

**FILE NUMBER:** Z-26-000111

**DATE FILED:** February 6, 2023

**LOCATION:** Along the south side of W. Jefferson Boulevard between S. Westmoreland Road (to the east) and S. Cockrell Hill Road (to the west).

**COUNCIL DISTRICT:** 1

**MAPSCO:** 52-H

**SIZE OF REQUEST:** Approx. 0.363 acres

**CENSUS TRACT:** 10701

**APPLICANT/OWNER:** County of Dallas

**REPRESENTATIVE:** Alberta Blair, P.E.

**REQUEST:** An application for a Historic Overlay for the Mountain Creek Interurban Bridge (4585 W. Jefferson Boulevard), adjacent to property zoned R-7.5(A), for residential uses.

**SUMMARY:** The Mountain Creek Interurban Bridge is a 1930 reinforced-concrete trestle constructed as part of a rare three-level crossing designed to accommodate the Dallas–Fort Worth Interurban line, the new Santa Fe railroad spur, and a re-engineered Jefferson Boulevard roadway beneath both structures. Engineered during the height of the Great Depression, the bridge was recognized as one of the most substantial electric railway structures in Texas and served the interurban system until its closure in 1934. Although no longer in active rail use, the structure remained a prominent element of the West Dallas landscape and notably resisted a 1951 demolition attempt due to its exceptionally strong construction. Today, as one of only two surviving interurban trestles in Dallas, it provides a rare and tangible connection to early twentieth-century regional transportation development and the industrial expansion of West Dallas. A City of Dallas Landmark property must meet 3 of 10 designation criteria. This property has been determined to meet 5.

**STAFF RECOMMENDATION:** Approval, subject to preservation criteria.

**LANDMARK COMMISSION RECOMMENDATION:** Approval.

## **BACKGROUND INFORMATION:**

- Constructed in 1930, the Mountain Creek Interurban Bridge was engineered as part of a rare three-level grade-separation project that accommodated the Dallas–Fort Worth Interurban line, a Santa Fe railroad spur, and the newly re-aligned Jefferson Boulevard roadway.
- The reinforced-concrete trestle design represented one of the most substantial electric railway structures built in Texas during the early twentieth century, reflecting significant public infrastructure investment during the Great Depression.
- The bridge carried interurban rail service until the Dallas–Fort Worth Interurban system ceased operations in 1934, after which it remained a prominent structural landmark in West Dallas.
- In 1951, a county-led demolition attempt failed due to the bridge’s exceptional construction strength, drawing public attention and contributing to its long-term survival.
- As one of only two remaining interurban trestles in Dallas, the structure provides a rare and tangible link to early regional electric rail transportation and West Dallas’ industrial development.
- After the Landmark Commission [re]initiated the historic designation process on February 6, 2023, the landmark nomination form and the preservation criteria were completed by the Designation Committee.
- The Designation Committee approved the designation report, comprised of the landmark nomination form and the preservation criteria, on January 15, 2025.
- The Landmark Commission authorized the public hearing on February 3, 2025.
- Although no longer in active rail service, the bridge has remained a prominent and enduring structural landmark within the West Dallas landscape.

## **STAFF ANALYSIS:**

### **Comprehensive Plan:**

The historic overlay request for the Mountain Creek Interurban Bridge is consistent with the goals and policies of *ForwardDallas 2.0*, adopted September 2024. Preservation of the bridge supports the plan's emphasis on equity, sustainability, and cultural stewardship by protecting a rare remaining element of Dallas' early twentieth-century transportation infrastructure. As one of only two surviving interurban trestles in the city, the structure represents a significant piece of regional transit history and contributes to the character and identity of West Dallas. The designation supports multiple plan themes including:

### **ENVIRONMENTAL JUSTICE and SUSTAINABILITY**

The designation preserves an existing historic structure and prevents further deterioration or demolition attempts—such as the notable 1951 effort that failed due to the bridge's exceptionally durable construction—thereby reducing waste and supporting long-term sustainable land use practices. Retaining the bridge reinforces environmental stewardship by maintaining historic resources already embedded within the landscape.

### **COMMUNITY and URBAN DESIGN**

The bridge serves as a tangible reminder of early interurban development and the significant engineering projects that shaped West Dallas' industrial environment. Its preservation strengthens neighborhood identity and enhances community connection to the region's transportation history. Maintaining the structure also contributes to the visual character of Jefferson Boulevard and the surrounding corridor.

### **ECONOMIC DEVELOPMENT and REVITALIZATION**

Although the bridge is no longer in active transportation use, its recognition as a historic landmark supports heritage-based placemaking and contributes to broader revitalization strategies in West Dallas. The structure offers interpretive and educational potential, reinforcing the area's cultural assets and enhancing long-term economic vitality tied to historic preservation.

### **Transit-Oriented Development (TOD) and CONNECTIVITY**

The bridge reflects an early example of multi-modal infrastructure planning—integrating electric rail, freight rail, and roadway systems within a single engineered grade-separation project. While it no longer carries transit, its preservation aligns with *ForwardDallas* goals related to multimodal connectivity, historical continuity in transportation planning, and maintaining infrastructure that contributes to corridor identity.

**ForwardDallas 2.0 Goals Referenced:**

- Adopt and implement context-sensitive design and development guidance for streets, structures, and public spaces.
- Promote equitable revitalization of established neighborhoods and commercial corridors.
- Protect communities through sustainable land-use practices and the preservation of historic and cultural resources.

By meeting these objectives, the proposed historic overlay supports ForwardDallas 2.0's vision by prioritizing inclusive development, enhancing environmental justice, and recognizing Dallas's foundational investments in early transportation connectivity.

**LANDMARK COMMISSION ACTION:** (February 3, 2025)

This item appeared on the Commission’s discussion agenda.

**Motion**

Approval of the Landmark Designation for 4585 W. Jefferson Boulevard, known as the Mountain Creek Interurban Bridge.

Maker:	Preziosi				
Second:	Reaves				
Results:	14/0				
		Ayes:	-	14	Anderson, Cox, Cummings, Fogleman, Harper, Montgomery, Offutt, Preziosi, Reaves, Renaud, Rothenberger, Sherman, Spellicy, Taylor
		Against:	-	0	
		Absent:	-	3	Gay, Hinojosa, Livingston
		Vacancies:	-	1	District 15

The Chair declared the motion approved by the Landmark Commission.

**Dallas Landmark Commission  
Landmark Nomination Form**

**1. Name**

**Historic:** Mountain Creek Interurban Bridge  
**and/or common:** also referred to as Cockrell Bridge or Chalk Hill Bridge  
**Date:** 1930 -- 1951

**2. Location**

**Address:** at approximately 4585 W. Jefferson Boulevard  
**Location/neighborhood:**  
**Block:** 8336      **lot:**      **land survey:**      **tract size:** .363 acres

**3. Current Zoning**

**current zoning:**

**4. Classification**

<b>Category</b>	<b>Ownership</b>	<b>Status</b>	<b>Present Use</b>	<input type="checkbox"/> <b>museum</b>
<input type="checkbox"/> <b>district</b>	<input checked="" type="checkbox"/> <b>public</b>	<input type="checkbox"/> <b>occupied</b>	<input type="checkbox"/> <b>agricultural</b>	<input checked="" type="checkbox"/> <b>park</b>
<input type="checkbox"/> <b>building(s)</b>	<input type="checkbox"/> <b>private</b>	<input checked="" type="checkbox"/> <b>unoccupied</b>	<input type="checkbox"/> <b>commercial</b>	<input type="checkbox"/> <b>residence</b>
<input checked="" type="checkbox"/> <b>structure</b>	<input type="checkbox"/> <b>both</b>	<input type="checkbox"/> <b>work in progress</b>	<input type="checkbox"/> <b>educational</b>	<input type="checkbox"/> <b>religious</b>
<input type="checkbox"/> <b>site</b>	<b>Public</b>	<b>Accessibility</b>	<input type="checkbox"/> <b>entertainment</b>	<input type="checkbox"/> <b>scientific</b>
<input type="checkbox"/> <b>object</b>	<b>Acquisition</b>	<input type="checkbox"/> <b>yes: restricted</b>	<input type="checkbox"/> <b>government</b>	<input type="checkbox"/> <b>transportation</b>
	<input type="checkbox"/> <b>in progress</b>	<input type="checkbox"/> <b>yes: unrestricted</b>	<input type="checkbox"/> <b>industrial</b>	<input type="checkbox"/> <b>other, specify</b>
	<input type="checkbox"/> <b>being consider'd</b>	<input type="checkbox"/> <b>no</b>	<input type="checkbox"/> <b>military</b>	

**5. Ownership**

**Current Owner:** County of Dallas  
**Contact:** Alberta Blair, P.E. **Phone:** (214) 653 – 7151  
**Address:** 500 Elm Street, Suite 5300      **City:** Dallas      **State:** TX      **Zip:** 75202

**4. Form Preparation**

**Date:** January of 2025  
**Name & Title:** Michael Amonett and Michelle Wurtz Penton, Designation Committee Members  
**Organization:** City of Dallas, Historic Preservation Office  
**Contact:** 214/670-4538

**7. Representation on Existing Surveys**

**Alexander Survey (citywide):**      **local**      **state**      **national**  
**National Register**  
**H.P.L. Survey (CBD)**      **A**      **B**      **C**      **D**      **Recorded TX Historic Ldmk**  
**Oak Cliff**      **TX Archaeological Ldmk**  
**Victorian Survey**  
**Dallas Historic Resources Survey, Phase**  **high**  **medium**  **low**

*For Office Use Only*

**Date Rec'd:** \_\_\_\_\_ **Survey Verified:** Y N **by:** \_\_\_\_\_ **Field Check by:** \_\_\_\_\_ **Petitions Needed:** Y N  
**Nomination:**      **Archaeological**      **Site**      **Structure(s)**      **Structure & Site**      **District**

## 8. Historic Ownership

**Original owner:** Northern Texas Traction

**Significant later owner(s):** Dallas County, Texas

## 9. Construction Dates

**Original:** 1930

**Alterations/additions:** unknown date, removal of spans

## 10. Architect

**Original construction:** W. F. Merritt (construction engineer)

**Alterations/additions:**

## 11. Site Features

**Natural:**

*Urban design*

## 12. Physical Description

*Condition, check one:*

*excellent*

*deteriorated*

*unaltered*

*Check one:*

*original site*

*good*

*ruins*

*altered*

*Moved (date \_\_\_\_\_)*

*fair*

*unexposed*

The Mountain Creek Interurban Bridge is located at approximately 4585 W. Jefferson Boulevard, Dallas, Texas. The view of the bridge from Jefferson Boulevard is obscured by trees and vegetation at various times of the year. Constructed of reinforced concrete the bridge has a maximum height of 45 feet. Currently the bridge is in two sections, the northwestern and southeastern section, separated by a 30-foot break in the bridge (Figures 1 and 2). The northwestern section measures approximately 272 feet in length and the southeastern section measures approximately 95 feet in length both sections spanning approximately 12 feet in width.

The substructure is constructed of monolithic columns and caps creating an A-frame type bent. The precast concrete span is a double T-span which includes end and intermediate diaphragms. The span sits on the A-frame corbels. The A-frames are stabilized by intermediate horizontal and transverse beams at the mid-height of the tallest bent (Figures 3 through 5). The stabilizing beams are attached to the A-frames with thickened/flared sections (Figure 6). The A-frames with stabilizing beams are spaced approximately 30 feet apart resulting in every other span not including a substructure with stabilizing beams directly underneath (Figure 7).

The 10-foot-wide deck of the span is concrete and includes concrete ballast retainers that are 14 inches in height (Figure 8). The ballast retainers were designed to prevent ballast from falling from the bridge. The ballast retainers and deck are cast as one.



Figure 1. Aerial image of Mountain Creek Interurban Bridge (courtesy of Google Earth).



Figure 2. Photo showing the “break” in the bridge (courtesy of Jesse Sharkoman, June 2019, <https://bridgehunter.com/tx/dallas/bh67825/>).



Figure 3. Photo showing the bridge substructure (courtesy of Jesse Sharkoman, June 2019, <https://bridgehunter.com/tx/dallas/bh67825/>).

