

STREET NAMES OF THE WILLIAM COOMBES SURVEY

2026 street names and street names before May 1908

2026 NAME	PREVIOUS NAME(S)	ORIGIN
AB Street	<i>Does not exist</i>	<i>AB Street</i> was created by the August 1907 plat of <i>Cement City Addition</i> , shown running two blocks east- west, one block south of <i>Eagle Ford Road</i> (today's <i>Singleton Boulevard</i>). With the destruction of the 1908 flood here, less than a year after the plat was filed, it is doubtful whether this street was ever built.
Adisa Street		Located in the northwest quadrant of the Wm. Coombes Survey, running east-west one block, <i>Adisa Street</i> is part of <i>Phase 1</i> of the <i>SoHo Square</i> addition, which opened in 2019.
Ardmore Place		see: Clinton Street
Akron Street	Simpson	<i>Akron Street</i> was created by the 1889 plat of <i>Addison Park Addition</i> , in the northeast corner of the Wm. Coombes Survey, though this future street along the southern edge had no name. This street name is discontinuous over a large distance, but <i>Akron Street</i> reappears for a short block east of <i>Vilbig</i> , at the west side of the Wm. Coombes Survey A map of the Wm. Coombes Survey, Abstract No. 290, Dallas County Plat Books, gives this short street the name <i>Simpson</i> .
Amos Street		<i>Amos & Andy</i> was a popular long-running comedy show of the 20 th century. Episodes were heard first on radio, adapted to television broadcast. It portrayed African-American characters. Andy was a good natured taxi-cab driver and was constantly getting his friend Amos out of hilarious predicaments of mischief and incompetence.
Andy Street		As the Civil Rights movement of the 1960s won acceptance, the <i>Amos & Andy Show</i> was generally accepted as another sad example of black Americans being stereotyped as laughable dimwitted fools, at a time when no alternative characterizations were broadcast – so it was ended. In that era of racially segregated housing, these adjacent Dallas street names would have been immediately recognized as racial identifiers.
Ash Street	<i>No longer exists</i>	<i>Ash Street</i> , also called <i>High Street</i> was created in the 1890 plat of the <i>North Oak Cliff Addition</i> , running three blocks west of the eastern boundary line of the Wm. Coombes Survey.
Bangor		see: Chicago Street
Barsotti Court		<i>Barsotti Court</i> is a private street of townhomes, about two blocks long, running east-west, between <i>Conklin Street</i> and <i>Yellow Jasmine Lane</i> , located two block north of <i>Duluth Street</i> . It is part of the <i>Trinity Terrace addition</i> constructed in the 21 st century. The origin of the name is unknown.

Bastian Court		Bastian Court is a private street of townhomes, about two blocks long, running east-west, between <i>Conklin Street</i> and <i>Yellow Jasmine Lane</i> , located one block north of <i>Duluth Street</i> . It is part of the <i>Trinity Terrace addition</i> constructed in the 21 st century. The origin of the name is unknown.
Bataan Street	Cedar Street	Bataan Street was created in the 1889 plat of " <i>Addison Park Addition</i> ", in the northeast corner of the William Coombes Survey, using the name Cedar Street (a name used repeatedly, in several other locations). The path of this street was platted as running strictly north-south but over time it has been skewed into a westward angle as it proceeds south from <i>Singleton</i> , and now runs farther south, to the north side of the <i>Texas & Pacific Railroad</i> tracks. A map of the Wm. Coombes Survey, Abstract No. 290, Dallas County Plat Books names this segment <i>Cedar</i> . Almost immediately east of Batan Street , at the north side of the <i>Texas & Pacific Railroad</i> tracks, another half-block long public street appears on current the County Appraisal District map, without any given name.
Bayonne Street	William Street	Today's Bayonne Street , running four blocks west of today's <i>Sylvan Avenue</i> , two blocks distance north of the <i>Texas & Pacific Railroad</i> tracks, was originally platted as William Avenue in the <i>Z.E. Coombes West End Addition</i> .
Beaver Street		Beaver Street today runs as a dead-end street northward from <i>West Commerce</i> about one block. It is located about one block west of the eastern edge of the Wm. Coombes Survey, just west of where <i>Fort Worth Avenue</i> and <i>West Commerce</i> separate. Its location seems to be slightly west of the path of <i>Jefferson Street</i> and the <i>Dallas & Oak Cliff Railroad</i> shown on the 1890 plat of the <i>North Oak Cliff Addition</i> , though never built.
Bedford Street	Pate	Bedford Street was created in the 1889 plat of <i>Addison Park Addition</i> , in the northeast corner of the William Coombes Survey. The street is discontinuous over most of the distance, but the <i>Bedford Street</i> reappears far to the west as a one block long segment, then the name resumes again running west from <i>Vilbig</i> beyond the west boundary of the Wm. Coombes Survey. A map of the Wm. Coombes Survey, Abstract No. 290, Dallas County Plat Books, gives the Bedford Street segment west of today's <i>Chicago Street</i> the name <i>Pate</i> .
Beeville	Frederic Street	Beeville Street seems to be a remnant of a Frederick Street created in the 1889 plat of <i>Addison Park Addition</i> . The street started at the northeast corner of the Wm. Coombes Survey and ran south along its eastern edge. This roadway no longer connects to <i>Singleton (Eagle Ford Road)</i> .
Bluff Street	Never built	Bluff Street was created in the 1890 plat of the <i>North Oak Cliff Addition</i> , as street along the south side of the Coombes Creek running east-west across a distance of two discontinuous blocks to the east boundary line of the Wm. Coombes Survey. It was never built. Today the location of this proposed Bluff Street overlays parts of <i>Kessler Parkway</i> , though there is approximate correspondence between their location.

Borger Street	Terry	<p>Today in the northwest quadrant of the Wm. Coombes Survey, Borger Street runs south from <i>Singleton</i> for one block.</p> <p>The earliest citation of a Borger Street appears in the <i>Dallas Morning News</i> in year 1959.</p> <p>Another discontinuous, but approximately aligned, one block segment called Borger Street runs north-south between <i>Amos</i> and <i>Andy Streets</i>, just north of the <i>Texas & Pacific Railroad</i>. A map of the Wm. Coombes Survey, Abstract No. 290, Dallas County Plat Books, gives this segment a second name: <i>Terry</i>.</p>
Bowen Street	<i>No longer exists</i>	<p>On the first plat filed for the <i>Flanders Heights addition</i> (vol. 67, p. 283), August 1884, there was shown an east-west street, labeled with the name Bowen Street, running from the western to the eastern edge of the addition's area, crossing Coombes Creek. There is no evidence that such a street ever existed. The <i>Bowens</i> were a family in this area at that time.</p>
Bradley Street		<p>Today's Bradley Street runs east-west, located about half a block north, and parallel to, what had been the northern hedgerow of the quadrilateral bois-d'arc tree corral enclosure planted by pioneer William Coombes in the mid 1840s to thwart Comanche who had been stealing his horses. No street appears in this location on the 1922 edition of Sanborn Insurance Maps (Vol. 5, Sht. 581); but a street then does appear here in the 1950 edition of Sanborn maps (Vol. 5, Sht. 581) where the name is spelled Bradely, instead of the name Bradley which appears on the Dallas Central Appraisal District map today. The source of the name is unknown. Oddly, in the City of Dallas today there is a another Bradley Street, located at the southeast corner of <i>Interstate 35E</i> and <i>Saner</i>.</p>
Breeze Street	<i>Never built</i>	<p>Breeze Street was created in the 1890 plat of the <i>North Oak Cliff Addition</i>, as street along the south side of the Coombes Creek running as a diagonal into the southeast corner of the Wm. Coombes Survey. It was never built. The path of this proposed Breeze Street corresponds to no street existing today.</p>
Broadway Avenue		<p>Broadway Avenue was not created by the 1889 plat of "<i>Addison Park Addition</i>", in the northeast corner of the William Coombes Survey, but appears to be a continuation of street originated from the east, crossing west over the boundary line into the William Coombes Survey and supplanting one block of <i>Bedford Street</i>, slightly to its north.</p>
Brooks Avenue		see: Burr Street
Browder Street		see: Sylvan
Burtle Street	<i>No longer exists</i>	<p>Burtle Street was platted in the 1890 <i>Walker, Martin and Goble's Addition</i> as a short street along the south side of an adjacent parcel owned by Andrew Burtle (1823-1909), located about half a block's distance north of <i>Goble Street</i> (today called <i>Duluth Street</i>), starting at an intersection at today's <i>Vilbig Road</i> and running east about half a block.</p> <p>see also: Akron Street see also: Duluth Street</p>

