

The Main Line



The Newsletter of the Friends of L&N Depot • Bowling Green, Ky • Volume 3 Issue 1 • March 2008

Museum Opens To Flurry of Activity

The Historic Railpark Train Museum was officially opened August 30, 2007 with a Chamber of Commerce Ribbon Cutting ceremony. Master of Ceremonies, Barry Williams entertained the audience with his story of the journey of saving the L&N Depot from demolition and the years and struggles involved in bringing the Grand Lady back to a semblance of her glory days. With great fanfare, the crowd moved to the tracks and the ribbon draped across the 353 Presidential Car was cut.

Two days later, over 1000 people were given complimentary tours of one of America's unique interactive train museums and the ever-popular railcars. The troupe of docents outfitted in their Historic Railpark vests, kept a constant stream of visitors flowing from the Depot to the Railpark. Young and old alike enjoyed the sounds of the engines, interviews with real railroaders, and the unveiling of our newly-restored, original lobby benches.

tours of the Rocky Hill Depot sponsored by the Rocky Hill Historical Society and a Saturday night banquet in the Depot Lobby.



The 353 and 363 side by side. Over 180 years of history at the L&NHS Convention

The highlight of the weekend was an historic excursion down the Memphis Line that was open to both convention attendees and the general public. Besides the Convention attendees, over 350 people came from several states to be part of the historic rides that took place on Saturday and Sunday. Two RJ Corman GP-16 locomotives pulled the three-car consist from a location just south of Bowling Green to the Russellville depot and returned. Two passenger cars were obtained from the C.P. Huntington Railroad Historical Society and the L&N 363 Business car was acquired from the Kentucky Railway Museum.

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The sHOW Modular Railroad Club had the opportunity to provide folks with a glimpse of their permanent exhibit. The 600square foot HO exhibit of operational trains will, when completed, highlight the history of Bowling Green with replicas of buildings that once graced the regional landscape.

On October 4-7, the Depot hosted the 2007 L&N Historical Society National Convention. More than 150 attendees and their guests had their choice of many events including modeling clinics, a swap meet, museum and railcar tours, off-site

Great Locomotive Chase Exhibit Unveiled

With the "Forward March!" orders of the blue uniformed officer, Captain Mike Trapasso and Private Jamison R. Gorrell began the unveiling ceremony of the Great Locomotive Chase exhibit sponsored by the Hines Family and the Civil War Medal of Honor on-loan as part of the gallery.

Standing guard beside guest speaker Patty Parks, volunteer Executive Director of the National Medal of Honor Museum of Military History in Chattanooga, TN, the Union soldier re-enac-

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Museum Opens (from page 1)

The annual Festival of Trains was held in December with usual holiday excitement. This year, the public was able to enjoy the museum and new sHOw Club permanent layout along with the Railcar tours and sHOw modular layout in the main lobby. Ed Schwab also displayed his S-scale trains.

In February, the sHOw Club had its annual train show and sale. Over 350 people attended the sale that featured many of the usual vendors displaying and selling all scales of model trains and railroad items. Many of the attendees enjoyed the discounted museum and railcar tours.

Friends of L&N Depot Membership Program

With the opening of the Train Museum and Gift Shop, the Friends of the L&N Depot is now offering annual memberships to the community. The various levels of membership come with unlimited visitation to the museum, gift shop discount, and other benefits. If you don't have your membership card already, select from one of the following programs and begin enjoying Bowling Green's newest interactive attraction. The levels are as follows:

\$500 - Conductor

Unlimited admission for Conductor and 1 guest for museum and railcars. 20 single entry passes to museum and railcars. 10% gift shop discount. 10% facility or railcar rental discount.

\$150 - Engineer

Family/Grandparent Plus Membership

Admission to railcars and museum for 1 year for 2 named adult and up to 6 children or grandchildren (12 and under); 10% gift shop discount; 10% facility or railcar rental discounts.

\$50 - Yardmaster

Family/Grandparent Membership

Admission to railcars and museum for 1 year for 2 named adults and up to 4 children or grandchildren (12 and under). 10% gift shop discount.

\$25 - Trainmaster

Single Adult Membership

Admission to railcars and museum for 1 year. 10% gift shop discount.

sHOw Layout Takes Shape At The Depot

The sHOw Modular Model Railroad Club has wanted to create a permanent layout to add to the modular layout, which we tour, since the organization of the club in 1993. In March of 2007, we were offered a space in the L & N Depot and the club voted to proceed with the design and construction of a 20 x 30 foot layout. This layout would be in HO scale and depict the Bowling Green railroad yards and environs as it was during the period 1925-1965.