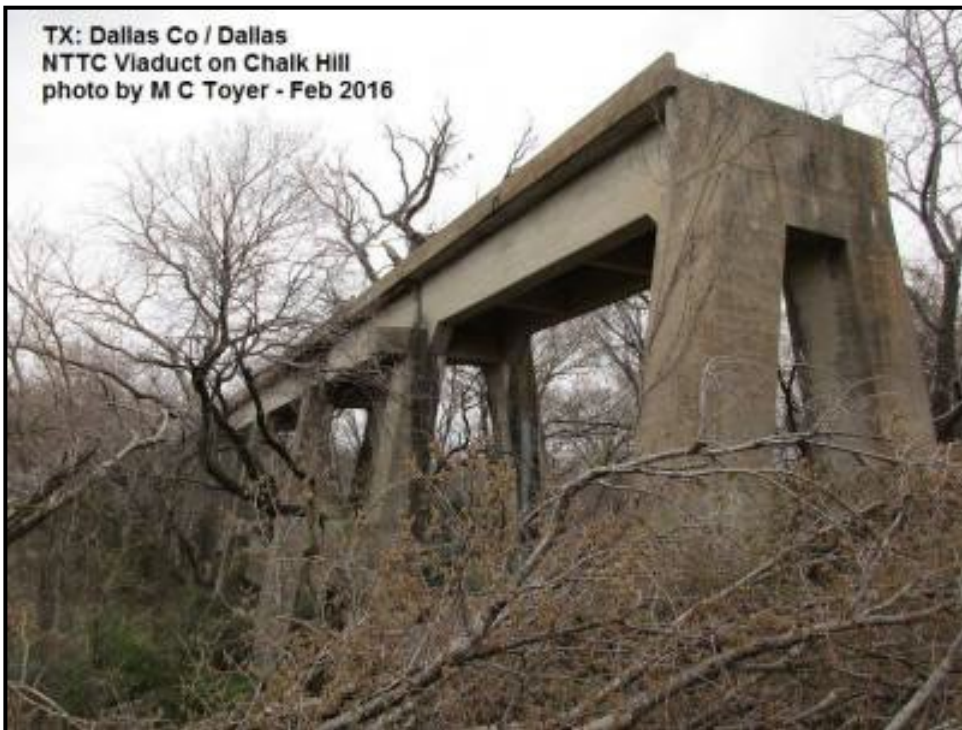


Figure 4. Photo showing the bridge substructure (courtesy of M C Toyer, February 2016, <https://bridgehunter.com/tx/dallas/bh67825/>).



Figure 5. Photo showing the bridge substructure (courtesy of M C Toyer, February 2016, <https://bridgehunter.com/tx/dallas/bh67825/>).



Figure 6. Photo showing the bridge substructure (courtesy of M C Toyer, February 2016, <https://bridgehunter.com/tx/dallas/bh67825/>).

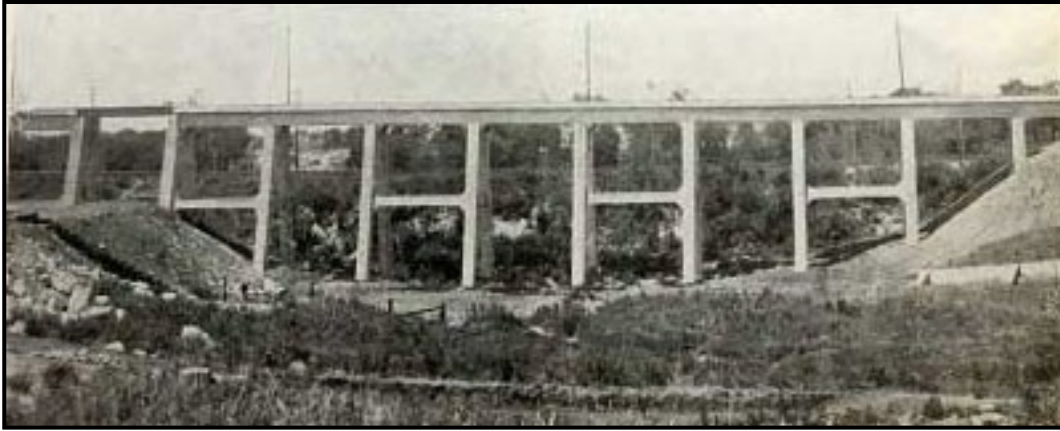


Figure 7. Photo showing the bridge substructure and A-frame bents with stabilizing beams (courtesy of *Traction News, Ft. Worth*, Vol. III, No. 12, June and July 1930, page 6).

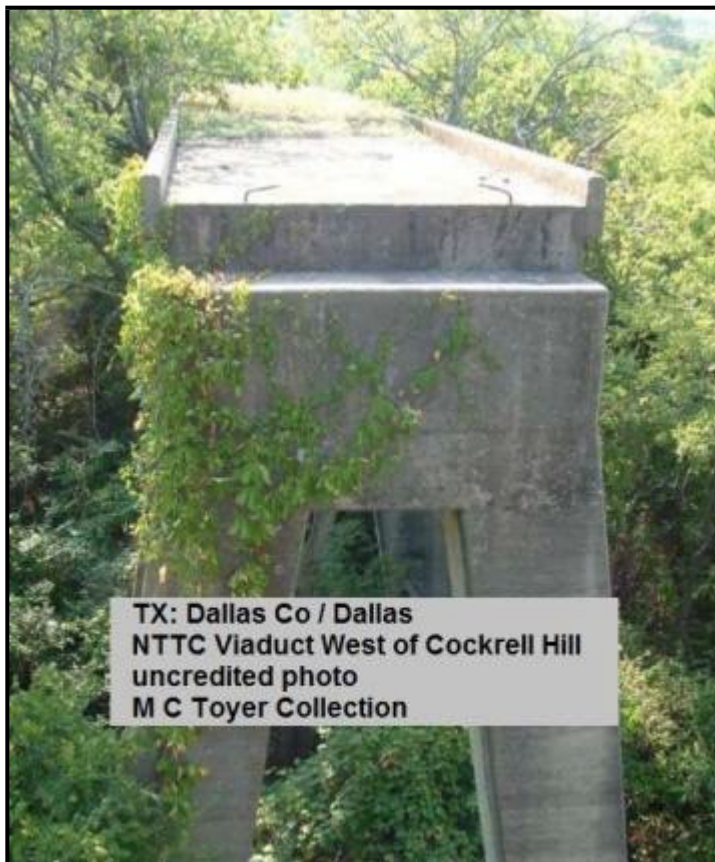


Figure 8. Photo showing the deck of the bridge (courtesy of M C Toyer, February 2016, <https://bridgehunter.com/tx/dallas/bh67825/>).

### 13. Historical Significance

The Mountain Creek Interurban Bridge, also referred to as the Cockrell Bridge or Chalk Hill Bridge, was completed in 1930 when an 8-mile spur for the Gulf, Colorado & Santa Fe Railroad was needed to provide rail access to the West Dallas industrial district. Engineers were faced with the great physical difficulty in bringing the line down from the high prairie, across old Chalk Hill and into the Trinity Valley while also crossing several rail lines and highways. Where the railroad track crossed Jefferson Boulevard and the existing Dallas-Fort Worth Interurban Electric Railway, a three-level crossing was created. Considerable land was excavated to widen Jefferson Boulevard and sink it below the new railroad. The interurban ran parallel to Jefferson Boulevard and the new trestle (Mountain Creek Interurban Bridge) would carry the Interurban above the new railroad all within a few feet of each other (Figures 9 through 12).

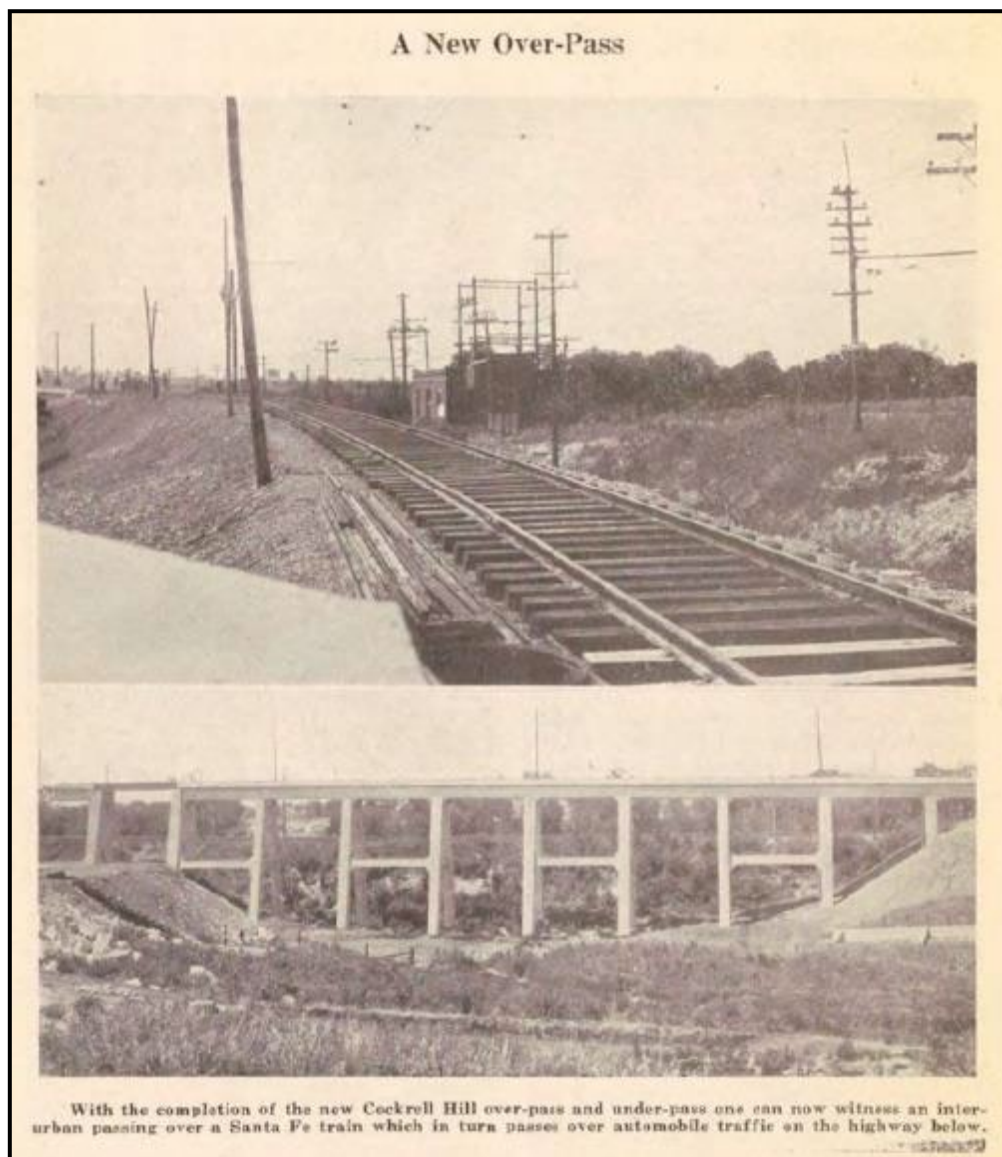


Figure 9. Article from *Traction News, Ft. Worth*, Vol. III, No. 12, June and July 1930, page 6.

## Fort Worth-Dallas Interurbans Operate Over New Over-Pass

The new Cockrell Hill interurban overpass, located about four miles west of Oak Cliff in Dallas, has been completed and now the Northern Texas Traction Company interurbans between Dallas and Fort Worth are operating over their new track at this point.

This new Cockrell Hill construction forms both an over-pass and an under-pass. Interurbans will pass over Santa Fe trains while these trains will in turn

pass over the automobiles using the road running westward from Jefferson Avenue.

A picture of the new overpass is shown on another page of this issue.

## Street Car Fares

At the end of 1929 there were 12 street car companies charging a 10-cent fare, one 9 cents, 44 charging 8 cents, 56 charging 7 cents, 13 charging 6 cents, 24 charging a zone fare of 5 cents, and only 33 charging a straight 5-cent fare.

Figure 10. Clipping from *Traction News*, Ft. Worth, Vol. III, No. 12, Pg. 6, June and July 1930.



Figure 11. A clipping from the *Dallas Morning News*, 28 April 1930, page 15.



Figure 12. The triple overpass from Jefferson Boulevard at grade, under the Santa Fe railroad bridge with the Mountain Creek interurban bridge in the background (photo taken April 25, 2015).

According to the *Dallas Morning News*, this was one of the few, if not the only, three-level crossing in the entire state of Texas at the time.<sup>1</sup> Dallas County paid half the costs of sinking Jefferson Boulevard, while Santa Fe paid for the rest as well as building the interurban trestle crossing that was also known as the Mountain Creek Interurban Bridge. The interurban trestle was made of reinforced concrete, was 12 feet wide at the top, 45 feet tall and about 400 feet long. It was “the most pretentious electric railway line bridge in the state” considering the work took place at the height of the Great Depression.<sup>2</sup> The construction engineer was W. F. Merritt of Galveston, son of Frank Merritt, Chief Engineer of the Gulf, Colorado & Santa Fe Railroad.

