

Carrollton Depot- Chronological History

- 1878** The name of 'Carrollton' is officially established on May 16, when the first US Post Office opened in Carrollton. (**HRS; pg.3**)
- 1878** Earliest survey of the town was indicated on a plat filed (at the Dallas County Courthouse, HT) on January 26, 1878, by A.T. Obenchain, agent for Depot Towns of the Dallas and Wichita Railroad Company. (EFS; pg. 134; map on pgs 88-89)&(OC; Ref #630). This plat shows a depot platform beside the Dallas & Wichita railroad. (OC; Ref #629; Vol.38; pg. 380)
- 1878 - 81** Work on Dallas and Wichita Railroad began in 1878; in 1879 this unfinished railroad was purchased by Texas & Pacific Railroad (Jay Gould) and was completed to Denton in 1880. In 1881, Texas & Pacific merged with the Missouri, Kansas and Texas Railroad (MK&T, 'the Katy'). (**C1840; page 6; HT and SRRC**).
- 1870's** Interlocking tower was built as a joint project of the Katy and Cotton Belt railroads. It was two stories high. (**CD; pg. 2**) (Note- interview with Paul Dafft & Sara Salmon- June 2006)
- 1882** Dallas County Directory, compiled by Gillespie and Work, published 1881-82, noted that Carrollton was located on the Dallas and Wichita Railroad (**EFS; pg 134-5**).
- 1888** The St. Louis Southwestern Railroad ('Cotton Belt') came to Carrollton. Of interest is that the Cotton Belt purchased property in Carrollton, and later sold this in an effort to bring industry to Carrollton and increase freight traffic. At one time the Cotton Belt provided a majority of local taxes in Carrollton (**SRRC**). This railroad was commonly known as the

Cotton Belt due to its role in transporting cotton to market. (CD; pg.1)

- 1900** March 9: The first recorded passenger depot in Carrollton was mentioned in an article in the Dallas Morning News (this is the first of three depots constructed in the history of Carrollton). They note that 'the Missouri, Kansas and Texas Railroad and St. Louis Southwestern Railroad Companies have put in a union depot' in Carrollton 'which was greatly appreciated by the traveling public and our community generally'. The first depot also contained a Pacific Express Company. (DMN; March 9,1900; pg 7) The first documented depot was described as a "2X4 freight room designated as the Union depot" that housed all three railroads, Wells Fargo Express Company, United States Express Company and the American Express Company. (CC; October 7, 1904- 'The significance of Railroads in Carrollton, Texas' - by Kelley B. Poydence, late 1991).
- 1902** March 23: The St. Louis San Francisco Railroad & Texas Railroad ('Frisco') came to Carrollton.(DB) EFS questions if there was a depot located south of town which only served the Dallas Wichita RR. Many citizens remember the Katy loading platform just east of Foxworth-Galbraith Lumber Co. (currently Babe's Restaurant (FG; April 5,2010)) and the stock pens and loading platforms east of Denton Drive (EFS; pg 136).
- 1907** June 3: The DMN notes that a new 'Union Depot was to be built by order of the Railroad Commission' and building materials were on the site. The new depot was located at the southeast corner of Carrollton Crossing (this is the second of the three depots constructed in the history of Carrollton). (DMN; June 3, 1907; pg. 3)

