



2022 CALENDAR





Three U30Cs are leading a northbound Worthville Turn at Latonia, Kentucky, in this undated snowy image from the early 1980s. This is the empty side movement of a coal train off the EK Subdivision to a connection with Carrolton Railroad at Worthville, Kentucky. From there the train was moved to Ghent, on the Ohio River, for unloading. Just ahead, the train will make a hard right-hand turn toward DeCoursey, Kentucky. —*Charles B. Mockbee photo*



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JANUARY 2022

SUNDAY

MONDAY




TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

<p>2021 DECEMBER 2021 Su M Tu W Th F Sa 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31</p>	<p>2022 FEBRUARY 2022 Su M Tu W Th F Sa 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28</p>					<p>1</p> <p>New Year's Day</p>
<p> 2</p> <p>New</p>	3	4	5	6	7	8
<p> 9</p> <p>1st Qtr</p>	10	11	12	13	14	15
16	<p> 17</p> <p>Full</p> <p>Martin Luther King Jr. Day</p>	18	19	20	21	22
23	24	<p> 25</p> <p>Last Qtr</p>	26	27	28	29
30	31					



J-4 1879 was one of a few big 2-8-2s that were equipped with secondhand six-wheel-truck, high-capacity tenders purchased from C&O near the end of steam. The big tanks extended the range of the Mikes by eliminating several coal or water stops. The engine is shown in about 1951 taking coal at South Louisville. —*Jack Fravert photo*



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FEBRUARY 2022

SUNDAY

MONDAY





TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

<p>2022 JANUARY 2022 Su M Tu W Th F Sa 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31</p>		 New 1	2 Groundhog Day	3	4	5
6	7	 1st Qtr 8	9	10	11	12
13	14 Valentine's Day	15	 Full 16	17	18	19
20	21 Presidents' Day	22	 Last Qtr 23	24	25	26
27	28					<p>2022 MARCH 2022 Su M Tu W Th F Sa 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31</p>



In March 1968, former Oro Dam Constructors' U25C 1525 is on the turntable at DeCoursey, Kentucky—L&N's big Cincinnati area yard south of Latonia, Kentucky. When the eight used U-boats were purchased in December 1967, there was a numbering gap of seven slots between the last U25C (1517) and the first U28C (1525). The U28C was renumbered to 1533, leaving 1525 open for this unit. —Dan Dover collection



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MARCH 2022

SUNDAY

MONDAY





TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

<p>2022 FEBRUARY 2022</p> <p>Su M Tu W Th F Sa</p> <p>1 2 3 4 5</p> <p>6 7 8 9 10 11 12</p> <p>13 14 15 16 17 18 19</p> <p>20 21 22 23 24 25 26</p> <p>27 28</p>	<p>2022 APRIL 2022</p> <p>Su M Tu W Th F Sa</p> <p>1 2</p> <p>3 4 5 6 7 8 9</p> <p>10 11 12 13 14 15 16</p> <p>17 18 19 20 21 22 23</p> <p>24 25 26 27 28 29 30</p>	<p>1</p>	<p> New</p> <p>2</p>	<p>3</p>	<p>4</p>	<p>5</p>
<p>6</p>	<p>7</p>	<p>8</p>	<p>9</p>	<p> 1st Qtr</p> <p>10</p>	<p>11</p>	<p>12</p>
<p>13</p> <p>Daylight Saving Time begins (clocks forward)</p>	<p>14</p>	<p>15</p>	<p>16</p>	<p>17</p> <p>St. Patrick's Day</p>	<p> Full</p> <p>18</p>	<p>19</p>
<p>20</p> <p>Spring begins</p>	<p>21</p>	<p>22</p>	<p>23</p>	<p>24</p> <p> Last Qtr</p>	<p>25</p>	<p>26</p>
<p>27</p>	<p>28</p>	<p>29</p>	<p>30</p>	<p>31</p>		



GP7 401 leads an FP7 and F7 on a long hopper car drag on the old timber version of the bridge at Bay St. Louis, Mississippi, in March 1964. The nearly two-mile bridge was replaced with a “hurricane-proof” structure made of prestressed high concrete in 1967, but subsequent storms have still inflicted some damage. L&N’s Gulf Coast line was always highly vulnerable to the giant storms. —*I.W. King photo*