Located, just past the Arcadia stop (Figure 13), the Mountain Interurban Creek Bridge was only used for four years until the interurban’s owner and operator, Northern Texas Traction Company, went bankrupt in 1934.<sup>3</sup> The company was hit hard by the Depression and the primary loss of ridership on the interurban was due to increasing use of private automobiles and the highway system.<sup>4</sup> On November 26, 1934, permission was given to A. F. Townsend, receiver for the Northern Texas Traction Company to salvage the rails, trolley and substations for the Fort Worth-Dallas line that had been servicing the two cities since 1901. The line had lost \$21,435 in just ten months. The task of transporting residents back and forth between the two cities would now fall exclusively to the company’s bus line. It was reported that the company’s bus line had been supplementing the trolley line for years.<sup>5</sup>

<sup>1</sup> “Work on Santa Fe 8-Mile Spur Line Nears Completion,” *Dallas Morning News*, April 28, 1930, page 15.

<sup>2</sup> Ibid.

<sup>3</sup> “Interurban to Stop Service about Dec 15” *Grand Prairie Daily News*, 7 December 1934, page 1.

<sup>4</sup> “More About the Interurban” *Grand Prairie Daily News*, 7 December 1934, page 2.; George Woodman Hilton & John F. Due, *The Electric Interurban Railways in America* (Stanford: Stanford University Press, 1960), preface.

<sup>5</sup> “Fort Worth Interurban Line Discontinued; County to Seek Land for Highway.” *Dallas Morning News*, 27 November 1934, page 1.

The last interurban on the Dallas-Fort Worth line ran on December 24, 1934. Mr. Lee Grant served as the motorman and H. T. Russell served as the conductor on the last run. Car No. 16 left Dallas at midnight and made the return trip from Fort Worth at 1:30 am. Mr. Russell had been with company for 30 years and Mr. Grant was the second oldest employee. The two men had been serving together as motorman and conductor on the interurban for 20 years (Figure 14).<sup>6</sup> This was probably one of the last times the Mountain Creek Interurban Bridge was used.

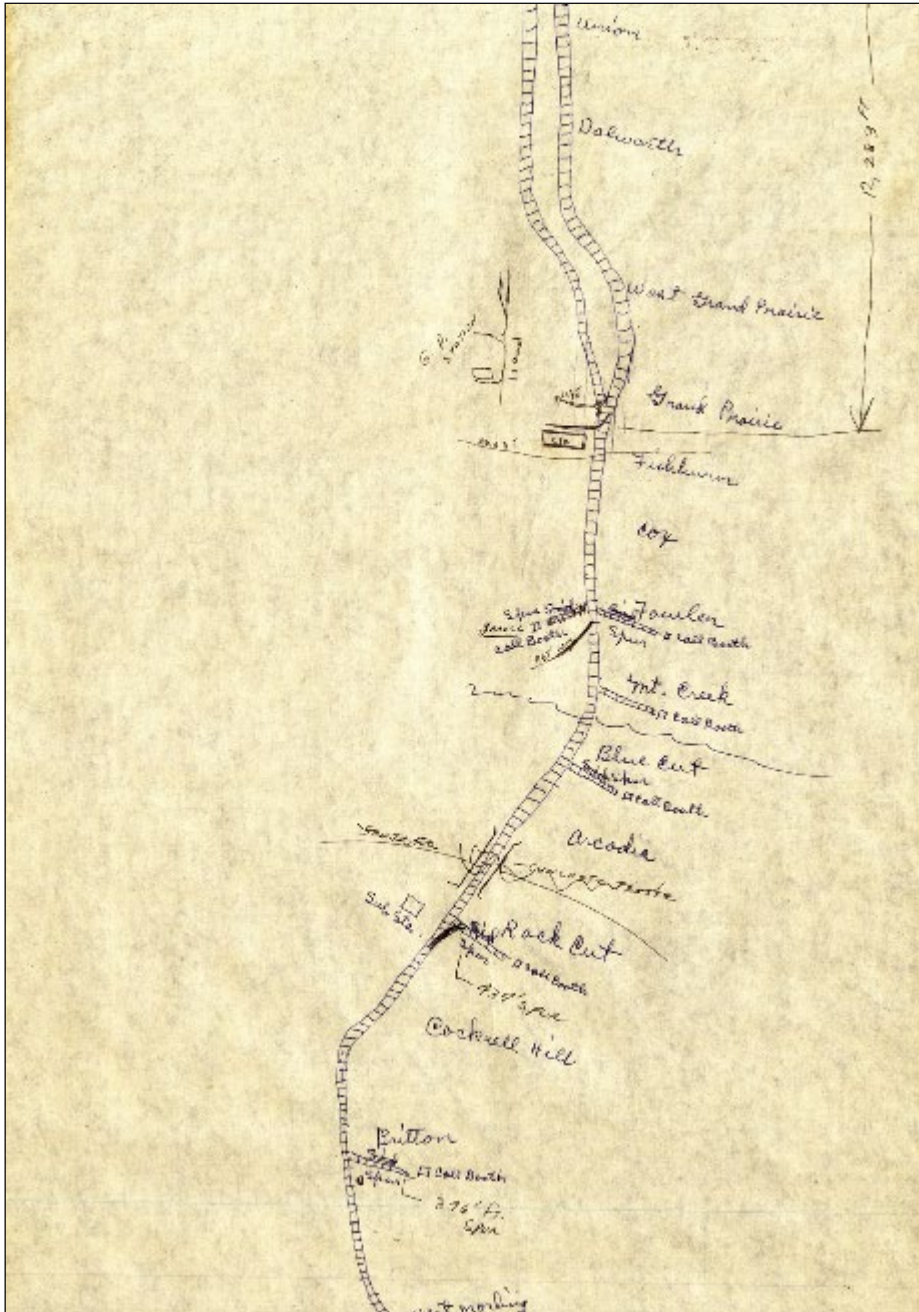


Figure 13. Location of the Mountain Creek Interurban Bridge (noted as concrete trestle) along the Dallas to Fort Worth line.<sup>7</sup>

<sup>6</sup> "Pair of Old Timers Take Last Interurban to Dallas, Back" *Fort Worth Star-Telegram*, 25 December 1934, page 9.

<sup>7</sup> "Hand-drawn Northern Texas Traction map from Fort Worth to Dallas" Interurban Railway Museum Archives, Johnnie J. Myers Collection.



Figure 14. Photograph of H. T. Russell (left) and Lee Grant (right) on the last interurban run.<sup>8</sup>

In 1951, the widening of Jefferson Boulevard was a priority, and the interurban bridge was to be demolished. However, plans to demolish the Mountain Creek Interurban Bridge in 1951 by Dallas County Commissioner Denver Seale never materialized as the strong construction proved too challenging for the wrecking ball. Considered at the time, “Faintly reminiscent of and about as useful as a Roman Aqueduct”, the bridge was overly sturdy and strong.<sup>9</sup> According to Seale:

“We’ve got to remove the bridge eventually to make room for road widening and general improvement of West Jefferson Boulevard...But back in 1930, they built bridges for the ages and tearing down the Mountain Creek Bridge is going to be an engineering feat. I hope to have it out of the way within the next six months so the entire right of way may be cleared and West Jefferson Boulevard widened through Mountain Creek Valley.”<sup>10</sup>

Seale went on to say the bridge probably cost \$100,000 in 1930 but would cost considerably more in 1951. The Mountain Creek Interurban Bridge was unfit for repurposing for highway use because it was only 12 feet wide (Figures 15 and 16).<sup>11</sup> By 1953 however, the region’s attention turned to constructing the multi-lane, high-speed Dallas-Fort Worth Turnpike that would parallel Jefferson Boulevard.<sup>12</sup> The Mountain Creek Interurban Bridge remained, and Jefferson Boulevard was never widened.

<sup>8</sup> “Change Cars! Long Run Ends, New Begins,” *Fort Worth Star-Telegram*, 25 December 1934, page 9.

<sup>9</sup> “Bridge Built for Ages Menaced by Wreckers,” *Dallas Morning News*, 1 August 1951, page 3.

<sup>10</sup> *Ibid.*

<sup>11</sup> *Ibid.*

<sup>12</sup> “Dallas-Ft. Worth Turnpike Urged, Whatever Its Name,” *Dallas Morning News*, 4 February 1953, page 4.

The Mountain Creek Interurban Bridge represents one of only two remaining interurban trestles left in the City of Dallas, the other trestle is at Clarendon Road near the Tenth Street Historic District. The history of the Dallas-Fort Worth Interurban line stretches back as early as 1900 and followed a national trend of interurban rail construction.

**MONUMENT TO ENTERPRISE**

# Bridge Built for Ages Menaced by Wreckers

The old Mountain Creek bridge, built for the centuries in 1930 by the Northern Texas Traction Company, is now only a grim monument to a dead enterprise.

Rising forty feet above the ground, the picturesque old bridge is the last part of the Dallas-Fort Worth interurban line abandoned in 1935.

The right of way has been bought by the county, but County Commissioner Denver Seale, in whose district the old overpass stands, admitted that tearing the bridge down would be a great undertaking.

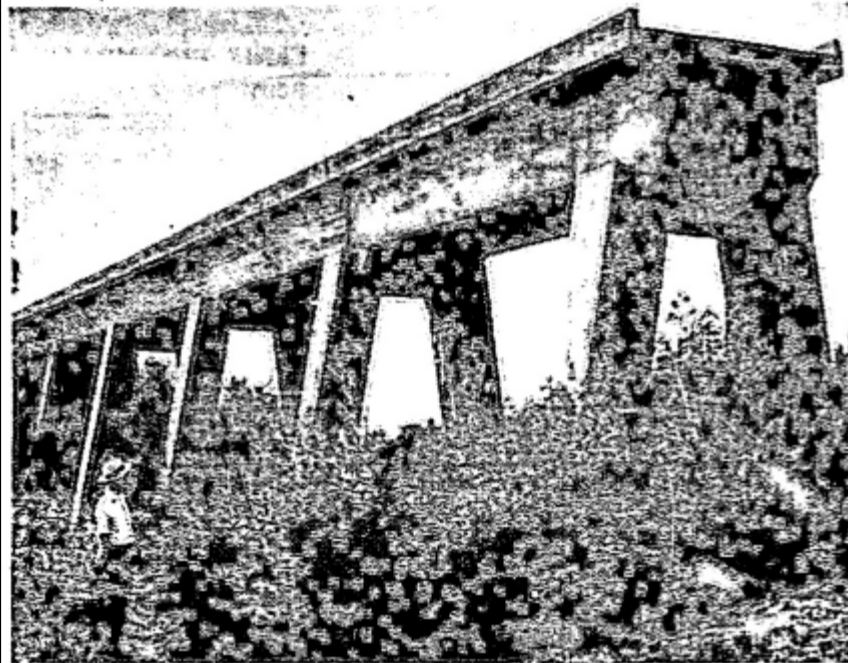
"We've got to remove the bridge eventually to make room for road widening and general improvement of West Jefferson Boulevard," Seale said. "But back in 1930 they built bridges for the ages and tearing the Mountain Creek bridge

down really is going to be an engineering feat. I hope to have it out of the way within the next six or eight months so the entire right of way may be cleared and West Jefferson Boulevard widened through Mountain Creek valley."

"The Mountain Creek bridge is a fine monument to a past era," W. A. (Billy) Robertson, president of the Fort Worth Transit Company, said. "It was built to last for centuries but was only in use about five years."

Seale said the bridge probably cost in excess of \$100,000 back in 1930 and would cost much more now. It is unfit for highway use, because it is only twelve feet wide.

The bridge is about 400 feet long. It passes over the Cement City spur of the Santa Fe railroad and over Mountain Creek.



- Dallas News Staff Photo.

Faintly reminiscent of and about as useful as the ruins of a Roman aqueduct is this old interurban bridge across Mountain Creek a mile west of Cockrell Hill. County Commissioner Denver Seale gazes up at the bridge, pondering the problem of how he can get it torn down to make way for Jefferson Boulevard widening.

Figure 15. Article from the *Dallas Morning News*, 1 August 1951, page 1.

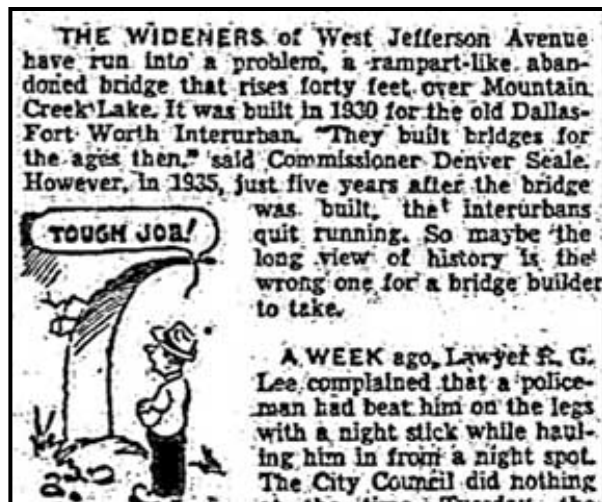


Figure 16. Article from the *Dallas Morning News*, 1 August 1951, page 3.

