



The Maimed Attraction

Prized Pullman rots away for lack of renovation funds



By Claude Doane

It sits, decaying, as it has since 1976, on rails that go nowhere, in front of the old Santa Fe Depot, the most apparent symbol of the Landmark Society Museum.

When it was built by the Pullman Company in 1910, the 70-foot, 62-ton car was known as "Smoker 582," an 84-passenger day coach for Santa Fe Railroad.

After several transformations over

the years to fit changing needs, it finally was retired in 1974 and stored at Santa Fe yards in Slaton, near Lubbock, in far West Texas, where its interior had been gutted and refashioned as a home for a yard foreman.

It came to its current location in November, 1976, a gift from Santa Fe to the citizens of Garland. And there it has languished for 35 years, with sporadic attempts at renovation

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Tell Us a Story

If you're a Landmark Society member or friend -- and you must be if you're reading this -- you have stories, personally observed or related to you by your mother, father, grandparents, or other relatives and old friends -- about Garland's past.

Share those bits of folklore and history with other members. Write them and send them to us for possible use in ON TRACK.

These memories might be of incidents, of places or of people, your own relatives or others -- teachers, merchants, religious leaders, farmers -- all those who played a part in the daily life of the community.

Send your stories and/or queries to the newsletter:

to2ontracked@yahoo.com

NEW OFFICERS NAMED TO FILL TREASURER, SECRETARY POSITIONS

Mary Dingle, longtime corresponding secretary of the Landmark Society, has been named its treasurer and newcomer Debbie Goldin will succeed her in a reshuffle of officers following the May resignation of treasurer Tammi Omer for personal reasons.

President Joann Nelson announced the new lineup.

Dingle, a Landmark member since 2002, also created its newsletter, *On Track*, in 2004 and had edited the

quarterly since then. Board member Bob Compton will succeed Dingle as *On Track* editor.

Native Floridian Dingle came to Garland in 1999 with her husband, Jim Dingle, parts manager for Rusty Walls Volkswagen in Garland. She has a son and daughter and three grandchildren, all back in Florida.

An avid reader, she is a former vice president and treasurer of Friends of the Garland Public Library,

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Car restoration efforts come to naught

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halted by lack of funding, stiff requirements imposed by grant organizations, and lack of sustained interest by the City of Garland.

Things looked promising when the car took its place in front of the depot museum, with public interest at a high point. Badly in need of repair, its acceptance was approved after Dr. Dan Monaghan, a Garland optometrist and railroad enthusiast, was asked by then-Landmark President Michael Hayslip to travel to Slaton, assess the car and make a recommendation. Dr. Monaghan judged it would be a valuable addition to the fledgling museum.

Early plans to transform it into a tea room were derailed for a number of reasons, including tangles with bureaucracy. Later proposals would fashion its interior for a model railroad layout, or a meeting room. Most recently, discussions turned to using it for additional museum exhibit space.

For several years after the car found its present home, volunteer efforts, led by Landmark member Duane Holford, tended to repairs, including a new roof, not a prototypical one by rail standards, but serviceable nonetheless. Later, Dr. Monaghan, freed of duties supervising the City of Dallas Age of Steam railway exhibits at Fair Park, devoted many hours to replacing and repainting the car's woodwork, until ill health curtailed his activities. He died in 2006.

Meanwhile, Car 582 continues to deteriorate, not from lack of

interest, but from lack of a clear plan, dedicated funding, and strong city government participation. The "new" 30-year-old roof leaks and the floor is decaying. The exterior is rotting from long exposure to the relentless elements

The wood vestibule on the north end of the car is gone. Museum volunteers fashioned components to replace it in 2010, but the City of Garland halted the project almost before it began with a long list of strong city restrictions. The effort was never resumed.

Is the car worth preserving? Probably, but the feasibility and cost of restoration may be prohibitive. It is possibly Landmark's biggest asset, and no doubt its greatest liability. It is a rare survivor of the Golden Age of railroading, and a prime attraction for visitors. A wood car built on a steel underframe, it is one of only a few cars fashioned in this way before all-steel construction began.

But it must be stabilized to be a viable attraction, restored inside and out and with protective cover.

