

Louisville & Nashville Historical Society



1990 Calendar



This undated scene depicts J-1 Mike 1442 leaving South Louisville with a string of "house" cars. The Pennsy automobile car and following PRR boxes hint of a transfer run to the "Standard Railroad of the World." (L&N Photo)

JANUARY

1990

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 Martin Luther King, Jr.'s Birthday (Observed)	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			



LOUISVILLE & NASHVILLE

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The southbound **Humming Bird** leaves Cincinnati Union Terminal behind as it begins its daily trip to New Orleans. This July 25, 1948 scene depicts the **Bird's** early afternoon departure from Cincinnati. L&N later restructured No. 5 and 6's schedules, added Pullmans and a Chicago section, and moved the southbound's departure from Cincinnati some five hours later. (R.D. Acton, Sr. / Dave Oroszi Collection)

FEBRUARY

1990

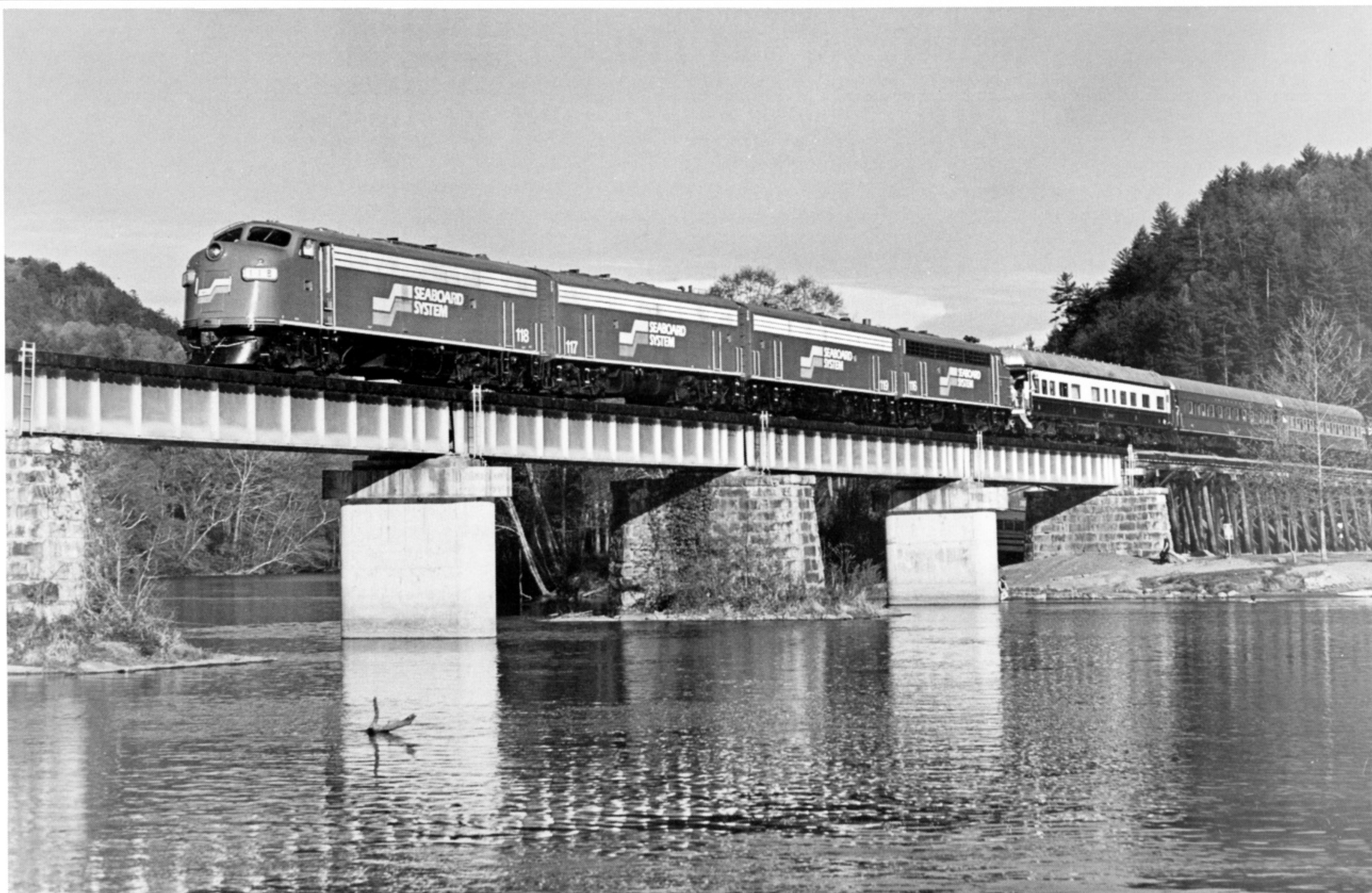
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
				1	2	3
4	5	6	7	8	9	10
11	12 <small>Abraham Lincoln's Birthday</small>	13	14 <small>St. Valentine's Day</small>	15	16	17
18	19 <small>George Washington's Birthday (Observed)</small>	20	21	22	23	24
25	26	27	28			