John Warren Oakes worked on a tentative design and after many suggestions by the layout committee the plan was finalized and approved by the club. An effort was made to have surrounding businesses and industries, which were well-known attractions or customers of the railroad, included in the various places around the layout.



The Lost River Cave barn and entrance occupy the first table on the left. The White Stone Quarry sent limestone to the Bowling Green Southern Stone Cutters on the Portage section. Logs and coal came by river to the Portage section sawmill and Kyrock Asphalt Company and were delivered by rail to various lumberyards like Harris Lumber, Roemer Brothers and Hill-Motley Lumber. The Bowling Green Stockyards shipped livestock. Produce like strawberries were shipped from Warren County, a major supplier of strawberries to the nation. Flour was delivered to the Honey-Crust bakery. Freight of course was unloaded at the Freight Station for distribution by trucks. The old passenger station is in its location on Adams Street. Murphy's Red-D-Mix concrete operations received materials used to make concrete.

Scenes of the old Rauscher Hotel and Kirby Saloon, Yellow Hydrant Bar and other buildings on Adams Street, the old passenger station, the scrap metal yard, shotgun houses where railroad workers lived, the Boy's Club and Ice House and the Sinclair Station at the end of Adams are all depicted in scratch

built replicas. The L & N Depot on Kentucky Street is modeled along with the Depot Inn where rail men spent the night on layovers. A farm scene occupies the table on the right corner.

A switching yard with numerous buildings is next and promises to be a real operational challenge. To allow access to the interior space the L & N bridge over the Barren River has been duplicated and lifts up to allow members to pass to the inside of the layout. The Quonset hall is on the banks. A waterfall will be on the far corner as the track turns to parallel the windows. Another switching yard will be here. Tentative plans were to include the towns of Oakland, Smiths Grove, Rocky Hill and Park City along this part leading to the Park City tunnel. The Mammoth Cave area with the Wig Wam Village rests on the top of the hills in the next corner. As trains exit the tunnel on the opposite side they are at the two tunnels at South Tunnel, Tennessee heading North toward a made up town and curving back toward Jonesville and the Bowling Green yards. The center section contains the wye of the Portage Railroad connecting with the roundhouse and turntable.



This modular plan of 4 x 8 foot tables is similar to the modular concept of the club and was determined to be the most practical construction allowing disassembly if we should ever have to move the layout. The tables were constructed and put in place. A grid of 1-foot squares was drawn to help keep track of where we were on the layout. The centerlines for all the track were drawn and roadbed placed on the main lines. Track was nailed in place and by October most of the track and turnouts were installed and thanks to the determination and skill of Sonny Spillman, Bruce Baggett, David Boyd and others the track met where it was supposed to. Some additions and changes made for a better experience in the yards.

As Phase One (tables and track) Phase Two (ballasting track and basic scenery) began and about 100 buildings were constructed. Other Phases will include adding people and vehicles, signs, lights, signals, completion of wiring and DCC operations and super detailing.

Occupying a lower level on two of the tables is an O gauge layout running L & N equipment supplied by Dave Kahn on a display made by Rick Williams.

Locomotive Chase Exhibit (from page 1)

tors set the tone for a memorable evening that included visitors and volunteers in antebellum dress and military attire.

Mrs. Parks, a retired military officer, spoke to a crowd of onlookers in the Lobby of the L&N Depot, Friday, February 2,

2008. Regaling the story behind the presentation of the original Army Medal of Honor, now sometimes referred to as the Congressional Medal of Honor, Mrs. Parks told of Andrews



Raiders and their kidnapping of the steam engine called the "General" and the subsequent chase by railroad employees across Georgia. Recaptured with the use of the engine "Texas", the "General" returned to Confederate hands, and created a railroad legend that has been captured on film with the most famous being Disney's "The Great Locomotive Chase" starring

Fess Parker.

The presentation culminated with the unveiling of the Civil War Medal of Honor on-loan to the Historic Railpark Train Museum and a tour of the museum to see the newly completed exhibit.

The history of the Medal of Honor will be continued with a special ceremony and presentation on National Medal of Honor Day, March 25, 2008, at 7pm in honor of Vietnam Medal of Honor recipient Don Jenkins at the Historic Railpark Museum.



