



The Depots of Lufkin

A Centennial Sketchbook of Lufkin Railroad Stations

About The Artist...

A native of Oklahoma, Ralph Stuart is a veteran illustrator and advertising executive who now makes his home in Crockett, Texas.

He has been preserving in pen and ink historic Texas homes and commercial buildings since 1975, when he began marketing his own line of fine art prints—including a series of outstanding Galveston structures—under the name "The House of Stuart."

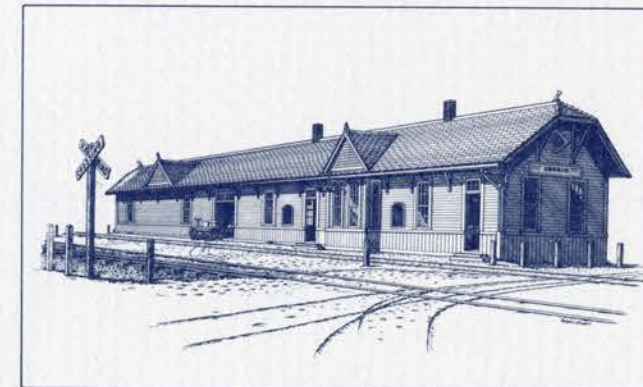
At an age when most men are retired, he is still active as an artist, writer and advertising designer. "I have promised myself to set a new goal of producing at least three paintings a month just to get out of my soul what creative attitudes I have bottled up all these years as an advertising man and artist," he says.



Built in the late 1880's, shortly after Lufkin was founded, this wooden depot was located on the west side of Cotton square in downtown Lufkin. It was used by the Houston, East and West Texas Railroad until 1913, when it was destroyed by a mysterious explosion. Although a body was not discovered, it was presumed a railroad employee had died in the blast. He was later declared legally dead and his stepmother collected on his insurance. In 1916, however, the employee was returned to Lufkin by Judge E.J. Mantooth, a local attorney, acting on behalf of the insurance firms. The employee stood trial for fraud, but was subsequently acquitted.



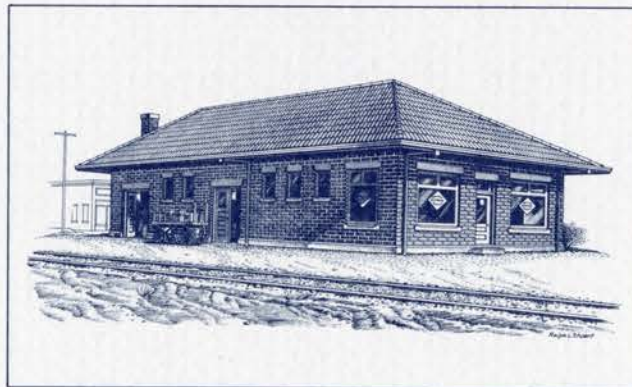
Southern Pacific built this brick passenger depot on Cotton Square in downtown Lufkin in the early 1900's. The building, remembered as Lufkin's finest depot, was later remodeled to include a restaurant. The structure was demolished in the 1950's to permit the construction of Angelina Street through the downtown area.



The Cotton Belt Railroad built this wooden depot at the corner of Groesbeck and First Street in the late 1800's to serve its Lufkin customers. The building was later torn down.



Built around 1914 or 1915 to replace the H.E. & W.T. depot destroyed by the 1913 explosion, this brick depot is currently being used by Southern Pacific on the west side of Angelina Street in downtown Lufkin. It is the only railroad depot serving Lufkin.



Lufkin's Railway Express Agency building, built shortly after the turn of the century, was torn down in the 1950's to permit construction of Angelina Street. The building was located south of the present underpass on Frank Street.



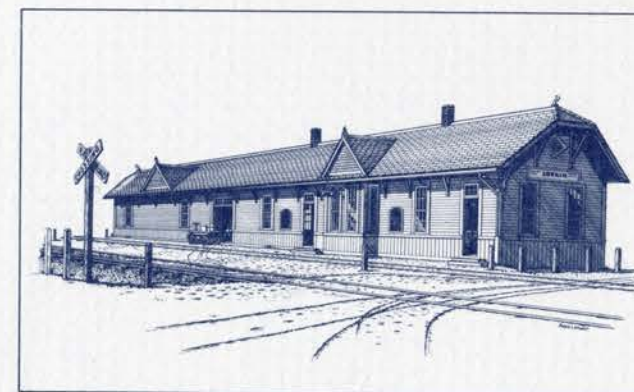
The Angelina and Neches River Railroad, which was chartered by the state in 1900, operated from this two-story building at Keltys for many years. The structure, built in the late 1800's, also served as the main offices for Angelina County Lumber Company before the firm built its own offices at Keltys. The building was demolished in the 1950's.



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Lufkin's Railroads and Depots

Beginning in 1882 with the Houston, East and West Texas Railroad, many railroad companies have served Lufkin over the past 100 years, each playing an integral role in the city's growth.