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Seaboard System's (later CSX's) well known quartet of F's parades across the Hiwassee River at Reliance, Tennessee on April 26, 1986 with the northbound leg of an Etowah to Copperhill roundtrip excursion. Behind the former Clinchfield A units, and former NC&StL/L&N B's is an unexpected surprise — former L&N office car 350, now privately owned. (Jill Oroszi)

MARCH

1990

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	20	21	22	23	24
25	26	27	28	29	30	31



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Several boxes of freight are piled on the Wofford, Kentucky station platform for the local freight to pick up. From the looks of the mail crane, either we just missed the train, or it isn't due yet. This agency was located on the former Knoxville & Atlanta Division some 13 rail miles south of Corbin. The site is still a hot spot of sorts, since the CTC - controlled siding at the South end of Wofford (just behind us) is frequently used for meets on this, CSX's busy KD Subdivision. (Dave Oroszi Collection)

APRIL

1990

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



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L&N's Knoxville & Atlanta Division was Automatic Train Control territory for many years (until it was finally retired in 1964). ATC - equipped J3 Mike 1510 shows off all her extra electrical appurtenances in this April 9, 1950 scene at Corbin, Kentucky. A Baldwin "Big Emma" waits behind, ready for another tonnage coal train bound for DeCoursey. (Railroad Avenue Enterprises)

MAY

1990

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



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The head brakeman of local freight 44 strolls out for a "roll by" of a fast-stepping pair of E6's on a northbound troop train at Mississippi City, Mississippi. The FP7 still features her number painted on the headlight lense, an L&N steam era tradition which didn't last long beyond this July, 1957 exposure. (J. Parker Lamb)

JUNE

1990

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



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Alco C420 1303 and slug 2055 take a brief respite from their car-shuffling duties at the north end of Corbin, Kentucky's West Yard on a hot August 4, 1980. The demoted road unit was an L&N original, having been added to the roster in 1964. L&N's total fleet of C420's ultimately numbered 64, with original L&N's (16 in all) in the minority. The 2055 was rebuilt from an RS3. (Steve Patterson)