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APRIL 2022

SUNDAY

MONDAY






TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

<p>2022 MARCH 2022</p> <p>Su M Tu W Th F Sa</p> <p>1 2 3 4 5</p> <p>6 7 8 9 10 11 12</p> <p>13 14 15 16 17 18 19</p> <p>20 21 22 23 24 25 26</p> <p>27 28 29 30 31</p>	<p>2022 MAY 2022</p> <p>Su M Tu W Th F Sa</p> <p>1 2 3 4 5 6 7</p> <p>8 9 10 11 12 13 14</p> <p>15 16 17 18 19 20 21</p> <p>22 23 24 25 26 27 28</p> <p>29 30 31</p>				 <p>New</p>	<p>1</p>	<p>2</p>
<p>3</p>	<p>4</p>	<p>5</p>	<p>6</p>	<p>7</p>	<p>8</p>	 <p>1st Qtr</p>	<p>9</p>
<p>10</p> <p>Palm Sunday</p>	<p>11</p>	<p>12</p>	<p>13</p>	<p>14</p>	<p>15</p> <p>Good Friday</p>	 <p>Full</p>	<p>16</p>
<p>17</p> <p>Easter Sunday</p>	<p>18</p>	<p>19</p>	<p>20</p>	<p>21</p>	<p>22</p>	 <p>Last Qtr</p>	<p>23</p>
<p>24</p>	<p>25</p>	<p>26</p>	<p>27</p>	<p>28</p>	<p>29</p>	 <p>New</p>	<p>30</p>



At a speed of something north of 70 mph, Train 98, the northbound *Pan-American*, blows by the L&N train order station at Longview, Alabama, in a spring scene most likely immediately after WWII. The back-to-back E6s had been standard on the *Pan* since May 1942. This is the South & North Alabama Subdivision between Decatur, Birmingham, and Montgomery, Alabama. While the main line trains did not stop here, locals 2 and 3 did. There were no orders for Number 98 this morning, but the train order station figured prominently in the safe dispatching of trains on the S&NA. —*Steve Forrest collection*



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MAY 2022

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

1	2	3	4	5	6	7																																																																																				
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					<p>2022 APRIL 2022</p> <table border="1"> <tr><td>Su</td><td>M</td><td>Tu</td><td>W</td><td>Th</td><td>F</td><td>Sa</td></tr> <tr><td></td><td></td><td></td><td></td><td></td><td>1</td><td>2</td></tr> <tr><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td><td>9</td></tr> <tr><td>10</td><td>11</td><td>12</td><td>13</td><td>14</td><td>15</td><td>16</td></tr> <tr><td>17</td><td>18</td><td>19</td><td>20</td><td>21</td><td>22</td><td>23</td></tr> <tr><td>24</td><td>25</td><td>26</td><td>27</td><td>28</td><td>29</td><td>30</td></tr> </table>	Su	M	Tu	W	Th	F	Sa						1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	<p>2022 JUNE 2022</p> <table border="1"> <tr><td>Su</td><td>M</td><td>Tu</td><td>W</td><td>Th</td><td>F</td><td>Sa</td></tr> <tr><td></td><td></td><td></td><td>1</td><td>2</td><td>3</td><td>4</td></tr> <tr><td>5</td><td>6</td><td>7</td><td>8</td><td>9</td><td>10</td><td>11</td></tr> <tr><td>12</td><td>13</td><td>14</td><td>15</td><td>16</td><td>17</td><td>18</td></tr> <tr><td>19</td><td>20</td><td>21</td><td>22</td><td>23</td><td>24</td><td>25</td></tr> <tr><td>26</td><td>27</td><td>28</td><td>29</td><td>30</td><td></td><td></td></tr> </table>	Su	M	Tu	W	Th	F	Sa				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30		
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A sister engine for K2-A class L&N 152, Number 160, is shown getting underway again after a brief flag stop at St. Matthews, Kentucky, in 1952. This is Train 20, the northbound side of the daily Louisville-Lexington *Blue Grass Local*. These trains operated via the old stretch of the EK Division from LaGrange to Christiansburg rather than the newer Shelbyville Cut-Off that split from the main at HK Tower, Anchorage, Kentucky. The layover time in Lexington was five and a half hours before the train returned to Louisville as Number 15. —*Jack Fravert photo*



