



2006 CALENDAR



LOUISVILLE & NASHVILLE HISTORICAL SOCIETY • P.O. Box 17122 • LOUISVILLE, KY 40217



A winter storm has dumped a fair amount of fresh, white snow on the town of Appalachia, Virginia in January 1964. Corbin-bound CV Division fast freight 66 is easing through the community, its lead FA2 (actually a model FPA2) 350 already showing the effects of the inclement weather through which it's rolling. While EMD units would sometimes show up on this run, Alcos were the predominant power of choice in the decade following the end of steam. (Ron Flanary Photo)

JANUARY

2006

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 Martin Luther King, Jr. Day	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				



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Not far out of East St. Louis, Illinois, a passenger train hammers along behind K5 Pacific 266 in 1940. The all-heavyweight dark green train is typical of World War II-era main line passenger service on the L&N, with an express reefer, RPO, baggage, two coaches, a diner, and two Pullmans. (Gary D. Rolih Collection)

FEBRUARY

2006

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



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South of Morley, Tennessee, on L&N's Cincinnati to Atlanta main line, a southbound coal train behind an SD40 and leased/borrowed GE power from both the Southern Pacific and Seaboard Coast Line works upgrade over Hickory Creek in 1978. Just ahead at Chaska, two more units will couple behind the train's caboose for the shove over Duff Mountain. (R.D.Acton, Sr. Photo)

MARCH

2006

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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Coal smoke wafts from the tall stack of K4b Pacific 257 in front of the train shed at Montgomery during the mid-'30s. Although the light Pacific has been modernized with a power reverse, she's still hand-fired. The limited-clearance boiler tube pilot (which would not allow such engines to be coupled front-to-front) has not yet been replaced by a more practical stubby version. (Gary D. Rolih Collection)

APRIL

2006

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



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The northbound Pan-American is looking pretty lean on this day in 1970 as it passes a C&O GP30 at KC Tower in Covington, Kentucky, but L&N's flagship passenger train is still carrying on with its Old Reliable dignity intact to the very end. A pair of veteran E7s offers more than sufficient horsepower for the five-car train. (Charlie Mockbee Photo)

MAY

2006

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



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Aptly-named Junction City, Kentucky—just south of Danville—resonates with the familiar racket of a train crossing the Southern (CNO&TP) diamond with L&N's Lebanon Branch. South Louisville-designed and constructed caboose 6513 is bringing up the rear of Corbin-Louisville freight 565 on March 29, 1986. The crossing had been automated years before, but a wooden interlocking tower once governed traffic across this busy central Kentucky railroad intersection. (Dave Oroszi Photo)

JUNE

2006

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



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For anyone familiar with the sound of wide-open diesels under heavy load, words are not necessary to explain this scene. The Cowan, Tennessee-based Cumberland Mountain helpers—three GP38s—have been added to the point of an Atlanta-bound fast freight's three SD40-2s for the climb up to Cumberland Mountain Tunnel (the north portal of which is behind the photographer) on a very hot first day of August 1982. A "high-wide" transformer is first out behind the rear unit. (John E. Beach Photo)

JULY

2006

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 30	24 31	25	26	27	28	29



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At MN Tower in East Louisville, the switchmen aboard L&N 39 are enjoying the breeze as they roll southward through the junction. The 1946-built Alco switcher was one of several to have its original 660 horsepower prime mover and electrical equipment replaced by an EMD 1200 horsepower diesel from a retired E-unit. The unique unit was photographed on April 18, 1981. (Dave Oroszi Photo)

AUGUST

2006

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 northbound freight drifts downgrade out of Hickory Creek Tunnel 2 at Morley, Tennessee on the Knoxville & Atlanta Division. The J3 Mike handling the train was preferred freight power on this route. The small box behind the sand dome atop the boiler is for electrical control gear for the Automatic Train Control (ATC) that was required equipment for all engines operating on the Corbin to Etowah line at that time. (Ron Flanary Collection)

SEPTEMBER

2006

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



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Brand new SD40-2 8010 swings off the High Line at the north end of Corbin Yard on May 5, 1979 with a DeCoursey-bound freight. The main line by the passenger station and track leading to the north throat of Corbin's West yard are in the foreground. The huge microwave tower behind the Corbin Division office was a familiar landmark. Note the high speed order hoops still in place behind the third unit, plus a glimpse of U.S. Steel's coal washing plant in the background. (James C. Herold Photo/Louis Marre Collection)

OCTOBER

2006

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2 Yom Kippur	3	4	5	6	7
8	9 Columbus Day	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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L&N's second RS3, number 101, (constructed in 1951) leads a southbound Short Line freight across Bullock Pen Creek Trestle on the climb up Bank Lick grade on December 18, 1970. Older power such as these veteran RS3s and the F7B weren't called on as often to handle main line assignments, being confined to transfer runs, locals and other less prestigious assignments by this time. (Dave Oroszi Photo)

NOVEMBER

2006

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



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On another snowy day in Appalachia, Virginia, northbound train 864 rolls by the closed L&N passenger depot behind SD35 1205, an F7A (running in reverse), and a U25C. This December 12, 1968 exposure reflects the changed nature of system motive power assignments that grew out of the second generation of dieselization. Where once four-motor Alcos could only be found, L&N's "mix 'em up" motive power philosophy meant it was never possible to predict what might be on the point of the next train. (Ron Flanary Photo)