### The Interurban Railway

The electric Interurban Railway played a major but short-lived role in the development of intercity passenger transport in the Dallas-Fort Worth area, and it was vital to the development of the city of Dallas. At one time, Dallas had the largest electric interurban railway west of the Mississippi.<sup>13</sup>

The interurban provided a transition from an almost sole reliance on the steam railroad to an even greater dependence on the automobile. Offering greater convenience and flexibility for short-distance travel than the railroad, the interurban greatly increased passenger mobility in the areas that it served. It quickly gave way to the motor vehicle however, which offered even greater flexibility and freedom. The interurban and the motor vehicle were developed in roughly the same period and had the latter advanced more rapidly, the interurban would have been killed in its infancy. As it was, the interurban initially far outpaced its competitor, only to have the motor vehicle surpass and eventually destroy it. The intercity electric railway was a peculiarly American institution, although substantial mileage was built in parts of continental Europe, especially Germany. Only in the United States, however, did a widespread network develop.<sup>14</sup>

Interurban rail in Texas totaled nearly 500 miles. Most of this mileage was in place by 1913. The industry grew rapidly during the early 1900s to fill the need for frequent passenger service between urban centers that could not be met by existing steam-railroad service. About 350 miles of the Texas interurban were in the Dallas-Fort Worth area, where electric lines connected Fort Worth and Cleburne, Fort Worth and Dallas, and Denison, Dallas, Corsicana, and Waco.<sup>15</sup>

### The Dallas-Fort Worth Interurban Line

The Dallas-Fort Worth line was the brainchild of George T. Bishop of Cleveland, Ohio, who managed similar electric railroads in Washington, Baltimore and Annapolis. Bishop's plan began

<sup>13</sup> Dallas Area Rapid Transit, (2012) "History of the Interurban Railway System and Monroe Shops" [Online], Available: <https://www.dart.org/newsroom/MonroeShopsHistoryandPreservation.pdf>, page 20.

<sup>14</sup> Hilton & Due, *Interurban Railways*, page 377.

<sup>15</sup> Robert A. Rieder, "Electric Interurban Railways" *Handbook of Texas Online* (<http://www.tshaonline.org/handbook/online/articles/eqe12>), Uploaded on June 12, 2010. Published by the Texas State Historical Association.

with the acquisition of the City Railway of Fort Worth in 1900. He changed the name to Northern Texas Traction Company. Further, he obtained, by act of the Legislature, permission to extend service east to Dallas, thirty-five miles from terminal to terminal. In 1902, the syndicate acquired the Dallas and Oak Cliff Electric Railway for entry into Dallas.<sup>16</sup>

On December 19, 1900, Bishop's company broke dirt on Fort Worth side. The work was divided into 3 sections - Fort Worth, Dallas, and West Dallas. As the project advanced, those sections were subdivided. "The proposed route is about thirty miles long, and is said by engineers to be thoroughly practicable, the greatest grade being that over the hills near West Dallas, which amounts to less than 2 ½ %."<sup>17</sup> On December 27, 1900, dirt was broken in West Dallas with work headed towards Fort Worth. Both sides would not let up until they reached each other somewhere in the middle.

The 35-mile line from Dallas to Fort Worth was one of the state's earliest lines, being completed and placed in operation on June 18, 1902 (Figure 17). The location of two relatively large cities only 35 miles from each other in an area without adequate steam train service prompted the development of an interurban. Despite the early date of construction, it was built to very high standards, with nearly half of the line double track. Service was of high frequency, with Limited's leaving on the hour with a total running time of one hour.



Figure 17. Postcard showing a scene of the interurban line between Fort Worth and Dallas.<sup>18</sup>

<sup>16</sup> Johnnie J. Myers, *Texas Electric Railway* (Chicago: Central Electric Railfans' Association Bulletin 121, 1982), page 141.

<sup>17</sup> "Ground to be Broken. Will Begin on Interurban Electric Line," *Fort Worth Morning Register*, December 19, 1900, Volume V, Issue 56, page 8.

<sup>18</sup> Johnnie J. Myers Transportation Research Center <https://interurbanarchives.pastperfectonline.com/Archive/D2C9AA2B-C5A0-43D4-BA35-665151422411>; Jeff Dunn, "The Rise and Fall of North Texas Electric Interurban Railways 1901-1948" *Legacies, A History Journal for Dallas & North Central Texas*.

## The Crimson Limited

After World War I, Northern Texas Traction launched an elaborate public relations and service improvement campaign to compete with the automobile and increase ridership. The culmination of their efforts was the “Crimson Limited”, introduced in 1925. A number of their handsome arch-roof interurbans and matching arch roof trailers had two motors and were extensively refurbished (Figures 18 through 21). Letterboards and sides below the belt rail were painted crimson. This was separated by white at the windows. The roofs were brown, the underbodies black, and all the lettering and striping gold. The trail cars were equipped as parlor cars and featured an awning at the rear and a lighted tail sign. The “motored” trail cars were individually named “Dependable,” “Convenient,” “Permanent,” “Comfortable,” “Economical,” and “Superior.” The line was publicized as “The Route of the Crimson Limited’s” and was non-stop. Many riders were attracted to this premier service.<sup>19</sup> These were the last cars to travel back and forth between Dallas and Fort Worth over the Mountain Creek Interurban Bridge.



Figure 18. The Crimson Limited (photo courtesy of Dallas Heritage Village, The Dallas Historical Society).<sup>20</sup>

<sup>19</sup> Myers, *Electric Railway*, page 147.

<sup>20</sup> Dunn, “The Rise and Fall of North Texas Electric Interurban Railways 1901-1948”.

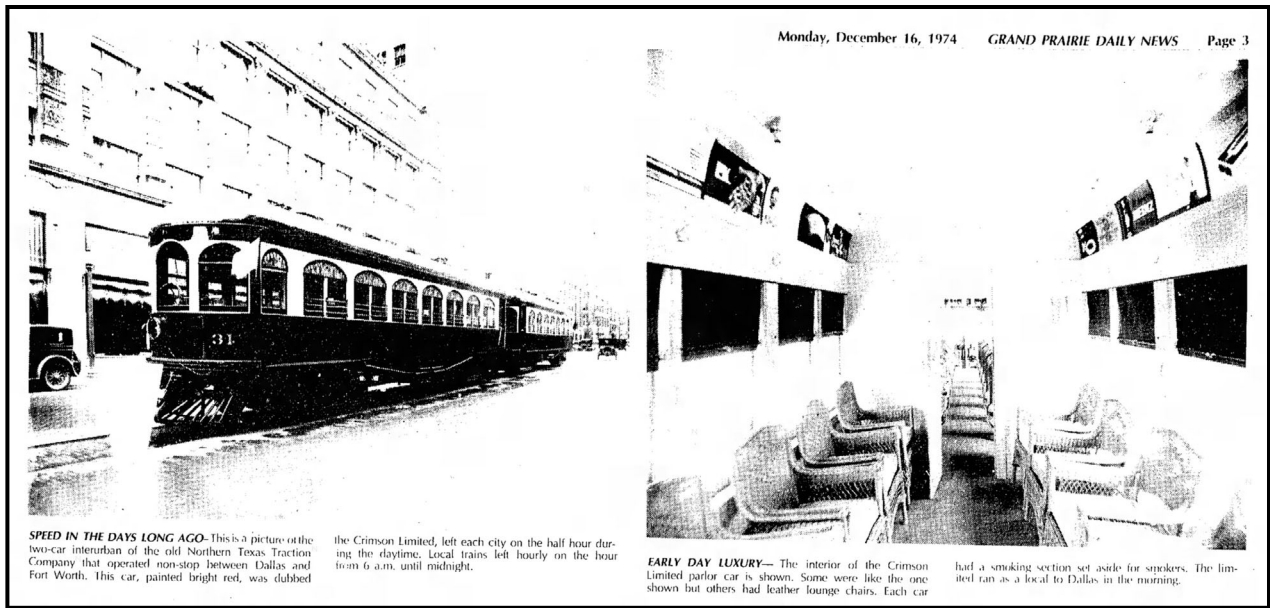


Figure 19. Exterior and interior images of a Crimson Limited car (courtesy of the *Grand Prairie Daily News*).<sup>21</sup>

*Speed with Safety!*

Ride the  
**Crimson Limited**  
Deluxe  
**INTERURBANS**  
between  
**Ft. Worth and Dallas**  
Limiteds leave Fort Worth and Dallas every hour on the half-hour from 7:30 a. m. until 8:30 p. m.

Locals leave every hour on the even hour from 6 a. m. until 12 p. m.  
Local interurbans to Cleburne leave Fort Worth every hour on the hour from 6 a. m. to 10 p. m.

Catch Interurbans Anywhere on Main Street

**NORTHERN TEXAS TRACTION COMPANY**

Figure 20. Advertisement for the Crimson Limited.<sup>22</sup>

<sup>21</sup> “Quick outlet to the world, The Crimson Limited streaked across the prairies,” *Grand Prairie Daily News*, 16 December 1974, page 3.

<sup>22</sup> Bosse, Paula “Speed with Safety” on the Crimson Limited-1930. Accessed <https://flashbackdallas.com/2014/07/31/crimson-limited-1930/>.

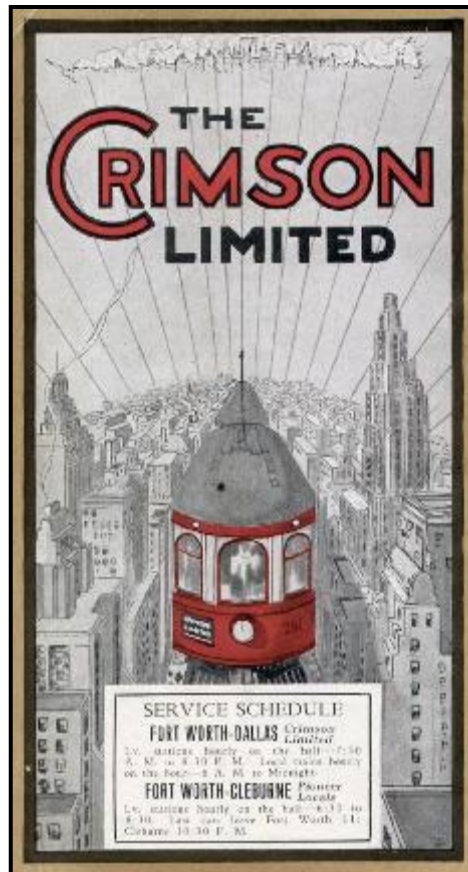


Figure 21. Advertisement for the Crimson Limited. (Courtesy of <https://hometownbyhandlebar.com/?p=5319>)

The last Crimson Limited between Fort Worth and Dallas ran just before midnight on December 24, 1934. This was probably one of the last times the Mountain Creek Interurban Bridge was used. Texas Motor coaches, then a Northern Texas Traction subsidiary, replaced the handsome trains with 30 passenger Twin Coach model 30A's.<sup>23</sup> The city's local streetcar line operated until 1956 and on January 14, 1956 at 2:08 am, the last local streetcar reached the car barn at Elm and Peak making way for an exclusively bus transit system.<sup>24</sup>

### **Post Interurban Railway**

The freight rail line that ran under the Mountain Creek Interurban Bridge that was owned and used by Santa Fe Railroad, carried on as a railroad spur until the 1980's. According to Mr. George Ross with Texas & Pacific Railway Inc., the previous owner's representative, the railway was used to transport cargo from industrial sites north of West Davis Road to the main Santa Fe Railroad to the south. The former railroad spur did not have refueling or maintenance stations on the property and was only used to transport cargo. Mr. Ross stated that Santa Fe suspended use of the railroad in the mid 1980's and the rail was idle until Texas & Pacific purchased and decommissioned it in the mid 1990's.<sup>25</sup>

<sup>23</sup>Myers, *Electric Railway*, page 156.

<sup>24</sup>“Last 24 Hours in Dallas.” *Dallas Morning News*. 15 January 1956, page 1.

<sup>25</sup>Trust for Public Land, *Chalk Hill Trail Phase I Environmental Site Assessment*. 2008, Section 5.4 Historical Information, page 19.

In 2009, the City of Dallas began acquiring much of the land that comprised the eight-mile Gulf, Colorado, and Santa Fe line for the purpose of using it for a major pedestrian/bicycle trail. In 2015, Dallas County began designing the improved surface biking and hiking trail that will occupy this corridor. Construction was set to begin in 2016.