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JUNE 2022

SUNDAY

MONDAY





TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

<p>2022 MAY 2022 Su M Tu W Th F Sa 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31</p>			1	2	3	4
5	6 D-Day (1944)	 1st Qtr	7	8	9	10
12	13	 Full Flag Day	14	15	16	17
19 Father's Day	 Last Qtr	20	21	22	23	24
26	27	 New Summer begins	28	29	30	<p>2022 JULY 2022 Su M Tu W Th F Sa 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31</p>



Around 11:20AM, Train 6, the northbound *Humming Bird*, is shown at Virginia Street, south of the passenger station at Mobile, Alabama, on October 9, 1968. The *Bird's* popularity had fallen dramatically by this late date, but the train still had a baggage car (for checked passenger baggage only), a single AC&F coach built for the original train in 1946, a *Pine* series 6-6-4 Pullman, heavyweight diner 2724, and inexplicably, stainless-steel diner 2790, which is certainly deadheading. The last car was one of the L&N's contributions to the new streamlined *Crescent* of 1949. —Phillip Kotheimer photo



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JULY 2022

SUNDAY

MONDAY





TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

<p>2022 JUNE 2022</p> <p>Su M Tu W Th F Sa</p> <p>1 2 3 4</p> <p>5 6 7 8 9 10 11</p> <p>12 13 14 15 16 17 18</p> <p>19 20 21 22 23 24 25</p> <p>26 27 28 29 30</p>	<p>2022 AUGUST 2022</p> <p>Su M Tu W Th F Sa</p> <p>1 2 3 4 5 6</p> <p>7 8 9 10 11 12 13</p> <p>14 15 16 17 18 19 20</p> <p>21 22 23 24 25 26 27</p> <p>28 29 30 31</p>					1	2
3	4	5	 1st Qtr	6	7	8	9
10	Independence Day	12	 Full	13	14	15	16
17	18	19	 Last Qtr	20	21	22	23
24	25	26	27	 New	28	29	30
31							



For several years, a unit coal train loaded on the CV Subdivision at Alamo, Kentucky, on the left fork of the Straight Creek Branch near Pineville. Its destination was a power plant near Purvis, Mississippi—a facility served by Southern Railway. Southern provided most of the motive power and handled the train south of Knoxville, Tennessee. Crewmen on Southern call it “the pervert.” On May 30, 1982, the northbound empty movement is shown near the crossover at Oaks, Tennessee, between Habersham and Chaska on the KD Subdivision. —*David P. Oroszi photo*



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AUGUST 2022

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

<p>2022 JULY 2022 Su M Tu W Th F Sa 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31</p>	<p>1</p>	<p>2</p>	<p>3</p>	<p>4</p>	<p> 1st Qtr</p> <p>5</p>	<p>6</p>
<p>7</p>	<p>8</p>	<p>9</p>	<p>10</p>	<p> Full</p> <p>11</p>	<p>12</p>	<p>13</p>
<p>14</p>	<p>15</p>	<p>16</p>	<p>17</p>	<p>18</p>	<p> Last Qtr</p> <p>19</p>	<p>20</p>
<p>21</p>	<p>22</p>	<p>23</p>	<p>24</p>	<p>25</p>	<p>26</p>	<p> New</p> <p>27</p>
<p>28</p>	<p>29</p>	<p>30</p>	<p>31</p>			<p>2022 SEPTEMBER 2022 Su M Tu W Th F Sa 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30</p>



The K&A Division engineer aboard E8 794 is looking to the rear as his train backs along the Second Creek Branch—the spur used mostly by passenger trains between the main at West Knoxville, Tennessee—and the passenger station at the junction of Henley Street and Western Avenue. This is Train 33, the southbound *Southland*. Trackage in the foreground belongs to Southern Railway and was also used by Smoky Mountain Railroad. —*Steve Forrest collection*



