



LOUISVILLE & NASHVILLE
HISTORICAL SOCIETY

1992 CALENDAR





Although modest by Colorado standards, snow does fall in the Appalachian Mountains. Fireman Luther Harvell mugs for the camera as CV fast freight No. 66 rolls through Appalachia, Virginia on January 27, 1965. FA2 No. 361 exhibits a slight accumulation of the white stuff on its nose. The houses dotting the hill in the background are a familiar scene in this mountainous region, where the Good Lord usually left room for a river, a highway, the railroad, and precious little else. (Photo by Ron Flanary)

JANUARY

1992

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



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A tonnage freight rolls through Century, Florida, just below Flomaton on L&N's "PD" (Pensacola Subdivision of the Montgomery, Mobile & New Orleans Division) on a February 1951 day. The Gulf port at Pensacola generated sizeable freight for the Old Reliable over the decades, and big power like the J-4 Mikados regularly ran there from Montgomery. Miles of timber trestles east of Pensacola as well as west of Mobile kept the big J's off the P&A and New Orleans "subs," however. (Photo by Grady Robarts/Charlie Castner Collection)

FEBRUARY

1992

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 George Washington's Birthday (Observed)	18	19	20	21	22
23	24	25	26	27	28	29



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The long string of loaded N&W hoppers behind F7A 829 and its trailing mates indicates northbound business out of Norton, Virginia is brisk. On this March day in 1967, CV train 66 is slowing for a pick-up from the Interstate Railroad at Dorchester Jct. CV trains originated at Norton with traffic off the N&W, then traveled two downgrade miles to the Interstate connection to pick up Clinchfield interchange traffic brought over from Miller Yard by the IRR. (Photo by Charles K. Marsh, Jr.)

MARCH

1992

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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When one hears “K4 Pacific,” the legendary 4-6-2’s of the Pennsylvania Railroad immediately come to mind—that is unless you’re an L&N fan! L&N’s version of a K4, in this case No. 227, is shown in this undated shot from the 40’s leaving the Knoxville, Tennessee passenger station with what appears to be a mail and express section of the *Southland*. L&N hadn’t gotten around to installing a power reverse on the 227 yet (although many of the older home-built Pacifics were so equipped late in their careers), so the hoghead has just mustered all his strength to wrestle the manual “Johnson bar” into the corner to get the train underway. (Photographer unknown/L&NHS Collection)

APRIL

1992

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



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Back in 1964, L&N was busy moving some of the first "integral" (unit) trains from the Tennessee Valley Authority's Paradise steam plant in western Kentucky to the Widow's Creek plant in northern Alabama. Four GP30's are leading one of these trains out of Cowan, Tennessee and up the grade to Cumberland Tunnel. The three black GP7's behind the caboose are also doing their share of work as the southbound coal train attacks the mountain's two percent grades and sharp reverse curves. (Photo by J. Parker Lamb)

MAY

1992

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



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J-4 No. 1755 races north with the high cars on L&N's double-track mainline near South Park, Kentucky in this dramatic scene from the early 40's. The big Mike and her train are just south of Louisville and definitely on the home stretch. Given the determined look of the fireman, he probably has a hot date waiting for him at Highland Park. (Photo by Dr. Howard R. Blackburn/Charlie Castner Collection)

JUNE

1992

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 Father's Day	22	23	24	25	26	27
28	29	30				



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A northbound empty hopper extra is rolling through a reverse curve near Normandy, Tennessee in this scene from August 1966. The motive power mix includes SD35 No. 1209, C628 No. 1405 (shown belching a cloud of "Alco smoke" as the engineer has just hauled back on the throttle), and GP30 No. 1034. The 1209's strange combination of numberboards stayed intact for a few years. As frugal as L&N was, it didn't make good sense to waste money on a replacement numberboard, even if it didn't match the other one! (Photo by J. Parker Lamb)

JULY

1992

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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In her "salad days," K-2A Pacific No. 152 shows her agility as she whips Flomaton-Pensacola local No. 65 through Olive, Florida in August 1950. Then 45 years old, the elderly Rogers was to run another year before yielding to bigger steam and diesels. Happily, she's now preserved by the Kentucky Railway Museum, and pulls a train much like this one between Boston and New Haven—in Kentucky, of course! (Photo by Grady Roberts/Charlie Castner Collection)

