

Garland Railroads

When railroads laid tracks here in 1886, both lines bypassed the existing business district of Old Duck Creek, including a post office, located near the present Avenue B crossing of the creek. The M-K-T line, also known as the Katy, veered north and established its depot almost a mile to the northeast of Old Duck Creek. The Gulf, Colorado and Santa Fe passed a mile and a half to the east.

The GC&SF, or Santa Fe, bought and platted land around its depot to establish the competing settlement of Embree. Named for Dr. Kelly H. Embree, a local physician, that village occupied land on and around the south side of the present-day square. Soon Embree captured Old Duck Creek's post office.

In 1887, after fire had leveled all but one of Old Duck Creek's business houses, occupants relocated, some to Embree, but others to an area on and around the north half of the square, calling it New Duck Creek. While both Embree and New Duck Creek boasted newspapers and businesses competing for the farming area's trade, Embree retained the only post office.

Friction intensified, so the two

townships combined with a central post office. In late 1887, the post office was officially renamed Garland, honoring Augustus H. Garland, Attorney General in the first administration of President Grover Cleveland. Hosting fewer than 500 residents within town limits, the City of Garland was incorporated on April 4, 1891. Rails continue serving as vital arteries that have sustained the city as its focus expanded from farming through agribusiness to industry and now a balanced suburban community of more than 220,000 people.



This restored and shined KATY 311 American Standard type 4-4-0 (4 leading, 4 driving, 0 trailing wheels) was manufactured in 1890 by Baldwin Locomotive Works. Katy's only restored steam locomotive, which once pulled trains through Dallas Co. is now displayed at the Museum of Transportation in Kirkwood, Missouri.

Early Townships

Early 1840s

Settlers originally came to the area near the present day intersection of Avenue B and Garland as part of Peters Colony to form what would become the original Duck Creek.

1845 Texas Joins the Union

After a decade of independence, Texas joined the Union and became the 28th state.

1851

First track laid for Missouri-Pacific Railroad, known as the "First Railroad west of the Mississippi."



1859

Atchison, Topeka & Santa Fe Railroad chartered.

1862

Union Pacific Railroad chartered.



1865-1970

The Missouri-Kansas-Texas (M-K-T) Railroad was acquired by Union Pacific, but continued M-K-T symbol. "The K-T" and "Katy" evolved from the stock symbol K-T.



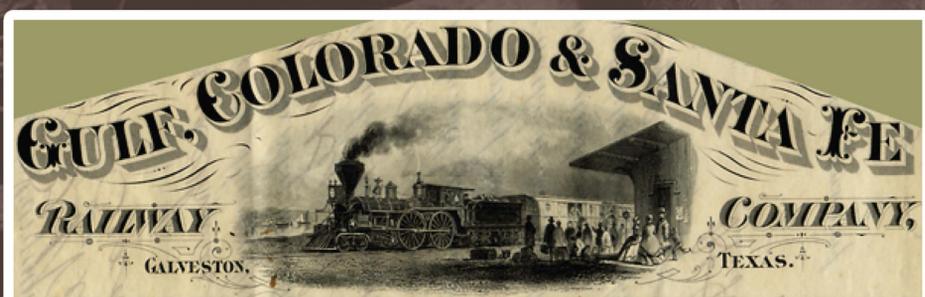
1872

Pacific Railroad reorganized as Missouri Pacific Railway, the first railroad entering Texas from the north, known as the "Gateway to Texas" near present day Denison.



1873

Gulf Coast & Santa Fe Railway is chartered and begins line from Galveston to Dallas.



The Prairie Schooner was a sway-back covered wagon with which many pioneers traveled to the area that eventually became Garland. Some travelers rode, while others walked alongside. This image, probably taken as they left Athens, TN, includes two sons of the R.D. Jones family with one of the wagons that brought them to Dallas County in 1856.



Built on the Rail

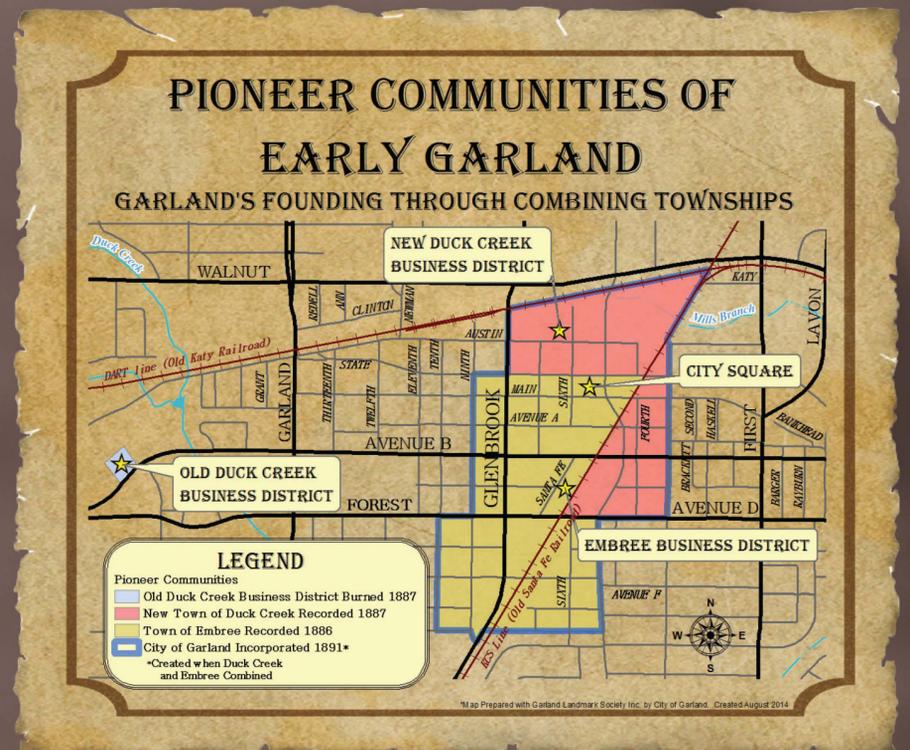
Beginning in 1863, railroads were trying to stimulate business by acting as their own developers for land they acquired along the rails. They established real estate offices, promoted development along routes and often applied a passenger's ticket price to their land purchase.