JULY

1990

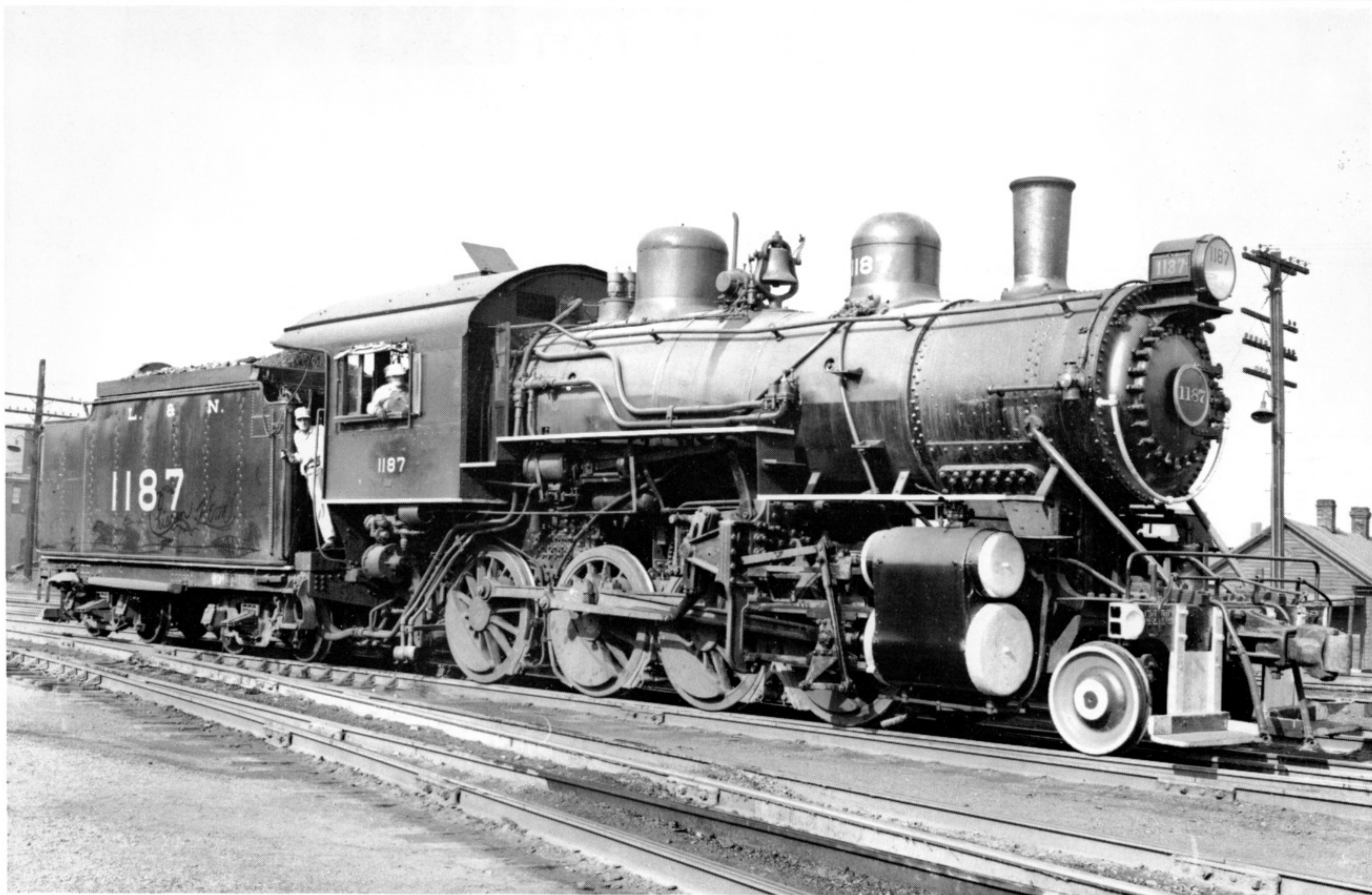
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2	3	4 Independence Day	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				



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The standard L&N paint scheme for steam locomotives did not call for the silver trim H-25 1187 exhibits in this October 14, 1947 shot at East St. Louis. The roundhouse crew apparently got carried away in an effort to improve 1187's front visibility. (R.J. Foster / Frank E. Ardrey, Jr. Collection)

AUGUST

1990

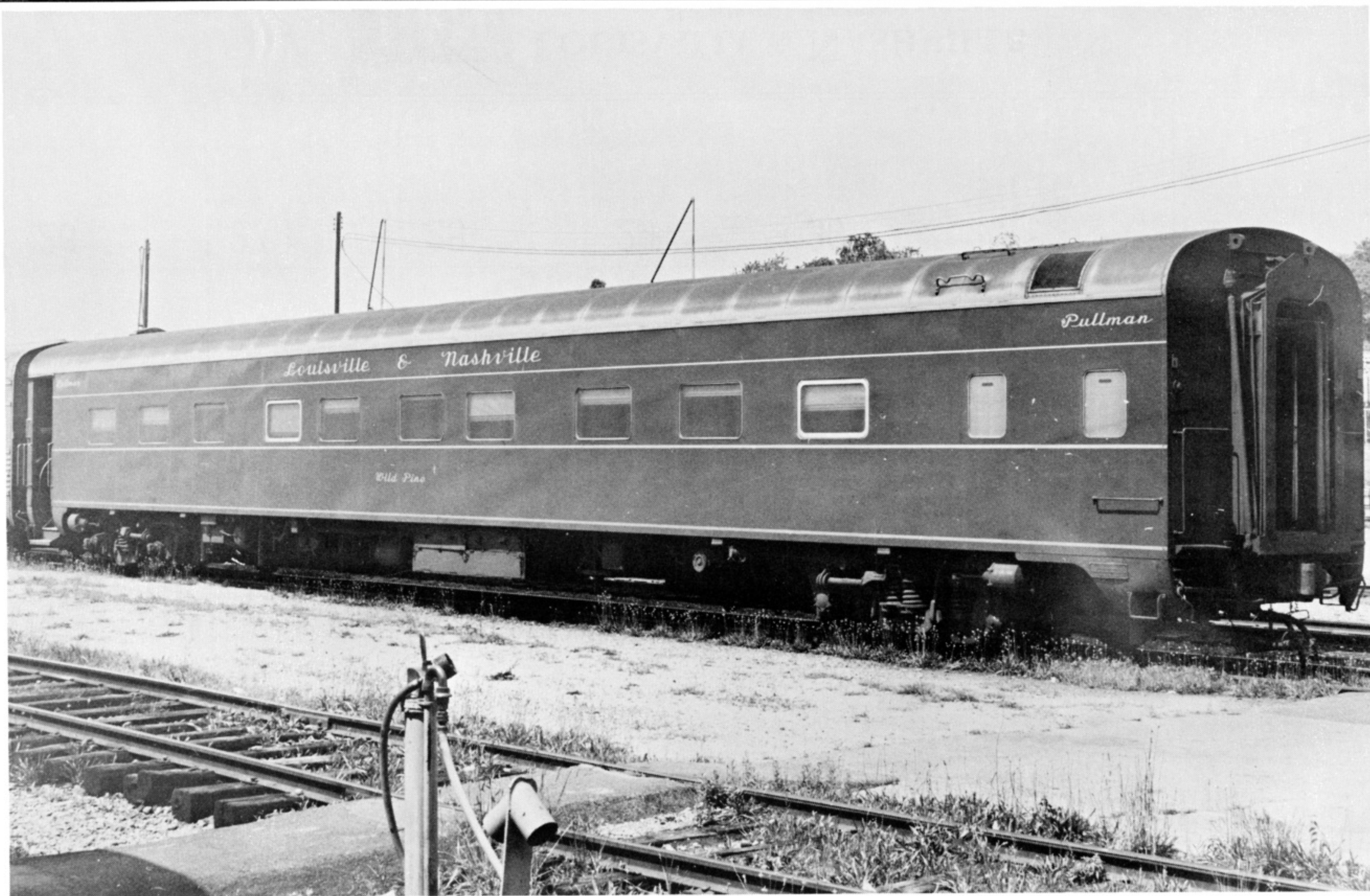
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	



