

LOUISVILLE & NASHVILLE  
HISTORICAL SOCIETY  
**1991 CALENDAR**



In a bucolic portrait of branchline railroading, F7 903 heads up a one-car local at Eldorado, Illinois in August 1959. The objective for the diminutive freight is Shawneetown. Cab units were ill-suited for such assignments, but apparently a Geep was unavailable this day. (J. Parker Lamb)

# JANUARY

# 1991

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



**LOUISVILLE & NASHVILLE**

HISTORICAL SOCIETY

P.O. BOX 17122, LOUISVILLE, KY 40217



Cowan, Tennessee has been a pusher terminal since rails were first laid across Cumberland Mountain by the Nashville & Chattanooga Railroad in 1853. Carrying on the tradition established by Russian Decapods, dual 2-8-2s, and NC&StL's obscure 2-8-8-2s, three GP38s stand by to give a southbounder, led by U23B 2755, a push up to Cumberland Mountain Tunnel in August 1975. (J. Parker Lamb)

# FEBRUARY

# 1991

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



**LOUISVILLE & NASHVILLE**

HISTORICAL SOCIETY

P.O. BOX 17122, LOUISVILLE, KY 40217



Not all L&N passenger trains were as sleek as the **Humming Bird**. On August 31, 1953, the remnant of Cumberland Valley Division local #12 prepares to roll north from Norton, Virginia. Until July 21, 1952, the train connected at Pineville, Kentucky with Corbin-Harlan trains 21/22. By severing the connection in Kentucky, the remaining Cumberland Gap to Norton round trip could be covered by Alco S1 #62 and "Jim Crow" combine 668. Not surprisingly, the poorly patronized run expired five months from this exposure. (Ron Flanary Collection)

# MARCH

# 1991

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 Palm Sunday	25	26	27	28	29 Good Friday	30 First Day of Passover
Easter Sunday 31						



**LOUISVILLE & NASHVILLE**

HISTORICAL SOCIETY

P.O. BOX 17122, LOUISVILLE, KY 40217



Until the M1 2-8-4s arrived in 1942, L&N's 24 booster-equipped J4As were the "Cadillacs" of the steam fleet. Number 1910 is approaching DeCoursey with a northbound manifest in 1941. The big boilered Mikes were well regarded by L&N engine crews for their ability to handle such assignments with aplomb. (L&N Photo)



# APRIL

# 1991

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				



**LOUISVILLE & NASHVILLE**

HISTORICAL SOCIETY

P.O. BOX 17122, LOUISVILLE, KY 40217



A southbound coal train, powered by two C628s and a U25C, is in the hole at Tullahoma, Tennessee for a northbound empty autorack train led by one of L&N's rare GP18s. When this shot was made in August, 1965, the 902 had just been renumbered from 462 in the major system renumbering that year. The plastic black-on-white numberboards were a by-product of that program. (J. Parker Lamb)

# MAY

# 1991

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



**LOUISVILLE & NASHVILLE**

HISTORICAL SOCIETY

P.O. BOX 17122, LOUISVILLE, KY 40217



When L&N purchased its L1-class 4-8-2s in 1926 and 1930, heavy passenger service was really what it had in mind for the light USRA-design engines. Late in steam, however, the road found it had an excellent dual-service machine in the lanky Mountains. Number 417 is shown pounding along the Knoxville & Atlanta Division main near Armona, Tennessee in 1951 with a mixed freight in tow. It may not be the Southland or Flamingo, but the L1 is still generating revenue miles for the Old Reliable. (Railroad Avenue Enterprises)

