

The Depot Shanty

By Dick Webber



In November 2010 Ben McGuire advised that he had a historic railroad structure in his yard that he would like to donate. I immediately checked and found a 68 by 80" building, which was clearly very old, and in solid but rough condition.. My investigation showed that a former property owner was Robert H. (Bob) Johnson, a retired Foreman in the L&N Signal Division.

Retrieval of the shanty proved to be a challenge due to trees, soft ground, and a fence around the yard limiting trailer access. On March 7, 2012 our team of Basham's Wrecker Service, Adrian Garner, Bob Rudzinsky, Larry Bryant, Wally Irvin and Dick Webber arrived in McGuire's yard to achieve removal. Bobby Ba-

sham generously provided his roll back car hauler and a Bobcat, along with equipment operators. Basham's successfully moved the shanty to its present location beside the tracks in front of our Engine.

Pat O'Rourke, Adrian Garner and Jim Lockwood replaced the windows and roof, repaired some wood work, and the original Dutch door. This was topped off with a coat of paint. The shanty has been recently refreshed by Miliska Knauff and Stephen Crain.

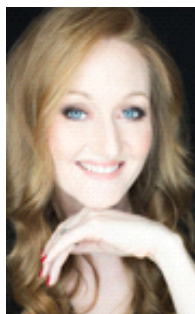
Meanwhile discussion continued about the use of the shanty during its working life. Similar structures had many railroad uses such as housing for crossing guards, switchmen, and the like. L&N Historian David Orr believes ours was a Yard Master shanty, located in the switch yard, where the Yard Master foreman would distribute car way bills to switch crews, or receive paperwork from crews dropping off cars. These functions were all necessary to make up a train. The still present cubby holes held necessary paperwork and forms. There would have been electric or coal heat for the yardmaster`

If you look carefully at the WSM exhibit in the first floor of the Museum you will see the same structure in the picture. I'll bet you never noticed it!

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From the Director



We have managed to stay on track with projects here at the L&N Depot. Although we have had reduced visitors at the museum, we have taken this time and been very busy behind the scenes. The list of projects is too long to list them all but they are all important.

Our Towering Pine project continues to move along. Two gracious donors stepped up and donated the funds needed for the floor restoration project that is now in progress. Next step for this car is to raise the fund for 2nd class seat restoration. Those seats are \$1000 each and if you would like to donate, please contact me.

We have cleaned, painted and made many minor repairs to both the building and the rail cars. As you saw on the first page of this newsletter, our shanty and be refreshed. We are grateful to the volunteers and staff that worked on this project.

With the fall and winter event season just around the corner, we know our friends are anxiously awaiting announcements about our events. Here are some updates:

Model Train Sale—Aug. 29 9am-2pm

Haunted Lantern Tours—Canceled for 2020

UnSeen—Walking tours will be held Sept. 10—Oct. 30

Mary Lucas Talk—September 25

Polar Express—Currently working on the details!

Festival of Trains—Currently working on the details!

Jamie Johnson,

Executive Director



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Welcome Cade

Cade began working at the RailPark in late June. However, prior to June, he has volunteered for several years at various RailPark events. In his role at the RailPark, Cade conducts tours, runs the gift shop, and helps out with events. He loves 'all' the history related to the RailPark. Each day one learns something new and interesting!

Cade is a senior at Warren Central High School and has lived in Bowling Green his entire life. He is involved with Beta Club, sports, choir, and many other activities at school and in the community. He enjoys music and the performing arts, as well as sports, e.g., baseball, cross country, and track. Cade also enjoys attending school events like the annual bonfire and cookout.

Cemetery Tour featuring Murder Mansion

Once again we will be host to UnSeen BG, History Walking Tours. The **Fall Tour Schedule** includes a cemetery tour featuring **Murder Mansion**. This new set of stories will take you on a historic adventure you have likely heard about. We will disclose the dark and mysterious history rooted around the infamous Murder Mansion killings.

We have teamed up with Bowling Green Daily News Managing Editor and **Local Author, Wes Swietek** for a peek into his new book ***The Cemetery Road Murders***. This story has been carefully researched to ensure that attendees will get both the facts and the history that has been passed from generation to generation. Not every detail will be from the newspaper articles, as some of the speculation was never recorded.