After the Crimson Limited's service ended there would not be an interurban rail service between Fort Worth and Dallas until 1997, with the creation of the diesel driven Trinity Railway Express (TRE). Today, a TRE train takes 57 minutes to get from Dallas to Fort Worth. In terms of speed, a train ride between the two cities takes about the same amount of time as it did over 100 years ago.<sup>16</sup>

### **Northern Texas Traction Company**

In 1900, the Northern Texas Traction Company was established by George T. Bishop with the acquisition of the City Railway of Fort Worth and the Dallas and Oak Cliff Elevated Railway for \$110,000. The company will use the existing line to start providing service to Dallas instead of building a new line. In 1905, George Bishop sold to Stone and Webster Engineering.<sup>26</sup>

The Northern Texas Traction Company operated the interurban service between Dallas and Fort Worth. It was one of six electric interurban companies operating in north central Texas (Figures 22 and 23). The interurban made the 34-mile route from Dallas to Fort Worth at speeds of up to 55 miles per hour.<sup>27</sup> An article from *D Magazine* in 1977 described the route:

“The original NTT [Northern Texas Traction] terminal in Dallas was on Main, through to Commerce, just west of St. Paul Street. The NTT cars crossed to Oak Cliff on the rapid transit trestle (where the Jefferson viaduct now stands), went out Jefferson Avenue and passed through Arcadia Park (which was built as an interurban suburb), Grand Prairie, Arlington, and Handley before entering Fort Worth. In 1911 the route to Cleburne, by way of Burleson, from Fort Worth was opened by the same ownership.”<sup>28</sup>

Operations ceased in 1934, as the Northern Texas Traction Company was authorized by court order to abandon the interurban after December 15, 1934. The new bus schedule was proposed to have faster travel times between the two cities, therefore upon closing of the interurban three additional buses were put into service.<sup>29</sup>

<sup>26</sup> Fort Worth Public Library Digital Archives “Northern Texas Traction Company” <http://www.fortworthtexas.archives.org/digital/collection/p16084coll27>; “Buys Old Line” *The Fort Worth Record and Register*, 12 January 1902, Page 7.

<sup>27</sup> “Launch Campaign to Widen Dallas, Fort Worth Pike, Northern Texas Traction Company Authorized to Abandon Interurbans After Dec. 15” *The Waco News-Tribune* 28 November 1934, page 9.

<sup>28</sup> “When Dallas Had Mass Transit” *D Magazine* 1 June 1977.

<sup>29</sup> “Launch Campaign to Widen Dallas, Fort Worth Pike, Northern Texas Traction Company Authorized to Abandon Interurbans After Dec. 15”, 9.



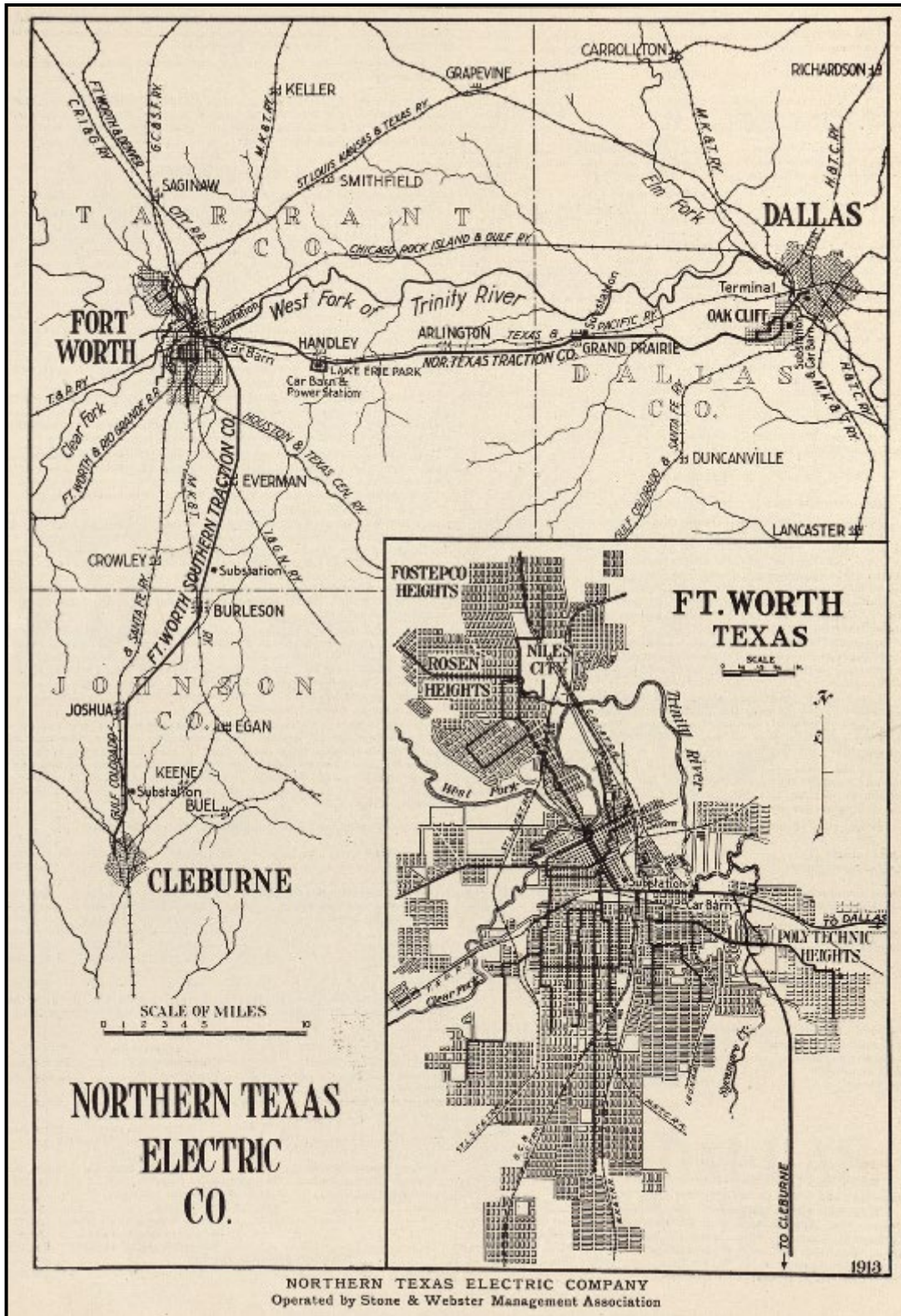


Figure 23. Map showing the Northern Texas Traction Company route from Dallas to Fort Worth.<sup>31</sup>

<sup>31</sup> "Electric Interurban Railways" Texas State Historical Association <https://www.tshaonline.org/handbook/entries/electric-interurban-railways>: accessed February 6, 2023.

## 14. Bibliography

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Trust for Public Land, *Chalk Hill Trail Phase I Environmental Site Assessment*. 2008, Section 5.4 Historical Information, page 19.

"When Dallas Had Mass Transit." *D Magazine*. June 1, 1977.

"Work on Santa Fe 8-Mile Spur Line Nears Completion." *Dallas Morning News*. April 28, 1930.

## 15. Attachments

*District or Site Map*

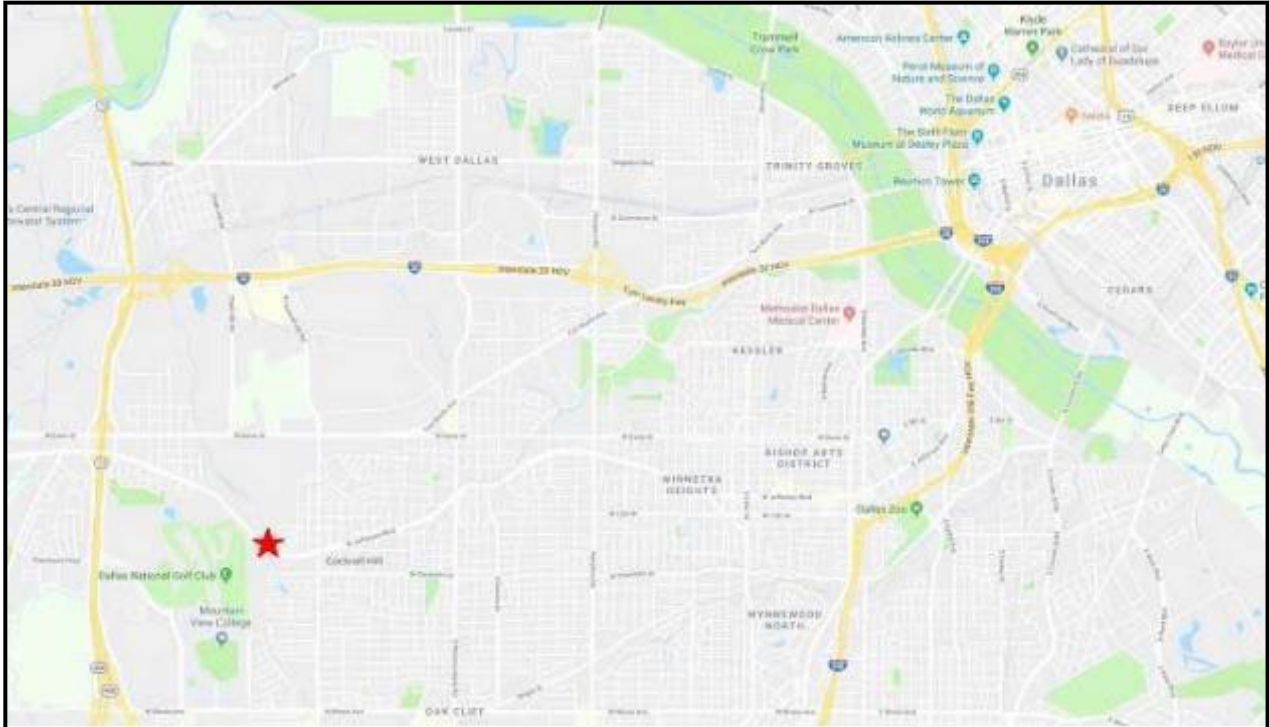
*Site Plan*

*Photos (historic & current)*

*Additional descriptive material*

*Footnotes*

*Other: \_\_\_\_\_*



The Mountain Creek Interurban Bridge is located at approximately 4585 W. Jefferson Boulevard, Dallas, Texas. Location shown above marked with a star.



## **16. Designation Criteria**

**History, heritage and culture:** Represents the historical development, ethnic heritage or cultural characteristics of the city, state, or country.

**Historic event:** Location of or

association with the site of a significant historic event.

**Significant persons:** Identification with a person or persons who significantly contributed to the culture and development of the city, state, or country.

**Architecture:** Embodiment of distinguishing characteristics of an architectural style, landscape design, method of construction, exceptional craftsmanship, architectural innovation, or contains details which represent folk or ethnic art.

**Architect or master builder:** Represents the work of an architect, designer or master builder whose individual work has influenced the development of the city, state or country.

**Historic context:** Relationship to other distinctive buildings, sites, or areas which are eligible for preservation based on historic, cultural, or architectural characteristics.

**Unique visual feature:** Unique location of singular physical characteristics representing an established and familiar visual feature of a neighborhood, community or the city that is a source of pride or cultural significance.

**Archeological:** Archeological or paleontological value in that it has produced or can be expected to produce data affecting theories of historic or prehistoric interest.

**National and state recognition:** Eligible of or designated as a National Historic Landmark, Recorded Texas Historic Landmark, State Archeological Landmark, American Civil Engineering Landmark, or eligible for inclusion in the National Register of Historic Places.

**Historic education:** Represents as era of architectural, social, or economic history that allows an understanding of how the place or area was used by past generations.

## ***17. Recommendation***

***The Designation Committee requests the Landmark Commission to deem this nominated landmark meritorious of designation as outlined in Chapter 51 and Chapter 51A, Dallas Development Code.***

***Further, the Designation Committee endorses the Preservation Criteria, policy recommendations and landmark boundary as presented by the Department of Planning and Development.***

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***Daron Tapscott - Chair  
Designation Committee***

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***Historic Preservation Planner***

[Date]

ORDINANCE NO. \_\_\_\_\_

An ordinance changing the zoning classification on the following property:

Being a tract of land adjacent to City Block 8336; fronting approximately 375 feet on the south side of West Jefferson Boulevard, situated approximately 4,750 feet west of South Westmoreland Road and approximately 530 feet east of South Cockrell Hill Road; and containing approximately 0.363 acres,

by establishing Historic Overlay District No. 160 (Mountain Creek Interurban Bridge); providing procedures, regulations, and preservation criteria for structures and property in the district; providing a penalty not to exceed \$2,000; providing a saving clause; providing a severability clause; and providing an effective date.

WHEREAS, the city plan commission and the city council, in accordance with the Charter of the City of Dallas, the state law, and the ordinances of the City of Dallas, have given the required notices and have held the required public hearings regarding the rezoning of the Property described in this ordinance; and

WHEREAS, the city council finds that the Property is an area of historical, cultural, and architectural importance and significance to the citizens of the city; and

WHEREAS, the city council finds that it is in the public interest to establish this historic overlay district; Now, Therefore,

**BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DALLAS:**

SECTION 1. That the zoning classification is changed by establishing Historic Overlay District No. 160 on the property described in Exhibit A (“the Property”), which is attached to and made a part of this ordinance.

