



## A new address, a new look

*Spring re-opening date probable for museum at Landmark Depot Crossing*



*City of Garland Photo.*

**DART train passes in background as 1910 rail car, on trailer, is moved toward its new site on Sixth Street.**

San Antonio has its Alamo. Fort Worth has its stockyards. Dallas has its Reunion Tower. And Garland has its Landmark Depot Museum.

What better symbol for a city that grew up around

two railroad lines -- the M-K-T and the Gulf, Colorado & Santa Fe? In the city's master plan for the redevelopment of downtown Garland, now in its second phase, the

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# A signature symbol for downtown entryway

*Museum, railcar will be featured in Walnut Street corridor*



*City of Garland photo.*



*Landmark photo by Joan Nelson.*



*Landmark photo by Bob Compton.*

## The Big Move

The 1910 rail car, (top left) a part of Landmark Depot Museum since 1974, is transported on trailer from its Heritage Park site near the Patty Granville Performing Arts Center to new Sixth Street site, behind Nicholson Memorial Library (Garland Central Library) on August 22. The depot museum (top right) follows on Sept. 7. At left, the two are rejoined at new site to be known as Landmark Depot Crossing, awaiting firm placement, renovation and park development before reopening early in 2014.

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historic 1901 Santa Fe Depot Museum and its companion 1910 Pullman car will highlight the handsomely landscaped Landmark Depot Landing corridor leading to the city's center.

The Museum and the railcar are now in place at the new location at Sixth Street and Walnut, behind Nicholson Memorial (Central) Library, but months of installations, including landscaping and specially crafted markers, renovation of the rail car and depot, and parklike settings on Walnut, are to be finished before a grand opening is scheduled.

The space occupied by the museum and railcar is to be known as Landmark Depot Crossing, a salute to the city's growth around the railroad lines. West Walnut Street, between South Glenbrook Drive and Fifth Street will be designed as an entryway to the heart of downtown -- City Center -- a core that includes City Hall, the Granville Performing Arts Center, the Square, the Fifth Street Crossing retail/residential development, and a new 2-story parking garage on the site formerly occupied by the depot/railcar museum and the historic Pace and Lyles houses.

With the development of Landmark Depot Crossing at Walnut and Sixth Streets and the showcase, parklike location, the Museum and its accompanying railcar could well become the symbol for the city, which has heretofore not had one.

For the move, all exhibits and archival material had to be removed from the depot museum and has been temporarily stored in a city building near City Hall. Current plans call for Landmark to begin moving back into its building in late October and for the move to be completed by late November or early December.

When touchups and improvements have been made -- at present including a possible renovation of the rail car and/or installation of a specially designed canopy to protect it from further deterioration -- a re-opening date will be determined, probably in the spring of 2014, perhaps with a series of special events.

In the meantime, the Pace and Lyles houses, which shared the old Heritage Park

## Landmark Links

Photos and videos of the relocation of the Landmark Depot Museum and its rail car to a new site on Sixth Street can be accessed at these websites

<https://www.facebook.com/media/set/?set=a.218210928335582.1073741826.156695281153814&type=3>

<http://garlandtx.swagit.com/play/09162013-605>

<http://www.ci.garland.tx.us/civicax/filebank/blobdload.aspx?BlobID=9521>

location with the museum, still sit on special trailers behind the Granville Performing Arts Center at some expense to the city while it attempts to decide their fate.

On their former site, the city is constructing a 2-story parking garage which will serve city staff, downtown residents, and visitors.

Earlier, the city abandoned a plan to move the Pace house to a location in Central Park because of the high cost, and announced that both houses would be razed. After protests by a small group of residents and non-residents, the city postponed further action until the year's end, allowing the groups time to offer a plan to preserve the structures.

In a September 3 City Council meeting, Councilman John Willis motioned that the city offer \$10,000 from its projected 2014 budget surplus to Landmark for help in museum repairs and additional exhibit cases and other needed materials. He praised Landmark for its 40 years of service to the community and devotion to preserving Garland's history and heritage, pointing out that the city often called on the museum to provide it with vital historical information.

His motion failed, on a 5-4 vote, with Mayor Doug Athas explaining that other organizations might also need help. He suggested that Landmark apply for funding through regular channels, outlining its projects and specifics on how the money would be spent. Voting "yes" with Willis were Councilmen Stephen Stanley, B.J. Williams, Scott LeMay and Jim Cahill.