The presence of each line in Lufkin was usually marked by a depot which not only reflected the personality and interests of the railroad, but served as a focal point for its customers and the community.

The earliest known Lufkin depot was a freight car which was lifted from its running gear and planted on the ground near where Kurth Memorial Library now stands. It was from this "freight car station" that

the first carload of Lufkin lumber was shipped to Houston in 1882.

As the years passed, new railroads came to Lufkin—and new depots were built to serve the community.

Lufkin got its second major rail line in 1885 when the Kansas City and Gulf Short Line reached the city from Tyler, making Lufkin a junction town. The line later became a part of the Cotton Belt.

In the late 1880's, the Angelina and Neches River Railroad was founded by Joseph H. Kurth, Sr., S.W. Henderson, and brothers Sam and Eli Wiener as a logging route to serve their Keltys sawmill. The

line was chartered in 1900.

Another short-line route, the Texas South-Eastern, was formed in the 1890's when T.L.L. Temple purchased from W.N. Atwood a narrow-gauge route to carry logs to his new sawmill at Diboll. The line was also incorporated in 1900.

The Groveton, Lufkin and Northern was originally a tram line for Trinity County Lumber Company. Extending from Groveton to Vair, the line secured trackage rights over the Missouri, Kansas and Texas Railroad and the Texas South-Eastern to reach Lufkin shortly after the line was chartered in 1908. It was abandoned in 1932.

The Eastern Texas Railroad, starting at Kennard, also connected with the TSE and served Lufkin around the turn of the cen-

tury. It was abandoned in 1924.

The Texas and Louisiana Railroad, built as a logging route for Lufkin Land and Lumber Company, ran from Lufkin to Monterey between 1900 and 1904 before becoming a part of the St. Louis Southwestern.

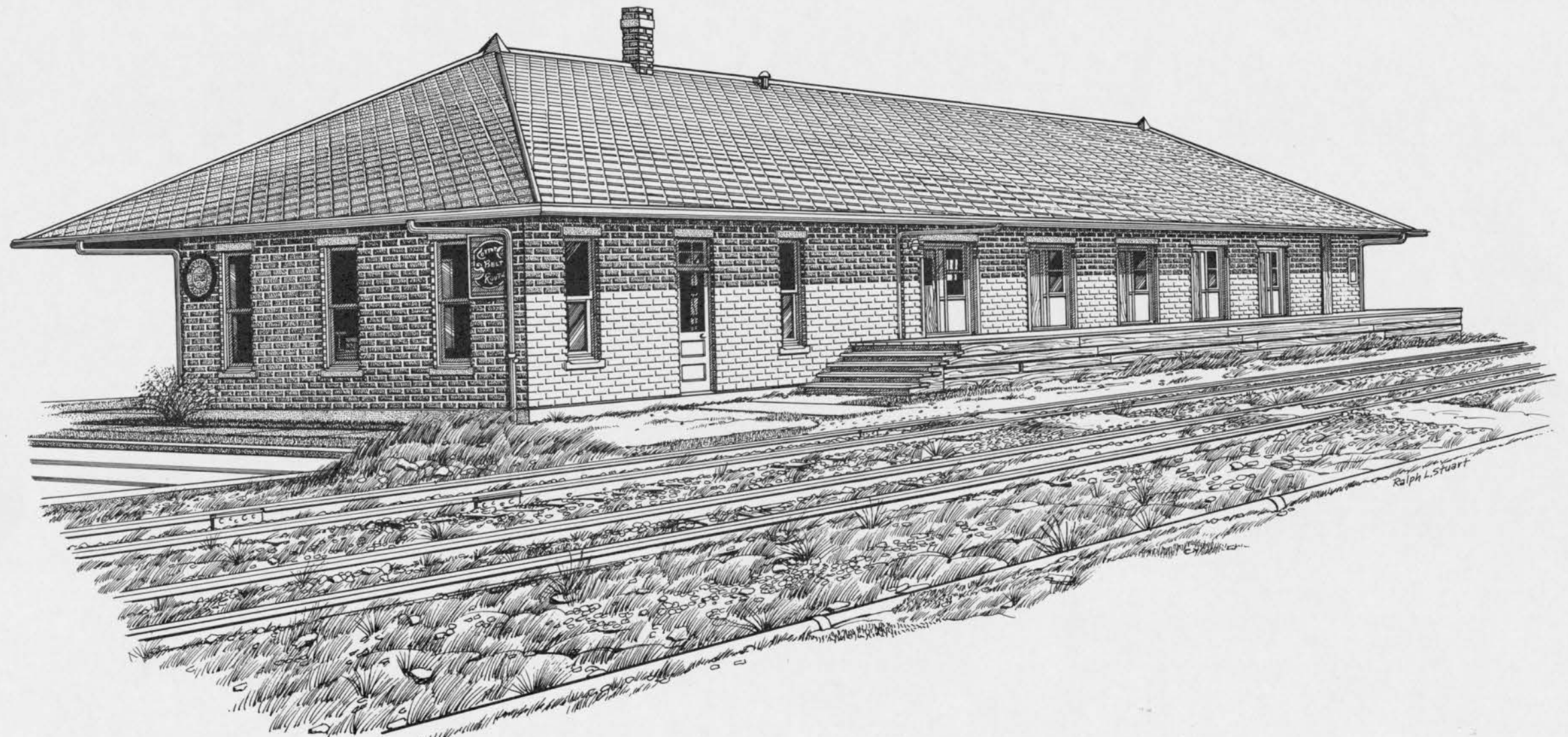
The Texas and New Orleans Railroad started serving the Lufkin area around the turn of the century, running northward into East Texas from Beaumont. The line was responsible for the founding of Zavalla and Huntington.