SECTION 2. That the establishment of this historic overlay district shall not affect the existing underlying zoning classification of the Property, which shall remain subject to the regulations of the underlying zoning district. If there is a conflict, the regulations in this ordinance control over the regulations of the underlying zoning district.

SECTION 3. That a person shall not alter the Property, or any portion of the exterior of a structure on the Property, or place, construct, maintain, expand, demolish, or remove any structure on the Property without first obtaining a certificate of appropriateness or certificate for demolition or removal in accordance with the Dallas Development Code, as amended, and this ordinance. All alterations to the Property must comply with the preservation criteria attached to and made a part of this ordinance as Exhibit B.

SECTION 4. That the building official shall not issue a building permit or a certificate of occupancy for a use on the Property until there has been full compliance with this ordinance, the Dallas Development Code, the construction codes, and all other ordinances, rules, and regulations of the City of Dallas.

SECTION 5. That a person who violates a provision of this ordinance, upon conviction, is punishable by a fine not to exceed \$2,000. In addition to punishment by fine, the City may, in accordance with state law, provide civil penalties for a violation of this ordinance, and institute any appropriate action or proceedings to prevent, restrain, correct, or abate the unlawful erection, construction, reconstruction, alteration, repair, conversion, maintenance, demolition, or removal of a building, structure, or land on the Property.

SECTION 6. That the zoning ordinances of the City of Dallas, as amended, shall remain in full force and effect, save and except as amended by this ordinance.

SECTION 7. That the terms and provisions of this ordinance are severable and are

governed by Section 1-4 of Chapter 1 of the Dallas City Code, as amended.

SECTION 8. That this ordinance shall take effect immediately from and after its passage and publication in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so ordained.

APPROVED AS TO FORM:

BERTRAM A. VANDENBERG, Interim City Attorney

By \_\_\_\_\_  
Assistant City Attorney

Passed \_\_\_\_\_

## EXHIBIT A

### Mountain Creek Interurban Bridge Structure

Field Notes Describing a 15,827 Square Foot (0.363 Acre) Tract of Land Within Jefferson Blvd. To Be Declared A Historical Site Adjacent to City Block 8336

**BEING** a 15,827 Sq. Ft. (0.363 Acres) tract of land situated in the Wesley Cockrell Survey, Abstract No. 246, City of Dallas, Dallas County, Texas, and being a portion of Block 8336, official City of Dallas Block Numbers, and being a portion of the land described in a deed to The Northern Texas Traction Company recorded in Volume 297, Page 274 and Volume 647, Page 1, both of Deed Records, Dallas County, Texas (DRDCT) and later conveyed to Dallas County by deed recorded in Volume 1921, Page 275, DRDCT and a portion of a tract of land described in a deed to the City of Dallas recorded in Instrument No. 200900071519, Official Public Records, Dallas County, Texas (OPRDCT) and being more particularly described as follows:

**COMMENCING** at the point herein described the most southerly corner of said 15,827 square foot tract, from which the southerly line of Jefferson Blvd. intersects the easterly line of a tract of land described in a deed to the City of Dallas by instrument recorded in Instrument No. 200900071519, Official Public Record, Dallas County, Texas (X= 2,461,189.14, Y= 6,954,948.13) **THENCE** South 27°07'10" West, a distance of 142.80 feet from which a found 5/8" iron rod with cap stamped "HALFF" bears North 64°16'04" East, a distance of 0.15' feet from said intersection to the **POINT OF BEGINNING** (X= 2,461,254, Y= 6,955,075.24);

**THENCE** North 32°25'32" East, a distance of 38.00 feet to the most easterly corner of the herein described tract, from which the most easterly corner of an existing concrete bridge structure pier bears South 81°25'20" West, a distance of 15.74 feet;

**THENCE** North 57°34'28" West, a distance of 416.50 feet to the most northerly corner of the herein described tract, from which the most northerly corner of an existing concrete bridge structure pier bears South 13°36'00" East, a distance of 16.73 feet;

**THENCE** South 32°25'32" West, a distance of 38.00 feet to the most westerly corner of the herein described tract, from which the most westerly corner of an existing concrete bridge structure pier bears North 78°25'39" East, a distance of 16.73 feet and the point of curvature of the southwest line of said Jefferson Blvd. bears South 66°26'41" West, a distance of 163.03 feet from which a found iron rod bears South 46°15'16" West, a distance of 0.75 feet;

**THENCE** South 57°34'28" East, a distance of 416.50 feet to the **POINT OF BEGINNING**, from which the most southerly corner of an existing concrete bridge structure pier bears North 16°49'56" West, a distance of 15.83 feet and containing 15,827 square feet (0.363 Acres) of land.

**BASIS OF BEARINGS:** Bearings are based on the Texas State Plane Coordinate System, North Central Zone (4202), North American Datum of 1983.

**EXHIBIT B  
PRESERVATION CRITERIA  
MOUNTAIN CREEK INTERURBAN BRIDGE  
4585 W JEFFERSON BLVD**

**1. GENERAL.**

- 1.1 All demolition, maintenance, new construction, public works, renovations, repairs, and site work in this district must comply with these preservation criteria.
- 1.2 Any alterations to the property within this district must comply with the regulations in Chapter 51A of the Dallas City Code, as amended. If there is a conflict, these preservation criteria control.
- 1.3 Certificate of appropriateness.
  - a. The certificate of appropriateness review procedure outlined in Section 51A-4.501 of the Dallas Development Code, as amended, applies to this district.
  - b. Any work done under a certificate of appropriateness must comply with any conditions imposed in the certificate of appropriateness.
  - c. After the work authorized by the certificate of appropriateness is commenced, the applicant must make continuous progress toward completion of the work, and the applicant shall not suspend or abandon the work for a period in excess of 180 days. The Director may, in writing, authorize a suspension of the work for a period greater than 180 days upon written request by the applicant showing circumstances beyond the control of the applicant.
- 1.4 A person may not demolish or remove any feature in this district without first obtaining a certificate for demolition or removal in accordance with Section 51A-4.501 of the Dallas Development Code, as amended.
- 1.5 Preservation and restoration materials and methods used must comply with the Secretary of the Interior's Standards for Rehabilitation and Preservation Briefs published by the United States Department of the Interior, copies of which are available at the Dallas Public Library.
- 1.6 No person shall allow a feature in this district to deteriorate through demolition by neglect. Demolition by neglect is neglect in the maintenance of a feature that results in deterioration of the feature and threatens preservation of the feature. All features in this district must be preserved against deterioration and kept free from structural defects. See Section 51A-4.501 of the Dallas Development Code, as amended, for

regulations concerning demolition by neglect.

1.7 Consult Article XI, "Development Incentives," of the Dallas Development Code, as amended, for tax incentives that may be available in this district.

1.8 The period of significance for this district is 1930 to 1951.

## **2. DEFINITION.**

2.1 Unless defined in this section, the definitions in Chapter 51A of the Dallas City Code, as amended, apply.

2.2 APPROPRIATE means typical of the historic architectural style, compatible with the character of this district, and consistent with these preservation criteria.

2.3 CERTIFICATE OF APPROPRIATENESS means a certificate required by Section 51A-4.501 of the Dallas Development Code, as amended, and these preservation criteria.

2.4 DIRECTOR means the Director of the Department of Sustainable Development and Construction of the Director's representative.

2.5 DISTRICT means Historic Overlay District No. \_\_\_\_\_, the Mountain Creek Interurban Bridge Historic Overlay District. This district contains the property described in Exhibit A of this ordinance and as shown on Exhibit C.

2.6 ERECT means to attach, build, draw, fasten, fix, hang, maintain, paint, place, suspend, or otherwise construct.

2.7 FENCE means a structure or hedgerow that provides a physical barrier, including a fence gate.

2.8 NO-BUILD ZONE means that part of this district in which no new construction may take place.

2.9 PROTECTED means an architectural, landscaping, natural, or cultural feature that must be retained and maintain its historic appearance, as near as practical, in all aspects.

2.10 REAL ESTATE SIGN means a sign that advertises the sale or lease of an interest in real property.

## **3. SITE AND LANDSCAPING.**

3.1 The ruins of the Mountain Creek Interurban Bridge are protected, as shown on Exhibit C.

- 3.2 New driveways, sidewalks, steps, walkways, trails, and parking lots must be constructed of gravel, dirt, stone, or other appropriate hard surface material. Brick, artificial grass, asphalt, exposed aggregate, and outdoor carpet are not permitted.
- 3.3 Brush finish concrete, artificially colored concrete, or other permeable concrete are allowed for ADA compliant pathways only.
- 3.4 Outdoor lighting must be appropriate and enhance the historic structures/historic features. Light poles may not exceed 16 feet in height.
- 3.5 Landscaping.
  - a. Landscaping must be appropriate, enhance the structure and surroundings, and not obscure significant views of protected structures and site elements.
  - b. Efforts to protect and develop a sustainable, healthy, and preserved ecosystem are recommended. Any monitoring, assessment, or recommendations for the health of natural features and the ecosystem at large must be conducted by a qualified, professionally trained ecologist, botanist, hydrologist, arborist, forester, biologist, or other appropriate environmental specialist; or by a qualified environmental services firm or organization.
  - c. A Certificate of Appropriateness is NOT required for the following tasks:
    - i. assessing damage by invasive plants;
    - ii. managing and control of nuisance or invasive herbaceous and woody plant species;
    - iii. conducting succession supplementation, establishment, and restoration of native species;
    - iv. assessing for mowing requirements, necessity, and demarcations;
    - v. monitoring disturbances;
    - vi. removing vines, undergrowth and other intrusive or destructive landscaping from the historic structures/historic features or surrounding area;
    - vii. removing trees growing beneath or adjacent to the historic structures/historic features that are causing stress to or has the

potential to harm the structural integrity of the historic structures/historic features; and

viii. replacing damaged or unhealthy trees.

d. No new destructive or invasive vines or ground cover, such as Boston Ivy or Asian Jasmine, may be planted around or be allowed to grow on the historic structures/historic features.

e. No new trees may be planted beneath the interurban bridge.

### 3.6 Erosion Control.

a. Erosion control undertakings for the demonstrated protection of the public health, safety and welfare are permitted and do not require a Certificate of Appropriateness so long as the undertaking does not require penetration of the historic structure/feature, impact views of any portion of the historic structure/feature or impact the structural integrity of the historic structure/feature.

b. Erosion control undertakings which may potentially impact the structural or historical integrity of the historic structure/feature and its surroundings, requires penetration of the historic structure/feature, requires construction that would abut or connect to the interurban bridge may be reviewed under the routine maintenance procedure in the Certificate of Appropriateness process prior to commencement of work.

### 3.7 Earth-moving activities that would adversely affect protected historic structures/historic features are prohibited.

### 3.8 Fencing.

a. Perimeter fencing is allowed but must be wrought iron or other appropriate material and be a minimum of 70% open.

b. Perimeter fencing must not exceed eight feet in height.

c. Interior fences are allowed to define and protect historic structures/historic features, or for public safety and may be constructed in the no-build zone. Interior fences must an appropriate material and height, and be a minimum of 70% open.

### 3.9 Railing on the Chalk Hill Trail is permitted and must be appropriate.

### 3.10 A Certificate of Appropriateness is NOT required for the following tasks:

- a. managing and control of nuisance or invasive aquatic, or animal species, such as wild hogs; and
- b. monitoring disturbances by nuisance or invasive aquatic, or animal species.

**4. NEW CONSTRUCTION.**

- 4.1 New construction is prohibited.

**5. TEMPORARY ENCLOSURES AND STABILIZATION**

- 5.1 Measures, including temporary enclosures, taken to temporarily protect, stabilize and preserve the historic structures/historic features shall be allowed in the no-build zone and may be reviewed under the routine maintenance procedure in the Certificate of Appropriateness process prior to commencement of work.

**6. SIGNS.**

- 6.1 The following types of signs may be allowed within the historic district, and shall be reviewed through the Certificate of Appropriateness process:

- a. Directional signage
- b. Educational signage

- 6.2 Temporary political campaign signs and temporary real estate signs may be erected without a certificate of appropriateness.

- 6.3 All signs must comply with the provisions of the Dallas City Code, as amended.

**7. PRESERVATION, REHABILITATION, RESTORATION, AND RECONSTRUCTION.**

- 7.1 Restoration, preservation, rehabilitation, repair or maintenance of the Mountain Creek Interurban Bridge must be in compliance with the National Park Service's Preservation Brief No. 15, *Preservation of Historic Concrete* and the Secretary of the Interior's *Standards for Preservation, Standards for Restoration* and *Standards for Rehabilitation*.

- 7.2 Cleaning of the exterior of the Mountain Creek Interurban Bridge must be in accordance with the Secretary of the Interior's Standards and Preservation Briefs published by the United States Department of the Interior, copies of which are available at the Dallas Public Library or on the National Park Service website. The removal of graffiti must be in compliance with the National Park Service's Preservation Brief No. 38, *Removing Graffiti from Historic Masonry*.

