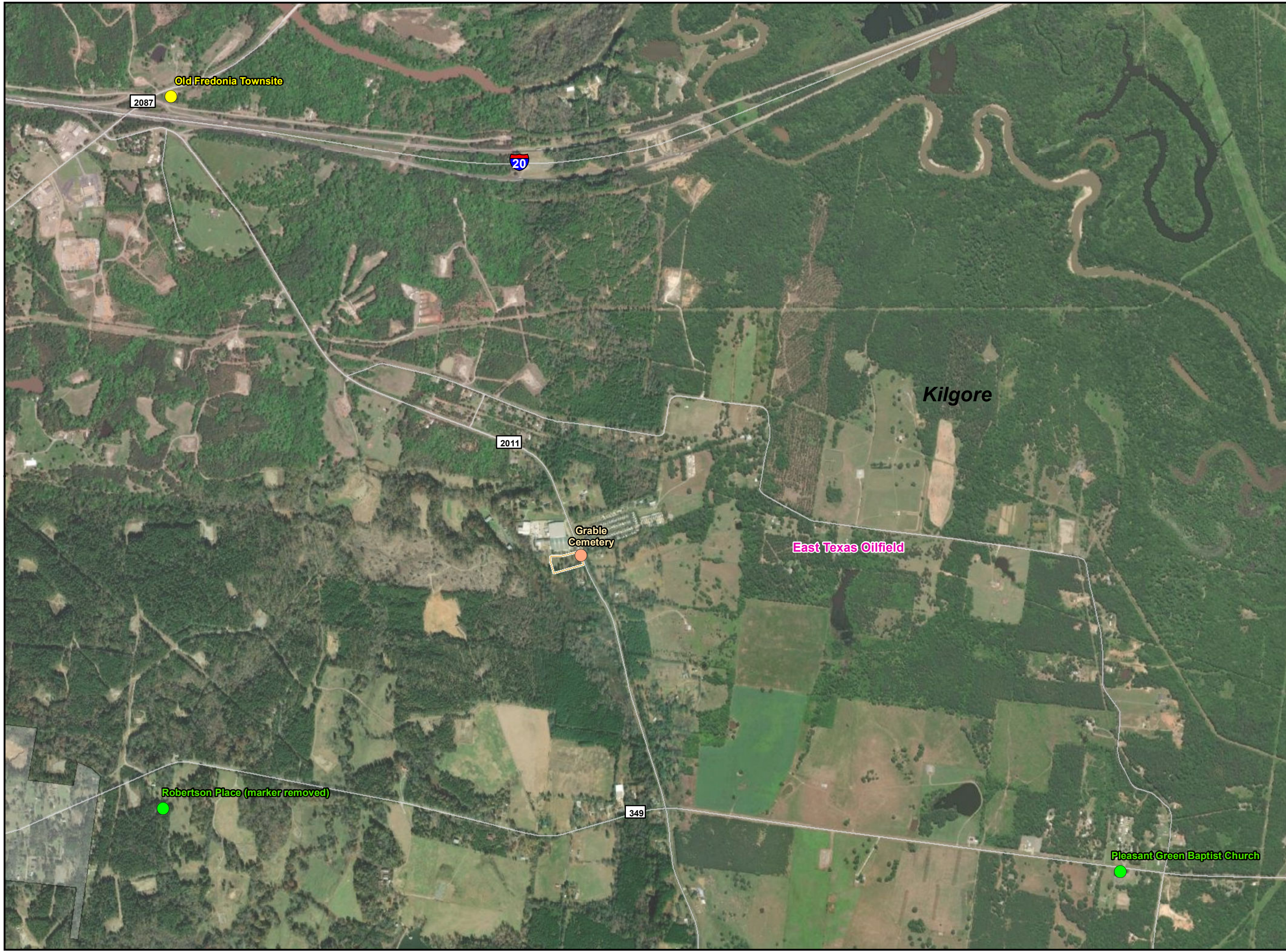
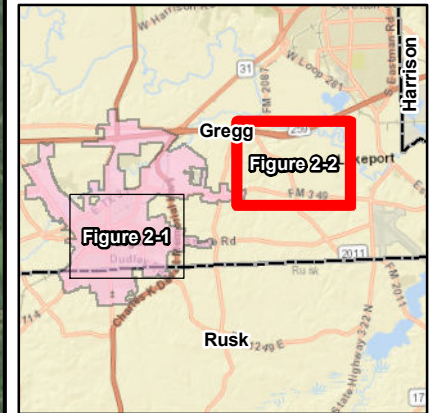
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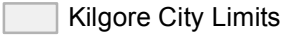
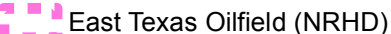





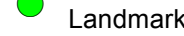
**Figure 2-2**

**Previously Identified  
Historic-age Resources**

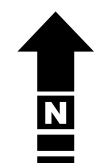
GCHC Research Design and  
Survey Plan for the Kilgore Vicinity  
Gregg County, Texas