# JUNE

# 1991

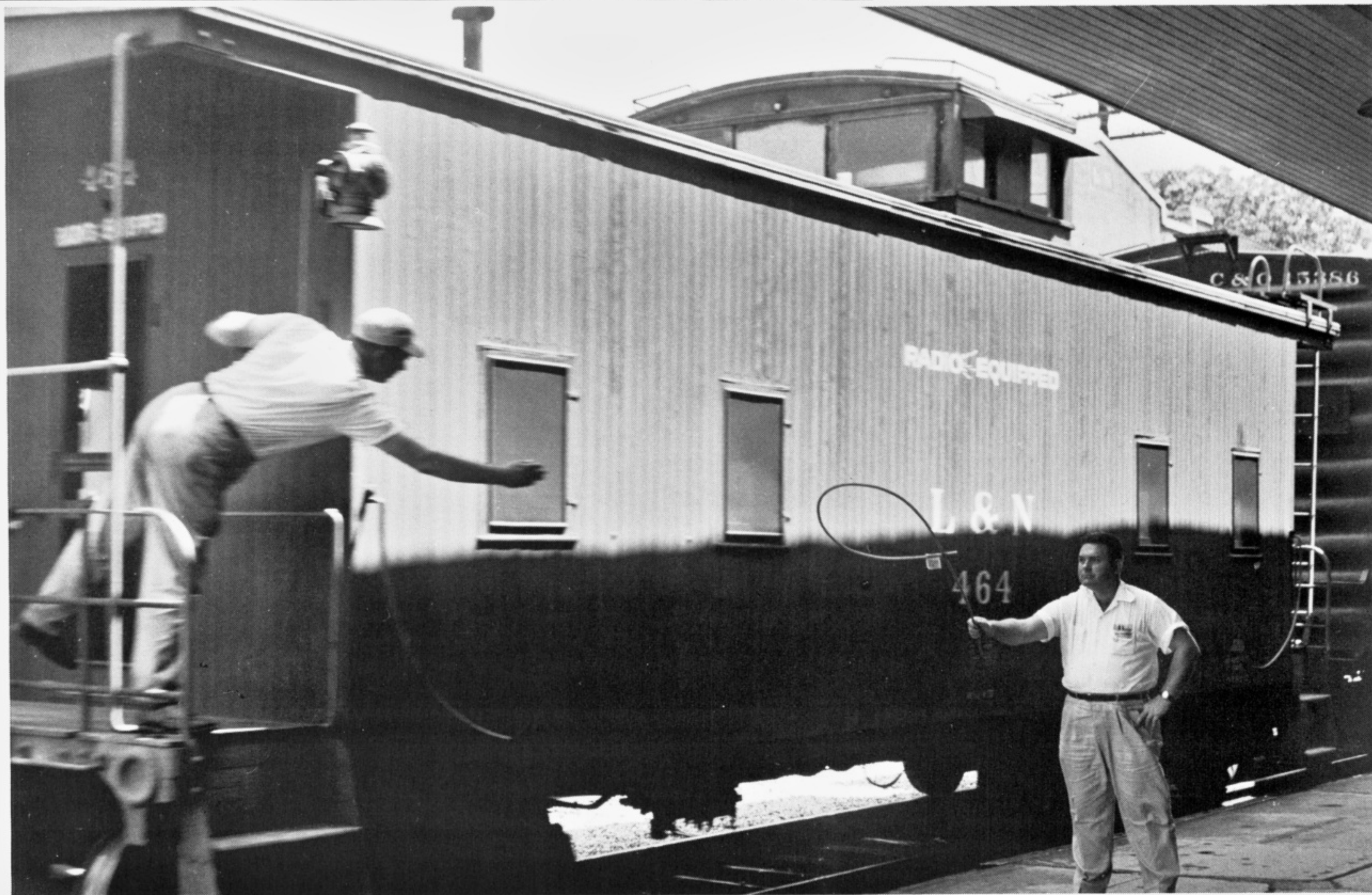
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16 Father's Day	17	18	19	20	21	22
23	24	25	26	27	28	29
30						



**LOUISVILLE & NASHVILLE**

HISTORICAL SOCIETY

P.O. BOX 17122, LOUISVILLE, KY 40217



“Three copy 19 Biloxi...” The conductor of local freight No. 74 is an instant from snaring a train order and message from the operator at Biloxi, Mississippi. This style of bamboo order hoop had to be retrieved by the operator, usually after a long walk up the track. (J. Parker Lamb)