- 7.3 Sandblasting and other mechanical abrasive cleaning processes are not permitted.
- 7.4 Painting of part or all of the historic structures/historic features is not permitted. Painting as a means to cover or remove graffiti is not permitted.
- 7.5 In the event of natural or man-made disasters (including, but not limited to storms, flooding, tornados, lightening, fire, vandalism, heavy winds, freezing temperatures, drought, insects, or disease) a qualified, licensed structural engineer or a qualified engineering service firm or organization shall assess the damage as soon as possible and develop a plan to preserve, restore, reconstruct, or mitigate the damage.

## **8. EDUCATION.**

- 8.1 Efforts to promote a better understanding and appreciation for nature, culture, and history; and to gain greater knowledge of the human past, environment, ecology, and conservation are encouraged.

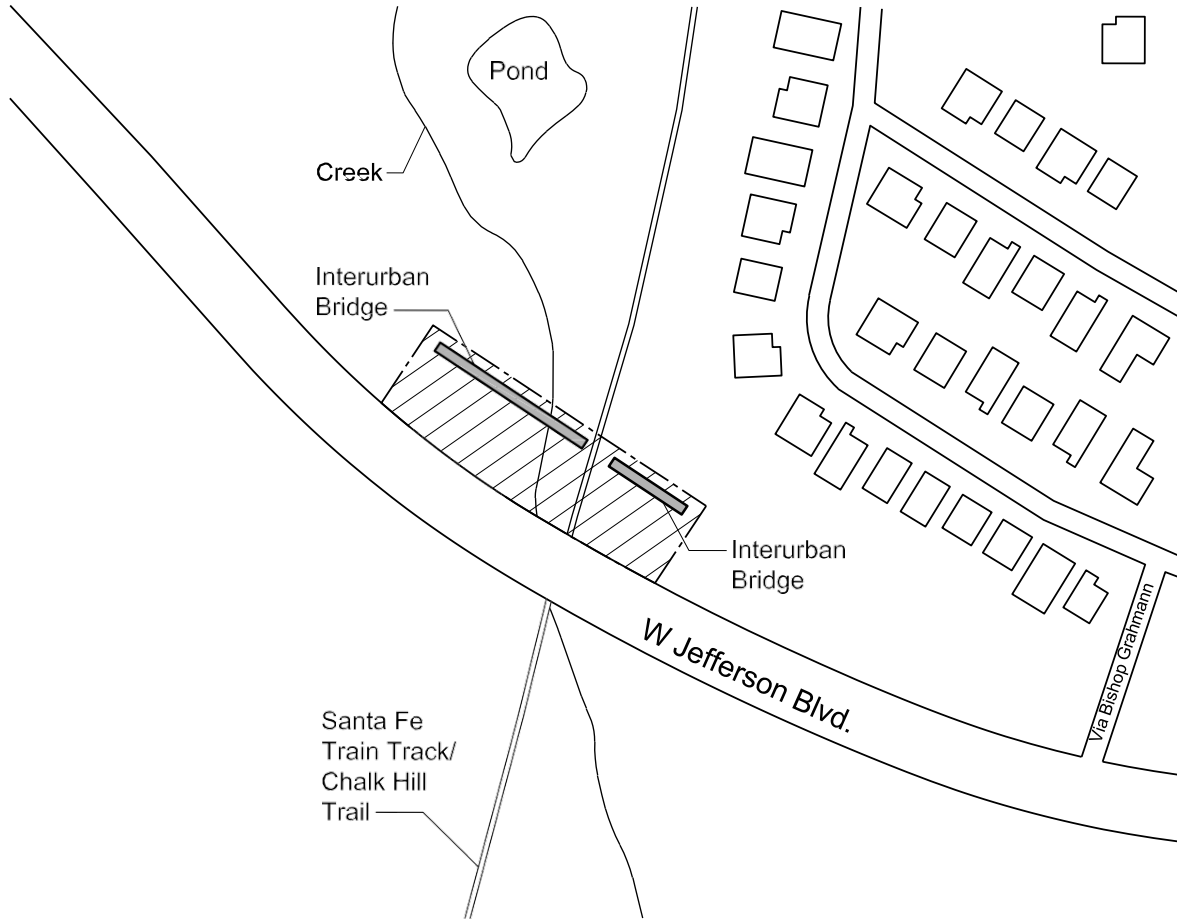
## **9. ENFORCEMENT.**

- 9.1 A person who violates these preservation criteria is guilty of a separate offense for each day or portion of a day during which the violation is continued, from the first day the unlawful act was committed until either a Certificate of Appropriateness is obtained or the property is restored to the condition it was in immediately prior to the violation.
- 9.2 A person is criminally responsible for a violation of these preservation criteria if:
  - a. the person knowingly commits the violation or assists in the commission of the violation;
  - b. the person owns part or all of the property and knowingly allows the violation to exist;
  - c. the person is the agent of the property owner or is an individual employed by the agent or property owner; is in control of the property; knowingly allows the violation to exist; and fails to provide the property owner's name, street address, and telephone number to code enforcement officials; or
  - d. the person is the agent of the property owner or is an individual employed by the agent or property owner, knowingly allows the violation to exist, and the citation relates to the construction or development of the property.
- 9.3 Any person who adversely affects or demolishes a feature in this district in violation of these preservation criteria is liable pursuant to Section 315.006 of the Texas Local Government Code for damages to restore or replicate, using as many of the original materials as possible, the feature to its appearance and setting prior to the

violation. No certificates of appropriateness or building permits will be issued for construction on the site except to restore or replicate the feature. When these restrictions become applicable to a site, the Director shall cause to be filed a verified notice in the county deed records and these restrictions shall be binding on future owners of the property. These restrictions are in addition to any fines imposed.

- 9.4 Prosecution in municipal court for a violation of these preservation criteria does not prevent the use of other enforcement remedies or procedures provided by other city ordinances or state or federal laws applicable to the person charged with or the conduct involved in the offense.