1877

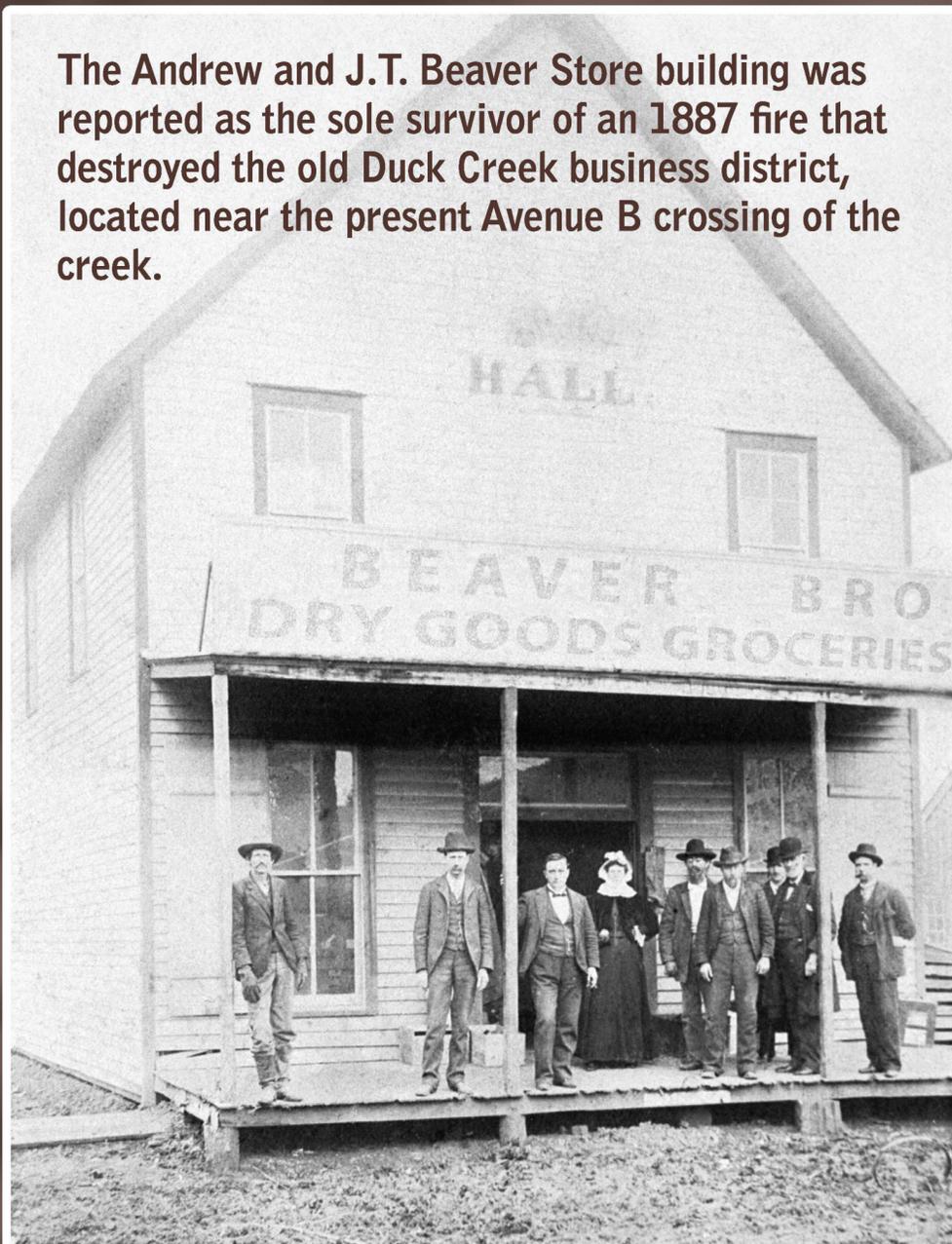
On November 12, the Old Duck Creek Post Office was established in the general store on the west side of the creek near present day Avenue B crossing.

1885

Texarkana and Northern Railroad organized.



The Andrew and J.T. Beaver Store building was reported as the sole survivor of an 1887 fire that destroyed the old Duck Creek business district, located near the present Avenue B crossing of the creek.



1886

AT&SF purchased GC&SF, kept the GC&SF name and began a 111 mile branch from Dallas through present Garland through Farmersville to Paris, Texas.

Dallas and Greenville Railway chartered to build 52 miles of railroad and telegraph line from Greenville to Dallas.

GC&SF plat of Embree recorded on September 21.

Dallas and Greenville completed track from Greenville through present Garland to Dallas and immediately sold to M-K-T.