**Key to Features**

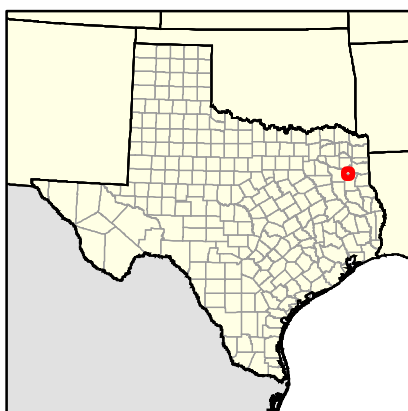
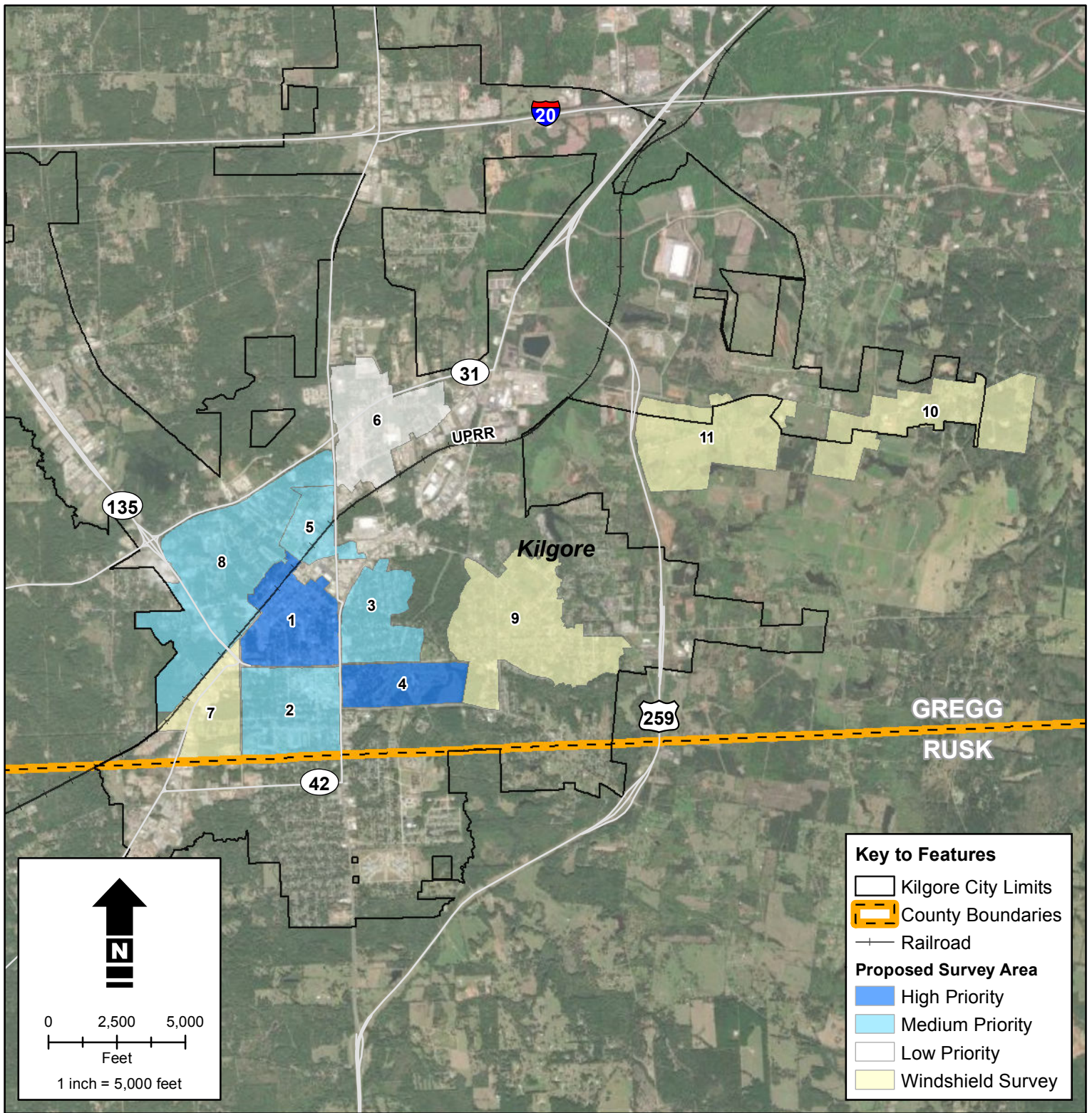
-  Kilgore City Limits
-  East Texas Oilfield (NRHD)
-  Cemeteries
-  County Boundaries
-  Official Texas Historical Markers
-  Recorded Texas Historic Landmarks
-  Historic Texas Cemetery
-  Railroad

Source: Maxar 3/25/2017



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Feet

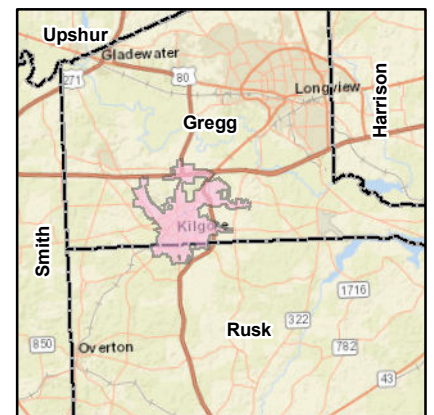
1 inch = 1,400 feet



**Figure 3-1**

**Proposed Survey Areas**

GCHC Research Design and Survey Plan for the Kilgore Vicinity  
Gregg County, Texas