AUGUST

1992

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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A few miles west of Nashville near Pegram, Tennessee, GP40 No. 3024 and five other units lead an eastbound freight on L&N's Memphis-Nashville mainline on June 2, 1980. This was the eastern portion of the NC&StL line linking the same two cities—the route of the short-lived but memorable **City of Memphis**. After rationalizing its basically parallel ex-L&N and ex-NC&StL lines to Memphis, today's CSX line includes the former L&N from Memphis to McKenzie, a portion of the NC's Union City Branch from there to Bruceton, and this line beyond to Nashville. (Photo by David Oroszi)

SEPTEMBER

1992

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



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Doubleheaded J-4's Nos. 1865 and 1808 work northbound tonnage for Louisville across the Shelby Park bridge at Nashville, circa 1941. The trestle is a continuation of L&N's Cumberland River Bridge, just out of camera range to the right. The lead J-4 tows an auxiliary tank used on the **Silver Bullet** (Cincinnati-New Orleans hotshot freight No. 71); the second J-4 will drop off at Portland, Tennessee, after helping the train up through the twin tunnels between there and Gallatin. (Photo by Shirley Eldridge/Bob Bell Collection)

OCTOBER

1992

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



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Sinks, Kentucky, junction of the Lebanon Branch ("LB") and the "KY" (Cincinnati Division), was an historic location for the L&N. The rails of the old Kentucky Central (predecessor to the "KY") and L&N's "LB" met here in 1883. On a rainy October 18, 1980, train No. 265, the Louisville-Corbin run via the "LB," swings out of the tunnel and into the junction to continue its run to Corbin. The Clinchfield SD40 up front this day reflected the increasingly close corporate relations between the L&N and the other members of the "Family Lines." (Photo by David Oroszi)

NOVEMBER

1992

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



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The inaugural southbound **Pan-American**, train 99, paused long enough for this portrait at Crescent Hill, Kentucky (a suburb of Louisville) on December 5, 1921. This original "Pan" was equipped with a combine, coach, diner, three Pullmans, and an observation car. From 1925 to 1933 though, Nos. 98 and 99 were all-Pullman. Despite lean times during the 30's, the **Pan-American** survived to become the railroad's flagship. Its demise on April 30, 1971 was slightly more than eight months before its golden anniversary. (Photo from L&N Collection/University of Louisville Archives)

DECEMBER

1992

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 Hanukkah	21	22	23	24	25 Christmas Day	26
27	28	29	30	31		



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It's too bad this photo isn't in color, since the blue and orange Chicago & Eastern Illinois F-7A up front would make quite a visual impression. Long before L&N purchased the eastern side of the C&EI, the two roads pooled motive power on Chicago-Atlanta piggyback (or "TOTE," if you will) trains. This southbound is running as a section of train 95, the **Dixie Flyer**, at Normandy, Tennessee in August 1965. Although C&EI 1408 is equipped with a steam generator, it's not an FP-7; those ten units were in the 1600-series. (Photo by J. Parker Lamb)



A J-4 Mike beats back a light winter snow storm as it blasts upgrade on the Short Line somewhere between Louisville and Anchorage, Kentucky. Although the train doesn't look that long by today's standards, the husky 2-8-2 appears to have all she can wiggle with. (Photo from L&N Collection/University of Louisville Archives)

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) An energetic young lass in penny loafers waves a greeting to the engine crew of the southbound **Pan-American** in this L&N publicity photo from 1948. Passenger business is definitely running at a post-war fever pitch; there are no less than 17 cars (all heavyweights) stretched out behind the tightlock couplers of the two blue and silver E7's. (Photo from L&N Collection/University of Louisville Archives)



By June 1955, the Azalean (trains 1 and 4) had declined to just slightly more than long distance locals on L&N's Cincinnati-New Orleans main stem. Southbound No. 1 takes leave of Montgomery, Alabama with two freshly painted E6's, six head-end cars, three coaches and a Pullman. In the background, Montgomery's classic train shed marks the location for the L&N station. The grain silos to the left ironically serve as today's Amtrak depot! (Photo by J. Parker Lamb)