Burr Street	Brooks Avenue	<i>Brooks Avenue</i> was created by the 1905 platting of <i>Lot 2 of the Jack Scott Homestead Addition</i> by C.H. Brooks, running south from what is now <i>Fabrication Street</i> to the right-of-way of the <i>Texas & Pacific Railroad</i> . Today a short Burr Street runs along the northern portions of its platted path, tying into a newer segment of the <i>Batan Street</i> running south from <i>Singleton</i> .
Burton Street		Located in the northwest quadrant of the Wm. Coombes Survey, Burton Street runs north-south for four blocks, located one block west of <i>Crossman Street</i> (originally the <i>Maple Street</i> of the <i>Z.E. Coombes West End Addition</i>) and being parallel to it. Burton Street is part of <i>Phase 1</i> of the <i>SoHo Square</i> development addition, which opened in 2019.
Carmelita Street		Located in the northwest quadrant of the Wm. Coombes Survey, Carmelita Street runs from <i>Rodeo Drive</i> south for a long block with a jog extending the street down to <i>Amos Street</i> . Seemingly named in honor of the nearby <i>St Mary of Carmel</i> church and school, Carmelita Street is part of <i>Phase 1</i> of the <i>SoHo Square</i> development addition, which opened in 2019.
Carolwood Lane		Located in the northwest quadrant of the Wm. Coombes Survey, Carolwood Lane runs north-south for one long block, located one block east of <i>Camelita Street</i> and being parallel to it. Carolwood Lane is part of <i>Phase 1</i> of the <i>SoHo Square</i> development addition, which opened in 2019.
Castle Street	Louis Street	Created in the first plat of <i>Flanders Heights</i> (1884) as Louis Street . The name Castle Street first appears in the <i>Dallas Morning News</i> in 1928. In the 1922 edition of the Sanborn Insurance maps (Vol. 5, Sht.s 581 and 582) the street names originally platted for <i>Flanders Heights</i> still were being used. It is possible that these names were changed when the area was annexed within the boundary of the City of Dallas – perhaps to eliminate preexisting duplicate names elsewhere in the city. No source for the <i>Castle</i> name has been found. There is a separate use of the Castle Street name, appearing in the 1950 edition of the Sanborn Insurance maps (Vol. 5, Sht. 582), where it labels, parenthetically, the name Crystal Street .
Cedar Hill Road	Rush Street Keaton Street Ninth Street Pittman Street	Cedar Hill Road today runs along the eastern boundary of the Wm. Coombes Survey, from its southeastern corner northward. Today the name stops at <i>Kessler Parkway</i> , preserved as a visage of the older road which was conceived as the main route between Dallas and the city of Cedar Hill. The path of a Cedar Hill Road across western Dallas County has shifted around to various location innumerable times and the history of its meandering is complicated. In year 1924 the deep cut running south up the escarpment was blasted in the chalk cliff, and a steel bridge crossing Coombes Creek was then set. A segment of Pittman Street today traces the route of that straight half-section-line road made as it intersected with West Commerce Street to the north. Continuity of this Cedar Hill Road between today's <i>East Kessler</i> neighborhood and <i>West Commerce Street</i> was

		<p>interrupted within a short period of time, when the first Coombes Creek flood basin's earthen levee was built across this roadway's path around year 1930.</p> <p>In the 19th century, when the grand plan of T.L. Marsalis for a looping commuter rail line was first proposed, the name of the platted street through this the southern portion of the eastern Wm. Coombes Survey boundary was a continuation of the name <i>Ninth Street</i> – but never more than a paper plan. North of the creek, the half-section-line road was also then sometimes called <i>Rush Street</i>, or <i>Rush Road</i>, in honor of Sashel A. Rush, a local real estate developer and builder of the <i>Rock Lodge</i> stone house, whose backside ended up facing the 1924 version of <i>Cedar Hill Road</i>.</p> <p>There seems to have once been a plan to continue the straight half-section-line road north to <i>the Texas & Pacific Railroad</i> tracks, along which a road was platted with the name <i>Keaton Street</i> in the <i>Roberts and Wrights Addition</i>. The straight road when then continue north to <i>Eagle Ford Road</i> (today's <i>Singleton</i>), along the path of today's <i>Beeville street</i>. There is no evidence that any such continuous road across the railroad tracks was ever actually built.</p>
<p>Cedar Street</p>		<p>Several different streets, in separate locations, were given this same <i>Cedar Street</i> name.</p> <p>See: Bataan Street See also: Conklin Street</p> <p>In the 1890 plat of the <i>North Oak Cliff Addition</i>, there was a <i>Cedar Street</i> platted running for three blocks east from <i>Sylvan</i> to the east boundary line of the Wm. Coombes Survey. This <i>Cedar Street</i> was never actually built.</p> <p>Also, in an 1890 deed (vol. 137/ p. 214) Teagarden and Sidell subdivided their six acres along the south side of <i>Fort Worth Avenue</i>, west of <i>Chappell Street</i>, and deeded a new short <i>Cedar Street</i> to the <i>City of Oak Cliff</i>, in order to provide vehicular access between two separate tracts they were simultaneously selling to E.A. Hill -- two parcels on either side, at either end, of this short newly created street. Inclusion of this site inside the boundary of a <i>City of Oak Cliff</i> was soon annulled by the Courts. There is no reason to believe the <i>Cedar Street</i> Teagarden and Sidell created in 1890 was ever built. It never connected to any other street and eventually its land was rejoined to adjacent tracts; but it vaguely might be thought to align, though discontinuously, with the <i>Cedar Street</i> platted in the 1890 <i>North Oak Cliff Addition</i>, extending west across <i>Sylvan</i> as an unnamed street, today's <i>Crystal Street</i>, almost aligned with <i>Cedar Street</i> of the <i>North Oak Cliff Addition</i>.</p>
<p>Cement City Ave.</p>	<p><i>Does not exist</i></p>	<p><i>Cement City Avenue</i> was created by the August 1907 plat of <i>Cement City Addition</i>, as a street running two blocks south from <i>Eagle Ford Road</i> (today's <i>Singleton Boulevard</i>). With the destruction of the 1908 flood here less than a year after the plat was filed, it is doubtful whether this street was ever built.</p>

Central Avenue	<i>No longer exists</i>	<i>Central Avenue</i> was created in the northwest corner of the Wm. Coombes Survey by the platting of the <i>Walker, Martin and Gobles Addition</i> , and presumably was given the name because it ran through the center of that new subdivision. It ran from the north side of the <i>T&P Railroad</i> right-of-way to <i>Eagle Ford Road (Singleton)</i> .
Chappell Street		Ella V. (Wilson) Chappell (1850-1937) had been the wife of John H. Chappell (1839-1883). John Chappell had been a son of Eliza (Adams) Chappell, who was later wife of Rev. Samuel Armstrong, and mother of Mary Armstrong Stevens (Stephenson), co- namesake of <i>Stevens Memorial Park</i> . After her husband's death in Louisiana, Ella Chappell and her two young children moved to Dallas where in 1887 she was deeded a lot on the south side of <i>Fort Worth Avenue</i> , by Ella's stepfather, Reverend Samuel Armstrong. Ella Chappell later remarried, to Dr. Stephen Thruston. This street memorializes the family name and as created by the Armstrong/Stevens deed, this <i>Chapell Street</i> ran from <i>Fort Worth Avenue</i> south across the Coombes Creek to the south boundary of the William Coombes Survey – just shy of today's <i>Evergreen Hills</i> . There is no evidence that any bridge was ever built, or that grading of that southern portion of this street were ever started or completed. Today <i>Chappell Street</i> runs two blocks, from <i>Fort Worth Avenue</i> south to the service road of <i>Interstate 30</i> .
Chestnut Street		see: Topeka Street
Chicago Street	Bangor	<i>Chicago Street</i> runs for two blocks south from <i>Singleton Boulevard</i> , in the northwest quadrant of the Wm. Coombes Survey. The oldest citation found in the archives of the <i>Dallas Morning News</i> for a <i>Chicago Street</i> in this location is in 1958. A map of the Wm. Coombes Survey, Abstract No. 290, Dallas County Plat Books gives another name for this street as being <i>Bangor</i> .
N. Clinton Avenue	Ardmore Place	<i>North Clinton Avenue</i> has a name brought north across from <i>Winnetka Heights</i> . The name <i>Ardmore Place</i> appears on the 1922 Sanborn map edition (Vol. 5, Sheet 581). Though within the lands platted in 1888 as <i>Flanders Heights addition</i> , there was no corresponding street similar to today's <i>Clinton Avenue</i> . <i>North Clinton Avenue</i> today appears as two separate disconnected street segments, separated by <i>Interstate 30</i> . The southern segment runs north off of <i>Kessler Parkway</i> . The northern segment runs south of <i>Fort Worth Avenue</i> , then turns west and runs alongside the <i>Interstate 30</i> highway until it intersects with <i>North Edgefield</i> .

College Street		see: Willomet Street
W. Commerce Street	Fort Worth Pike Main Street Sometimes incorrectly called: Fort Worth Avenue	<p><i>Commerce Street</i> is a westward continuation of one of the original streets of Dallas, the path of earliest Dallas bridges over the Trinity River, on whose west bank it continued across the floodplain as a road. In the William Coombes Survey, this street is relatively old, and though it does not appear on the 1855 La Reunion map of the district, it is hard to imagine that it would not have quickly emerged as their shortest route between the colony town site and the town of Dallas. It might have been used to define a boundary line in an 1866 partition to the northern half of the William Coombes Survey among the four heirs of Isaac N. Coombes. This road had various names over time, being platted in the two versions of the Fisher Addition as <i>Main Street</i>, but earlier being cited in deeds as the <i>Fort Worth Pike</i> or <i>Fort Worth Road</i>.</p> <p>see also: Main Street</p>
W. Commerce Cut-Off		see: Fort Worth Avenue
Conklin Street	Cedar Street	<p>Running for three blocks north of the <i>Texas & Pacific Railroad</i>, this street was created in the 1888 plat of the <i>Z.E. Coombs West End Addition</i> with the often used name <i>Cedar Street</i>. Earlier this <i>Cedar Street</i> had continued south of the <i>Texas & Pacific Railroad</i> tracks, platted in the original 1888 plat of the <i>W.R. Fisher Homestead Addition</i>, running in an impossibly steep climb straight up the north face of the escarpment, a block west of what is today's <i>Ormsby Street</i>.</p> <p>Today those two blocks of the 1888 <i>Cedar Street</i> are still designated as strips of empty land owned by the City.</p> <p>Earlier, an 1882 deed had set aside a 60 foot wide road running south from <i>Eagle Ford Road</i> (today's <i>Singleton</i>) southward to the northern edge of what in 1888 would be platted as the <i>Z.E. Coombs West End Addition</i>. The <i>Cedar Street</i> of the <i>West End Addition</i> was offset slightly west of this 60 foot roadway easement running north. Today a continuation of this <i>Conklin Street</i>, making an initial jog north of <i>Duluth Street</i>, heads north, with a slight westward curving offset now inserted, following the path of this 1882 deeded 60 foot wide roadway easement to <i>Singleton</i>.</p>
Coombs Street	<i>No longer exists</i>	<p>This name was used for several different streets in the Wm. Coombes Survey area</p> <p>see: Leroy Street</p> <p>The name <i>Coombs Street</i> was used again for a street created by the 1888 plat of the <i>W.R. Fisher Homestead Addition</i>, running south from the <i>Texas & Pacific Railroad</i> tracks along an impossibly too steep path straight up the north face of the escarpment. No trace of that <i>Cedar Street</i> exists today.</p>