Depot Gets New Tenants

There is always something new at the Depot, and one of those is a change in tenants. The L&N Depot saw the departure of the Depot Digital Library in December as they prepared to open March 2008 in the new Kirby Library branch on Scottsville Rd. Operation PRIDE also found new headquarters with the Planning Commission Offices as they prepare to move in new directions. Although we miss our old friends, we extend a warm welcome to Graves-Gilbert billing center employees who now occupy the space vacated by the Library and Operation Pride. The L&N Depot continues its mission of public service as it embraces its new tenants and evolves within the context of creative uses of historic property.

A Little Locomotive Lesson

In 1937 Electro Motive Division of General Motors built the first E-Unit locomotive for the B&O Railroad. There were ten different models of E-Units built over a span of 25 years from the EA through the E9. Units were produced as A units with a cab and B units, which were cab-less and used in multi-unit lash-ups. There were a total of 1314 E units produced.

These streamlined locomotives with their sloped "bulldog" nose gave the visual impression of speed and were primarily used for passenger service with a top speed that ranged from 98 to 117 miles per hour depending on the gear ratio. They outsold the competition from Alco (the PA) by 4 to 1.

The typical E unit was powered by two EMD 567 diesel prime movers that generated 1000 horsepower each. Several later conversions increased the total power to 2400 total horsepower. The E unit carried 1200 gallons of fuel, 330 gallons of oil, 1350 gallons of water for the passenger heating boiler, and 436 gallons of coolant. The overall weight of the unit surpassed 300,000 pounds. The average life span of an E unit was 15 years with some units registering over 6 million miles of travel.

The L&N ordered 4 new E8A units and took delivery of numbers 794, 795, 796, and 797 in 1953. None of these original L&N units are still in existence with all succumbing to the scrapper's torch. There are only about 100 E Units left in existence. Their condition varies from the lucky operational units working excursion trains to those that are rusting away awaiting restoration.



L&N E8As 794 and 796 lashed up in South Louisville

Our locomotive has been re-numbered 796 to reflect one of the original L&N order by a national contest. It actually began life for the Chicago and Northwestern Railroad in 1953 as #5028A. It was renumbered 513 when it entered commuter service and kept that number when it was sold to Chicago area METRA. It later was re-numbered Kalamazoo, Lake Shore & Chicago #95 and Wisconsin & Southern #95 before finding its way to the Arkansas Railway Museum in Pine Bluff. The Friends acquired the locomotive in 2006 and contracted Mid-America Locomotive in Evansville, Indiana, to do the restora-

tion. We initially believed it to be a 3-6 month process but due to unforeseen structural damage, the restoration has gone on much longer. With the help of some our members, the final metalwork is progressing and we expect the priming to commence soon. We hope for a delivery sometime this summer.

The plan is to have the cab area restored to as near as original condition as possible so a visitor can see and feel how it would be at the controls of an E8A. The diesel engines have been removed and that space will contain a history of passenger locomotion of United States Railroad. The addition of this engine will be the showpiece of our passenger consist at the museum leading the RPO, Duncan Hines, Towering Pine, and 353 down our imaginary mainline to the Sunny South.

Upcoming Depot Events

2008 promises to be an exciting and eventful year at the L&N Depot and Historic Railpark Train Museum.

Beginning with the appointment of a new Executive Director, Sharon Tabor, in January 2008, the calendar of events jumped right on the tracks of intense community involvement.

-February 2, hosted the Great Locomotive Chase unveiling with the Civil War Medal of Honor presentation by Patty Parks of Chattanooga, TN.

- February 29, closed Black History month with a dynamic presentation by Dr. John Hardin of Western KY University, as he retold the importance of the Pullman Porter to the African American community.

-March 25, we will honor National Medal of Honor Day with Don Jenkins, one of only two Medal of Honor recipients in the state of Kentucky. Mr. Jenkins will also be receive a proclamation from the City of Bowling Green.

April 20-26 is National Volunteer Week. Watch for more details as we make plans to honor our dedicated volunteers who have supported the railpark through the generous donation of their time and helped to build out the museum, restore the engine and RPO, and act as docents and gift shop staff.

- June – the L&N Depot will become part of the 400 Mile Sale Across Kentucky

- July a summer morning program for children as they experience the culture of the Railroad. Programs will include life as a Hobo, life on the circus train, railroad music camp, and more.

- Other events to look for: Murder Mystery Dinner on the Diner with Fountain Square Players; Duncan Hines Ham Breakfast on the Diner; expansion of the ever popular Polar Express; Hobo Ball; Ghost Stories in the Depot; and more!