An upgraded tour will be offered on select evenings. **Murder Mansion - Meet the Author** This upgraded tour will offer an opportunity to meet the author, Wes Swietek. Guest will get to hear from the author on his research for the book. A Q&A conversation will immediately follow the tour held on the lawn of Murder Mansion. Wes will also sign copies of the book.

The tour will meet at Kereiakes Park. UnSeen BG considers this tour family friendly, but it is at the parents' discretion whether the tour is appropriate for their child. The tour may cover ghost stories, the effects of the Civil War, deaths, and lynching. The tour walks in intervals for 1.5 miles total.

UnSeen BG tours fall season will run September 10th – October 30th. Evening tours will be available select Thursday, Friday and Saturday evenings.

Ticket Information:

Tour tickets can be purchased online at UnSeenBG.com or by calling the Historic RailPark & Train Museum. Regular Tour Tickets: \$22, Meet the Author Tour Tickets: \$30, Signed Copy of the Book: \$26.95.

RailPark Members—Tickets available NOW and you get a discount! If you have not already received an email with your discount code, please email us at visitorservices@historicroilpark.com

General Public—Tickets available September 1st.

UnSeenBGKY.com



CAMPAIGN FOR THE HISTORIC RAILPARK & TRAIN MUSEUM



2020 CLUB CAMPAIGN

YES, I WILL JOIN THE 2020 CLUB AND SUPPORT THE DEPOT!

OUR GOAL: We are asking 2020 of our friends to donate \$20 this year.
Club members will receive a personalized keepsake ornament just in time for Christmas 2020.

I would like to add ☐1 ☐2 ☐3 ☐4 ☐5 **CLUB MEMBERS** for @\$20 each for a total of \$_____

On the back of this card please write the name as you would like it to appear on your ornament for each club member.

I would like to make my donation by: ☐Cash/Check ☐Credit Card-Include Card #, exp. date and CVV Code on back of this card

Name_____ Company (if applicable)_____

Address_____ City, State, Zip_____

Phone_____ Email_____

Historic RailPark & Train Museum * 401 Kentucky Street * Bowling Green, KY 42101 * historicrailpark.com * 270-745-7317



2020 CLUB MEMBER INFO

Each **CLUB MEMBER** will receive a personalized keepsake ornament. Please print the name(s) as you would like it to appear on the ornament. The maximum number of characters is 20 including spaces.
Get one for everyone in the family, in memory, as a gift or with your company name!

☐1 _____

☐2 _____

☐3 _____

☐4 _____

☐5 _____

Lighting of Rail Cars Especially in Railroad Post Office Cars

By Miliska M. Knauff

It was not until after 1880, when public outcry had grown loud enough, that the industry was willing to provide good lighting in railroad passenger cars. Originally two candles per car was considered adequate. Glass chimneys were used to protect the flame from drafts and increase the area of combustion without cutting off the light. After 1875 candles were considered obsolete for car lighting but did not disappear entirely.

Historically, oil lamps predated candles, but they ended up not being used much before the 1850s. Oil lamps were better than candles but were more expensive. Railroads were always trying to cut costs wherever possible so were reluctant in moving towards the use of oil lamps. Also, oil lamps were more of a safety hazard.

Gas lighting was the best method of artificial illumination available in the nineteenth century. However, it ended up being expensive, complex to set-up and operate, and not entirely satisfactory. Gas lighting eventually was found to be unreliable.

During the peak years of gas lighting, 1890-1910, the only serious rival to gas was electricity. After 1910, the perfection of electricity increased its popularity over gas lighting. Batteries were initially believed to be the simplest and best source of power for electric car lighting. However, they ended being expensive, short-lived, heavy, fragile and took a considerable amount of time to recharge. Although the use of electricity for lighting was expensive and the weight of electrical systems were deemed excessive, American railroads settled on axle lighting generators for the creation of their electricity.

Other factors also played into the economics of the railroads' choice of moving to generators. The use of wooden cars were banned as were the use of stoves and open-flame lamps in rail cars. This ruling suddenly rendered a great deal of serviceable equipment obsolete, and the effect on car lighting was dramatic. Over the years, improvements in design and materials created generators and batteries that led to the best electrical lighting in use in rail cars.