<p>Crossman Avenue</p>	<p>Maple Street Medina Street</p>	<p>The path of today's <i>Crossman Avenue</i> running three blocks north, starting a short distance north of the <i>Texas & Pacific Railroad</i> tracks, was created in the 1888 plat of the <i>Z.E. Coombes West End Addition</i> under the name <i>Maple Street</i>. That <i>Maple Street</i> was aligned with another <i>Maple Street</i> platted in the <i>W.R. Fisher Addition</i> of 1888 on the south side of the railway, today roughly aligned with the northern end of <i>Edgefield</i> coming down the escarpment today into <i>West Commerce Street</i>. The 1905 Worley map of Greater Dallas Texas calls this <i>Mable St.</i>, presumably a spelling transcription error. A map of the Wm. Coombes Survey, Abstract No. 290, Dallas County Plat Books cites, in parentheses, the name <i>Medina</i>, alongside <i>Crossman</i>. Today a continuation of this <i>Crossman Street</i>, making a slight eastward curving offset, proceeds northward to its intersection with <i>Singleton Boulevard</i>.</p>
<p>Crystal Street</p>	<p>Castle</p>	<p>In 1888 Rev. Samuel Armstrong and his widowed daughter Mary Armstrong Stevens created this one block long right-of-way running west from <i>Sylvan</i> to <i>Chappell Street</i>. No street name was cited for it. No longer connecting through to <i>Sylvan</i>, the surviving short segment is today called <i>Crystal Street</i>. The origin of that name is unknown. In the 1922 edition of the Sanborn Insurance maps (vol. 5, sht. 582), this one block long street has no name. On the 1950 edition, the Sanborne Insurance map (vol. 5, Sht. 582) labels this: "<i>Crystal Street (Castle)</i>".</p>
<p>Dallas & Fort Worth Road</p>		<p>see: Fort Worth Avenue</p>
<p>Dallas & Luck's Mill Road</p>		<p>see: Singleton Boulevard also formerly: Eagle Ford Road also formerly: Eagle Ford Avenue also formerly: Eagle Ford Pike</p>
<p>Dallas & Oak Cliff Railroad</p>	<p><i>Never completed</i> West Dallas Railroad</p>	<p>In its original grand plan Thomas L. Marsalis' commuter train to <i>Oak Cliff</i>, would have continued past the <i>Jefferson Boulevard</i> terminus at <i>Tyler Street</i> which was actually built for the 1887 opening of <i>Oak Cliff Addition</i>, and curved in a giant sweep across what is today <i>Kessler Park, East Kessler</i>, across Coombes Creek, and run back into downtown Dallas across a bridge over the Trinity River on <i>Main Street</i>. Graded, its <i>Main Street</i> bridge set, the track for this continuation was never completed. This branch of the <i>Dallas & Oak Cliff Railroad</i> was sometimes called the <i>West Dallas Railroad</i>.</p>
<p>Dallas Avenue</p>		<p>see: Fort Worth Avenue</p>
<p>Dallas- Fort Worth Toll Road</p>		<p>see: Interstate 30</p>

Dallas- Fort Worth Turnpike		see: Interstate 30
Dallas Road		see: Fort Worth Avenue
Duluth Avenue	<p>Lindsey Street</p> <p>Langley</p> <p>Kellog</p> <p>Snider</p> <p>Burtle Street (nearby)</p>	<p>The path of today's Duluth Avenue west of <i>Sylvan Avenue</i>, three blocks north of the <i>Texas & Pacific Railroad</i> tracks, was created by the 1888 plat of the <i>Z.E. Coombes West End Addition</i> under the name Lindsey Street. A map of the Wm. Coombes Survey, Abstract No. 290, Dallas County Plat Books cites, in parentheses gives this short street the name <i>Langley</i>.</p> <p>Today a short street segment named Duluth Street, not aligned with the Duluth Street to its east, runs for about one block east-west at the south end of <i>Chicago Street</i>. A map of the Wm. Coombes Survey, Abstract No. 290, Dallas County Plat Books cites, gives this short street the name <i>Kellog</i>.</p> <p>To the west, the Duluth Avenue name reappears as a discontinuous street segment running east from <i>Vilbig</i>, south of <i>Singleton</i>. A map of the Wm. Coombes Survey, Abstract No. 290, Dallas County Plat Books gives this segment the name <i>Snider</i>.</p> <p>This short segment of street is near, but not exactly at the same position, of a road named Burtle Street in the 1890 platting of the <i>Walker, Martin and Gobles' Addition</i>. Burtle was the surname of the property owner in the corner of the Wm. Coombes Survey (where <i>Mary of Mt. Carmel</i> now resides).</p> <p>The Duluth Avenue street name continues, west of <i>Vilbig</i>, though not exactly aligned the segments having that name inside the Wm. Coombes Survey.</p>
Eagle Ford	Avenue, Pike, or Road	see: Singleton Boulevard
Earle Street		see: Winnetka Avenue
Eastus Drive	Similar path as former Hickory Street	Eastus Drive was created in the 1930s, named after real estate salesman Roy Eastus (1889-1980), who was selling lots in the new <i>East Kessler Addition</i> located in the southeastern corner of the Wm. Coombes Survey. Unusually broad, its wide pavement has long been explained as Roy Eastus' determination of having the street wide enough that he could turn his Cadillac automobile around without having to stop and back it up.

<p>N. Edgefield</p>	<p>Waite Street Walnut Street Maple Street</p>	<p><i>Edgefield</i> is the name of a street carried north across Coombes Creek from its inception in the <i>Winnetka Heights</i> neighborhood. As a County road its extension from <i>West Davis Avenue</i> to <i>Fort Worth Avenue</i> was ordered in 1910. A new "steel bridge" on <i>Edgefield</i> across Coombes Creek was reported in <i>The Dallas Morning News</i>, on the 3rd of February 1911 (p.16).</p> <p>South of <i>Fort Worth Avenue</i>, the street now called <i>Edgefield</i> had been created as <i>Walnut Street</i> by JD Tunnell and HB Tunnell in a deed dated 25th of November 1888 (vol. 98, p. 416). It is uncertain if an earlier bridge had ever crossed the Coombes Creek prior to 1911.</p> <p>North of <i>Fort Worth Avenue</i>, the street now called <i>Edgefield</i> had originally been platted as <i>Waite Street</i>, in the 1884 version of the <i>Flanders Heights</i> addition. Waite Stafford Flanders (1880-1912) was a son of architect James E. Flanders, co-founder of <i>Flanders Heights</i>.</p> <p>North of <i>Stafford Street</i> in <i>Flanders Heights</i> addition the present route of <i>Edgefield</i> curves to the east, where it descends to <i>West Commerce Street</i> along a path following a drainageway, part of which was originally platted in 1888 for <i>W.R. Fisher's Addition</i> as <i>Maple Street</i>. A Murphy & Bolanz map of <i>W.R. Fisher's Subdivision of his Homestead, Revised</i>, uses the label <i>Mable Street</i>.</p>
<p>El Camino Lane</p>		<p>Located in the northwest quadrant of the Wm. Coombes Surey, <i>Carolwood Lane</i> runs north-south for one long block, located two blocks east of <i>Camelita Street</i> and being parallel to it.</p> <p><i>El Camino Lane</i> is part of <i>Phase 1</i> of the <i>SoHo Square</i> development addition, which opened in 2019.</p>
<p>Elevado Drive</p>		<p>Located in the northwest quadrant of the Wm. Coombes Survey, <i>Elevado Drive</i> runs east-west four blocks in <i>Phase 1</i> of the <i>SoHo Square</i> addition, which opened in 2019, about two blocks north of the <i>Texas & Pacific Railroad</i>.</p>
<p>Elm Street</p>		<p>see: Obenchain Street</p>
<p>Evanston Street</p>	<p>Oak Street Lewis Street</p>	<p>Originally called <i>Oak Street</i>, this roadway was created in the February 1888 plat of the <i>J.R Fisher Addition</i>, running 3 blocks south from the <i>Texas & Pacific R.R.</i> tracks.</p> <p>A second segment of today's <i>Evanston Street</i> was created, with the name <i>Lewis Street</i>, by the November 1888 plat of the <i>Terrace Grove Addition</i>, located along a diagonal to the south.</p>