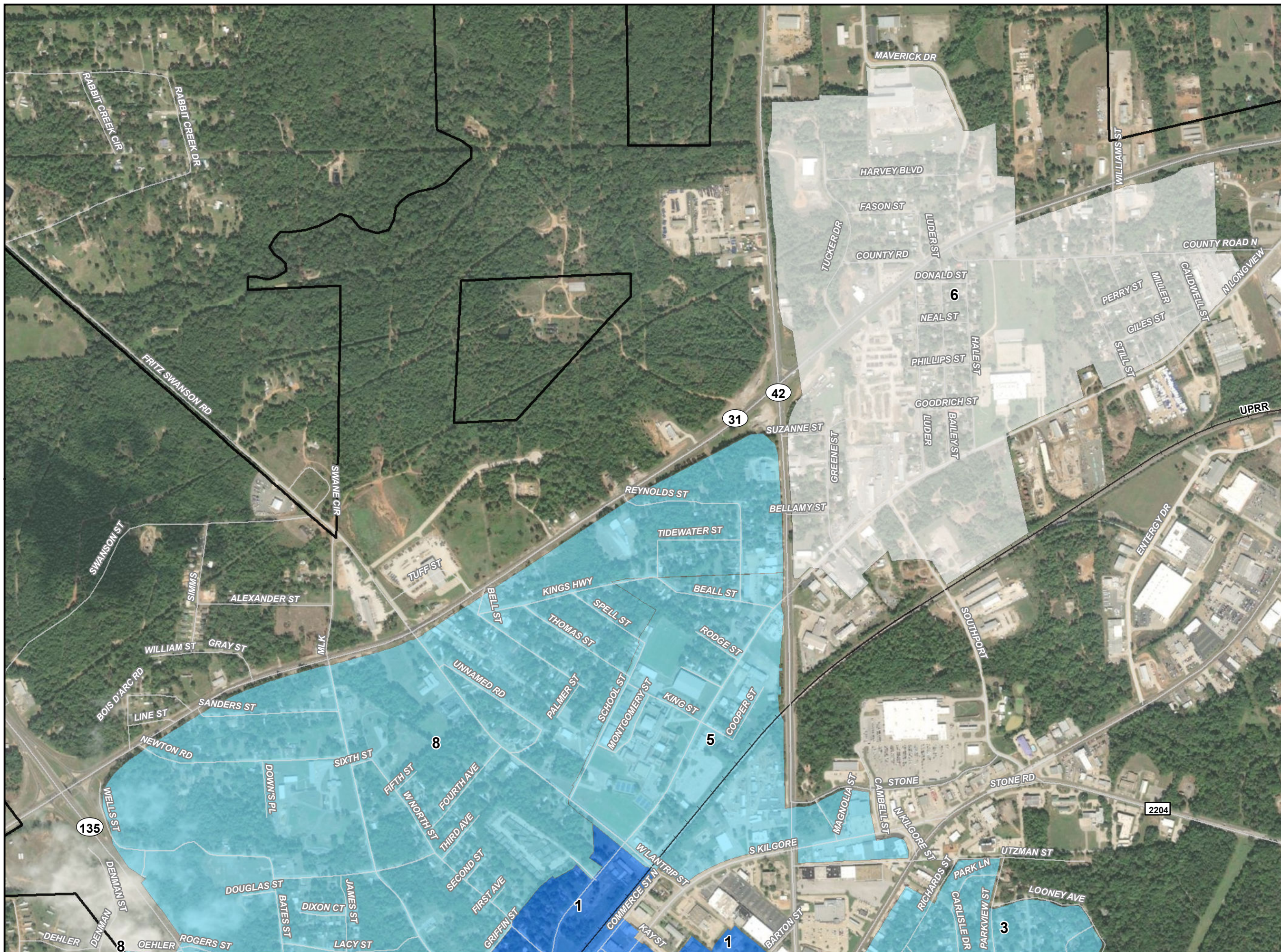
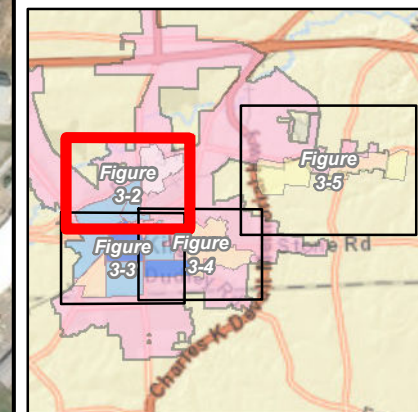


Source: Maxar 10/06/2019

**Figure 3-2**

**Proposed Survey Areas**

GCHC Research Design and Survey Plan for the Kilgore Vicinity  
Gregg County, Texas



**Key to Features**

- Kilgore City Limits
- County Boundaries
- Railroad
- Proposed Survey Area**
- High Priority
- Medium Priority
- Low Priority
- Windshield Survey

Source: Maxar 3/25/2017



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Feet

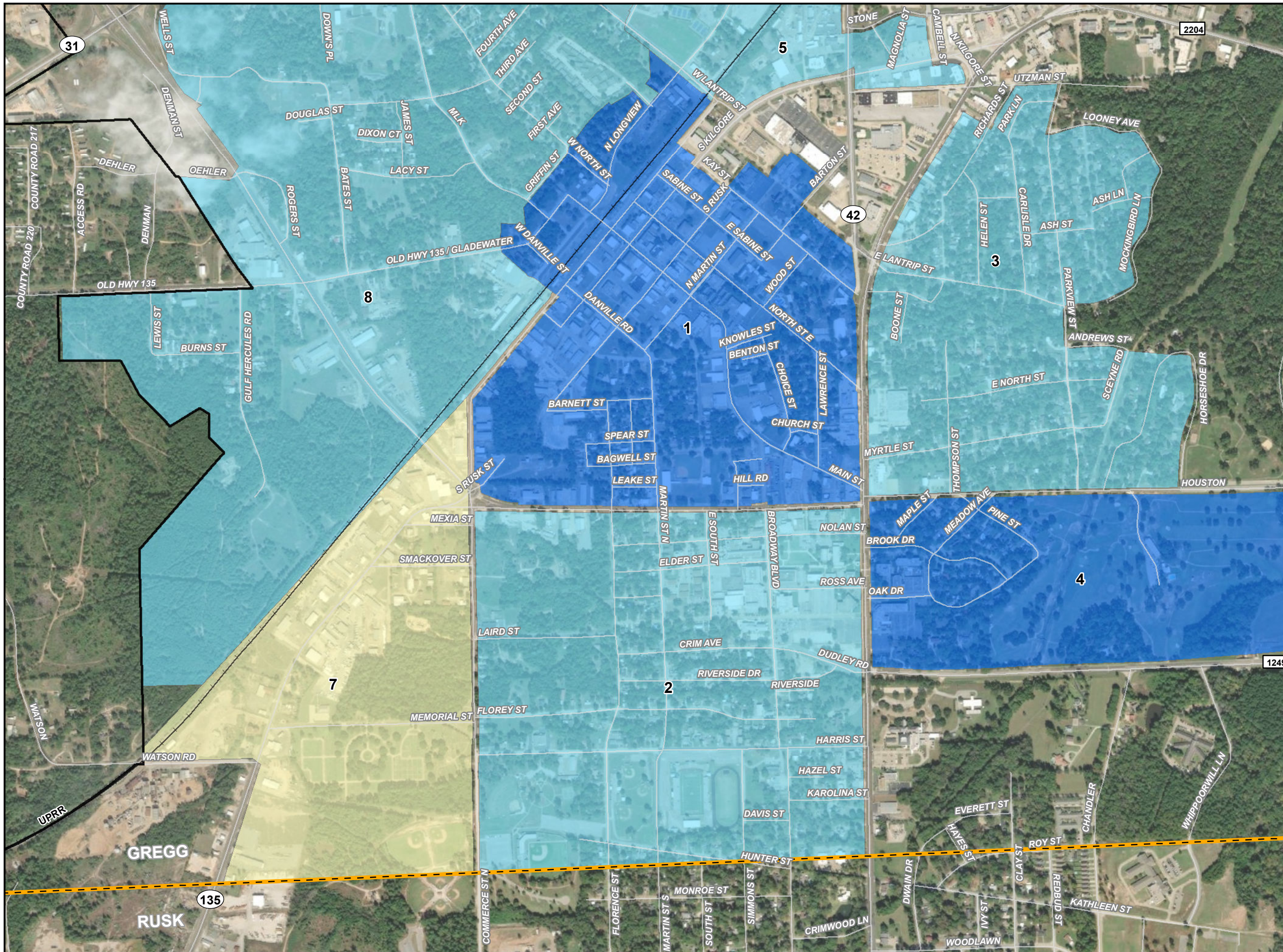
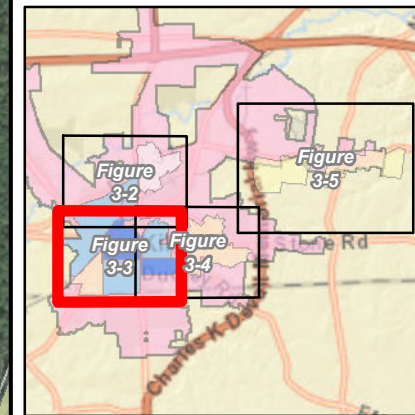
1 inch = 850 feet