GARLAND HISTORY BITS: DID YOU KNOW?

## The man who gave an elementary school its name

W. C. Daugherty didn't live to see the elementary school bearing his name that rose on the five acres he gave to the Garland school district in 1949. He died in November 1950, just a few weeks short of his 48th birthday, in a Fort Worth hospital where he had been taken after suffering a heart attack while attending a livestock show in that city.

A landowner and civic leader, he had been a member of the Garland School Board for nine years at the time of his death and had served as its president in 1949.

Plans for the school had been made in 1949 when Daugherty offered the five acres at Miller Road and Fifth Street as the site for the structure. Construction began several months after his death and the school opened in January, 1952, as the district's second elementary school, to accommodate 300 students. Its first principal was the late Ralph Sanders.

Daugherty was educated in Garland schools and at the famous old Terrill Preparatory School in Dallas, which had been established on Swiss Avenue in 1906 as a school to rival the best eastern prep schools. Terrill School was attended by the sons of Dallas' most noted families, and eventually moved to Ross Avenue before it closed its doors



*Garland DISD*

**The first W.C. Daugherty Elementary School, 1952, (inset, top left), and the new \$17-million complex that replaces it. Miller Road is the street at top, 5th Street at right foreground. Pictured at lower right is W. C. Daugherty.**

in 1944 to be succeeded by Cathedral School for Boys. Finally, through other mergers, it became St. Mark's School of Dallas.

As Garland grew, enrollment eventually had the Daugherty school bursting at the seams, and though several additions and renovations eased the problem, by 2011 it was swamped and students had to be bussed to other schools.

The school board decided in 2011 to raze the structure and in 2012 the 60-year-old school was leveled and a new state-of-the-art, \$17-million complex took its place, opening its doors to students this fall. The new school is designed to take care of up to 650 students.

It still bears the name of W. C. Daugherty, but otherwise reflects changes in the school district and the city that the civic leader could not have imagined. About 85 per cent of its students are Hispanic, and 88 percent are considered economically disadvantaged.

In 1950, Garland's population was a little more than 10,000. Today, it is estimated to be more than 230,000. The school district, twelfth largest in Texas, employs more than 7,300 people, and has more than 58,000 students. Its facilities include 71 campuses, including two pre-kindergarten, 47 elementary schools, 12 middle schools, and 8 high schools.



*2014 calendar is mailed*

A 1970s photograph of the Garland Landmark Society's Santa Fe Depot is featured on the cover of the Landmark Museum's 2014 calendar, which was mailed to members in September.

The 1901 building was moved to the site in Heritage Park, and re-opened in 1974. Its latest move, to a signature location on Sixth Street to be known as Landmark Depot Crossing, was completed in September.

Other historic photographs in the new calendar, all from the archives of Landmark, include a 1941 view of Garland's telephone switchboard and its operators handling calls before a switch to automatic dialing in the spring of that year, and a

1911 shot of a crowd cheering on buggy racers on a track north of present day Avenue D east of Third St., just outside of city limits of that time, and out of danger of enforcement of city ordinances that prohibited such races in then.

Sales of the calendar, plus membership dues and revenue from other museum publications, help fund maintenance of the non-profit museum which is staffed by volunteers.

This is the fourteenth in the series of calendars produced by the museum, and its volunteer workers.

Priced at \$8, it will be available at the museum when it reopens, and now at Roach Feed & Seed, 409 Main St., and at McGillicuddy's antiques, west side of the Square.

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Landmark Society**

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## The Depot Museum

Landmark Depot Crossing  
393 N. Sixth Street  
Garland TX 75040

The Depot Museum and the Rail Car are operated by the Garland Landmark Society, a non-profit and volunteer organization.

The structure will remain closed while undergoing repairs and renovation at its new site. A date for reopening and hours of operation will be announced.

Admission will remain free, though donations are encouraged

### Website

[www.garlandhistorical.org](http://www.garlandhistorical.org)

## Membership

Memberships are available at these rates:

Individual \$15  
Couple \$20  
Corporate \$100

To join or renew, enclose payment with this information and mail to:

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