<p>Evergreen Hills Road</p>	<p>Burr Oak Street</p> <p>Often seen in the singular form: Evergreen Hill Road</p>	<p>Crossing in the southeast corner of the Wm. Coombes Survey, old maps showed a <i>Burr Oak Avenue</i> following the section-line east-west, though it is difficult to believe that such a street ever existed running straight across such irregular terrain. The general route today, curving irregularly near the south boundary line of the Wm. Coombes Survey is called Evergreen Hills Road though the <i>East Kessler</i> addition.</p> <p><i>Evergreen Hills Inc.</i> became a business company, with L.A. Stemmons as a founding Director.</p> <p>There is an <i>Evergreen Hills Addition</i> east of the Wm. Coombes Survey, off the northwest back of the Methodist Hospital complex, cited in <i>The Dallas Morning News</i> as early as 1923, when its opening was announced.</p> <p>Evergreen Hills Road was mentioned in the <i>Dallas Morning News</i> as early as 1938. For many years both singular and plural forms of the name Hill have been used. The plural form, Hills, was the official name, though singular spellings are frequent.</p>
<p>Fabrication Street</p>	<p>Ross Avenue</p>	<p>On the eastern side of the William Coombes Survey, north of <i>Texas & Pacific Railroad</i> tracks Fabrication Street was originally platted as <i>Ross Avenue</i> in the "<i>C.H.Brooks Subdivision of Lot 2 of the Jack Scott Homestead, West Dallas</i>", in year 1905-- a small platted area wherein <i>Ross Avenue</i> ran only two blocks west of an unnamed <i>street</i> along the east boundary line of the William Coombes Survey. That unnamed road along the addition's eastern edge is now gone from that area. The <i>Fabrication Street</i> name first appears in <i>The Dallas Morning News</i> in 1956.</p>
<p>Fisher Street</p>	<p><i>No longer exists</i></p>	<p>This name was used several times for different streets planned inside the Wm. Coombes Survey.</p> <p>A Fisher Street was created by the 1888 plat of the <i>W.R. Fisher Homestead Addition</i>, running south from the <i>Texas & Pacific Railroad</i> tracks in an impossible steep path straight up the north face of the escarpment. No trace that street remains today and it is doubtful whether it was ever built.</p> <p>Another Fisher Street was created by the 1890 platting of the <i>Walker, Martin and Gobles Addition</i>, and presumably was named in honor of William R. Fisher, the local resident and developer who had sold them the site. <i>Fisher Street</i> ran west into what-is-now-called <i>Vilbig Road</i>. It was situated four blocks south of <i>Eagle Ford Road (Singleton)</i>.</p>
<p>Flanders Street</p>	<p>Ida Street</p>	<p>Both the 1884 plat and 1887 revised plats of <i>Flanders Heights</i> labeled this Ida Street. Ida May (Flanders) Nelson (1870-1959) was a sister of architect James E. Flanders and might have been the origin of this name.</p> <p>Flanders Street would (almost certainly) refer to the family of the subdivision's creator, James E. Flanders, his wife Mary Stafford Flanders, and their family.</p> <p>Today a discontinuous two block segment of Flanders Street, outside the original <i>Flanders Heights</i>, runs perpendicular to <i>Vilbig</i> along the west side of the Wm. Coombes Survey.</p>

Folsom Street	Francis Street	<p>Francis Street, running one block east of <i>Willomet</i>, just north of <i>Fort Worth Avenue</i>, was created by the plat of <i>Robinson's Addition</i>. Francis (McClanhan) Robinson had been the first wife of B.F. Robinson, pioneer patriarch; and Mary Frances Robinson (1905-1905) is an infant burial in the nearby Robinson Family Cemetery. Francis Churchill became a grandson of B.F. Robinson. Francis is a repeated family name..</p> <p>Folsom is a local Kessler District family name, but whether that family is connected to the name of this street is unknown.</p>
Forest Street		see: Stafford Street
Fort Worth Avenue	<p>Dallas & Fort Worth Road</p> <p>West Dallas Pike</p> <p>Fort Worth Pike</p> <p>Fort Worth Pike Road</p> <p>Fort Worth Road</p> <p>West Commerce Street Cut-Off</p> <p>Fort Worth Cut-off</p> <p>Dallas Avenue</p> <p>Dallas Road</p> <p>Texas State Highway 1B</p>	<p>Fort Worth Avenue is the oldest trail through the William Coombes Survey. The general path of today's <i>Fort Worth Avenue</i> I believe to be a segment of a longer prehistoric ridge-route. It was possibly used as the <i>Republic of Texas' Military Road</i> (1840s), or as one local version of it.</p> <p>It was possibly used briefly as the <i>Shawnee Trail</i> for cattle drives – though the route of this cattle trail(s) through today's Oak Cliff area have not been specifically mapped.</p> <p>The general path of today's <i>Fort Worth Avenue</i> appears on an 1855 map drawn by La Reunion colonists. It's location is cited in the early deeds. Over time, its path has shifted slightly but is basically unchanged – passing eastward through the notch in the escarpment, down to what is now Sylvan Avenue (at today's Belmont Hotel) since the earliest records of White Settlement. It was probably traveled earlier by Indians and bison herds.</p> <p>Since earliest White Settlement, fords, ferries, and the earliest bridges across the Trinity River where aligned with Commerce Street at the new town of Dallas.</p> <p>Citizens of Western Heights petitioned in 1928 for the name <i>Fort Worth Avenue</i> to be used instead of <i>Fort Worth Pike</i>.</p> <p>At the same time the <i>Commerce Street viaduct</i> was built, 1932, the modern version of the broad <i>Fort Worth Avenue</i> was created as a short-cut to downtown Dallas for eastbound intercontinental highway traffic. That improved roadway was paved with hand-laid brick. This Texas State Highway 1B was completed into downtown Dallas with the opening of the Triple Underpass in 1936.</p> <p>Confusingly, the names <i>Dallas & Fort Worth Road</i>, <i>Fort Worth Road</i>, <i>West Dallas Pike</i>, or <i>Fort Worth Pike</i> has, at various times in the past, been used to designate at least four separate roadways -- today's <i>Davis Avenue</i>, today's <i>Singleton Boulevard</i>, today's <i>West Commerce Street</i> through the William Coombes Survey, and today's <i>Fort Worth Avenue</i>.</p> <p>(The term "Pike" designated a relatively important road despite the fact that the road's use actually required no toll fee. No fees for road usage were charged in this area until the opening of the <i>Dallas-Fort Worth Turnpike</i> in 1957.)</p>
Fort Worth Cut-off		see: Fort Worth Avenue
Fort Worth Pike		<p>Name used in more than one location</p> <p>see: Fort Worth Avenue</p> <p>also see: West Commerce Street</p> <p>More than a mile southward, today's West Davis Avenue was also called the Fort Worth Pike during the 1920s.</p>

Fort Worth Road		Name used in more than one location see: Fort Worth Avenue see also: West Commerce Street
Francis Street		see: Folsom Street
Frederic Street		see: Beeville
Gilmer Street		Today <i>Gilmer Street</i> is located one block east of <i>Sylvan</i> on the north side of the <i>Texas & Pacific Railroad</i> tracks, running from <i>Muncie Street</i> one block north to <i>Fabrication Street</i> .
Goble Street	<i>No longer exists</i>	<i>Goble Street</i> was created by the platting of the Walker, Martin and Gobles Addition, and presumably was named in honor of Mr. Goble, one of the addition's namesake partners. It ran west into Vilbig, three blocks south of <i>Eagle Ford Road (Singleton)</i> .
Grove Street		see: Seale Street
Guest Street	Caliph Place	Now only about one block long, <i>Guest Street</i> was created in the 1907 plat of the <i>John Guest's Addition to West Dallas</i> as running all the way north to the <i>Texas & Pacific Railroad</i> . On the 1922 Sanborn Insurance Map (Vol. 5, Sht. 577) it it called " <i>Caliph Place -- Arbitrary</i> ."
Hamel Street		Located in the northwest quadrant of the Wm. Coombes Survey, running east-west one block, <i>Hamel Street</i> is part of <i>Phase 1</i> of the <i>SoHo Square</i> addition, which opened in 2019.
Haven Avenue (Arb.)		see: <i>Seale Street</i>
Hickory Street	<i>Never built</i>	<i>Hickory Street</i> was created in the 1890 plat of the <i>North Oak Cliff Addition</i> , as street on the south side of the Coombes Creek running as a straight skewed diagonal that corresponds roughly to the present valley down through which curves modern <i>Eastus Drive</i> . <i>Hickory Street</i> was never built. see also: Eastus Drive .
High Street		see: Ash Street
Keaton Street		see: Pittman Street
Ida Street		see: Flanders Street
Interstate 30	U.S. Interstate 30 Tom Landry Freeway Dallas- Fort Worth Turnpike Dallas-Fort Worth Toll Road	In 1957 this segment of transcontinental interstate highway was originally built as a privately owned toll road, the <i>Dallas –Fort Worth Turnpike</i> , running from downtown Dallas to downtown Fort Worth. In its earliest construction there were no entrances or exits in the north Oak Cliff area. Later entrance and exit ramps were added east of <i>Sylvan</i> and for <i>Hampton Road</i> . With its private bonds being paid off, in 1977 this roadway was passed to the Texas Department of Highways and Public Safety. The toll booths were removed in 1978. In year 2001, Interstate 30 between Dallas and Fort Worth was officially designated as the <i>Tom Landry Freeway</i> . This interstate highway has been widened and remodeled multiple times. A one block segment of the north service road alongside the main highway, running west from <i>Sylvan</i> , is today designated