Figure 3-3

Proposed Survey Areas

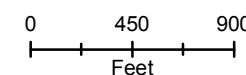
GCHC Research Design and Survey Plan for the Kilgore Vicinity Gregg County, Texas



Key to Features

- Kilgore City Limits
- County Boundaries
- Railroad
- Proposed Survey Area**
- High Priority
- Medium Priority
- Low Priority
- Windshield Survey

Source: Maxar 3/25/2017

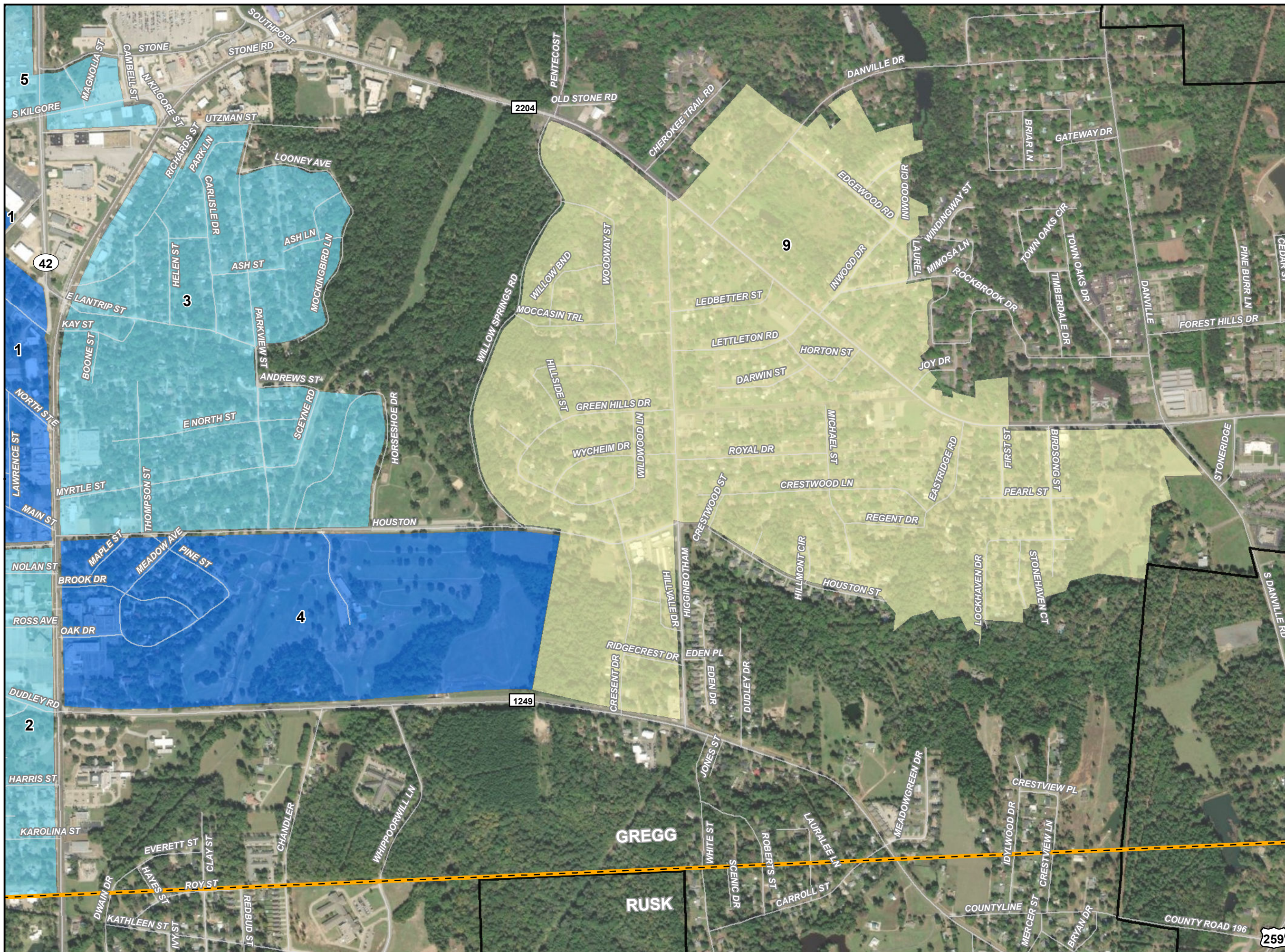
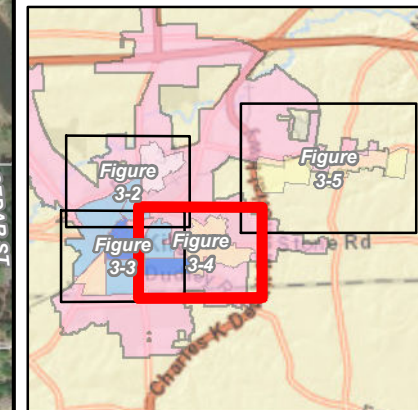


1 inch = 850 feet

Figure 3-4

Proposed Survey Areas

GCHC Research Design and Survey Plan for the Kilgore Vicinity Gregg County, Texas



Key to Features

- Kilgore City Limits
- County Boundaries
- Railroad
- Proposed Survey Area**
- High Priority
- Medium Priority
- Low Priority
- Windshield Survey

