



THE DALLAS COUNTY CHRONICLE

The Newsletter of the Dallas County Historical Commission

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Garland Depot Celebrates 100th Birthday

by Michael Hayslip, DCHC Member

The 100th birthday celebration of the second depot for what we call the Santa Fe line was held in October. Old *Garland News* issues mention that the first, built about 1886 in the township of Embree, stood at least 300 yards south of the current square, apparently between present Avenues C and D. The only known picture of that earlier site suggests that Avenue D., then called Mewshaw Street, was Embree's main business thoroughfare. And in those days the railroad was called the Gulf, Colorado and Santa Fe.

Fire erased that first depot in January of 1900, after Embree and Duck Creek had combined to form Garland and established a business district at the future site of the square. Arson was suspected, but no one was arrested for the crime, and the railroad procrastinated in replacing the facility. Editor Will Holford of the *News* repeatedly lambasted the line for its delay, which caused freight and passengers to load from a makeshift dock somewhere south of the charred ruins. Finally,

20 months later, in July of 1901, this replacement building was opened on its original site just south of Avenue A.

This depot, originally red with a green roof, measures 24' x 90' in size compared to 18' x 70' for the old one. *News* accounts stressed that it had oiled floors and ceilings in the waiting rooms, suggesting perhaps that the old one did not. No specific original plans survive for either building, which were reportedly designed and built by railroad employees making many decisions on site. But a study of contemporary depots on the Santa Fe line reveals several standard formats.

In October 1901 a train



wreck almost demolished this building for which Garlandites had waited so long, if not so patiently. A double-header cattle train (pulled by two steam locomotives elephant-style) was barreling through town at full speed from the south when it struck a yearling on the tracks about where Avenue B crosses today, pushing the animal up the rails just past Avenue A, where the train derailed. The lead engine headed off to the left toward this building, but smashed into pine timbers around a gravel platform near the waiting room. The trailing engine peeled away to the

In the next issue of the *Chronicle*, look for stories on:

- Legacies Dallas History Conference
- Galloway Farmstead Historical Marker dedication (Mesquite)
- Cox Cemetery Marker dedication (near White Rock Lake)

Old Red Courthouse Restoration News

By David Schulz and Thomas Smith, Ph.D.

Abatement of 19th century construction materials inconsistent with a 21st century facility (lead-based paint among others) is keeping work at Old Red behind safety seals and out of casual scrutiny. So it's a good time to take a look back into the newspaper files, and peruse some clips of Old Red's earliest days.

The fifth facility built to serve as Dallas county courthouse, Old Red was to be made of iron and stone, proof against the fires that struck its predecessors. Construction materials – primarily, their shortage – dominated much of the early discussion from the time construction began.

On October 7, 1891, the Dallas Daily Times Herald reports that parties were tearing up Cockrell and Park streets and selling the sand to contractors for the courthouse.

October 20, 1891, the Herald says that in a report to the commissioners, contractors still needed stone. Thus far, they had laid 45,000 brick for the week, and walls were up the on first floor.

November 20, 1891, the Dallas Morning News indicates that the slate work was let to C. D. Kanaday & Sons for \$4,180.

January 12, 1892, the News writes that, in a report to county commissioners, the contractor indicated that all walls are now ready for the setting of cornices "but a want of stone for this part of the work will occasion us some further delay," there being insufficient Pecos stone on site to continue the work. Brick masons were building up inside walls, all of which will be finished in two or three days "when I shall place them [the bricklayers] on the main tower of the building."

February 16, 1892, the News announced that the contract for terra cotta work let to Terra Cotta Company of Brightwood, Indiana for \$1,895.

Plastering would go to Sonnefield,

Emmins and Abright for \$14,950

Linoleum, to Sanger Brothers for \$1.62 1/2 sq. yd.

Glass and glazing to Henry Hamilton for \$11,000 (later for \$13,345)

Painting to H. Hamilton for \$2,345

The contract for the clock to crown the building went to E. Howard Watch and Clock Company of NY for \$3,350

February 23, 1892, The News describes a report to county commissioners that Old Red is ready for the setting of iron frames for all that part of the building with exception of west wing and will require a month to complete that. The east wing will be covered with slate roofing within a month. Fireproofing will be in the roof, and plastering will begin plastering. The courthouse was to be ready for occupancy by June 1 and completed by September 1.

May 5, 1892, a News article details that Charles F. Tucker and Robert E. Burke, along with the county judge, were to select the furniture for the courtrooms as well as the physical location of the rooms. But the judge said he had already done that and had selected northeast corner on the 2nd floor as the county courtroom and the room in the southeast corner as the Commissioner's courtroom. Tucker and Burke protested.

August 2, 1892, The Herald reports that the Dallas city council asked the City Electrician J. M. Oran to see how the city fire alarm system could be connected to the courthouse clock so that the alarm could be heard over the entire city. (No action was taken.)

August 5, 1892, according to the News, the clocktower bell is to be hauled to



The Old Red Courthouse as it looked soon after it was built.

the 4th floor this morning and put in place as soon as possible. The cost of the bell was \$3,500 and the largest in the southwest. The bell is 15' in circumference. (The bell and the clockworks rivaled London's "Big Ben" in quality.)

January 10, 1893, from the Herald, "The finishing touches are being put on the new courthouse, which, when complete, will be the best equipped public building in the state, the state capital always excepted."

January 27, 1893, it is reported by the Herald that a juror, at the dinner hour, wanted to go to the top of the courthouse to see the view. "He went to the top and at a very inopportune moment, for he stumbled onto a young couple under rather distressing circumstances (to them.) The juror fled from the bower and thirty minutes later the other occupants of the 'dizzy heights' came sneaking down and beat a hasty retreat from the temple of justice."