		on the map of the <i>Dallas Central Appraisal District</i> with the name <i>Riverdale Drive</i> , presumably an earlier roadway which has been incorporated into the highway design. The name <i>Riverdale Drive</i> appears in the <i>Dallas Morning News</i> as early as year 1954, but no such street appears in this vicinity on the 1950 edition of the Sanborn Insurance maps (Vol. 5, Sht. 582), nor in the earlier 1922 edition.
Jefferson Street	<i>Never built</i>	Though now hard to believe, the wide <i>Jefferson Boulevard</i> of <i>Oak Cliff</i> once curved through what is today's <i>Kessler Park</i> and ran through the Wm. Coombes Survey. That <i>Jefferson Street</i> , down the center of which ran the <i>Dallas & Oak Cliff Railroad</i> line for commuter train tracks was part of the 1890 plat of the <i>North Oak Cliff Addition</i> . The railway roadbed was graded, but the rails were never fully finished. This portion of <i>Jefferson Street</i> was planned, but never built.
Kellog		see: Duluth Street
Kessler Canyon Drive		<i>Kessler Canyon Drive</i> curves uphill south from <i>Kessler Parkway</i> (along the south bank of Coombes Creek) to just past the south boundary line of the Wm. Coombes Survey where it ends at <i>Evergreen Hills Road</i> . This street is entirely within a 37 acre tract owned by longtime <i>Dallas Morning News</i> editor G.B. Dealey, from 1904 until his death in 1946. Except for the parkway this area remained undeveloped during G.B. Dealey's lifetime. The <i>Kessler Woods addition</i> within which this street runs appears to have been platted in year 1952, and the <i>Kessler Canyon Drive</i> name first appears in the <i>Dallas Morning News</i> two years later.
Kessler Inner Boulevard		see: <i>Kessler Parkway</i>
Kessler Parkway	Kessler Inner Boulevard	<i>Kessler Parkway</i> , running along the south side of Coombes Creek through the southeast quadrant of the Wm. Coombes Survey, was planned in 1920 by renown urban planner George E. Kessler, at the request of local landowners. Initially the Kessler's design had parkway street running along both sides of the creek, from east of <i>Beckley Avenue</i> (where they tied into the nearby Oak Cliff viaduct), westward upstream to <i>West Davis Avenue</i> . At that point in time, this route was all outside the limits of the City of Dallas. Like Kessler's earlier parkway plan for Turtle Creek, the second parallel roadway on the opposite side of the creek was never built. Shortly after Kessler's death in Indianapolis in 1923, this Coombes Creek parkway was named <i>Kessler Memorial Parkway</i> – the <i>Memorial</i> part of the original name seldom, if ever, used. This portion of <i>Kessler Parkway</i> opened in 1925. During its formative years, <i>Kessler Parkway</i> was sometimes called <i>Kessler Inner Boulevard</i> , a name still cited on a map of the Wm. Coombes Survey, Abstract No. 290, Dallas County Plat Books.

Knob Hill Place		A short cul-de-sac with a turnaround, Knob Hill Place is within the <i>Kessler Woods</i> addition in the southeastern quadrant of the Wm. Coombes Survey. The name Knob Hill Place first appeared in the Dallas Morning News in year 1957.
Knob Hill Road		A block long street curved around a knob of hill – some of the most difficult terrain along the escarpment, -- Knob Hill Road is within the <i>Kessler Woods</i> addition, situated in the southeastern quadrant of the Wm. Coombes Survey. The name Knob Hill Road first appeared in the Dallas Morning News in year 1962. It would be many years before all the lots in this steeply sloping terrain held houses.
La Altura Lane		Located in the northwest quadrant of the Wm. Coombes Surey, La Altura Lane runs north-south for one long block, located three blocks east of <i>Camelita Street</i> and being parallel to it.
Ladd Street		Ladd Street today is shown on the Dallas County Central Appraisal District map as running for one block north-south for one block, Bedford and Duluth in the northwest quadrant of the Wm. Coombes Survey. In aerial photos there seems to be no paving along the complete distance. The Ladd Street name seems to a discontinuous extension of that name, running south from <i>Canada Drive</i> and the Trinity River levee, ending about six blocks to the north of this Ladd Street segment.
Lake Street		see: Parvia
Langley		see: Duluth
Leroy Street	<i>No longer exists</i> Pecan Street Coombs Street	On the Murphy & Bolanz plat map for the entire William Coombes Survey (Addition Book 2, Sheet 264) there is shown an east-west street running perpendicularly off of <i>Earle Street</i> , about a block south of <i>Fort Worth Avenue</i> – labeled Leroy Street . Leroy James Flanders (1888-1956) was a son of architect James E. Flanders and his wife Mary. On this Murphy & Bolanz map the residence of Flanders is labeled – west of Earle, between Fort Worth Avenue and Leroy Street. On the first plat of Flanders Heights with Dallas County Records (vol. 67m o, 283), August of 1884, this street was given the name Coombs Street , extending from <i>Wait Street</i> , across <i>Earle Street</i> to the alley running along the eastern edge of the addition. On the map drawn by Murphy & Bolanz for the first version of Flanders Heights plat (Addition Book 2, Page 202) this is labeled with the name <i>Pecan Street</i> . On the revised plat of <i>Flanders Heights</i> , this street was not shown at all.
Lewis Street		see: Evanston Street
Lindsey Street		see: Duluth Avenue
Louis Street		see: Castle Street
Mable Street		see: N. Edgefield Avenue
Mabel Street		see: Mobile Street

Maggie Street		see: Windomere Avenue
Main Street	McCauley Street West Commerce Street	<p>The name <i>Main Street</i> has been used several times in several different locations within the William Coombes Survey. It seems to be an extension of <i>Main Street</i> in downtown Dallas. In the past it was used as the name for a street between the <i>Texas & Pacific Railroad</i> tracks and the incomplete <i>West Dallas Railroad</i> a commuter rail- track path that was abandoned then the land later used for industrial purposes. Today's <i>Main Street</i> in the William Coombes Survey runs parallel with the south side of the <i>Texas & Pacific Railroad</i>, for a distance of about two blocks, at the eastern edge of the William Coombes Survey. Its path appears in the plat of the 1907 <i>John Guest's Addition</i>, with the name <i>McCauley Street</i>, then the 1922 edition of the Sanborn Insurance maps gives this short segment the name "<i>Queen Place (arbitrary)</i>".</p> <p>A western extension of this <i>Main Street</i> continued west beyond <i>Sylvan</i>, all the way west to <i>Vilbig</i>, and today is called <i>West Commerce Street</i>.</p>
Malone Drive		<p>West of the site of the now empty Belmont Hotel, <i>Malone Drive</i> runs one block north of <i>Fort Worth Avenue</i>, serving as the main entry to the enclave of private homes along the top edge of the escarpment, created by Belmont owner Monte Anderson in the 21st century on the five acre site of the former homestead of Dr. & Mrs. F.E. Ormsby.</p> <p>The <i>Malone</i> name honors Mr. & Mrs. J.B. Malone, co-founders of the Belmont Hotel sited adjacently on the east. John Beasley "Johnnie" Malone (1896-1963) and his wife Cornelia Blanca Julie "Nell" (Maschek) Malone (1904-1957) were managing owners of the Belmont when it was built in 1946 and opened in 1947.</p>
Malone Cliff View		A serpentine shaped street with a circle at its north end, <i>Malone Cliff View</i> is the principal interior street of the small enclave of private homes along the top edge of the escarpment, immediately west of the now-empty Belmont Hotel.
Manacor Lane		<p>Today in the northern portion of the Wm. Coombes Survey, north of the 1888 plat of the <i>Z.E. Coombes West End Addition</i> and its <i>Duluth Street</i>, an east-west street named <i>Manacor Lane</i> runs east from <i>Conklin Street</i>, parallel to <i>Tea Olive Lane</i>.</p> <p>The origin of this <i>Manacor Lane</i> name is unknown.</p> <p><i>Manacor Lane</i> was never cited in <i>the Dallas Morning News</i> prior to 1984 – the last editions presently archived for research.</p>
Maple Street		see: Crossman Avenue also: N. Edgefield Avenue
Martin Street	<i>No longer exists</i>	<i>Martin Street</i> was created by the platting of the <i>Walker, Martin and Gobles Addition</i> – in the northwest corner of the William Coombes Survey, and presumably is named in honor of Mr. Martin, one of the addition's namesake partners. It ran east-west, two blocks south of <i>Eagle Ford Road (Singleton)</i> .
Mary Street		see: Ormsby Street
McCauley Street		see: Main Street
Medina Street		see: Crossman Street

Missouri Pacific R.R.		see: Texas & Pacific Railroad
Mobile Street	Mabelle Street	<i>Mabelle Street</i> was created along this path by the plat of Robinson's Addition. Maybelle Robinson is a name of both a daughter (1860-1894) of area pioneer Benjamin Franklin Robinson (1807-1884) and also the name of one of his granddaughters (1893-1975). Spelling of their name(s) is sometimes Mabell, sometimes Maybelle, ec.
Montclair Avenue	Nahant Avenue	<i>Montclair</i> is another street name extended northward from the <i>Winnetka Heights</i> addition . Originally this was platted in the first, 1884, <i>Flanders Heights addition</i> as <i>alley</i> . It follows the eastern edge of the bois-d'arc hedge corral William Coombes had planted in the 1840s to protect his horses and cabin from marauding Comanche raiders. An unaligned street segment running south of <i>Fort Worth Avenue</i> now also bears the <i>Montclair</i> name. It was not part of the <i>Flanders Heights</i> plat, but appears as a street during the 1920s – with "no name" on the 1922 Sanborn Insurance map. That 1922 Sanborne map gives a name <i>Nahant Avenue</i> for today's <i>Montclair</i> running north from <i>Fort Worth Avenue</i> .
Morton Street	<i>No longer exists</i>	<i>Morton Street</i> was created in the 1889 plat of the <i>Roberts + Wrights Addition</i> , running along the eastern boundary line of the William Coombes Survey, from <i>Forth Worth Avenue</i> to the <i>Texas & Pacific Railroad</i> . Though no street exists there today, its path would have been aligned with portions of <i>Pittman Street</i> south of <i>Fort Worth Ave.</i> and <i>Beeville</i> north of the tracks.
Muncie Avenue	Poe Avenue	The path of <i>Muncie Avenue</i> , running east-west one block north of the <i>Texas & Pacific Railroad</i> tracks was created in the <i>Z.E. Coombes West End Addition</i> plat of 1888 under the name <i>Poe Avenue</i> . The reason for that <i>Poe Avenue</i> name is unknown. The <i>Muncie Avenue</i> name now extends to an unaligned segment along the north side of the train tracks east of today's <i>Sylvan Avenue</i> . Of unknown origin, the <i>Muncie Avenue</i> name first appears in the <i>Dallas Morning News</i> in year 1954.
Nahant Avenue		see: Montclair Avenue
Navaro Street		<i>Navaro Street</i> runs north from <i>Fort Worth Avenue</i> for two long blocks, parallel to and one block west of, <i>Vilbig Road</i> . Then after being discontinuous for two long blocks, a second segment continues north from <i>Seale Street</i> to <i>West Commerce Street</i> . The southern segment does not appear as any street at all on the Sanborn Insurance map of the 1922 edition (Vol. 5, Sht. 581), but the northern segment is shown on that map with the name <i>Mohawk Street (Arbitrary)</i> —running along a pathway created, but unnamed, in the revised plat of the <i>W.R. Fisher Addition</i> filed within the <i>West Dallas addition</i> -- Dallas County Deed Records, Vol. 106, Page 171 (22 nd June 1889). The source of the <i>Navaro</i> name is unknown. <i>Navaro Street</i> is cited in <i>The Dallas Morning News</i> as early as 1938. It appears in the 1950 edition of the Sanborn Insurance maps (Vol. 5, Sht. 581).