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SEPTEMBER 2022

SUNDAY

MONDAY





TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

2022 AUGUST 2022 Su M Tu W Th F Sa 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31					1	2	 1st Qtr	3
4	5	6	7	8	9	10	 Full	10
	Labor Day							
11	12	13	14	15	16	17	 Last Qtr	17
18	19	20	21	22	23	24		24
				Autumn begins				
 New	25	26	27	28	29	30	2022 OCTOBER 2022 Su M Tu W Th F Sa 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	



On May 12, 1977, U23B 2718, a GP38, and a run-through SP EMD unit lead southbound fast freight 641 at Coosa Street, just north of Union Station at Montgomery, Alabama. A brakeman working with the switching crew has flagged the crossing. The 2718 was wrecked four and a half months later at Kennesaw, Georgia, and was retired soon thereafter.
—Carl Ardrey photo



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OCTOBER 2022

SUNDAY

MONDAY





TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

<p>2022 SEPTEMBER 2022</p> <p>Su M Tu W Th F Sa</p> <p>1 2 3</p> <p>4 5 6 7 8 9 10</p> <p>11 12 13 14 15 16 17</p> <p>18 19 20 21 22 23 24</p> <p>25 26 27 28 29 30</p>	<p>2022 NOVEMBER 2022</p> <p>Su M Tu W Th F Sa</p> <p>1 2 3 4 5</p> <p>6 7 8 9 10 11 12</p> <p>13 14 15 16 17 18 19</p> <p>20 21 22 23 24 25 26</p> <p>27 28 29 30</p>						1
 1st Qtr	2	3	4	5	6	7	8
 Full	9	10	11	12	13	14	15
	Columbus Day						
16	 Last Qtr	17	18	19	20	21	22
23	24	 New	25	26	27	28	29
30	Halloween						
	31						



Freshly shopped J-4 class 2-8-2 1826 still maintains her like-new sheen as she rolls in from DeCoursey with a southbound extra freight circa 1951. The train has used the “Railway Transfer” line from TJ Tower to South Louisville, and has just crossed Southern Railway’s Danville, Kentucky, to East St. Louis, Illinois, line at the Floyd Street tower. The semaphores of the northward home signals are on the right. Several older steamers are already in storage, awaiting scrapping, as L&N’s dieselization moves along. —*Jack Fravert photo*



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**NOVEMBER
2022**

SUNDAY

MONDAY






TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

<p>2022 OCTOBER 2022 Su M Tu W Th F Sa 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31</p>		 1st Qtr 1	2	3	4	5
<p>6</p> <p>Daylight Saving Time ends (clocks back)</p>	7	 Full 8	9	10	<p>11</p> <p>Veterans Day Armistice Day (1918)</p>	12
13	14	15	 Last Qtr 16	17	18	19
20	21	22	 New 23	<p>24</p> <p>Thanksgiving Day</p>	25	26
27	28	29	 1st Qtr 30			<p>2022 DECEMBER 2022 Su M Tu W Th F Sa 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31</p>



Six-engine power on tri-mount trucks in the snow: EK Subdivision Extra 1400 South rolls through light snow at Mulberry, Kentucky, on EK's "old road" between Lexington and Louisville on March 5, 1978. Mulberry is just "south" of Christiansburg, on the Shelbyville cut-off between HK Tower (Anchorage, Kentucky) and that point.

—Dave Lichtenberg photo



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DECEMBER 2022

SUNDAY

MONDAY





TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

<p>2022 NOVEMBER 2022</p> <p>Su M Tu W Th F Sa</p> <p>1 2 3 4 5</p> <p>6 7 8 9 10 11 12</p> <p>13 14 15 16 17 18 19</p> <p>20 21 22 23 24 25 26</p> <p>27 28 29 30</p>	<p>2023 JANUARY 2023</p> <p>Su M Tu W Th F Sa</p> <p>1 2 3 4 5 6 7</p> <p>8 9 10 11 12 13 14</p> <p>15 16 17 18 19 20 21</p> <p>22 23 24 25 26 27 28</p> <p>29 30 31</p>			1	2	3	
4	5	6	 Full Pearl Harbor Remembrance Day (1941)	7	8	9	10
11	12	13	14	15	 Last Qtr	16	17
18	19	20	21	22	 New	23	24
25	26	27	28	Winter begins  1st Qtr	29	30	31
Christmas Day							