So much for the scrapbook. Old Red Courthouse boks forward to sharing more news as the renovation advances in coming months.

Mr. Schulz is Executive director and Dr. Smith is Project Director of the Old Red Foundation.

“Preservation Park Cities” Update

By Mike Matthews

Preservation Park Cities (PPC), a non-profit grassroots organization dedicated to preserving the architectural heritage in Highland Park and University Park, ended the summer on a high note. Membership now stands at almost 600, and several important projects will get under way this fall. The following is a summary of our activities and achievements from July through September.

PPC made its first appearance in the annual Park Cities 4th of July Parade this past summer by entering a '66 Corvette sporting our name and logo. Immediately following the parade, our homeowners staffed an information tent in nearby Goar Park. Their successful efforts led to new membership, and an increased awareness for the need of preservation in our community. In mid-July, channels 4 and 8 both featured stories on our grass roots efforts. Their coverage dealt with the destruction of three more historic homes in Highland Park. These homes were located at 4400 Bordeaux, 3900 Gillon, and 3813 Miramar. In addition, newspaper articles concerning PPC ran in the Dallas Morning News, the Park Cities People, and the Park Cities News.

ple, and the Park Cities News.

In August, our Board began laying out the groundwork to conduct a comprehensive Park Cities historical survey (covering homes built prior to 1950). Ron Emrich, a well-known local preservation consultant, will head this important endeavor. Once completed, it will be an indispensable tool for planners, public policy makers and private citizens to use as they make decisions that affect the quality of life in these two communities. We will identify and record each home or building in Highland Park and University Park in a format that is compatible with the statewide historic resources inventory maintained by the Texas Historical Commission. The database will also be compatible with and integrated into the citywide historic survey currently being conducted across Dallas by Preservation Dallas. In conjunction with the survey, we will initiate a historical plaque campaign for those homes that qualify.

PPC is currently preparing for our second Town Hall Meeting. This event will be held on the evening of Thursday, November 1st, at Bradfield Elemen-



4400 Bordeaux. One of the houses torn down.

tary School located in Highland Park. This meeting will specifically deal with our local preservation efforts, and will include a variety of keynote speakers. These will include Daniel Carey (Director, Southwest Regional office of the National Trust for Historical Preservation), W. Dwayne Jones (Executive Director of Preservation Dallas), and Virginia McAlester (Local Preservationist / Architectural Historian).

For the balance of this year, PPC will continue to concentrate on increasing our membership to an eventual goal of 1,000+. In addition, we will strive to continue building a foundation of historic sensitivity in the Park Cities. Homeowners living in either H.P. or U.P. that are interested in joining our grass roots organization should call Mike Matthews at 214-528-0021. We welcome your interest and support!

Mr. Matthews is president of Preservation Park Cities. For more information on Preservation Park Cities, visit www.preservationparkcities.org.



3900 Gillon. One of the houses destroyed.

Garland Depot's 100th birthday con't

(Continued from page 1)

right. Both 60-ton locomotives and their coal tenders were demolished. The firemen and the engineer of the rear unit jumped off in time to save themselves, but the lead engineer was reportedly crushed under his locomotive, which spewed boiling water, fire and steam as it went over.

Not long after the wreck 40 citizens petitioned the town council to correct the problem of wandering livestock in Garland. The issue was hotly debated, and in May of 1902 appeared on an election ballot. By a count of 74 for and 68 opposed voters endorsed restraining cattle, horses and mules from wandering at large in Garland. This likely introduced the barbed wire in town that Garland's city

council argued about a century later.

The depot was threatened for the second time with plans to connect the north and south ends of Fifth Street. To save the building the city council authorized trading a piece of land with a small brick building to the Santa Fe in exchange for the depot and the needed Fifth Street right-of-way.

City contractors moved the structure to this location, turned it 180 degrees, and set it on a concrete foundation.



In its heyday the . The depot was the home of the Santa Fe railroad.

ing and walls were saved, and the telegraph equipment was replaced. After months of intensive effort and receipt of a Texas State Historical Marker, the Garland Landmark Museum opened in 1974, and volunteers began building a collection of artifacts depicting the development of the city.

Besides interpretation and maintenance of the building and its collection the society has promoted an inclusive program to stimulate the knowledge and appreciation of the history of the Garland community. Volunteers are completing a 30-month effort to pinpoint significant local sites and structures for production of a historical map of the city, and a third historical calendar is planned for the fall.

Construction crews under the auspices of Garland's Facilities Management Department are currently proceeding in a maintenance overhaul of the depot that will start with a new reddish roof, consistent with a color pattern that superseded the original and lasted until about 1950. Guided by material from the Santa Fe Railway Historical and Modeling Society, workmen will apply a creamy gold paint to the exterior siding, a dark green to the trim and white to the window sashes. The foundation will be leveled, and the grounds will be graded to improve drainage, so that the building stands a fair chance at its next 100 years.



Garland residents look at old photographs while fiddlers perform Most of the original floor- in the background.

Councilmen also appointed the initial board of the Garland Landmark Society to participate in restoration of the building and establish a local history museum inside. The depot had undergone many remodelings in its lifetime, but was restored as closely as possible to the way it looked in the early part of the century.

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The Dallas County Historical Commission is a county board appointed by the Dallas County Commissioners Court. The Dallas County Chronicle is a quarterly publication of the DCHC for historical groups in Dallas County and the general public. This edition was edited by Buddy Frazer and published with the assistance of The Sixth Floor Museum. Contributions should be sent to Jeff Dunn, via email at jddunn@flash.net, or by mail to Dallas County Historical Commission, 411 Elm Street, 3rd Floor, Dallas, TX 75202-3301. Visit the DCHC on the web at www.dallaschc.org and the Dallas County government website at www.dallascounty.org