

Louisville & Nashville Historical Society

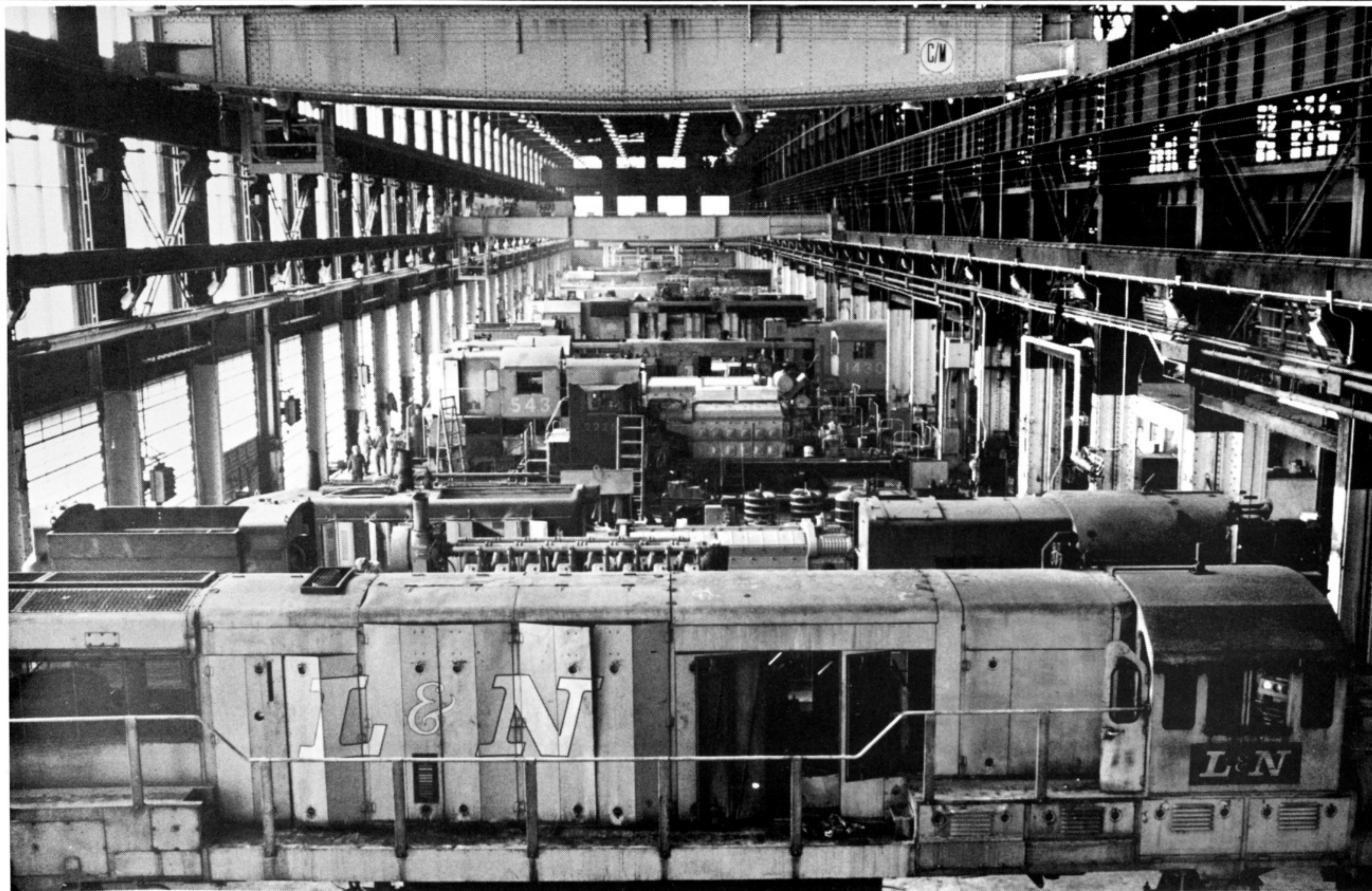
**L&N**

**1989 Calendar**



Southbound Corbin Division train 113 blasts by the restored depot at Etowah, Tennessee behind the four-cycle power of GE U30Cs 1480, 1534 and 1562. This fine Dave Oroszi exposure was made on September 5, 1981. (Dave Oroszi)