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The high water mark in sleeping cars on the Old Reliable was the 25 "Pine" sleepers (22 for L&N and 3 for NC&StL) added to the fleet in 1953. These L&N-owned cars saw service on almost all "named" trains on the system. The six section, four bedroom, six roomette configuration made for a very versatile car. **Wild Pine** is shown off-line at Richmond, Virginia on May 26, 1969. (Railroad Avenue Enterprises)

SEPTEMBER

1990

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



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A northbound coal train rides high across Red River Viaduct at Sloan, Kentucky on the former Eastern Kentucky Division. The 233 foot high structure helped maintain a steady .4 percent grade on the Ravenna to Patio line. This October 19, 1986 unit coal train appears amply powered, with a generous mixture of EMD and GE four and six-axles. (Jill Oroszi)

OCTOBER

1990

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	1	2	3	4	5	6
7	8 Columbus Day (Observed) Thanksgiving Day (Canada)	9	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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Southbound Cincinnati-Knoxville local 29 barks out of Winchester, Kentucky "on time" at 10:30 am. Although this train, and northbound counterpart number 30, were normally powered by Pacifics, L-1 Mountain No. 400 is an acceptable substitute. The locals were even headed by a passenger-equipped M-1 at times, so the appearance of the 400 is by no means the train's only exposure to "big power." (R.D. Acton, Sr. / Dave Oroszi Collection)