- 1908** May 26th flood in Carrollton overflows the Trinity River banks and floods most of the town. The railroad crossing over the Trinity River is inches from flooding out. It was left intact. **(IOA; p.89)**
- 1909** James Noel's father, Elmer (Dago) Noel, **(EFE; Nov 1977)** began working as a foreman on the Katy Railroad. James remembers the depot and describes the depot as being split into 2 passenger stations, one for the 'whites' and one for the 'coloreds'. The restrooms consisted of 2 outhouses, one for 'whites' and the other for 'coloreds'. He can never remember seeing a 'colored' person on the railroad before WWII. He remembers the railroad as being a vital part of the community. His family lived in one of the section houses near the train depot. **(JN)** The house was located beside 'the Katy' tracks at Broadway and Donald. **(EFE; November 1977; p.6)**
- 1913** City of Carrollton was incorporated **(HT)**. Electricity became available in Carrollton this same year. **(C1840; pg 6)**
- 1914** Mass production of the automobile via assembly line first initiated by Henry Ford. **(Wiki; Automobile History)**
- 1914-1918** World War I. **(Wiki; WWI)**
- 1922** Texas Interurban Railroad was given a franchise to operate through the city of Carrollton on a branch of the MKT (KATY) Railroad. **(C1840; pg. 6)**
- 1923** Train Depot burned, July 1923 **(CC; May 2, 1925)**. It seems to be an established fact that the first passenger-freight station in town burned and a new depot was built on the same location **(EFS; pg 136)**
- 1924** May 2: 'Work on Carrollton Union Depot Station' - work on this depot is now underway (this is the third of the three depots constructed in the history of

Carrollton). "A work crew of six men arrived Friday night and will stay here until the work of the building is completed. The building will be of the same style as the old one that was destroyed by fire last July but it will not have as much floor space." (CC; May 2, 1925).

- 1924** **July 18:** The third train depot opened. It was similar in plan to the depot that it replaced, although the architecture was not as elaborate. The location of the rooms, windows and exterior doors were similar to the previous depot. Additionally, the orientation of the new depot to the existing railroad tracks and its wide roof overhang were similar. (CD; pg. 4- originally from CC; July 18,1924)
- 1924** Existing Katy tracks were electrified, and the Texas Interurban Railway established a Dallas to Denton line. Service began September 30, 1924 and the cost to Dallas was ten cents. Typically, small interurban stations were set up along the route to protect the waiting customer from the weather. (EFS; pgs. 156-157).
- 1924** Oct 1: Interurban electric train passenger service to Carrollton, Farmers Branch, Lewisville and Garza began October 1, 1924. (CC; Sept. 12, 1924) The fare from Carrollton to Trinity Mills or Farmers Branch was 11 cents. (C1840; p.6)
- 1920's** 'The Katy' rural depots were always well maintained. They were painted a two-tone green during the 1920's, those stations requiring repainting were painted yellow with black trim during the years that Mr. Sloan was president of 'the Katy' railroad. (JC & RG; p.265)
- 1929-1933** The Great Depression in the United States (Wiki; Great Depression in the United States)
- 1931** Interurban line abandoned. (SRRC - p.3; late 1991)

- 1934** 'The Katy' was nearing bankruptcy and the Board of Directors asked Matthew S. Sloan to take care of the railroad's operations. (RB; Missouri-Kansas-Texas Lines in Color; pg.5)
- 1935** **August 17:** Dedicated passenger service ends to Carrollton with the last passenger train (Addison to Fort Worth on the Cotton Belt) on August 17. This article noted conductor A.J. McKnight and Sam Kennedy, who delivered the mail, were now out of jobs. This article noted the Katy still had 'mixed trains' which still carried passengers but not in passenger cars as these had been discontinued some time ago. The passengers were carried in freight cars. At its peak, passenger rail traffic in Carrollton consisted of as many as 12 passenger trains per day. Each of the 3 railroads had 2 trains per day, each way. ('No Passenger Trains for Carrollton Now'; CC; August 23, 1935)& (C1840; pg 6)
- 1935** The transfer track at the southeast quadrant of Carrollton Crossing was thought to have been added after 1935 when the depot became an all freight station. (CD; pg. 2- from interview with Paul Dafft and Sara Salmon- June 2006)
- 1937-1938** The Recession. (Wiki; Recession of 1937-1938)
- 1939-1945** World War II (Wiki; WWII)
- 1941** James Noel's father dies. (JN)
- 1945** On June 14th, Mr. Sloan, president of 'the Katy' dies. (RG; pg.5)
- 1947** Ray Clark begins working for the Carrollton Depot. Inca Metals and Blanton Grain were major carriers on the Frisco Line. The Katy didn't have much business and the Cotton Belt didn't stop in Carrollton anymore. There was no longer any passenger service. The