The huge erecting bay at South Louisville was still performing a vital function for the L&N when this view was made in March, 1974. From front to back we have a GE U25C (sans trucks), an Alco C628, EMD SW7 2226, GP9 543 (an ex-C&EI unit), another Geep, C630 1430, a GP40, and other unidentified units. (L&N)



# JANUARY

# 1989

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1 New Year's Day	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16 Martin Luther King Day	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				



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In the early afternoon of a December day in 1961, two classic E's roll the southbound *Humming Bird* across the Pascagoula River drawspan. The blue streamliner's second unit is E6 770, which survives at Louisville's Kentucky Railway Museum. (J. Parker Lamb)



# JANUARY

# 1989

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1 New Year's Day	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16 Martin Luther King Day	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				



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There was a time when almost every community of any importance had a railroad depot. Historic Cumberland Gap, Tennessee was no exception. No expense was spared by L&N to provide all necessary amenities for its patrons. Witness the large wood frame privy on the right--no waiting! (L&N)



# MARCH

# 1989

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17 St. Patrick's Day	18
19 Palm Sunday	20	21	22	23	24 Good Friday	25
26 Easter Sunday	27	28	29	30	31	



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In a splendid panned portrait northbound local 44 speeds along the NO&M near Mississippi City in July, 1957. The "torpedo boat" GP7 (so named because of its roof-mounted air reservoirs) exhibits a trace of silver paint on her trucks--a short-lived decorative touch applied to several FP7s and Geeps. (J. Parker Lamb)



# APRIL

# 1989

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20 First Day of Passover	21	22
23 Orthodox Easter 30	24	25	26	27	28	29