Source: Maxar 3/25/2017



0 450 900  
Feet

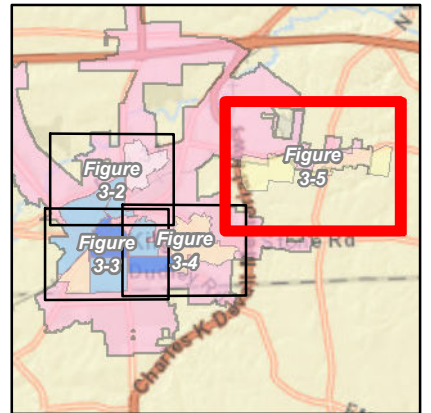
1 inch = 850 feet



**Figure 3-5**

**Proposed Survey Areas**

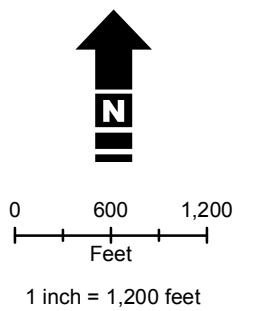
GCHC Research Design and Survey Plan for the Kilgore Vicinity  
Gregg County, Texas



**Key to Features**

- Kilgore City Limits
- County Boundaries
- Railroad
- Proposed Survey Area**
- High Priority
- Medium Priority
- Low Priority
- Windshield Survey

Source: Maxar 3/25/2017



**APPENDIX B**

**PREVIOUSLY SURVEYED HISTORIC RESOURCES IN KILGORE**

City / Vicinity	Resource Name	Address/Location	Type	Designation
Kilgore vicinity	Liberty City	One mile north of IH 20 on Old Gladewater Road (Old Highway 135), four miles north of Kilgore	Marker	OTHM
Kilgore vicinity	Mt. Pleasant Cemetery	Northwest of Kilgore, off SH 135 on Mt. Pleasant Road, 0.5 miles south of IH 20	Marker/Cemetery	OTHM; Historic Texas Cemetery (HTC)
Kilgore vicinity	Haley's BBQ (KW-1) <sup>1</sup>	FM 2767, North of Hwy 31	Building (commercial)	No designation, neighborhood survey (1986) <sup>2</sup>
Kilgore vicinity	c. 1956 building (KW-2)	FM 2767 between Hwy 31 and FM 3053	Building (residence)	No designation, neighborhood survey (1986)
Kilgore vicinity	Rock Front Tavern (KW-20)	SH 3135 and FM 2207	Building (tavern)	No designation, neighborhood survey (1985)
Kilgore vicinity	Dr. Crews House (KW-21)	SH 135 at Crews Road	Building (residence and farm)	No designation, neighborhood survey (1985)
Kilgore vicinity	Robert Wilkins House (KW-22)	Southeast corner of Hwy 135 and Wilkins Road	Building (residence)	No designation, neighborhood survey (1985)
Kilgore vicinity	c. 1930 residence (KW-23)	Southwest corner of FM 2207 and FM 1252	Building (residence)	No designation, neighborhood survey (1985)
Kilgore vicinity	Marion Gregory Grocery Store (KW-24)	FM 1252 and Fritz Swanson Road	Building (commercial/residence)	No designation, neighborhood survey (1985)
Kilgore vicinity	Elder School [Shell Oil Company Camp School] (KW-27)	Hwy 31, 0.5 miles west of Hwy 135, Tyler Hwy	Building (school)	No designation, neighborhood survey (1985)
Kilgore vicinity	J.B. Watson Farm (KW-28)	Gladewater Street and Shell Camp Road	Building (residence and farm)	No designation, neighborhood survey (1985)
Kilgore	Allis-Chalmers Pumps	City Park, 600 block of East North Street	Marker	OTHM
Kilgore	Driller Park	Commerce and Hunter Streets	Marker	OTHM
Kilgore	Kilgore	US 259 at Kilgore Street	Marker	OTHM
Kilgore	Kilgore "Oil City of the World"	US 259 at Kilgore Street	Marker	OTHM
Kilgore	Kilgore City Cemetery	Commerce Street at Memorial Street	Cemetery	No designation
Kilgore	Kilgore "Colored" and C.B. Dansby Schools	630 Bates Street	Marker	OTHM
Kilgore	New Deal Era in Kilgore	300 block of North Street	Marker/site (park)	OTHM
Kilgore	Margaret's Consignment House (K-1) <sup>3</sup>	206 N. Commerce	Building (commercial)	No designation, neighborhood survey (1985)

<sup>1</sup> Site number provided on survey forms for the 1986 *Gregg County Historic Site Survey* of the Kilgore NW quadrant by Victor & Victor Consultants, Inc.

<sup>2</sup> The neighborhood survey of 1985 and 1986 were completed as part of the 1986 *Gregg County Historic Site Survey* by Victor and Victor Consultants, Inc. The information provided in this column is the date the individual survey form was completed.

<sup>3</sup> Site number provided on survey forms for the 1986 *Gregg County Historic Site Survey* by Victor & Victor Consultants, Inc.

City / Vicinity	Resource Name	Address/Location	Type	Designation
Kilgore	c. 1900 commercial building (K-2)	202 N. Commerce	Building (commercial)	No designation, neighborhood survey (1985)
Kilgore	Kilgore I&GN-Missouri Pacific Railroad Station (K-3)	201 N. Commerce	Marker/Building (train station)	OTHM; No designation, neighborhood survey (1985)
Kilgore	World's Richest Acre (K-4)	Northeast corner of N. Commerce and Main	Marker/site (commemorative plaza)	OTHM; No designation, neighborhood survey (1985)
Kilgore	1904 residence (K-5)	418 N. Kilgore Street	Building (residential)	No designation, neighborhood survey (1985)
Kilgore	Old Kilgore City Hall (K-6)	325 N. Kilgore Street	Building (city offices)	No designation, neighborhood survey (1985)
Kilgore	Texas State Optical (K-7)	211 N. Kilgore Street	Building (commercial)	No designation, neighborhood survey (1985)
Kilgore	Kilgore Vacuum Center (K-8)	209 N. Kilgore Street	Building (commercial)	No designation, neighborhood survey (1985)
Kilgore	Hargrave's Appliance (K-9)	201 N. Kilgore Street	Building (commercial)	No designation, neighborhood survey (1985)
Kilgore	Masonic Lodge Building (K-10)	Kilgore and North Street	Building (fraternal meeting hall)	No designation, neighborhood survey (1985)
Kilgore	c. 1930 commercial building (K-11)	117, 119, and 121 N. Kilgore Street	Building (commercial)	No designation, neighborhood survey (1985)
Kilgore	Pioneer Drugs (K-12)	118 N. Kilgore Street	Building (commercial)	No designation, neighborhood survey (1985)
Kilgore	c. 1930 commercial building (K-13)	113-115 N. Kilgore Street	Building (commercial)	No designation, neighborhood survey (1985)
Kilgore	Crim Office Building (K-14)	111 N. Kilgore Street	Building (commercial)	No designation, neighborhood survey (1985)
Kilgore	Action Appliance and Furniture Rental (K-15)	109 N. Kilgore Street	Building (commercial)	No designation, neighborhood survey (1985)
Kilgore	The Fashion Shop (K-16)	107 N. Kilgore Street	Building (commercial)	No designation, neighborhood survey (1985)
Kilgore	Kenwin Shop (K-17)	105 N. Kilgore Street	Building (commercial)	No designation, neighborhood survey (1985)
Kilgore	Rho's Hallmark (K-18)	101 N. Kilgore Street	Building (commercial)	No designation, neighborhood survey (1985)
Kilgore	Junior Hall/Longhorn Drug/The Toggery (K-19)	100 N. Kilgore Street	Building (commercial)	No designation, neighborhood survey (1985)
Kilgore	Crim Theater (K-20)	112 S. Kilgore Street	Building (theater)	No designation, neighborhood survey (1985)