<p>Neal Street</p>		<p><i>Neal Street</i> runs for three blocks north of <i>Fort Worth Avenue</i> on a skewed line originally running just outside the western hedgerow of the bois d'arc tree corral pioneer William Coombes had planted in the mid 1840s to thwart Comanche raiders who had been stealing his horses. A twenty-four foot wide access easement running between the hedgerow and Coombes family cemetery area, was deeded in 1887, but whether that easement was ever regularly used is unknown.</p> <p>In 1909 a parcel of land, apparently including the pioneer cabin of Mabel Gilbert, later bought and occupied by William Coombes, was sold to Thomas Winifrey Neel 1868-1924) whose family became longtime residents of the area. The name of the street is a variation of the spelling of their family surname (perhaps to avoid repetition of an earlier <i>Neel Street</i> named in Dallas in year 1925).</p> <p>Though the access easement had been deeded in 1887, no street at all is shown in this location on the 1922 edition of the Sanborn Insurance map (Vol. 5, Sht. 581). This <i>Neal Street</i> then appears in the 1950 edition of the Sanborn maps (V. 5, Sht. 581).</p> <p>Discontinuous for a gap north of <i>Walmsley</i>, another short segment of roadway named <i>Neal Street</i> winds uphill south, off of <i>Seale Street</i> below.</p>
<p>Ninth Street</p>	<p><i>Only segments were ever built</i></p>	<p>Today it seems hard to imagine that the <i>Ninth Street</i> of Oak Cliff – miles to the south – once curved through <i>Kessler Park</i> and across the Coombes Creek inside the Wm. Coombes Survey; but a giant curving fan of the streets, following the climb of the <i>Oak Cliff & Dallas Railroad</i> computer train, had been planned. In 1890 such a <i>Ninth Street</i> was included in the plat of the <i>North Oak Cliff Addition</i>. The train roadbed was graded, but apparently no tracks were finally laid here, and a train never operated. This <i>Ninth Street</i> was never built, except for a straight portion following the east boundary line of the Wm. Coombes Survey which became <i>Cedar Hill Road</i>, surviving today as a segment of <i>Pittman</i></p> <p>See also: Cedar Hill Road See also: Pittman</p>
<p>Oak Knoll Drive</p>		<p>Situated in the southeast corner of the Wm. Coombes Survey, <i>Oak Knoll Drive</i> climbs south into the <i>East Kessler</i> neighborhood from <i>Kessler Parkway</i> along the south bank of Coombes Creek. This <i>Oak Knoll</i> name was first cited in the <i>Dallas Morning News</i> in August of 1940.</p>
<p>Oak Street</p>		<p>The name <i>Oak Street</i> was used several different times, for different streets in different areas of the Wm. Coombes Survey. see: Evanston Street see: Yorktown Street</p>

Obenchain Street	Elm Street	<p>Harry L. Obenchain (1866-1953) was an attorney for Dallas County and, briefly, for the City of Oak Cliff. His wife was Emma (Gano) Obenchain, a daughter of R.M. Gano, a founding preacher for the Western Heights Church of Christ.</p> <p>The name Obenchain Street is created in the plat of the 1888 <i>Terrace Grove</i> addition, where is designated the curving street segment now called <i>Sylvan</i>, north of <i>Fort Worth Avenue</i>. This first Obenchain Street ran along the base of the cliff, where the land above had been sold to Harry L. Obenchain for his new residence, built on the site later used for the Belmont Hotel.</p> <p>At some later date, the street name was extended north, across today's <i>Seale Street</i>, onto a path originally platted with the name <i>Elm Street</i> in the 1888 <i>W.R. Fisher Addition</i>, south of the train tracks.</p> <p>This Obenchain Street name was also extended north of the railroad tracks into the <i>Z.E. Coombes West End Addition</i> where the <i>Elm Street</i> name had originally been continued in the plat of 1888. The name <i>Elm Street</i> appears on the 1922 Sanborn map of the area, but was a name already used by the City of Dallas, downtown, and would have had to have been changed when the area was annexed into Dallas city limits.</p> <p>See also: Sylvan</p>
Pablo Street		<p>Located just north of the <i>Texas & Pacific Railroad</i> tracks, along the western boundary line of the Wm. Coombes Survey, this one block long Pablo Street is accessible only off of <i>Vilbig Road</i>.</p>
Pacific Avenue	<i>No longer exists</i>	<p>Pacific Avenue was a name given to a street running along the north side of the right of way of the Texas & Pacific Railroad in the platting of the <i>Walker, Martin and Gobles' Addition</i>, in the northwest corner area of the Wm. Coombes Survey.</p>
Pate		<p>see: Bedford Street</p>
Ormsby Street	Mary Street	<p>Mary Street was a name created in the 1888 plat of the <i>W.R. Fisher Homestead Addition</i>, running south for the Texas & Pacific Railroad tracks at the base of the escarpment. At some point in the past this street was renamed Ormsby Street. The Ormsby Street name was first cited in the Dallas Morning News in year 1934.</p> <p>The origin of the name Mary is undocumented, but most likely was an honor to deceased first wife of the W.R. Fisher family who created the 1888 plat of this <i>W.R. Fisher Homestead Addition</i>, Mary Ann (Coombes) Fisher (1850-1881), a grand-daughter of William Nelson Coombes (1803-1867). She had inherited this land in 1866.</p> <p>Dr. Floyd Edwin Ormsby (1885-1952) and his wife Isabel C. (Frost) Ormsby (1892-1984) lived for many years on a five acre tract south across <i>Seale Street</i> from today's Ormsby Street – with an address of 919 Fort Worth Avenue (site of today's <i>Malone Cliff View</i> street).</p>

Parvia	Lake Street	The path of Parvia Street was created by the 1889 plat of "Addison Park Addition", in the northeast corner of the William Coombes Survey, where it was originally given the name Lake Street .
E. & W. Pearl Street		see: Pollard Street
Pecan Street		This street name was used for different streets in different locations in the Wm. Coombes Survey see: Leroy Street (<i>No longer exists</i>) see: Sylvan for another use of the name
Pine Street		see: Winnetka Avenue
Pittman Street	Keaton Street Rush Street Cedar Hill Road Ninth Street	In the 1889 plat of the <i>Roberts & Wright's Addition to West Dallas</i> , a street running along the east edge of the Wm. Coombes Survey was given two names, <i>Keaton Street</i> and <i>Rush Street</i> . Today, this is no longer the path of any street north of <i>West Commerce</i> . In the 1890 plat of the <i>North Oak Cliff Addition</i> , a <i>Ninth Street</i> was shown running north-south along the eastern boundary line of the Wm. Coombes Survey, the route of today's Pittman Street , which now runs for a long block's distance south of <i>West Commerce Street</i> . For a period of time this long half-section-line roadway was called <i>Cedar Hill Road</i> , and in 1924 the roadbed cut climbing the escarpment just south of Coombes Creek was completed after long delays. For a brief time this was the highway from the city of Dallas to the city of Cedar Hill, running from West Commerce south past Evergreen Hills Road; but its path was interrupted by the 1930 construction of the first Coombes Creek Flood basin, (which for a couple of decades occupied the site of the modern Post Office building along <i>Interstate 30</i>).
Poe Avenue		see: Muncie Avenue
Pollard Street	East Pearl Street	In the 1888 plat of the <i>W.R. Fisher Homestead Addition</i> , <i>East Pearle Street</i> was created as an east-west street running from what is today <i>Topeka Street</i> west to today's <i>North Edgfield</i> , arbitrarily drawn in a path slicing across the long steep northern face of the escarpment slope. There is no evidence that any serious attempt was made to build such an impractical layout along the slope, but the eastern portion, across the flatter land below the escarpment, was and today is named Pollard Street . Of unknown origin, the Pollard Street name first appeared in the <i>Dallas Morning News</i> in year 1928. On the far west side of the Wm. Coombes Survey the Pollard Street name continues, along a path with a slightly different alignment, after a gap of about 2/3 mile, running for one block west of <i>Navaro</i> , crossing <i>Vilbig Road</i> and continuing west. The portion of this street inside the Wm. Coombes Survey was originally platted as a street without a name in the <i>Revised W.R. Fisher Addition</i> shown in the <i>West Dallas Addition</i> plat of June 1889.