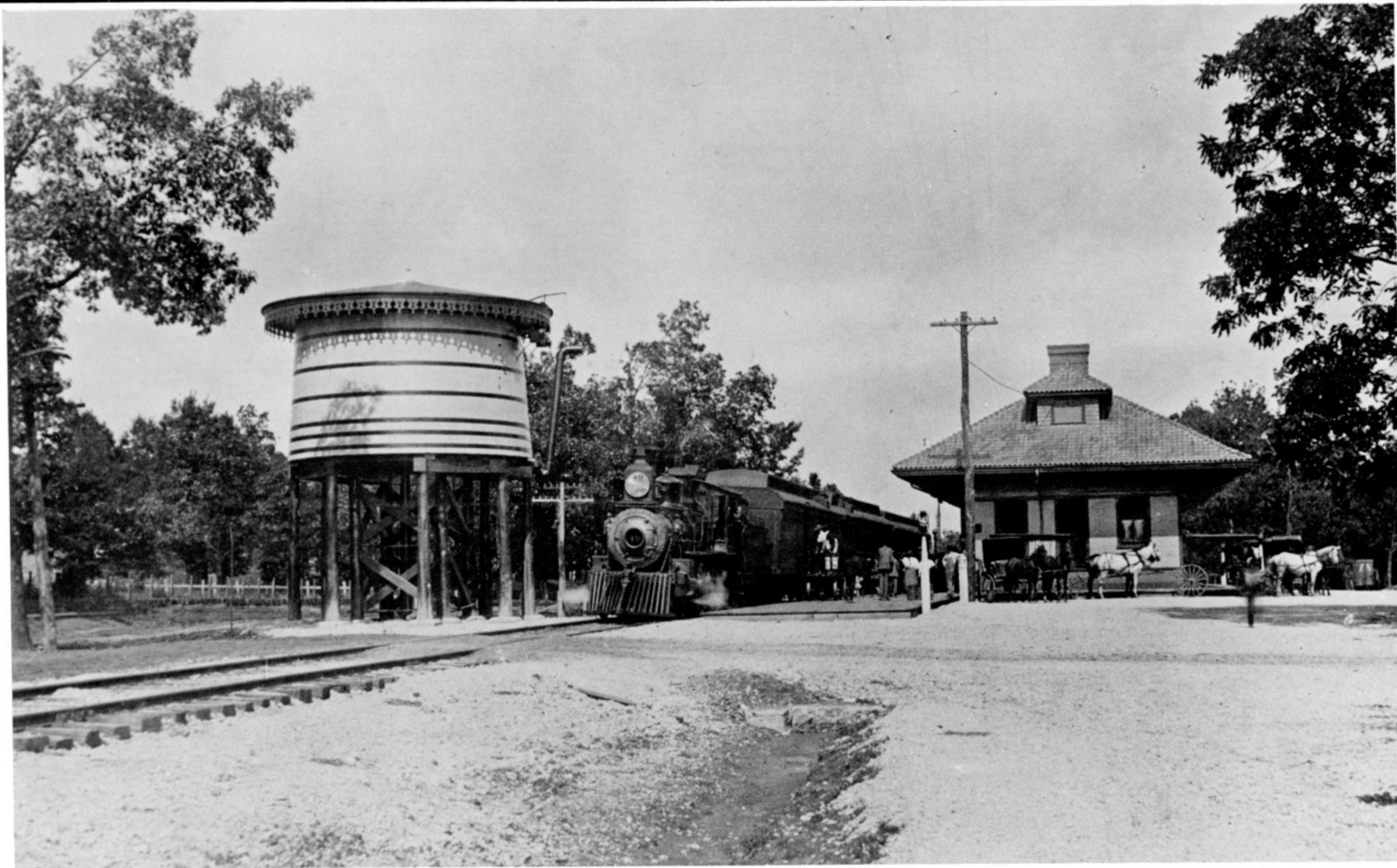


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This passenger train for Cowan has arrived at the resort town of Monteagle, Tennessee, advertised as the Chautauqua of the South. Horse-drawn cabs will take vacationers to the Monteagle Hotel or the Monteagle Assembly Inn. During the summer Chautauqua Season, lectures, concerts and instruction in art, music and physical culture occupied the time of the visitors to this center of cultural and recreational activities on the Tracy City Branch of the NC&StL. The "gingerbread" trim on the water tank and the trim 4-4-0 American on the train recall this bucolic era. (L&N)



# MAY

# 1989

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	1	2	3	4	5	6
7	8	9	10	11	12	13
14 Mother's Day	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29 Memorial Day	30	31			



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Four grimy black RS3s are rolling downgrade between Appalachia and Big Stone Gap, Virginia with a homeward-bound Norton Turn. The trackage above belongs to Southern's old Appalachia Division. The steel bridge exhibits a recent coat of silver paint in the June, 1965 shot. (Ron Flanary)



# JUNE

# 1989

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
				1	2	3
4	5	6	7	8	9	10
11	12	13	14 Flag Day	15	16	17
18 Father's Day	19	20	21	22	23	24
25	26	27	28	29	30	



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Maintenance of way is the lifeblood of any railroad, and L&N was no exception. On the double track main south of Radnor at Brentwood, Tennessee ancient American steam shovel 39 does some ditching work while GE 70-tonner 98 handles the train. The diminutive locomotive was re-engined with an Alco 251B in 1966 and stayed on the roster until 1980, when it was sold to Tropicana to shuffle reefer loads of orange juice in New Jersey. (J. Parker Lamb)



# JULY

# 1989

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
						1
2	3	4 Independence Day	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					



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One of the saddest realities for L&N fans is the small number of steam locomotives which escaped scrapping. Thankfully, the C2 0-8-0 pictured here in Birmingham on October 13, 1946 is one of three Old Reliable steamers still in existence (the others are C1 2132 and K2A 152). The 2152 was sold to Republic Steel in 1950 and reposes today at the Kentucky Railway Museum. Incidentally, the power reverse above 2152's main driver (plus several other parts) is now mounted on 152. (Frank E. Ardrey, Jr.)