NOVEMBER

1990

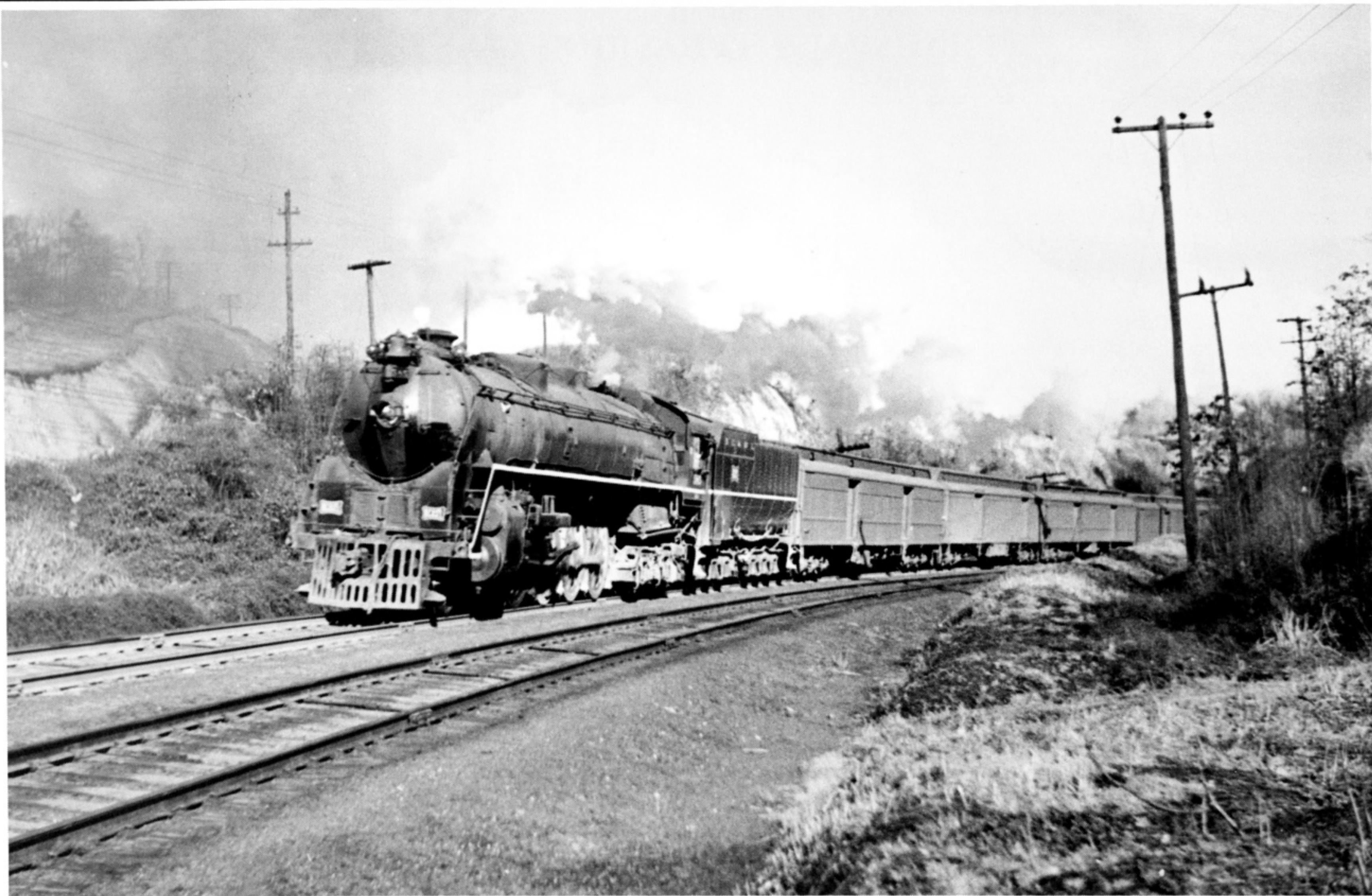
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
				1	2	3
4	5	6 Election Day	7	8	9	10
11 Veterans Day	12	13	14	15	16	17
18	19	20	21	22 Thanksgiving Day	23	24
25	26	27	28	29	30	



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At the mid point of its brief nine year existence, NC&StL "Stripe" 585, with oil leaking down its nose from the bell yoke pivots, strides around a curve near Atlanta with a string of heavyweight "varnish" tied behind its semi-Vanderbilt tank. The short-lived 4-8-4's kept the NC fluid through World War II and the immediate post-war era. (R.D. Sharpless / Frank E. Ardrey, Jr. Collection)

DECEMBER

1990

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



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There were other M-1's in the L&N/NC&StL corporate family besides the "Big Emmas." In 1915 NC&StL purchased three burly compound 2-8-8-2's from Baldwin for helper service across Cumberland Mountain in Tennessee. The big engines, classed as M-1's by the NC, were assigned to Cowan, where they served with distinction until retirement in April, 1945. (L&N Photo)



On a hazy summer morning in 1966, Cumberland Valley Division number 66 rolls downgrade across Powell River near Big Stone Gap, Virginia. The Norton to Corbin fast freight is powered by F7 812, two RS3's, and another F7. (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.

For a membership application,
or other information, contact:

Louisville & Nashville Railroad Historical Society
Box 17122, Louisville, KY 40217

(Cover) In the Fall of 1940 L&N K7 Pacific 295 is poised for her debut on the Louisville-Montgomery leg of the *South Wind*. The former three cylinder engine has been "simplified" and streamlined for her new duties. (L&N Photo)



Cumberland Valley Division local freight No. 90 pauses for train orders at Pennington, Virginia on a warm May morning in 1965. The crew has just filled the schedule of trains 179/180 on the St. Charles branch. The six loads of coal will be left at Hagans for pick-up by following through freight No. 66. (Ron Flanary)