Raul Street		Located in the northwest quadrant of the Wm. Coombes Survey, running east-west one block, Raul Street is part of <i>Phase 1</i> of the <i>SoHo Square</i> addition, which opened in 2019.
Riverdale Drive		see: Interstate 30
Robinson Avenue		see: Willomet Avenue
Rodeo Drive		Located today in the northwestern quadrant of the Wm. Coombes Survey, west of the Z.E.Coombes West End Addition, Rodeo Drive runs four blocks west from <i>Borger Street</i> ending with a turn on <i>Carmelita Street</i> . The origin of the name is unknown, but probably alludes to the famous street of this name in the Beverly Hills area of Los Angeles, California. Rodeo Drive is part of <i>Phase 1</i> of the <i>SoHo Square</i> development addition, which opened in 2019.
Ross Avenue		see: Fabrication
Rush Street		see: Pittman Street
Seale Street	Grove Street Terrell Street Haven Avenue	Grove Street was created by the November 1888 plat of the <i>Terrace Grove Addition</i> , running east-west for three blocks west of what is today <i>Fort Worth Avenue</i> . Seale Street , running east of today's <i>Willomet Avenue</i> , appears with the name Terrell Street in the 1909 plat of the <i>Robninsons' Addition</i> . Today a separate and discontinuous Seale Street runs west to <i>Vilbig</i> from <i>Montclair Avenue</i> . As the southern edge of the <i>W.R. Fisher Addition</i> , a street is partially indicated along this line, but neither fully illustrated nor named on the plat. On the Sanborn Insurance map of the 1922 edition (Vol. 5, Sht. 581) this is shown as a street called <i>Haven Avenue (Abritrary)</i> .
Singleton Boulevard	Eagle Ford Road Dallas & Luck's Mill Road Eagle Ford Avenue Eagle Ford Pike	Today's Singleton Boulevard runs along a section-line, the northern boundary of the <i>William Coombes Survey</i> established by the original land grant survey grid laid out by the Peters Colony in the 1840s. The current name was changed in the mid-1940s, at the request of happy business owners along its path, to honor retiring Dallas County Commissioner Vernon Singleton (1904-1956) whose efforts had resulted in the old Eagle Ford Road (its previous name) being regarded and paved.
Spencer Court		North off of <i>West Commerce Street</i> , two blocks west of <i>Sylvan</i> , Spencer Court runs one block north and turns east into <i>Topeka</i> . It is part of the <i>Willie Jaxon Two Amended</i> subdivision. The origin of this Spencer Court name is unknown. Spencer Court was never cited in <i>the Dallas Morning News</i> prior to 1984 – the last editions archived for research. The <i>Willie Jaxon 2 Amended addition</i> appears to have been created around year 2018, with this street probably then established.
Snider Street		see: Duluth Street

<p>Stafford Street</p>	<p>Forest Street</p>	<p><i>Stafford Street</i> was initially created in the first plat of the <i>Flanders Heights</i> addition to West Dallas, filed on the 6th of August 1884. Daniel Stafford was the father-in-law of architect James Flanders, and a partner in the business investment acquiring title to the land and creating Dallas County's first residential subdivision on the west side of the Trinity River. Stafford was a family name, and one of James and Mary (Stafford) Flanders' sons was named Waite Stafford Flanders (1880-1912).</p> <p>Daniel Stafford (c.1827-1907) was born in England. Daniel Stafford's obituary in the Dallas Morning in 1907 remarked that he had died in Chicago, where he had returned after living in Dallas for twenty years.</p> <p>Today's <i>Stafford Street</i> east of Willomet Avenue was named <i>Forest Street</i> in the plat of the <i>Robinson's Addition</i>, the <i>Stafford</i> name was later extended eastward though the two street segments are not fully aligned.</p>
<p>Sylvan</p>	<p>Sylvan Street Sylvan Avenue</p> <p>Obenchain Street</p> <p>Pecan Street</p> <p>Browder Street</p> <p>Tyler</p>	<p><i>Sylvan</i> is so old that there is no clear record of when the portion south of <i>Fort Worth Avenue</i> first started to be used. The name has always been the same. <i>Sylvan</i> from <i>Fort Worth Avenue</i> south up the escarpment to the southern edge of the Wm. Coombes Survey – almost to Evergreen Hills – appears on the 1891 Murphy & Bolanz map of Dallas – though it isn't certain the street had actually been built by that time . (<i>Chappell Street</i> is also shown on that 1891 map crossing the Creek and extending that far south, though there is no evidence that it ever was graded, bridged, or paved that far.) At the crest of the hill, a 1918 deed mentions a re-alignment of the roadbed, bending <i>Sylvan</i> in a slight westward turn.</p> <p>A map of the Wm. Coombes Survey, Abstract No. 290, Dallas County Plat Books, cites this segment of <i>Sylvan</i> inside the Wm. Coombes Survey with a second name: <i>Tyler</i>.</p> <p>The date of construction of the first bridge on <i>Sylvan</i> across Coombes Creek is not known, but there are recollections in the family of John Love of a bridge on <i>Sylvan</i> being used as a dock for rafts ferrying passengers across the Trinity River to Dallas during the great 1908 flood.</p> <p>Extension of <i>Sylvan</i> north of <i>Fort Worth Avenue</i> comes later, and the curving segment of <i>Sylvan</i> today below the empty Belmont Hotel was earlier platted as <i>Obenchain Street</i> in the 1888 plat of the <i>Terrace Grove Addition</i>.</p> <p>The path of the <i>Sylvan</i> extending north to the railroad tracks, briefly follows a <i>Pecan Street</i> first platted in the 1888 <i>W.R. Fisher Addition</i>.</p> <p><i>Sylvan</i> as a major thoroughfare connecting north of <i>West Commerce Street</i> starts to appear on the 1930 aerial photo survey – as the Trinity levee system was being constructed, the <i>Texas & Pacific Railroad</i> track raised, and a street tunnel under the newly elevated tracks is seen.</p>

		<p>North of the railroad tracks, the extended <i>Sylvan</i> follows the path of a <i>Browder Street</i> platted along the east side of the 1888 <i>Z.E. Coombes West End Addition</i>. Lands north of the <i>Z.E. Coombes West End Addition</i> had been sold to J.M. Browder in 1881 and J.M. Browder had then bought the parcel east of the future <i>West End Addition in 1882</i>. A subsequent land deed of sale in 1905 had already created a 20 foot wide road easement extending the <i>Browder Street</i> route north to <i>Eagle Ford Road</i> (today's <i>Singleton</i>).</p>
Tea Olive Lane		<p>Today in the northern portion of the Wm. Coombes Survey, north of the 1888 plat of the <i>Z.E. Coombes West End Addition</i> and its <i>Duluth Street</i>, an east-west street named <i>Tea Olive Lane</i> runs between <i>Conklin Street</i> and <i>Crossman Street</i>.</p> <p>The origin of this <i>Tea Olive Lane</i> name is unknown.</p> <p><i>Tea Olive Lane</i> was never cited in the <i>Dallas Morning News</i> prior to 1984 – the last editions archived for research.</p>
Tenth Street	<i>Never built</i>	<p>Though now hard to believe, the <i>Tenth Street</i> of <i>Oak Cliff</i> once curved through what is today's <i>Kessler Park</i> and ran through the Wm. Coombes Survey. That <i>Tenth Street, part of wide fan of urban blocks laid out along</i> the center of a planned extension of the <i>Dallas & Oak Cliff Railroad</i> line for a commuter train service, was part of the 1890 plat of the <i>North Oak Cliff Addition</i>. The railway roadbed was graded, but the rails were never fully finished. This portion of <i>Tenth Street</i> was planned, but never built.</p>
Terry		see: Borger Street
Terrell Street		see: Seale Street
Terry Street	<i>No longer exists</i>	<p><i>Terry Street</i> was created by the platting of the Walker, Martin and Gobles Addition, and presumably was named in honor of James S. Terry, who independently owned a strip of land along the north side of the T&P Railroad in the southeast quadrant of the William Coombes Survey. <i>Terry Street</i> ran east-west for only one block, five blocks south of <i>Eagle Ford Road</i> (<i>Singleton</i>).</p> <p>see also: Borger Street. A map of the Wm. Coombes Survey, Abstract No. 290, Dallas County Plat Books gives <i>Terry</i> as a secondary name to the <i>Borger Street</i> north of the <i>Texas & Pacific Railroad</i>.</p>
Texas & Pacific Railroad	<p>Union Pacific Railroad</p> <p>Missouri Pacific Railroad</p>	<p>Deeds for this transcontinental rail line's land through the William Coombes Survey were transferred in 1872, with the tracks being set here a year or two later. The ownership company has been bankrupt, sold, and renamed several times since. Right of way through the William Coombes Survey was elevated during construction of the Trinity River levee system, circa 1930. The rails remain in heavy use today. Current land deeds are filed in the name of the <i>Union Pacific Railroad</i>. For simplicity, my history always refers to this track way as the <i>Texas & Pacific Railroad</i>. Understanding transfer of proper current legal ownership title is left for elsewhere.</p>

Texas State Highway 1B		see: Fort Worth Avenue
<i>Thomas Street</i>	No longer exists	see: Yuma Street
Tom Landry Freeway		see: Interstate 30
Topeka	Chestnut Street Vernon	<p><i>Topeka Street</i> was created by the 1889 plat of <i>Addison Park Addition</i>, in the northeast corner of the William Coombes Survey, though the future street along the western edge of the addition, implied by that plat, gave no name for it.</p> <p>Today the <i>Topeka Street</i> name is continued south across the <i>Texas & Pacific R.R.</i> tracks, where in the 1907 plat of the <i>James W. Stoneham's Addition</i> the name of today's <i>Topeka Street</i> conforms to the prior 1888 plat of the <i>W.R. Fisher Addition</i> using the name <i>Chestnut Street</i>. That name was continued in the plats of the adjacent 1889 <i>Roberts and Wright's Addition to West Dallas</i> (on the east side of <i>Chestnut Street</i>) and in the 1907 re-plat of the <i>John Guest's Addition</i>, and in the 19907 re-plat called the <i>James W. Stoneham's Addition</i> (on the west side of <i>Chestnut Street</i>).</p> <p>On a map of the Wm. Coombes Survey, Abstract No. 290, Dallas County Plat Books this segment between the <i>Texas & Pacific Railroad</i> tracks and <i>Fort Worth Avenue</i> is given a secondary name: <i>N. Vernon</i>.</p> <p>It is unknown where the <i>Topeka Street</i> name came from, or why. <i>Topeka Street</i> is first cited by the Dallas Morning News I 1956. <i>Topeka Street</i> now extends across <i>West Commerce Street</i> along a slightly shifted alignment, south to <i>Fort Worth Avenue</i>.</p>
Twelfth Street	<i>Never built</i>	Though now hard to believe, the <i>Twelfth Street</i> of <i>Oak Cliff</i> was once planned to curve through what is today's <i>Kessler Park</i> and ran across the Wm. Coombes Survey. That <i>Twelfth Street</i> , part of wide fan of urban blocks laid out along the center of a planned extension of the <i>Dallas & Oak Cliff Railroad</i> line for a commuter train service, was part of the 1890 plat of the <i>North Oak Cliff Addition</i> . The railway roadbed was graded, but the rails were never fully finished. This portion of <i>Twelfth Street</i> was planned, but never built.
Tyler		see: Sylvan
Union Pacific R.R.		see: Texas & Pacific Railroad
U.S. Interstate 30		see: Interstate 30
N. Vernon		see: Topeka