# AUGUST

# 1989

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		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		



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L&N was never known to pass up a bargain, so the road invested in eight used U25Cs made surplus by the completion of the Oro Dam project in California. The 1523 (ex-Oro Dam 8017) looks right at home on the point of a coal train just south of Knoxville, Tennessee on September 5, 1981. The Oro units could be distinguished from original L&N U25Cs by the lack of a Gyalight. (David Oroszi)



# SEPTEMBER

# 1989

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
					1	2
3	4 Labor Day	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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Where Big Emma once held fort, the society's favorite 4-6-2 rolls south on the first leg of a five-day journey to Appalachia, Virginia on October 9, 1986. These dual tunnels just north of Ford, Kentucky on the "KY" witnessed L&N's best steam show--three M1s on 8800-ton coal trains on the 9-mile hill to Winchester. 152's passage evokes fond memories. (Greg Whitaker)



# OCTOBER

# 1989

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2	3	4	5	6	7
8	9 Columbus Day	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31 Halloween				



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NC&STL



Riding high across the Caney Fork River and the backwaters of Center Hill Lake, GP7 1713 (ex-NC&StL 713) leads an Espee boxcar and a former NC bay-window caboose on the Sparta branch between Tullahoma and Sparta, Tennessee. The equipment may be lettered L&N, but this August, 1965 scene is pure NC&StL. (J. Parker Lamb)



# NOVEMBER

# 1989

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			1	2	3	4
5	6	7 Election Day	8	9	10	11 Veterans Day
12	13	14	15	16	17	18
19	20	21	22	23 Thanksgiving Day	24	25
26	27	28	29	30		



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A few years before L&N began purchasing new road power in the early 40's, the home road arranged to purchase dynamometer car 41900 from the NC&StL to handle locomotive testing. This unique piece of equipment had been purchased by the NC in 1917 and numbered 90130. It's shown at the South Louisville roundhouse coupled behind what appears to be a J4 Mike. (L&N)



# DECEMBER

# 1989

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23 First Day of Hanukkah
24  31	25 Christmas Day	26	27	28	29	30



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L&N coach 3251, built by the Budd Company in 1949, seated 52 passengers in deluxe comfort for service in the steamlined version of the *Crescent*. The stainless steel coach was eventually purchased by Amtrak and renumbered 6068. The Railway Express sign is not on the roof of the car but on a building behind in this scene shot in Louisville. (L&N)





L&N office car 375 brings up the rear of the southbound *Pan-American* at Louisville on August 7, 1968. The car's observation deck exhibits some fancy stainless steel fabrication by South Louisville's craftsmen. (Ron Flanary)

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 non-profit educational organization, incorporated in the Commonwealth of Kentucky, and functions strictly with volunteer members serving as Officers.

The Society publishes a quarterly magazine, *The Dixie Line*. 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.

In addition, the Society publishes a quarterly Newsletter, *The Old Reliable*. Each issue contains information about the actual business and operation of the Society.

Membership includes a subscription to both the Magazine and the Newsletter.

The Society also produces specialty publications, such as profile diagrams, passenger car data and diagram books, video tapes, and many other items, including this calendar.

The Society hosts an annual convention each October, 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. Please consider joining today.

#### Category of Membership:

Sustaining Memberships are available for those who desire to make a monetary contribution to the Society in excess of the regular dues amount. We respectfully request that you please consider such a contribution.