City / Vicinity	Resource Name	Address/Location	Type	Designation
Kilgore	Kilgore Credit Bureau (K-21)	116 S. Kilgore Street	Building (offices)	No designation, neighborhood survey (1985)
Kilgore	Kilgore National Bank Building (K-22)	118 S. Kilgore Street	Building (bank)	RTHL; neighborhood survey (1985)
Kilgore	Texan Theater (K-23)	200 S. Kilgore Street	Building (theater)	No designation, neighborhood survey (1985)
Kilgore	Post Office (K-24) includes murals	201 S. Kilgore Street	Building (post office); Art	No designation, neighborhood survey (1985)
Kilgore	Cherokee Hardware Building (K-25)	114 S. Rusk	Building (commercial)	No designation, neighborhood survey (1985)
Kilgore	c. 1930-1940 commercial building (K-26)	116 S. Rusk	Building (commercial)	No designation, neighborhood survey (1985)
Kilgore	J.S.Y. Building (K-27)	108 S. Rusk	Building (commercial)	No designation, neighborhood survey (1985)
Kilgore	c. 1900 residence (K-28)	202 S. Martin	Building (residence)	No designation, neighborhood survey (1985)
Kilgore	Alvin Hotel & Bar (K-29)	200 E. North Street	Building (commercial)	No designation, neighborhood survey (1985)
Kilgore	Sunday Publication Inc. (K-30)	211 E. North Street	Building (commercial)	No designation, neighborhood survey (1985)
Kilgore	Undated commercial building (K-31)	309 E. North Street	Building (commercial)	No designation, neighborhood survey (1985)
Kilgore	(site of) Alexander Institute (K-32)	315 E. North Street	Marker/site	OTHM; RTHL(?); <sup>4</sup> neighborhood survey (1985)
Kilgore	JCPenney store (K-33)	100 E. Main Street	Building (commercial)	No designation, neighborhood survey (1985)
Kilgore	Gray's Books, Gifts, Sporting Goods (K-34)	110 E. Main Street	Building (commercial)	No designation, neighborhood survey (1985)
Kilgore	Furniture Store (K-35 and K-38)	200–208 E. Main Street	Building (commercial)	No designation, Texas Historic Sites Inventory (1982); neighborhood survey (1985)
Kilgore	Mac's Trophy Case and The Greenery (K-36)	210 E. Main Street	Building (commercial)	No designation, neighborhood survey (1985)
Kilgore	Gregg's Flowers and Gifts/ Entex (K-37)	211 E. Main Street	Building (commercial)	No designation, neighborhood survey (1985)
Kilgore	White's Auto Store	212 East Main Street	Building (commercial)	No designation, Texas Historic Sites Inventory (1982)

<sup>4</sup>Although the 1985 survey form notes this is an RTHL, the THC records note that a subject marker application was filed for this location, but the site was never designated an RTHL.

City / Vicinity	Resource Name	Address/Location	Type	Designation
Kilgore	Johnny's Shoe Store/George Jewelers	216 East Main Street	Building (commercial)	No designation, Texas Historic Sites Inventory (1982)
Kilgore	George's Pawn & Gun Shop	218 East Main Street	Building (commercial)	No designation, Texas Historic Sites Inventory (1982)
Kilgore	Mode O' Day	220 East Main Street	Building (commercial)	No designation, Texas Historic Sites Inventory (1982)
Kilgore	Wicki Building (K-39)	222 E. Main Street	Building (commercial)	No designation, neighborhood survey (1985)
Kilgore	Maness Furniture (K-40)	306 N. Main Street	Building (commercial)	No designation, neighborhood survey (1985)
Kilgore	Singer Sales and Service (K-41)	310 E. Main Street	Building (commercial)	No designation, neighborhood survey (1985)
Kilgore	Realty World (K-42)	312 E. Main Street	Building (commercial)	No designation, neighborhood survey (1985)
Kilgore	B&W Frame Shop (K-43)	314 E. Main Street	Building (commercial)	No designation, neighborhood survey (1985)
Kilgore	Allied Texas Bank (K-44)	301 E. Main Street	Building (commercial)	No designation, neighborhood survey (1985)
Kilgore	St. Luke's United Methodist Church (K-45)	401 E. Main Street	Building (church)	RTHL; neighborhood survey (1985)
Kilgore	Dusty Rhodes Ford (K-46)	E. Main Street	Building (auto showroom)	No designation, neighborhood survey (1985)
Kilgore	Trailways Station (K-47)	E. South Street	Building (bus station)	No designation, neighborhood survey (1985)
Kilgore	Laird House (K-48)	300 Knowles, southeast corner of Knowles and Rusk	Building (residence)	No designation, neighborhood survey (1985)
Kilgore	Laird Building (K-49)	116 N. Kilgore Street	Building (commercial)	No designation, neighborhood survey (1985)
Kilgore	A.P. Noyes House (K-51)	1201 Brook Drive	Building (residence)	No designation, neighborhood survey (1985)
Kilgore	Foster Bean House (K-52)	1209 Brook Drive	Building (residence)	No designation, neighborhood survey (1985)
Kilgore	1931 residence (K-53)	1213 Brook Drive	Building (residence)	No designation, neighborhood survey (1985)
Kilgore	c. 1931-1932 residence (K-54)	1215 Brook Drive	Building (residence)	No designation, neighborhood survey (1985)
Kilgore	Dr. Routon House (K-55)	1202 Houston	Building (residence)	No designation, neighborhood survey (1985)