Vilbig Road	County Road 1st Street	<p>Vilbig runs along the western boundary edge of the William Coombes Survey, a "half-section line".</p> <p>An earlier map uses only a name <i>County Road</i> for this otherwise unnamed thoroughfare.</p> <p>The 1922 edition of the Sanborn Insurance maps for Dallas, Vol. 5, Sheet 579, designates this as "<i>1st Street</i>".</p> <p><i>Vilbig Brothers Construction</i> was a large commercial building contractor company, founded in 1890. In the 1955 <i>Dallas City Directory</i>, its address was given as 2026 <i>Singleton Boulevard</i>, almost half a mile west of where their name was given name to this street. The <i>Vilbig road</i> name first appears in the <i>Dallas Morning News</i> in 1936.</p>
Waite Street		see: N. Edgefield
Walker Street	<i>No longer exists</i>	<i>Walker Street</i> was created by the platting of the <i>Walker, Martin and Gobles Addition</i> , and presumably was named in honor of E.L. "Ed" Walker, one of the addition's namesake partners. It ran east-west, one block south of <i>Eagle Ford Road (Singleton)</i> in the northwest corner of the Wm. Coombes Headright.
Walnut Street		see: N. Edgefield
Walmsley Street		<i>Walmsley Street</i> was initially created in the first plat of the Flanders Heights addition to West Dallas, filed on the 6 th of August 1884. Walmsley was the maiden name of the mother of architect James E. Flanders – Isabella (Walmsley) Stafford (1829-1918).
West Dallas Pike		see: Fort Worth Avenue
West Dallas Railroad	<i>Never completed</i> Dallas & Oak Cliff	As an extension up the escarpment into West Dallas (today's Western Heights) a separate branch of the <i>Dallas & Oak Cliff</i> commuter railroad of the late 1880s, was planned to fork at a point north of West Commerce Street, off from the tracks of the <i>Dallas & Oak Cliff Railroad</i> and climb a long diagonal up the north face of the escarpment alongside the <i>Texas & Pacific Railroad</i> tracks already set in place and the street at the base of the escarpment now called <i>West Commerce Street</i> . This electric railway commuter line was to extend far west – once touted as going all the way to the city of Fort Worth, many miles west. Land in the Wm. Coombes Survey was purchased, schedules for trains were even discussed and published, but there is no evidence that the tracks were ever finished to the point where any commuters ever traveled this rail line.
Wickmere Mews		A secondary service alley serving the townhomes along the western edge of the 21 st century development of the five acre site of the former homestead of Dr. F.E. Ormsby west above the now empty Belmont Hotel. <i>Wickmere Mews</i> runs north-south between <i>Mobile Street</i> and <i>Stafford Street</i> .
William Avenue		see: Bayonne

<p>Willomet Avenue</p>	<p>Robinson Avenue</p>	<p><i>Willomet</i> is a street name extended north from its origin in the <i>Winnetka Heights</i> neighborhood. On the 1884 <i>Flanders Heights</i> addition plat this is designated as an <i>alley</i>, but called <i>Robinson Avenue</i> on the 1909 plat of the <i>Robinson Addition</i>.</p> <p>North of today's Seale Street an earlier College Street had been platted in the 1888 <i>W.R. Fisher Homestead Addition</i>, running north from the <i>Texas & Pacific Railroad</i> tracks, climbing in an impossibly steep path up the north face of the escarpment to what is now <i>Seale Street</i>. This upper portion, at the corner of the escarpment, was a flat open area which became the site of the 1887 <i>Nazareth University</i> (hence the <i>College Street</i> name). Today only a short segment of that <i>College Street</i> remains, as an extension of today's <i>Willomet Street</i> coming up from the south and running about half a block north of today's <i>Seale Street</i>.</p>
<p>Windomere Avenue</p>	<p>Maggie Street</p>	<p><i>Windomere</i> is a street name extended north from its inception in the <i>Winnetka Heights</i> neighborhood.</p> <p>A <i>Hotel Windermere</i> was built in the Hyde Park neighborhood of Chicago in 1892, and might have been another place-name developer L.A. Stemmons derived for his <i>Winnetka Heights</i> addition from his law school and real estate apprenticeship period in Chicago. Windermere is also an ancient place name in England.</p> <p>North of Fort Worth Avenue, this street as originally platted in the first, 1884, <i>Flanders Heights addition</i> as <i>Maggie Street</i>. The origin of the name Maggie for this 1884 street name is unknown, perhaps a Flanders or Stafford family nickname.</p>
<p>Winnetka Avenue</p>	<p>Pine Street Earle Street</p>	<p>The name <i>Winnetka Avenue</i> was created in the plat of the <i>Winnetka Heights</i> addition and carried northward into the William Coombes Survey – apparently at the time the area was annexed into the City of Dallas. The name was probably brought by developer L.A. Stemmons from Chicago where he studied law and apprenticed in real estate work.</p> <p>In the 1884 plat of the <i>Flanders Heights</i> addition, this was originally <i>Earle Street</i>. Earle Brownlee Flanders (1883-1884) had been an infant son of architect James E. Flanders. <i>Earle Street</i> was originally platted to extend south across Coombes Creek to the south boundary of the William Coombes Survey, but there is no evidence of any bridge being built or a street created south of the creek.</p> <p>The <i>Flanders Heights</i>' plat continued <i>Earle Street</i> south to the southern line of the William Coombes Survey, but today's <i>Winnetka Street</i> is discontinuous and unaligned between <i>Fort Worth Avenue</i> and <i>Canterbury Circle</i>.</p> <p>North of the <i>Texas & Pacific Railroad</i> tracks, the <i>Winnetka Avenue</i> name today is used for <i>Pine Street</i>, created in the Z.E. Coombes West End addition.</p> <p>Often discontinuous and unaligned, the name <i>Winnetka Avenue</i> now reappears again north of today's <i>Singleton Boulevard</i>.</p>

Wright's Avenue	<i>No longer exists</i>	<p>Wright's Avenue was created in the 1887 plat of <i>Wright's Addition</i>, running for one block north of today's <i>West Commerce Street</i> near the east edge of the Wm. Coombes Survey. That street's path corresponds approximately to being half a block east of today's <i>Yuma Street</i>.</p> <p>A second Wright's Avenue, in a slightly different location, was platted two years later in <i>Roberts & Wright's Addition to West Dallas</i>, running north from today's <i>West Commerce Street</i> two blocks north to the <i>Texas & Pacific Railroad</i>. That street's path corresponds roughly to the location of today's <i>Beaver Street</i>.</p>
Yellow Jasmine Lane		<p>Today in the northern portion of the Wm. Coombes Survey, north of the 1888 plat of the <i>Z.E. Coombes West End Addition</i> and its <i>Duluth Street</i>, an short street named Yellow Jasmine Lane runs east of, and parallel to, <i>Crossman Street</i> – between <i>Duluth</i> on the south and <i>Tea Garden Lane</i> on the its north end.</p> <p>The origin of this Yellow Jasmine Lane name is unknown. Yellow Jasmine Lane is not cited in <i>the Dallas Morning News</i> prior to 1984 – the last editions presently indexed online.</p>
Yorktown Street	Oak Street	<p>In the 1890 plat of the <i>North Oak Cliff Addition</i>, a street running east-west was named Oak Street along the east edge of the Wm. Coombes Survey, east of <i>Fort Worth Avenue</i>, and its location corresponds to the route of today's <i>Yorktown Street</i>.</p>
Yuma Court		<p>Yuma Court runs east-west for one block between <i>Yuma Street</i> and <i>Beaver Street</i>. It is parallel to, and one block north of, <i>West Commerce Street</i>, in a position about one block west of the eastern edge of the William Coombes Survey. In the archives of the <i>Dallas Morning News</i>, the names <i>Yuma Court</i> and <i>Yuma Street</i> first appear in 1956 when Dallas County voted funds for asphaltting them.</p>
Yuma Street		<p>The 1907 <i>John Guest's Addition</i> created a new <i>Thomas Street</i> running parallel, a short ½ block distant to the east of <i>Chestnut Street</i> (today's <i>Topeka Street</i>). Today the path of <i>Thomas Street</i> does not exist as a contemporary street, but appears to near the path of Yuma Street.</p> <p>Another one block long segment of a Yuma Street runs in a corresponding alignment on the north side of the <i>Texas & Pacific Railroad</i> tracks, between <i>Muncie</i> and <i>Fabrication Streets</i>.</p> <p>It is unknown when the Yuma Street name was adapted or why. The Yuma Street name was first cited in the <i>Dallas Morning News</i> in year 1956.</p>