**Exhibit C**  
4585 W Jefferson Blvd.  
Dallas, Texas 75211

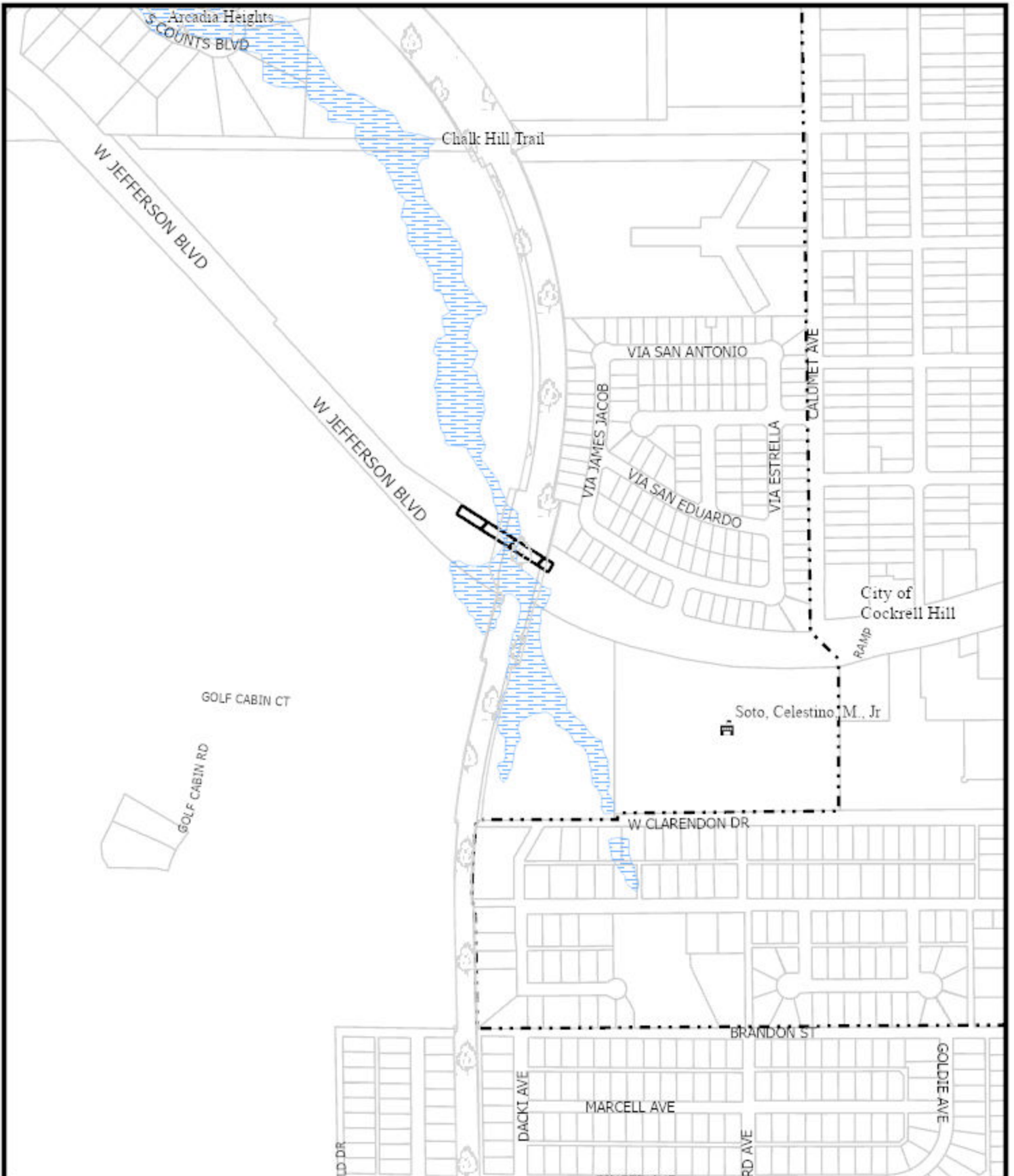


**LEGEND**

- Limits of Designation
- Main Structure
- ▨ No Build Zone

**March 12, 2018**





1:6,000

# VICINITY MAP

Case no: Z-26-000111

Date: 06/04/2026

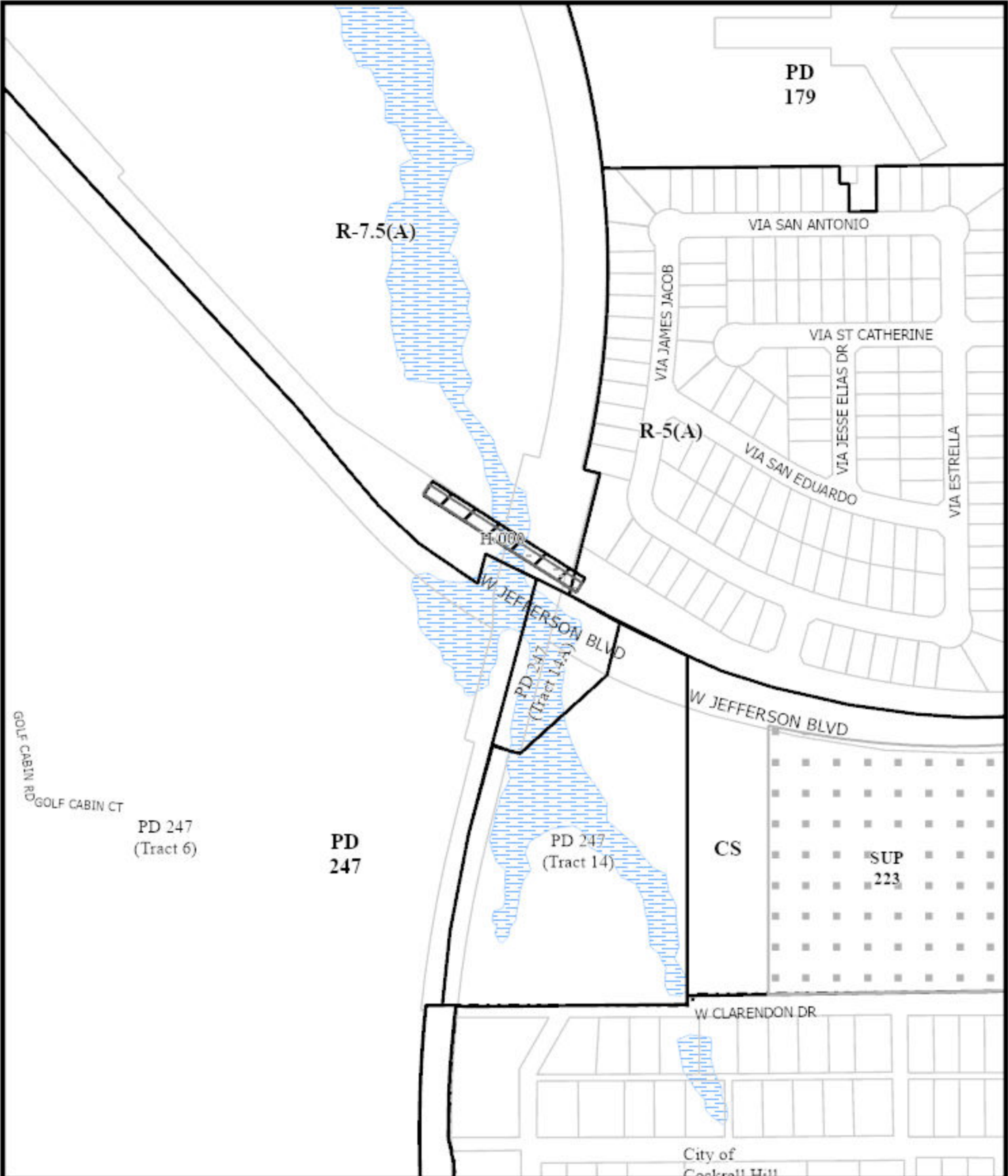



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# AERIAL MAP

Case no: Z-26-000111

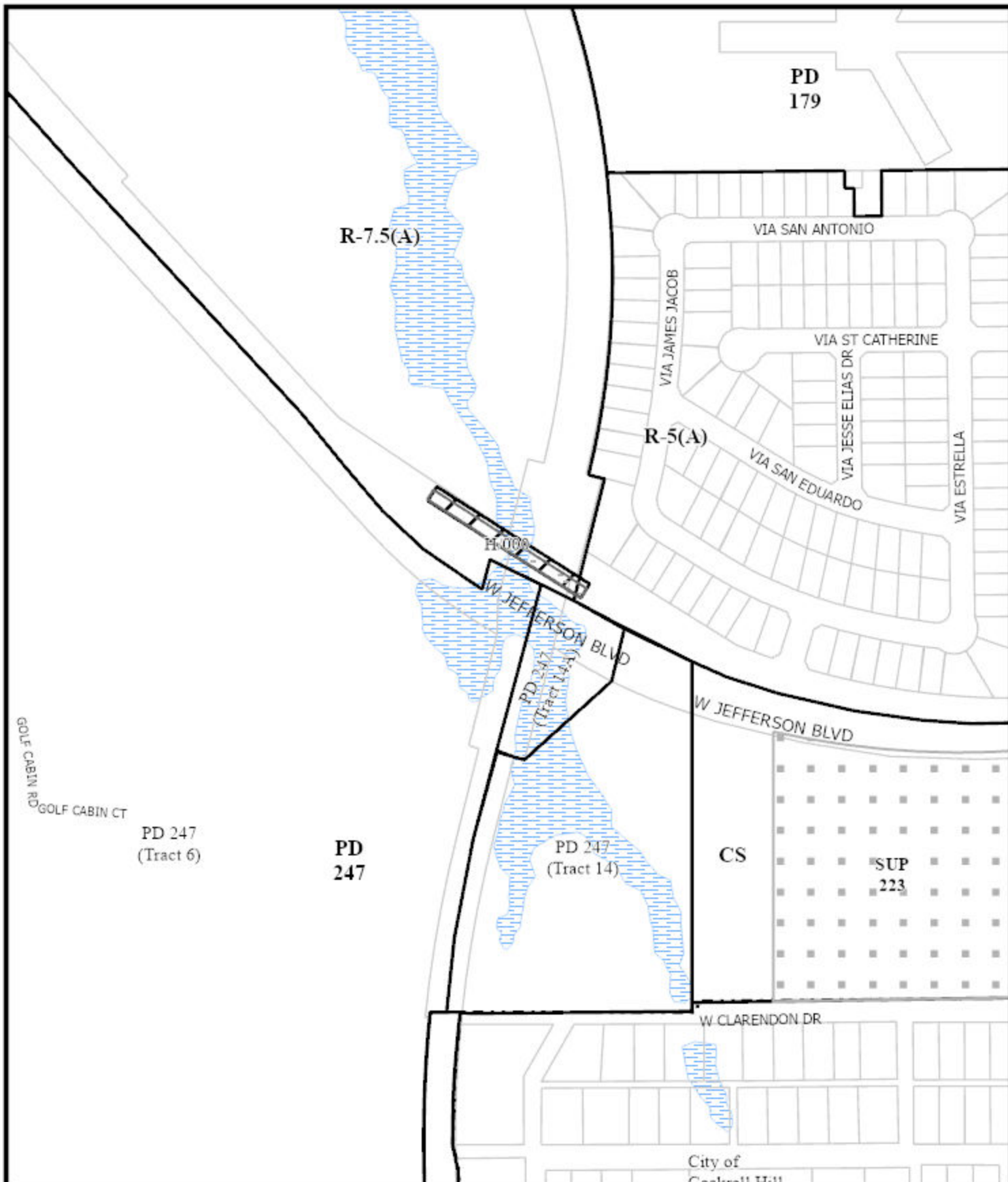
Date: 06/04/2026



  
 1:3,600

# ZONING MAP

Case no:           Z-26-000111            
 Date:           06/04/2026




1:3,600

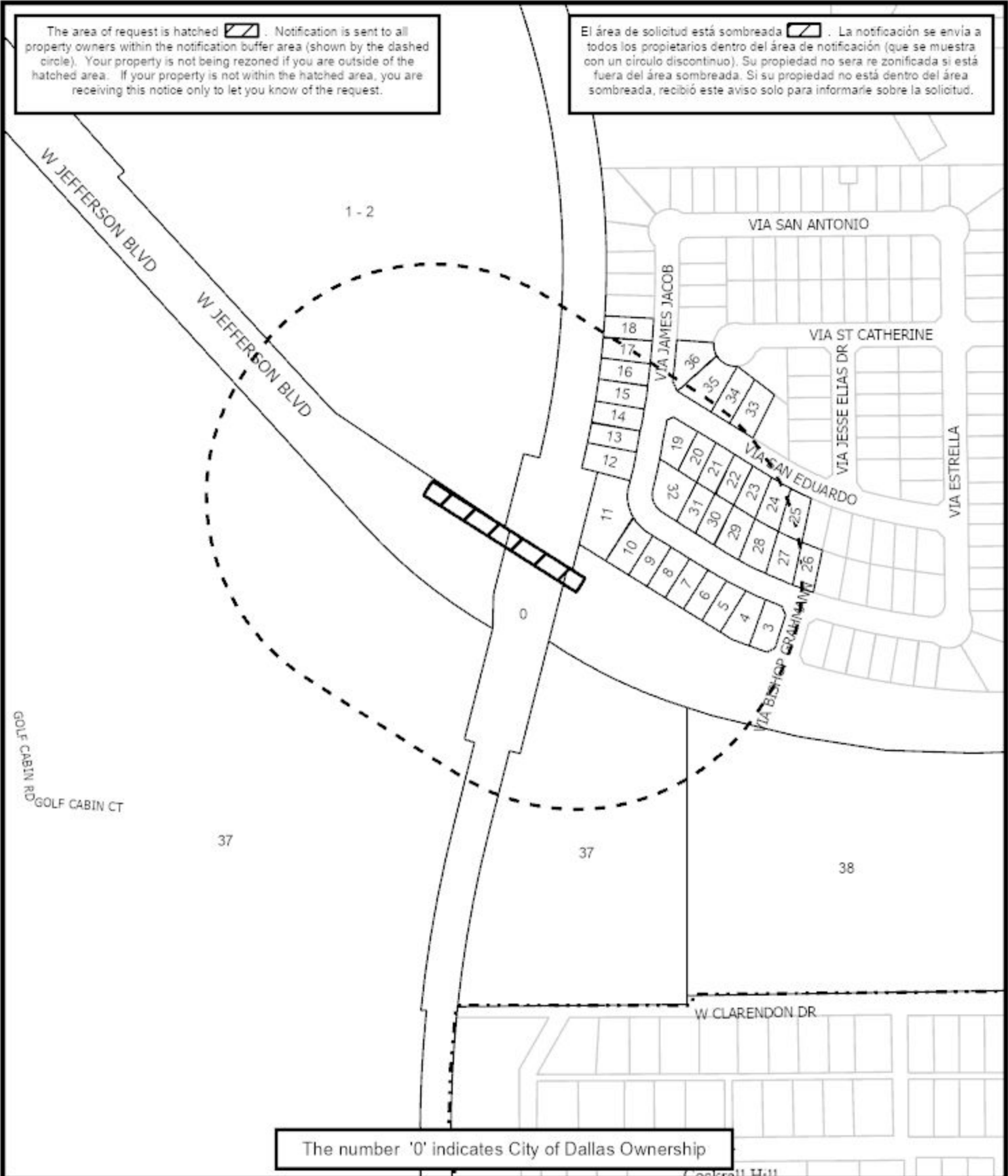
# ZONING AND LAND USE

Case no: **Z-26-000111**


Date: **06/04/2026**

The area of request is hatched . Notification is sent to all property owners within the notification buffer area (shown by the dashed circle). Your property is not being rezoned if you are outside of the hatched area. If your property is not within the hatched area, you are receiving this notice only to let you know of the request.

El área de solicitud está sombreada . La notificación se envía a todos los propietarios dentro del área de notificación (que se muestra con un círculo discontinuo). Su propiedad no será rezonificada si está fuera del área sombreada. Si su propiedad no está dentro del área sombreada, recibió este aviso solo para informarle sobre la solicitud.



The number '0' indicates City of Dallas Ownership

  
1:3,600

# NOTIFICATION

**500'** AREA OF NOTIFICATION  
**38** NUMBER OF PROPERTY OWNERS NOTIFIED

Case no: **Z-26-000111**  
 Date: **6/4/2026**

# *Notification List of Property Owners*

**Z-26-000111**

## **38 Property Owners Notified**

<b>Label #</b>	<b>Address</b>	<b>Owner</b>
1	4585 W JEFFERSON BLVD	SEALS WILLIAM
2	4585 W JEFFERSON BLVD	County of Dallas
3	4532 VIA JAMES JACOB	JOVE VANESSA C &
4	4536 VIA JAMES JACOB	PINEDA EDGAR MILTON
5	4540 VIA JAMES JACOB	Taxpayer at
6	4544 VIA JAMES JACOB	RODRIGUEZ MANUEL & ANA MARIA
7	4548 VIA JAMES JACOB	MARTINEZ JAVIER G &
8	4552 VIA JAMES JACOB	RODRIGUEZ MARCO A &
9	4556 VIA JAMES JACOB	LARIOS ALBERTO
10	4560 VIA JAMES JACOB	HUERTA DAVID & SANDRA
11	4564 VIA JAMES JACOB	MAGANA EVARISTO JR
12	4568 VIA JAMES JACOB	HUERTA DAVID
13	4572 VIA JAMES JACOB	Taxpayer at
14	4576 VIA JAMES JACOB	HUERTA ALFREDO
15	4580 VIA JAMES JACOB	FLORES ADAN &
16	4610 VIA JAMES JACOB	CASTRO MIGUEL
17	4614 VIA JAMES JACOB	ESCOBEDO FIDEL
18	4618 VIA JAMES JACOB	TAMAYO MIGUEL &
19	4554 VIA SAN EDUARDO	HUERTA DAVID & SANDRA M
20	4550 VIA SAN EDUARDO	ECHEVERRIA JOSE R
21	4546 VIA SAN EDUARDO	MEJIA SAUL
22	4542 VIA SAN EDUARDO	ALDANA-BARBOSA JUANA
23	4538 VIA SAN EDUARDO	SANCHEZ GILBERTO ADAN & MANUELA MANCHEZ
24	4534 VIA SAN EDUARDO	KHAMVONGSA KAYLEE
25	4530 VIA SAN EDUARDO	CASTANEDA JOSE
26	4529 VIA JAMES JACOB	ZUBIETA TOMAS & MARIA E

<b>Label #</b>	<b>Address</b>	<b>Owner</b>
27	4533 VIA JAMES JACOB	MARINEZ ROBERTO A
28	4537 VIA JAMES JACOB	TREVIZO ALBERTO
29	4541 VIA JAMES JACOB	RIOS CARMEN &
30	4545 VIA JAMES JACOB	VILLALPANDO WENCESLAO &
31	4549 VIA JAMES JACOB	HERNANDEZ MARIANA H
32	4553 VIA JAMES JACOB	DELEON EPIFANIO &
33	4545 VIA SAN EDUARDO	DELEON YOLANDA LIFE ESTATE
34	4549 VIA SAN EDUARDO	DELGADORODRIGUEZ RIGOBERTO
35	4553 VIA SAN EDUARDO	ROJAS ALEJO S
36	4617 VIA JAMES JACOB	PRADO JOSE A &
37	4512 W JEFFERSON BLVD	DNGC MEMBER CLUB INC
38	4510 W JEFFERSON BLVD	Dallas ISD