City / Vicinity	Resource Name	Address/Location	Type	Designation
Kilgore	Old Methodist Parsonage (K-56)	1010 Meadow Avenue	Building (residence)	No designation, neighborhood survey (1985)
Kilgore	John Rhinehart House (K-57)	1201 Pine Street	Building (residence)	No designation, neighborhood survey (1985)
Kilgore	Orian Elder House (K-58)	1208 Pine Street	Building (residence)	No designation, neighborhood survey (1985)
Kilgore	Sam Russell House (K-59)	1230 Pine Street	Building (residence)	No designation, neighborhood survey (1985)
Kilgore	Kenneth Wickham House (K-60)	1217 Houston Street	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	Thomas P. Spurlock House (K-61)	1219 Houston Street	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	Thelma Trich House (K-62)	1212 Oak Street	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	c. 1940 residence (K-63)	1217 Myrtle	Building (residence)	No designation, neighborhood survey (1985)
Kilgore	c. 1922-1935 residence (K-64)	239 Myrtle	Building (residence)	No designation, neighborhood survey (1985)
Kilgore	c. 1930 residence (K-65)	804 Crim Avenue	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	The Goldman House (K-66)	919 Crim Avenue	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	1933 residence (K-67)	Crim Avenue	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	c. 1935 residence (K-68)	517 Ross Avenue	Building (residence)	No designation, neighborhood survey (1985)
Kilgore	Dream House (K-69)	1101 E. South Street	Building (residence)	No designation, neighborhood survey (1985)
Kilgore	Christian Science Society (K-70)	Nolen and Martin (southeast corner)	Building (church)	No designation, neighborhood survey (1986)
Kilgore	Pirtle St. Apostolic Church (K-71)	810 Houston	Building (church)	No designation, neighborhood survey (1985)
Kilgore	Kilgore Heights Elementary School (K-72)	E. Houston and South Streets	Building (school)	No designation, neighborhood survey (1986)
Kilgore	c. 1930 duplex (K-73)	708-710 Houston Street	Building (multi-family residence)	No designation, neighborhood survey (1986)
Kilgore	c. 1930-1940 residence (K-74)	712 Houston Street	Building (residence)	No designation, neighborhood survey (1986)

City / Vicinity	Resource Name	Address/Location	Type	Designation
Kilgore	Masonic Temple (K-75)	Broadway at Houston	Building (fraternal meeting hall)	No designation, neighborhood survey (1985)
Kilgore	Kilgore Public Library (K-76)	301 N. Henderson Boulevard	Building (library)	RTHL; neighborhood survey (1986)
Kilgore	Kilgore College Administration Building (K-77)	1101 S. Henderson Boulevard	Building (education, office)	RTHL; neighborhood survey (1985)
Kilgore	c. 1940 residence (K-78)	1104–1106 Andrews Street	Building (multi-family residence)	No designation, neighborhood survey (1986)
Kilgore	John W. Russell House (K-79)	1117 Andrews Street	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	c. 1940 residence (K-80)	711 Bagwell Street	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	c. 1930 residence (K-81)	715 Bagwell Street	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	c. 1930 residence (K-82)	723–725 Bagwell Street	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	c. 1930 residence (K-83)	729 Bagwell Street	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	c. 1930 residence (K-84)	731 Bagwell Street	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	Brown House (K-85)	1005 Dudley Road	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	c. 1900 residence (K-86)	W. Gladewater and Hwy 135	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	Porter Griffin House (K-87)	101 N. Griffin	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	c. 1933 residence (K-88)	115 N. Griffin	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	J. Malcolm Crim House (K-89)	Henderson Boulevard	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	Fuller's Antiques (K-90)	221 Henderson Boulevard	Building (residence, commercial)	No designation, neighborhood survey (1986)
Kilgore	Elder House (K-91)	209 Henderson Boulevard	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	St. Paul's Episcopal Church (K-92)	321 Henderson Boulevard	Building (church)	No designation, neighborhood survey (1986)
Kilgore	Landes House (K-93)	Henderson Boulevard	Building (residence, demolished)	No designation, neighborhood survey (1986)
Kilgore	Dr. Downs' Offices (K-94)	Henderson Blvd at Dudley, northeast corner	Building (medical offices)	No designation, neighborhood survey (1986)

City / Vicinity	Resource Name	Address/Location	Type	Designation
Kilgore	c. 1900-1910 residence (K-95)	825 Kings Hwy	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	c. 1920-1930 residence (K-96)	312 Knowles	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	Skipper-Barnett House (K-97)	410 E. Knowles	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	L.C. Bolt House (K-98)	Lantrip at Fritz Swanson	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	Dean-Keener-Crim House (K-99)	101 E. Lantrip Street	Building (residence)	RTHL; neighborhood survey (1986)
Kilgore	c. 1935-1940 residence (K-100)	413 E. Lantrip Street	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	J. Malcolm Crim House (K-101)	108 Lawrence	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	1935 residence (K-102)	200 Lawrence	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	c. 1900-1910 residence (K-103)	500 Leake Street	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	c. 1870 residence (K-104)	219 N. Longview	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	c. 1890-1910 residence (K-105)	300 N. Longview	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	Lou Della Crim House, (K-106)	201 North Longview Street	Building (residence), Marker	RTHL; <sup>5</sup> OTHM
Kilgore	c. 1890 residence (K-107)	305 N. Longview Street	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	1942 residence (K-108)	609 N. Longview Street	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	1918 residence (K-109)	913 N. Longview Street	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	Kilgore High School (K-110)	711 North Longview Street	Marker/ Building (school)	OTHM, neighborhood survey (1986)
Kilgore	Eastview Baptist Church (K-111)	N. Longview Street at Beall & Rogge	Building (church)	No designation, neighborhood survey (1986)
Kilgore	c. 1900 residence (K-112)	215 S. Longview Street	Building (residence)	No designation, neighborhood survey (1986)

<sup>5</sup>Although the 1985 survey form notes this is an RTHL, THC records indicate an RTHL application was submitted for this residence, but was not approved. The reviewers at the time stated the building did not meet the 50-year threshold for designation at the time of the application and the building did not possess sufficient architectural merit.

