



2004 CALENDAR



LOUISVILLE & NASHVILLE RAILROAD HISTORICAL SOCIETY



Southbound Cumberland Valley Division fast freight 65 rolls into Loyall, Kentucky on December 28, 1964. FA2 321 was the last domestic cab unit constructed by Alco (in 1956), and one of several that would later see service as cab control units on the Long Island Railroad. (Ron Flanary Photo)

JANUARY

2004

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 Martin Luther King, Jr. Day	20	21	22	23	24
25	26	27	28	29	30	31



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A southbound Knoxville & Atlanta Division freight pauses at L&N's West Knoxville (Tennessee) Yard on December 17, 1956. The train is powered by an all-Alco trio of FA2 363, RS3 240, and FA2 300. (Steve Patterson Photo)

FEBRUARY

2004

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



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An NC&StL "Yellow Jacket" J3 class 4-8-4 hammers westbound through Smyrna, Georgia on July 24, 1949 with a 23 car freight. The Dixie-class engines helped the N&C handle a staggering amount of freight and passenger traffic through WWII. The J3's were dual-service machines, handling a Dixie Flyer one trip, and a Nashville-bound manifest the next. (R.D.Sharpless Photo, F.E.Ardrey, Jr. Collection)

MARCH

2004

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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At Parkwood, Alabama on October 8, 1981, train 371 hustles southward behind four EMD hoods. This location is along the busy main between Birmingham and Montgomery. (Jill Oroszi Photo)

APRIL

2004

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
				1	2	3
4 <small>Palm Sunday Daylight Savings Time begins</small>	5	6	7	8	9 <small>Good Friday</small>	10
11 <small>Easter Sunday</small>	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	



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J4A's 1891 and 1914 hold the main at Appalachia, Virginia in November 1951 for a meet with a northbound train. This extra is a Norton Turn out of Loyall, Kentucky, hauling Cumberland Valley Division coal to the Interstate interchange at Dorchester Junction, and also traffic for the N&W at Norton. (Charles Buccola Collection)

MAY

2004

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 30	24 Memorial Day 31	25	26	27	28	29



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In August 1964, F-units 836, 703 and 1811 are departing Cowan, Tennessee southward up Cumberland Mountain with a fast freight. Three GP7s are behind the caboose lending their support to shove the train over the top and through the tunnel at the top of the grade. (J. Parker Lamb)

JUNE

2004

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			



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Baldwin M-1 1952 awaits clearance from the south end of DeCoursey Yard in the early 1950's before heading southward with a string of empty hoppers for Ravenna. The normally busy yard is comparatively empty this day. (Gene Huddleston Photo)

JULY

2004

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
				1	2	3
4 Independence Day	5 Independence Day (Observed)	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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At the south end of Nashville Union Station about 1951, FP7A 618 jockeys through the switches after bringing in a local passenger train. A string of NC&StL cars in dark green with yellow gold lettering occupies the distant track. (Ron Flanary Collection)

AUGUST

2004

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 had four E8's purchased new in 1951, one of which—the 795—is part of the protection power at Louisville Union Station's 10th Street engine facility. In the summer of 1964, the dark blue E is mated with E6 770, the only one of the big L&N EMD passenger units to survive. The unit's engineless carbody still resides at Kentucky Railway Museum in New Haven. (Ron Flanary Photo)

SEPTEMBER

2004

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	17	18
19	20	21	22	23	24	25
26	27	28	29	30		



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The Cincinnati to Corbin day passenger local, train 29, breezes through the golf course at Ryland, Kentucky in the 1940's. A K5-class Pacific handles a seven car train of heavy-weights. If the train is on time, it should be about 8:55 AM, Central Standard Time, which was the time zone in which this area was located then. (L&NHS Collection)

OCTOBER

2004

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



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FP7A 653 is working train 437 at Camden, Alabama in this scene from February 11, 1971. Cab units weren't normally preferred for local freight service since their one-direction design wasn't conducive to switching en route.

NOVEMBER

2004

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				



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The northbound Pan-American, train 98, sprints by Strawberry Yard south of Louisville in the late 1940's. The twin E6's represent the Pan's normal power since they were first delivered in 1942. Also obvious is the rather heavy consist; passenger travel was still brisk in this post-WWII era. (Bob Hughes Photo)

DECEMBER

2004

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 <small>First Day of Hanukkah</small>
19	20	21	22	23	24	25 <small>Christmas Day</small>
26	27	28	29	30	31	



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Late in its last full year of operation—1970—the northbound Pan-American swings into KC Junction in Covington, Kentucky. From this point until the train reaches CUT trackage across the Ohio River in Cincinnati, it will be on C&O rails. That's Chessie's double track main coming in from the left from Russell and points east. (Ed O'Meara Photo/Dave Oroszi Collection)



J4 number 1782 rolls along with a main line freight at this unidentified location in the 1940's. (L&N Collection, UofL 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 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: A northbound empty hopper train coils through a reverse curve on the ex-NC&StL main at Normandy, Tennessee in August 1966. The lead SD35 sports two styles of front numberboards—the as-delivered glass white on black versions on the engineer's side (left), and the newer black and white plastic replacement that came into use in 1965. This was definitely not typical. Trailing the SD is an Alco C628 and a GP30. (J. Parker Lamb Photo)



Train 94, the northbound Dixie Flyer, rolls along near Wauhatchie, Tennessee in July 1958 behind an A-B set of dual service F-units. Although this has the look and feel of the NC&StL, the equipment and line had been a part of the L&N system for 11 months when this photo was made. (David W. Salter Photo)