

LOUISVILLE & NASHVILLE RAILROAD
HISTORICAL SOCIETY CALENDAR



1
9
9
3



The absence of a terminal company in the Cincinnati area meant that all railroads had to take care of their own interchange between yards. On April 8, 1978, L&N U30C no. 1575 and SD35 no. 7028 (former SCL 1909) lead four N&W units on a transfer from L&N's DeCoursey Yard on the Kentucky side of the Ohio River to N&W's Clare Yard, on the Ohio side. L&N caboose 41 trails an inbound transfer run from Conrail's Sharonville Yard. (Dave and Jill Oroszi)

JANUARY

1993

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



LOUISVILLE & NASHVILLE

HISTORICAL SOCIETY

P.O. BOX 17122, LOUISVILLE, KY 40217



On a frosty but clear winter day in the early 40's, L&N train 92, the St. Louis section of the **Dixie Limited**, approaches East St. Louis behind the rapid staccato exhaust of K4B no. 260. The St. Louis line hosted sections or connections for most of the Midwest-Florida trains operating over the "Dixie" route via Evansville. Through service was also available to and from Louisville. (Kenny Fannon Collection)

FEBRUARY

1993

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 <small>George Washington's Birthday (Observed)</small>	16	17	18	19	20
21	22	23	24	25	26	27
28						



LOUISVILLE & NASHVILLE

HISTORICAL SOCIETY

P.O. BOX 17122, LOUISVILLE, KY 40217



Standing on the U.S. 411 overpass just south of Etowah, Tennessee on March 16, 1966, the photographer captured this splendid action image of a southbound Knoxville & Atlanta Division fast freight behind units 306, 522, 414 and 858 (FA2/GP9/GP7/F7A). Alco FA2's had fronted K&A trains on this division for years, due primarily to many of them being equipped with Automatic Train Control, a requirement on the Etowah to Corbin segment of the division until mid-1964. With ATC deactivated two years previous though, the 306 is just another unit on the point of a freight. (Charles K. Marsh, Jr.)

MARCH

1993

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			



LOUISVILLE & NASHVILLE

HISTORICAL SOCIETY

P.O. BOX 17122, LOUISVILLE, KY 40217



The summer of 1963 was an interesting time for motive power on the L&N. New units were being acquired, and a new paint scheme had been introduced to replace the dreary all blue or black livery (if you could call it that) used since 1958. Freshly shipped RS3 no. 253 sports an early version of the scheme, with a yellow nose all but lost in this unfiltered black and white photograph. Behind the 253 is another reason the summer of '63 was a memorable train watching season on the L&N: a recently acquired ex-Lehigh & New England RS2. (L&N Photo/L&NHS Collection)

APRIL

1993

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
				1	2	3
4 Palm Sunday	5	6 First Day of Passover	7	8	9 Good Friday	10
11 Easter Sunday	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



When L&N built its first 16 J1-class 2-8-2 Mikados in 1914 at its South Louisville Shops, it was decided to temporarily number them in the 2400- series until some equipment trusts could be retired. The beefy Mikes were pure drag freight era power, and spent most of their careers in the Eastern Kentucky coal fields and on transfer and hump duty in the Cincinnati area. For some reason the L&N never got around to renumbering the 2400's into the intended 1400-1416 slot, and they remained as the lonely occupants of the strange number series. The next order of J1's began with engine 1417. (R.E. Prince/F.E. Ardrey, Jr. Collection)

MAY

1993

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



LOUISVILLE & NASHVILLE

HISTORICAL SOCIETY

P.O. BOX 17122, LOUISVILLE, KY 40217



On trackage opened for through train service in 1872 as the South & North Alabama, J4 no. 1839 stands for the company photographer on Sand Mountain near Holmes Gap, Alabama. When the photo session is over, the big 2-8-2's exhaust will fill the countryside with sound as it strains to get the "high cars" of train no. 71, the famed **Silver Bullet**, into motion again. The "Bullet" was L&N's highest priority freight on the Cincinnati to New Orleans main, and received almost as much attention from the railroad as the **Pan-American**. Also, L&N's version came much earlier than Coors'. The J4, equipped with an auxiliary water tender with the train's name painted on, is running through from Louisville to Birmingham. The white flags flanking the bell suggest the train is running ahead of schedule as an extra. (L&N Photo/UofL Archives)

JUNE

1993

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 Father's Day	21	22	23	24	25	26
27	28	29	30			



LOUISVILLE & NASHVILLE

HISTORICAL SOCIETY

P.O. BOX 17122, LOUISVILLE, KY 40217



We're on ex-C&EI trackage at Haley Tower near Terre Haute, Indiana as northbound freight 718 hits the Conrail crossing in a cacophony of metal on metal. The double track is the former New York Central Indianapolis-St. Louis line. The Chicago-bound L&N freight is powered by 2721/1581 and 4087 (U23B/U30C/GP38-2). (Dave and Jill Oroszi)

JULY

1993

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



NC&StL had five steam generator-equipped GP7's on its roster, and two of them are hustling the northbound Dixie Flyer, train 94, through the Tennessee countryside near Wartrace. By the time this shot was made in August 1964, the "Flyer" was on its last legs. Lead unit 1753 was sold in a wrecked condition (side swiped) to the Clinchfield in November 1964. The unit was rebuilt and renumbered as CRR no. 919, and ultimately survived as a GP16. (J. Parker Lamb, Jr.)