# JULY

# 1991

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			



**LOUISVILLE & NASHVILLE**

HISTORICAL SOCIETY

P.O. BOX 17122, LOUISVILLE, KY 40217



A quintet of EMD hoods and cab units is ready to roll south from Louisville's Strawberry yard on October 5, 1961. Five cars behind the drawbar of the last unit is a long string of loaded tri-level autoracks. L&N was a pioneer in handling auto traffic, recovering much of the finished auto business lost to trucks. (L&N Photo)



# AUGUST

# 1991

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



**LOUISVILLE & NASHVILLE**

HISTORICAL SOCIETY

P.O. BOX 17122, LOUISVILLE, KY 40217



In this undated scene from 1910, passengers and equipment are being shuffled at the junction of L&N's Cow Creek Branch and the Knoxville Division main at Dossett, Tennessee. H23 #1166 has just arrived from Harriman in this scene from L&N's earlier years. (Dave Oroszi Collection)

# SEPTEMBER

# 1991

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



**LOUISVILLE & NASHVILLE**

HISTORICAL SOCIETY

P.O. BOX 17122, LOUISVILLE, KY 40217



Louisville-DeCoursey trains were obliged to make a hard right turn at Latonia, Kentucky as they veered southward on the KY main to DeCoursey. On October 28, 1977, five gray and yellow four axles are bringing a northbound Short Line fast freight around the wye. (Jill Oroszi)

# OCTOBER

# 1991

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



**LOUISVILLE & NASHVILLE**

HISTORICAL SOCIETY

P.O. BOX 17122, LOUISVILLE, KY 40217



L&N's RS3s were noted for their versatility, handling mine runs and fast freights with equal efficiency. On August 3, 1965 five of the veteran Alcos sail by the two-story yard office at Loyall, Kentucky with Norton, Virginia-Corbin, Kentucky manifest No. 66. The RS3s are sporting no less than three different paint schemes. (Ron Flanary)

# NOVEMBER

# 1991

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



**LOUISVILLE & NASHVILLE**

HISTORICAL SOCIETY

P.O. BOX 17122, LOUISVILLE, KY 40217



For those who think it never snows in the deep South, witness the southbound **Gulf Wind** as it roars through a rare blanket of the white stuff near Biloxi, Mississippi in December, 1963. FP7 666 and E7 790 are on the business end of No. 33 this date. (J. Parker Lamb)