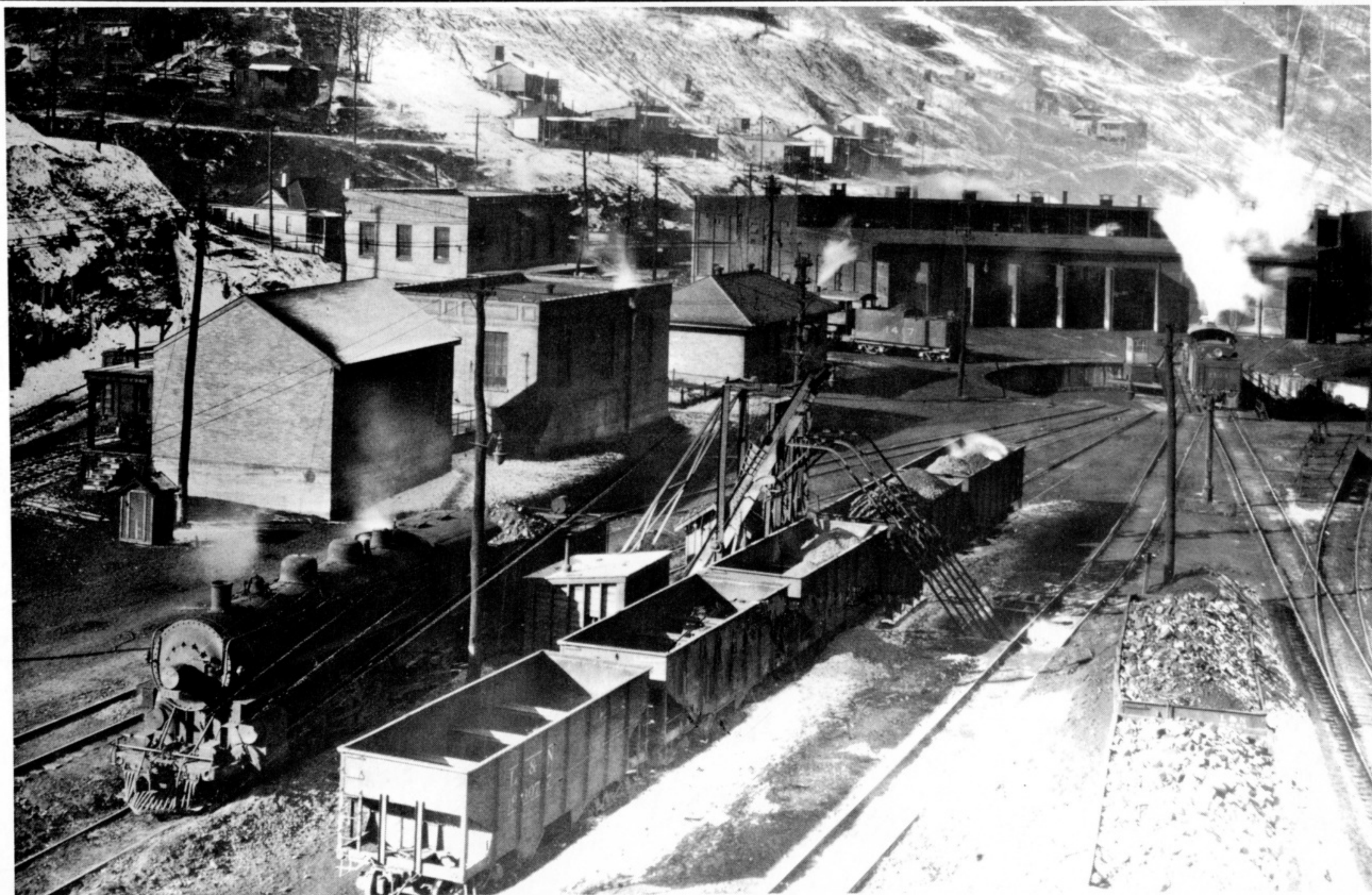
Your membership in the Society entitles you to member discounts on Society publications and products.

- |                                |                            |
|--------------------------------|----------------------------|
| ● Life Member (\$250+)         | ● Foreign Member (\$20)    |
| ● Sustaining Member (\$25-250) | ● Regular Member (\$12.50) |

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Louisville & Nashville Railroad Historical Society  
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A light dusting of snow at Hazard, Kentucky highlights the details of the engine terminal in this early 1920's scene shot from the coaling tower. J2 1468 is shown at left while J1 1417's tender is visible on one of the "garden" tracks. A C1 0-8-0 rides the turntable. (L&N)