The last big fling for L&N's four "passenger" M-1s, 1960–1963, happened on May 1, 1956. The four "Big Emmas" pulled Kentucky Derby Specials from Cincinnati to Louisville that day and took them back north after the big event at nearby Churchill Downs was over. During the layout, all four engines were cycled from 10th Street near Union Station to South Louisville for coal, water, and other servicing. The 1960 will soon reverse her route to lock couplers with her train.
—L&NHS collection

2023

JANUARY

Su	M	Tu	W	Th	F	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

FEBRUARY

Su	M	Tu	W	Th	F	Sa
	1	2	3	4		
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28				

MARCH

Su	M	Tu	W	Th	F	Sa
	1	2	3	4		
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

APRIL

Su	M	Tu	W	Th	F	Sa
					1	
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

MAY

Su	M	Tu	W	Th	F	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

JUNE

Su	M	Tu	W	Th	F	Sa
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

JULY

Su	M	Tu	W	Th	F	Sa
					1	
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

AUGUST

Su	M	Tu	W	Th	F	Sa
	1	2	3	4	5	
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

SEPTEMBER

Su	M	Tu	W	Th	F	Sa
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

OCTOBER

Su	M	Tu	W	Th	F	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

NOVEMBER

Su	M	Tu	W	Th	F	Sa
	1	2	3	4		
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

DECEMBER

Su	M	Tu	W	Th	F	Sa
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31						

The Louisville & Nashville Railroad Historical Society was organized in 1982 for the purpose of collecting, preserving, and sharing information and material relating to the L&N, its predecessors and its successors. The Society is a nonprofit educational organization, incorporated in the Commonwealth of Kentucky, and functions strictly with volunteer members serving as officers.

The Society publishes a quarterly magazine, *THE L&N MAGAZINE*. Each issue contains articles of historical interest, reviews, and current news of the former L&N system.



Rosters of equipment, technical data, and historical and modeling information are just a few of the topics covered in the pages of the magazine. It is intended to be a nearly academic publication, and the basis for eventual further research.

The Society also produces specialty publications, such as profile diagrams, passenger car data and diagram books, authentic limited-edition models of L&N equipment, and many other items, including this calendar.



The Society's archives are located in a building on the Grand Junction campus of the Tennessee Valley Railroad Museum in Chattanooga, Tennessee. The mailing address shown is for that location. Our co-tenant in the building is the Southern Railway Historical Association. Obviously TVRM is a major railroad enthusiast attraction and features train rides (often behind steam) to East Chattanooga and return, and sometimes longer trips on many holiday weekends. Refer to TVRM's website for more information (www.tvrail.com).



The Society hosts an annual convention each fall, always in a former L&N location, and members are encouraged to attend.

If you are not a member, we cordially invite you to join with us as we recall the splendor of *The Old Reliable*. The membership term runs from January 1 through December 31 of each year. Upon receipt of your registration and payment, you will receive a membership kit acquainting you with the L&N and the Society. Three-year memberships are also available. See the website for more detailed information.

For a membership application, or other information, contact:

Louisville & Nashville Railroad Historical Society
4119 Cromwell Rd., Chattanooga, TN 37421-2119

FRONT COVER: Train 1, the erstwhile *Azalean*, had a late afternoon departure from Cincinnati on its mostly mail and express mission to Montgomery, Alabama. On July 12, 1965, Number 1's lead unit was freshly repainted E6 777. The Louisville Division engine crew is just climbing down from the cab as a trio of switchers at the adjacent Kayne Avenue Yard waits for assignments. The train's dwell time in Nashville was nearly three hours, to allow connecting mail and express traffic from other overnight trains from Memphis, St. Louis, Chicago, and Atlanta to be sorted and transferred for points south. —Richard Baldwin photo



A fast freight on the former Western & Atlantic coils through a reverse curve at Emerson, Georgia, in April 1969. There are six four-motor units on the point, including a GP30, GP35, three Alco C420s, and another EMD unit. All of L&N's GP30s were delivered in 1962-63 without nose heralds. The 1012 is still wearing its original paint, with the "skinny" large, italicized "L&N" near the rear, but a Scotchlite-brand reflective herald has been added to the unit's front nose.
—*Shelby Lowe photo, Lou Marre collection*