AUGUST

1993

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	24	26	27	28
29	30	31				



LOUISVILLE & NASHVILLE

HISTORICAL SOCIETY

P.O. BOX 17122, LOUISVILLE, KY 40217



Train 86 is shown leaving Birmingham on April 4, 1948 for an all day swing around the big loop through Gadsden, Alabama (the Alabama Mineral Railroad). The three car heavyweight consist of dark green cars is being handled by K3 Pacific no. 204. The train will change numbers at Anniston, becoming train 47. Alas, this delightful conveyance expired on January 27, 1951. (F. E. Ardrey, Jr.)

SEPTEMBER

1993

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			1	2	3	4
5	6 Labor Day	7	8	9	10	11
12	13	14	15	16 Rosh Hashanah	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



If pictures could talk, you would be hearing the wide open scream of a turbocharged EMD prime mover right now. In the days before such operations were moved into sound-insulated testing booths, GP35 no. 1106 (left) is undergoing a load test at South Louisville. This is Shop 17, the first system shop facility built for diesel repairs (designed for the E6 passenger units in the 40's). On this day in August 1965, the 1106 is joined by GP30 1046, FA2 309, E7 759, and a host of other unseen units. Shop 17 was usually full of L&N units of all types receiving running repairs. (Ron Flanary)

OCTOBER

1993

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



LOUISVILLE & NASHVILLE

HISTORICAL SOCIETY

P.O. BOX 17122, LOUISVILLE, KY 40217



On a bleak winter 1949 day, L1 no. 420 lifts her pops before heading north for Cincinnati with train 8. After E units bumped the 4-8-2's from the premier trains, nos. 7 and 8 were frequently handled by the L1's. From the location of the engine relative to the bumper posts at Louisville Union Station, no. 8 has a rather long consist this day. The 420 will soon have its work cut out on the unforgiving profile of the Short Line. (Jack Fravert)

NOVEMBER

1993

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



LOUISVILLE & NASHVILLE

HISTORICAL SOCIETY

P.O. BOX 17122, LOUISVILLE, KY 40217



L&N's four SDP35's were strange creatures. Although they were designed to accommodate a steam generator, the units never got them. Consequently they never were placed into passenger service. The L&N did put the extra space in the rear of the long hood to good use to house radio control gear for the short-lived "RMU" (Remote Multiple Unit) operations in Eastern Kentucky. On February 2, 1968, "class" unit no. 1700 is just another six-axle freight motor as she works CV fast freight no. 864 near Olinger, Virginia. U25C units 1502 and 1513 trail the unique EMD. (Ron Flanary)

DECEMBER

1993

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



LOUISVILLE & NASHVILLE

HISTORICAL SOCIETY

P.O. BOX 17122, LOUISVILLE, KY 40217



L&N's original E, no. 750 (ex-450A), and a companion E6 handle the propulsion chores on what appears to be train 37, the southbound **Crescent** at Biloxi, Mississippi. When this scene was recorded around 1960, train 37 was relayed south from Montgomery to New Orleans on its own. The southbound **Pan-American** made this same run combined with the through cars of the Southern/A&WP **Piedmont Limited** (picked up at Montgomery) and the interline (with Seaboard Air Line) **Gulf Wind** (combined at Flomaton). The streamlined baggage RPO on the head end was one of two streamlined cars built for the L&N by Pullman Standard in 1949 and normally assigned to the interline **Crescent**. (C. Laird, Sr., Dave Oroszi Collection)



As the engineer looks back for a signal, L1 no. 416 backs into Louisville Union Station with train 7 for Nashville. From almost any angle, L&N's USRA-design "light" 4-8-2's were exceptionally good looking machines. (Charles B. Castner)

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 bi-monthly 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, authentic limited-edition models of L&N equipment 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) One could always find E-units droning away at the Tenth Street "Roundhouse" near Louisville Union Station. April 26, 1966 is no exception as E8 no. 797 (foreground) and E6 no. 777 face off. The slant nose veteran and her trailing mate on the right will relieve the inbound pair of E's on train 98, the northbound **Pan-American**, and head the train to Cincinnati. When night falls, the 777's low octave air horn will be clearing the way up the Short Line with 13 cars in her wake. (Ron Flanary)



Company hoppers stretch off into infinity as a northbound empty train sails through a “swag” just south of Haley, Tennessee. This May 12, 1981 scene recorded GP38-2 no. 4061 leading two C30-7’s and an SD40-2 on the point. The trackage here belonged to the Nashville Chattanooga & St. Louis until its 1957 merger with the L&N. (Dave and Jill Oroszi)