More Museum Opening Pictures

Courtesy of Chris Gadbois at Blackberry Rails



Volunteer Update

With the opening of the historic Railpark Gift Shop August 1, 2007 and the Train Museum September 1, 2007, the need and dependency on volunteer involvement increased ten-fold. With that in mind, Ken Hines, Friends of L&N Depot Board of Directors Volunteer Coordinator, and Sharon Tabor, Executive Director, went on a recruiting spree.

Utilizing WKU's Alive program and website, Channel 5 public service announcement, and correspondence with area Retired Teacher's Association, AARP, and an article in the Bowling Green Daily News, an introduction and orientation program was held in July, 2007. Through these efforts, and with the support of long-term volunteers, the Historic Railpark and Train Museum gained the interest among area residents. We welcome the following Docents and Gift Shop staff whose dedication has allowed us to be available for railcar tours and gift shop staffing 6 days per week.

Those persons are Jerry Barnaby, Virginia Cole, Mike Dowell, Ellen Linder, Shirley Karrick, Charlie Kelley, Bob Kirby, Joe McFarland, Bill McKenzie, Karen Matchus, Al Miller, Pat O'Rourke, Ed Schwab, Paul Shirley, Bob Spiller, Chris Sullivan, Hugh David Roe, Mary Travelstead, Dan Westphal, and Joe Williams.

Additional volunteers are needed to cover school tours, Docent absences and unfilled shifts. If you know anyone who enjoys interacting with people and sharing history, please call 745-7317 to sign up! Museum shifts are 10 am to 1 pm Tuesday through Saturday and 1 pm to 4 pm Tuesday through Sunday.

Museum's Reputation Grows With Exposure

The Historic Railpark and Train Museum has experienced a host of distinguished visitors with tremendous response and reviews. The Cincinnati chapter of the National Historical Society brought an entourage of members to view our museum layout and design.

Donna Neery of the State Preservation Board and Mark Dennan of the Kentucky Heritage Council recently made a site visit and were amazed and impressed at the progress and completion of the Depot renovations and the Museum since their last visit.

We will soon be hosting the Smithsonian Institution as they review our site for potential affiliation membership.

We have recently gained active press coverage in the Evansville Courier-Press, the February issue of the AAA Travel Magazine, and WBKO's Adventures in Kentucky series. The Daily News published a front-page article on the Civil War Medal of Honor event unveiling the new Great Locomotive Chase exhibit, and a half-page article resulted from our Black History Month event highlighting the Pullman Porter. Excitement builds as our reputation as a museum continues to grow.

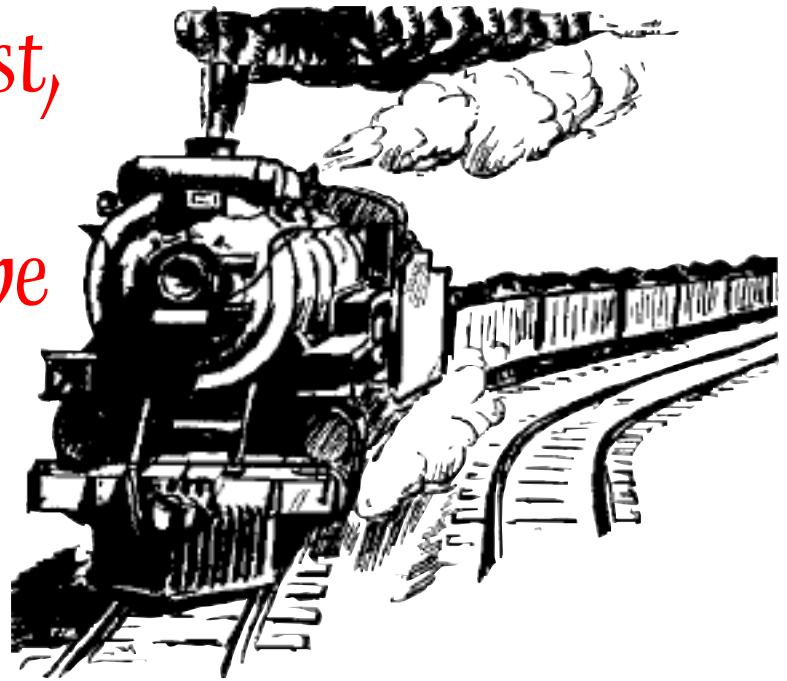
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