# DECEMBER

# 1991

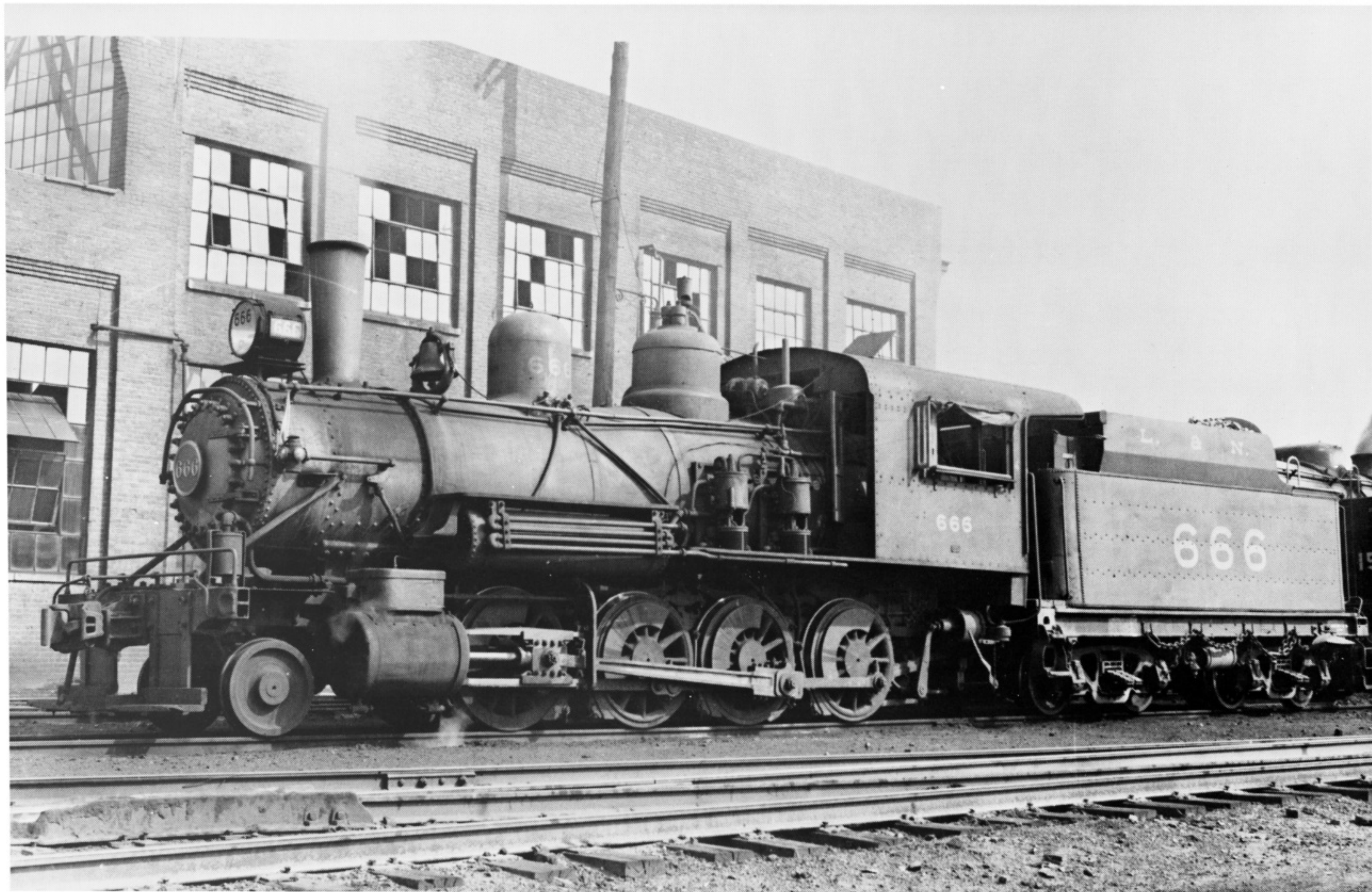
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2 First Day of Hanukkah	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25 Christmas Day	26	27	28
29	30	31				



**LOUISVILLE & NASHVILLE**

HISTORICAL SOCIETY

P.O. BOX 17122, LOUISVILLE, KY 40217



The Lexington & Eastern was absorbed by the L&N in 1910, but 38 years later, a few of its H-O class 2-8-0s were still steaming along for the Old Reliable. Diminutive Consolidation 666 (ex-L&E No. 27) is shown at Radnor (Nashville) on July 17, 1948. The acquisition of FP7 666 in 1951 (see photo for December, previous page) resulted in the engine being renumbered 686, the identification it carried until it was scrapped the following year. (R.E. Prince / F.E. Ardrey, Jr. Collection)



After doubling around the switchback at Hagans, Virginia on August 31, 1980, Extra 8110 North prepares to enter the 6,244 foot tunnel under Cumberland Mountain. Within 3,000 feet the train will be in Kentucky. (Jill Oroszi)

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 a beautiful panned photograph of L&N action at its finest, GP30 No. 1037 leads a southbound fast freight near Tullahoma, Tennessee in August 1964. (J. Parker Lamb)



With cumulus thunderheads building in the distance, train 4, the northbound *Azalean*, rolls across Biloxi Bay in August, 1958. Within a year, the New Orleans - Cincinnati train will have its southern terminus cut back to Montgomery. (J. Parker Lamb)