City / Vicinity	Resource Name	Address/Location	Type	Designation
Kilgore	c. 1930-1940 duplex (K-113)	412 S. Martin Street	Building (multi-family residence)	No designation, neighborhood survey (1986)
Kilgore	c. 1930-1940 residence (K-114)	414 S. Martin Street	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	c. 1930 residence (K-115)	500 S. Martin Street	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	c. 1930 residence (K-116)	504 S. Martin Street	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	c. 1930 duplex (K-117)	705–707 S. Martin Street	Building (multi-family residence)	No designation, neighborhood survey (1986)
Kilgore	c. 1920-1930 residence (K-118)	607 S. Martin Street	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	First Christian Church (K-119)	609 E. Main Street	Building (church)	No designation, neighborhood survey (1986)
Kilgore	Annex – First Christian Church (K-120)	609 E. Main Street	Building (residence, church)	No designation, neighborhood survey (1986)
Kilgore	First Presbyterian Church of Kilgore (K-121)	815 E. Main Street	Building (church)	RTHL; neighborhood survey (1986)
Kilgore	First Baptist Church of Kilgore (K-122)	501 E. North Street	Marker; building (church)	OTHM; neighborhood survey (1986)
Kilgore	Ralph Ferguson House (K-123)	1223 E. North Street	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	c. 1880-1890 residence (K-124)	502 W. North Street	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	c. 1930 residence (K-125)	702 E. North Street	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	1936 residence (K-126)	704 E. North Street	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	c. 1930-1940 residence (K-127)	600 E. North Street	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	c. 1930-1940 residence (K-128)	708 Richards	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	c. 1900 residence (K-129)	307 E. Sabine Street	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	c. 1935-1940 residence (K-130)	326 E. South Street	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	Herman Leath House (K-131)	412 E. South Street	Building (residence)	No designation, neighborhood survey (1986)

City / Vicinity	Resource Name	Address/Location	Type	Designation
Kilgore	c. 1930 residence (K-133)	601 E. South Street	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	c. 1930-1940 residence (K-135)	313 Spear Street	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	c. 1930-1940 residence (K-136)	401 Spear Street	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	c. 1930-1940 residence (K-137)	400 Spear Street	Building (residence)	No designation, neighborhood survey (1986)
Kilgore	Dudley House (K-138)	2903 Dudley Road	Building (residence)	No designation, neighborhood survey (1986)
Kilgore vicinity	Danville Cemetery	Danville Road, next to Danville Methodist Church	Cemetery	No designation
Kilgore vicinity	Fredonia Townsite, old	Northeast corner of FM 2087 at access road to IH 20	Marker	OTHM
Kilgore vicinity	Utzman Cemetery	North side of Utzman Road, west of FM 2276, one mile north of FM 2204	Cemetery	No designation
Kilgore vicinity	Danville School (KNE-1) <sup>6</sup>	Intersection of FM 2087 and FM 349	Building (school)	No designation, neighborhood survey (1985)
Kilgore vicinity	c. 1920-1930 residence (KNE-2)	2612 Danville Road	Building (residence)	No designation, neighborhood survey (1985)
Kilgore vicinity	Holt Farm (KNE-3)	Intersection of FM 2204 and FM 2276	Building (farm complex)	No designation, neighborhood survey (1985)
Kilgore vicinity	Robertson Place (Robertson House, KNE-4)	In disrepair and invisible from the road because of undergrowth, the structure is located on the south side of FM 349, one mile east of FM 2276 (marker was removed and now resides with the Gregg County Records Management Department, Gregg County Historical Commission Archives)	Marker/Building (residence)	OTHM; neighborhood survey (1985)
Kilgore vicinity	c. 1930 residence (KNE-5)	NE Kilgore quadrant	Building (residence)	No designation, neighborhood survey (1985)
Kilgore vicinity	1905 residence (KNE-8)	Frank Adams Road off FM 2011	Building (residence)	No designation, neighborhood survey (1985)
Kilgore vicinity	July 1926 residence (KNE-9)	FM 2087, 0.25 miles south of IH 20	Building (residence)	No designation, neighborhood survey (1985)
Kilgore vicinity	c. 1890-1910s residence (KNE-10)	Sparks-Chapman Road, 0.25 miles NW of Morris Road	Building (residence)	No designation, neighborhood survey (1985)

<sup>6</sup>Site number provided on survey forms for the 1986 *Gregg County Historic Site Survey* of Gladewater of the Kilgore NE quadrant by Victor & Victor Consultants, Inc.

City / Vicinity	Resource Name	Address/Location	Type	Designation
Kilgore vicinity	Gordon Gildart House (KNE-11)	FM 2087 (Danville Road), 1.5 miles north of FM 2204	Building (residence)	No designation, neighborhood survey (1985)
Kilgore vicinity	Country Kitchen Store & Restaurant (KNE-12)	FM 2204 & FM 2087	Building (residence)	No designation, neighborhood survey (1985)
Kilgore vicinity	La Hacienda Restaurant (KNE-13)	SH 259, one mile north of Hwy 349	Building (residence)	No designation, neighborhood survey (1985)
Kilgore vicinity	Clark House (KNE-14)	3603 Hwy 259	Building (residence)	No designation, neighborhood survey (1985)
Kilgore vicinity	William G. Morton House (KNE-15)	Off FM 1252, south of road, one mile east of Hwy 42	Building (residence)	No designation, neighborhood survey (1985)
Kilgore vicinity	George Culver House (KNE-16)	FM 1252, 0.75 miles west of Hwy 259	Building (residence)	No designation, neighborhood survey (1985)
Kilgore vicinity	Gum Spring(s) Presbyterian Church (New Danville), (KNE-17)	Off Danville Road (FM 2087), four miles from Kilgore in Danville community	Marker/Building (church)	OTHM; RTHL (before building burned); neighborhood survey (1985)
Kilgore vicinity	Danville Community	On Hwy 259 east of Kilgore, about 875 feet south of Danville Road intersection	Marker (site)	OTHM
Lakeport vicinity	Pleasant Green Baptist Church (T-4)	9270 FM 349	Marker	OTHM; neighborhood survey (1985)
Lakeport vicinity	Grable Cemetery	Two miles south of IH 20 on FM 2011, near CR 249	Marker	OTHM; HTC