Near Huntington, the T&NO connected with another short line, the Shreveport, Houston and Gulf, which was chartered in 1906 by the Carter-Kelley Lumber Company to serve its Manning sawmill.



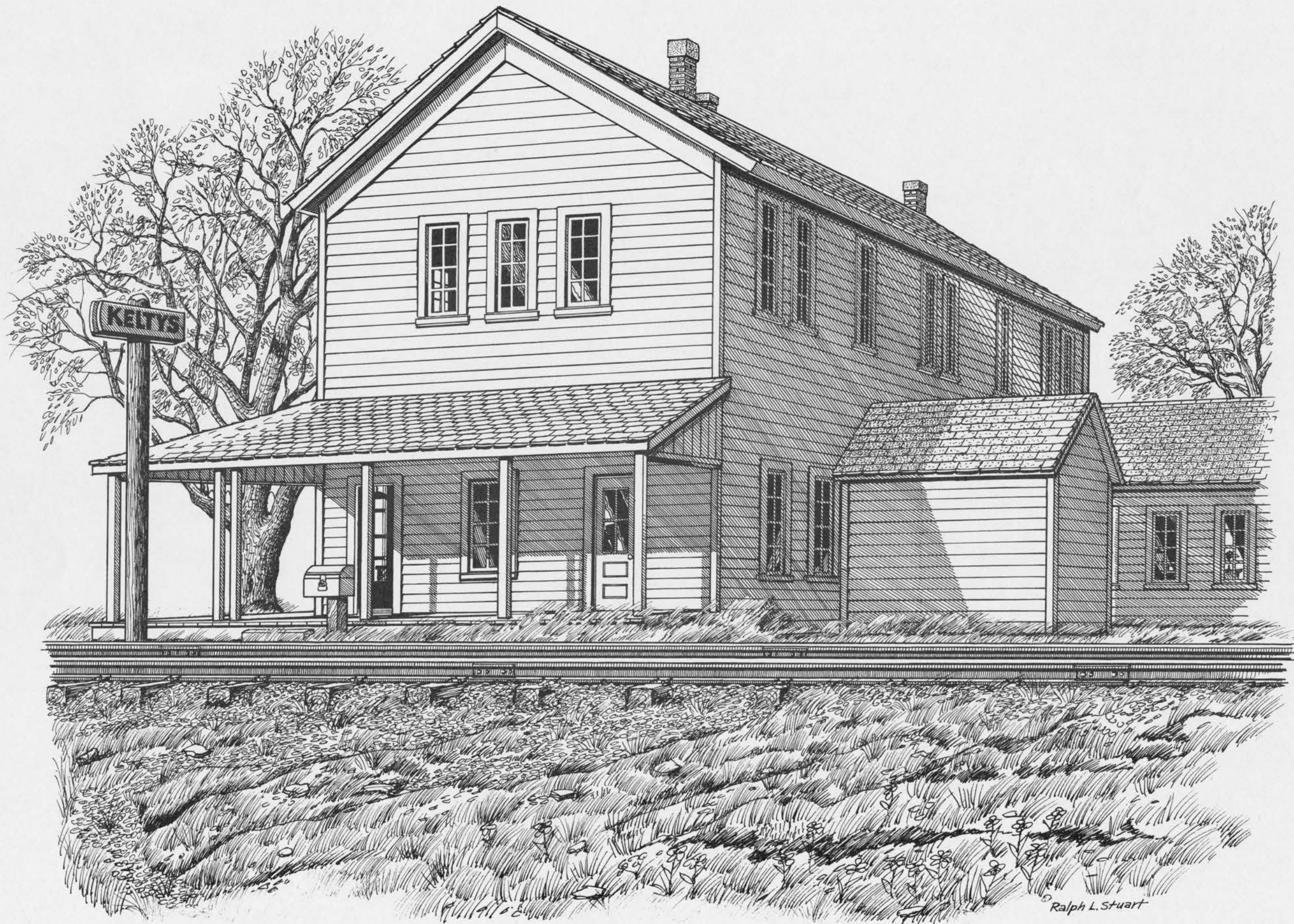








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