'colored' area of the depot was used as a freight storage area. **(RC)**

- 1955** The steam engines were replaced by diesel engines. **(RC)**
- 1959** Ray Clark quits working at the Depot. **(RC)**
- 1959** Cotton Belt Railroad announced it would install blinking lights at its Denton Drive crossing to prevent accidents with automobiles. **(DMN; April 12, 1959)**
- 2008** The depot was relocated to its present location just east of Denton Drive and south of the Cotton Belt, to allow for construction of the DART Rail transit station in downtown Carrollton. The new DART line is being built along the old Katy Railroad rail bed. Of interest, this is directly across the street from a large train yard originally used by the railroads. **(GM; April 5, 2010)**
- 2010** **December** - The Dart rail line is scheduled to begin service to Lewisville and later Denton in 2011.

Sources :

- CC:** *Carrollton Chronicle* newspaper.
- CCW:** *City of Carrollton website*
<http://www.cityofcarrollton.com>
- C1840:** Carrollton 1840-1940, unpublished manuscript.
Compiled by Joyce Duncan Garrison, Carrollton city Secretary (Carrollton Public Library, Josey Ranch)
- CD:** Carrollton Depot- History, unpublished manuscript.
Compiled by Marcel Quimby Architecture Preservation, Inc., November 20, 2006
- DB:** Early History of Carrollton, An Outline 1836-1920, by David E. Box Jr., 1987.
- DMN:** *Dallas Morning News* newspaper.
- EFE:** *Elm Fork Echoes*, published by the Peters Colony Historical Society of Dallas county, Texas (Carrollton Library)
- EFS:** Elm Fork Settlement - Farmers Branch and Carrollton.
Compiled and written by Georgia Myers Ogle,
illustrated by Sharon Marsh Cozart. Austin, Texas;
Eakin Press, an imprint of Sunbelt Media, Inc.
Copyright 1996.
- FG:** Foxworth-Galbraith Lumber Company, phone information from current employee, April 5, 2010.
- GM:** Google maps, <http://maps.google.com>, Aerial view of new location for train depot, April 5, 2010.
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- HC:** *Discover Historic Carrollton* brochure, City of Carrollton.
- HRS:** Historic Resources Survey, Phase 1; City of Carrollton, Oct. 1998
- HT:** *Handbook of Texas On-line*. Texas State Historical Association; <http://www.tsha.utexas.edu/handbook>.
- IOA:** *Image of America, Carrollton* by Toyia Pointer, 2008. (**Arcadia Publishing**, Copyright 2008)
- JC & RG:** *Katy Power, Locomotives and Trains of the Missouri-Kansas-Texas Railroad 1912-1985*, by Joe G. Collias & Raymond B. George, Jr. (**M M Books**, Copyright 1986)
- JN:** Personal Interview with James Noel, 1701 Francis St., Carrollton, TX 75006.
- MQ:** *Memorandum regarding the Carrollton Depot, NW Line Exterior Paint Colors*, Email to Steve Bourn with Dart dated March 26, 2010.
- OC:** Ogle Collection, AW Perry Homestead Museum.
- RC:** Personal Interview with Ray Clark, Richardson, TX)
- RG:** *Missouri-Kansas-Texas Lines in Color*, by Raymond B. George, Jr. (Morning Sun Books Inc., Copyright 1994)
- RO:** *Railroad section crews in Carrollton*, by Ray Ogle (EFE; November 1977)
- SRRC:** '*Significance of Railroads in Carrollton, Texas*' by Kelley B. Poydence, 1991. (EFE; 1992, Volume 20, pg.32-?).
- WIKI:** Wikipedia Encyclopedia 'http://en.wikipedia.org/wiki' April 2010).