DECEMBER

2006

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



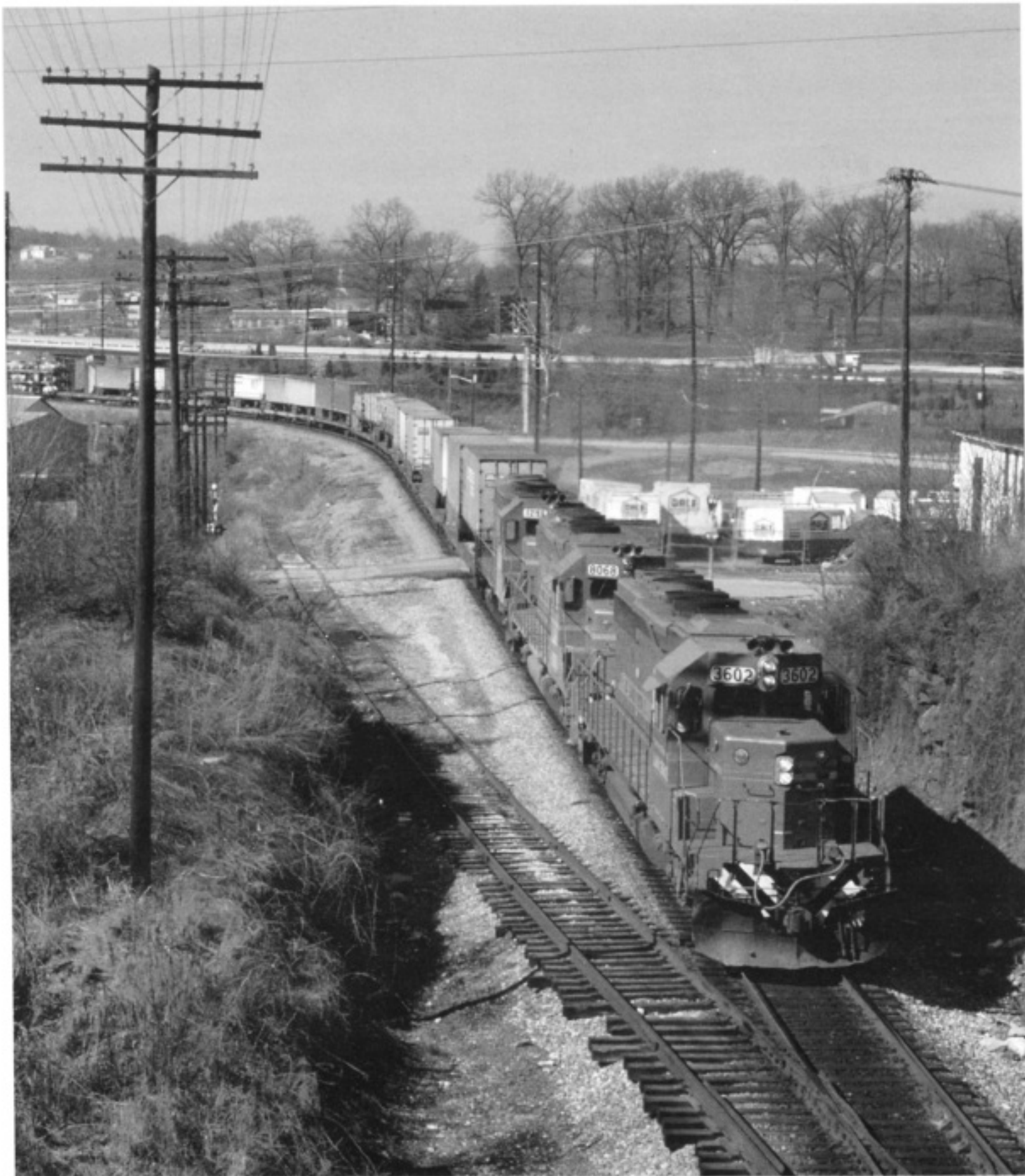
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In August 1965, a four-unit set of road power sits on the leads to Shop 17 at South Louisville. The signal on the left marks the at-grade crossing with Southern's Danville, Kentucky to East St. Louis, Illinois main line at Floyd Street. The all-EMD group includes dual service (passenger and freight) FP7 657 plus two freight F7s and a boiler-equipped GP7. (Ron Flanary Photo)



Southbound "Tote" number 141 rolls through Knoxville, Tennessee on February 14, 1982. The train was photographed from the Sutherland Avenue overpass. (Scott Lindsey Photo)

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 L&N Magazine*. 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.

The Society also produces specialty publications, such as profile diagrams, passenger car data and diagram books, authentic limited-edition models of L&N equipment and many other items, including this calendar.

The Society hosts an annual convention each fall, 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

Front Cover: The year is 1937, and the effects of the Great Depression are evident at Latonia, Kentucky. However, L&N's grand old Pan-American shows no signs of economic decline as train 99 steams out of the tunnel before making a hard right at the depot, just ahead. Polished K5 Pacific 266 will get a larger tender, gold stripes and trim, and a dark green paint job for this same run two years later. (Thomas O. Acree Photo, L&NHS Collection)



On the former NC&StL at Tullahoma, Tennessee, the Sparta Branch Local shuffles cars before heading up the branch on May 13, 1981. For a time, the L&N used a single GP7 on the local, but increased traffic was more than a single unit could haul, so today's train has two. (R.D. Acton Jr. Photo)