Although the purpose of Railroad Post Office (RPO) cars was to carry goods and not people, they were involved with passenger train history. Since RPOs (mail cars) were normally placed at the head of passenger trains, they were designed to resemble passenger cars in size, shape, and construction.

Lighting was one reform that received early attention. "Excellent lights were necessary to read handwritten envelopes, and by the early 1880s special mail car lamps with fantastic umbrella-like reflectors had been developed. By the mid-1890s the Post Office was calling for an end to oil lamps, more for reasons of safety than of improved illumination. By 1897, one-third of the RPOs had gas lighting and the Post Office looking beyond gas to electricity as a final solution, sponsored a test of electrical lighting in 1912 that ran for several weeks. It was found that the style of reflector used could affect lighting efficiency by as much as 55 percent. A published report and new lighting specifications followed the tests" (White, p. 482). Electrical lighting became the preferred method of illumination.



The axle generator system, consisting of generators on each car driven by small engines or the rotation of the axles, was first used to produce lighting and ventilation for use in passenger cars, including mail cars. Due to the low average speeds and frequent stops characteristic of a commuter operation, the axle generator's output was insufficient to keep the batteries charged, resulting in lighting and ventilation failures. Brass candle lamps/lanterns were used in mail cars at train stops to accommodate for possible lighting failures. In response, the railroads later installed higher capacity generators on locomotives assigned to these trains and provided electrical connections to the cars. An example of a brass candle lamp/lantern used during the time of the axle generator system can be found next to the cabinet marked for 'candles' in the Rail-Park's RPO car.

Annual Membership

*Thank you for being a
Friend of the L&N Depot!*

\$35 Train Master

- Admission to railcars and museum for one person, for one year
- Free quarterly newsletter
- 10% gift shop discount

\$65 Yard Master

- Admission to railcars and museum for four people, for one year
- Free quarterly newsletter
- Early invitation to special events, including Polar Express
- 20% gift shop discount

\$100 Engineer

- Admission to railcars and museum for eight people, for one year
- Free quarterly newsletter
- Early invitation to special events, including Polar Express
- 20% gift shop discount

\$150 Conductor

- Admission to railcars and museum for eight people, for one year
- Free quarterly newsletter
- Early invitation to special events, including Polar Express
- 20% gift shop discount
- 10% rental space discount
- Admission to over 680 NARM museums (North American Reciprocal Museum Association) for one year

Member Information

Name: _____

Address: _____

Email: _____

Phone: _____

☐ New Membership ☐ Membership Renewal

Please make check out to **Historic Railpark** and mail to:
401 Kentucky St. Suite B. Bowling Green, KY 42101
You can also purchase a membership on our website!



Train Show and Sale

Date: Saturday, August 29, 2020

Time: 9:00 a.m. - 2:00 p.m.

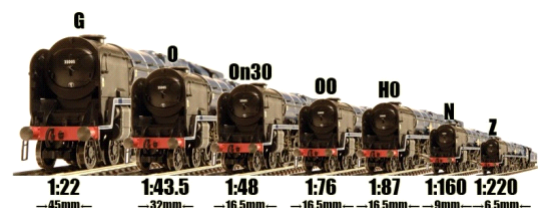
Location: L&N Depot

Bowling Green, KY

401 Kentucky St.

Bowling Green, KY 42101

Hosted by sHOW Modular Model
Railroad Club





**Friends of
L&N Depot
Newsletter**

401 Kentucky Street, Suite B
Bowling Green, KY 42101

For the latest information on events and happenings at the RailPark, follow us on social media. The RailPark proudly boasts a 17,500 person social media audience.



Facebook:

Historic RailPark and Train Museum -Bowling Green
L&N Depot

Unseen Bowling Green

Instagram:

@historic_railpark_

@unseenbg

Twitter:

@LNdepot

Thank you to our business members!

**Gold
Spike**



**Silver
Spike**



**Bronze
Spike**



Business memberships are available and they come with great benefits! Please call Jamie Johnson at **270-745-7317** or email director@historicrailpark.com for more info.