The opportunity for a commitment to its restoration may come if a city plan to move the museum to a new location is realized in the next few years. A detailed plan for that probability should be fashioned soon.

With public awareness of the value of "Smoker 582" and support for its restoration and protection, it could become the attraction that Landmark leaders had hoped for and planned for when it came to Garland in 1976. Or not.

Garland Landmark Society

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Dingle, Goldin named to landmark posts



Mary Dingle



Debbie Goldin

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and directed its annual book sale as co-chairman, with Landmark recording secretary Wylene Taft, for several years. She and her husband make frequent trips around North Texas to visit museums and used book stores to indulge their book collecting hobby; Mary looks for old travel books, Jim seeks old automobile and cook books.

She says she is excited about changes being made in the museum's displays, and believes these will help make Landmark more meaningful to visitors.

"I would like to see the museum better publicized so that more people visit the museum and learn about Garland's heritage and I'd especially like to see school classes tour the museum as part of the curriculum."

Debbie Goldin, a native of Oklahoma, came with her parents to Garland in 1959, and attended Garland schools, graduating from Garland High School in 1971, and is a member of the Garland Alumni Association. She later attended Eastfield and Richland community colleges.

Debbie joined Landmark a year ago at the urging of President Joann Nelson.

Her husband, Kent Goldin, whom she married in 1975, is the son of Art Goldin, whose parents owned and managed a well-known tire sales company in downtown Garland for many years. The store is featured for the month of December in this year's Landmark Calendar.

Her avocation is sewing and quilting, and she has documented a collection of photographs of family quilts, including pieces of one that dates back to the 1800s.

She also has a collection of antique washboards, a memento of the antique store she once operated with her father in Rowlett. It was -- properly -- called Goldin Oldies.

Debbie and her husband have two children, and a grandson.

Still On Track

In the last issue of ON TRACK, we asked readers if they would like to change the name of our newsletter. Member response said "Keep the name." Thus, even though our appearance has changed, we're still ON TRACK.

The Museum

**200 Museum Plaza
Downtown Garland**

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

Hours of Operation: First and third Saturdays of each month, 10 a.m. until 2 p.m.

Off-hour tours available on request.

Museum Phone: 972-205-2996

(or) Joann Nelson, 972-564-1054

Admission: Free

Donations are encouraged



Membership

Memberships, renewable each January, are available at these rates:

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

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

**Garland Landmark Society
P. O. Box 462232
Garland TX 75046-2232**

Name: _____

Address: _____

City, State, Zip: _____

Home Phone: _____

Work Phone: _____

E-Mail: _____

Website

www.garlandhistorical.org



Sachse museum nearing its fifth birthday

By Bob Dunn.

Not far up the tracks from the Landmark Depot Museum is the copper-roofed museum of the Sachse Historical Society, which will celebrate its fifth anniversary in September.

The building served early-day Sachse as a police station; its jail cell is now a research library. Handsomely “updated,” the building re-creates the style of William Sachse’s 1895 home, complete with gingerbread trim and copper roof.

The well-maintained grounds showcase a gazebo, a collection of farm equipment, and an “onion shed” that

protects the town’s pride – a freshly painted 1948 Ahrens-Fox fire engine christened “Chief Joe J. Stone Engine # 3,” honoring the longtime Sachse VFD Chief who, in 1971, led efforts to purchase the vintage vehicle from the Dallas Fire Department. In 2008 the City of Sachse presented the truck to the Sachse Historical Society which quickly put “Chief” into show shape through donations of time, materials and money.

Inside the museum is an ever-growing exhibit of Sachse’s past, put together and maintained by volunteers. Available for purchase in the

gift shop is the book *Sachse Remembered 1840-1940*, written by Mary Allene Jones, a descendant of two pioneer families, the Sachses and the Herrings. Through the efforts of SHS volunteer Kathy Cobb, the Sachse museum and Landmark recently traded books – Sachse offering its book to Landmark in exchange for the Garland museum’s *Sketches of Kate James*.

The Sachse museum is open Tuesdays 10 a.m.-1 p.m. at 3033 6th Street, next to the Sachse Cemetery at SH 78 and Fifth Street.

Its website is:

www.sachsehistoricalsociety.org



Garland Landmark Society

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