

***L&N***

***Louisville & Nashville***

**2011 CALENDAR**



**Louisville & Nashville Historical Society • PO Box 17122 • Louisville, KY 40217**





**L&N** On Friday, New Year's Day, 1965, the L&N's dependable old flagship, No. 99 the *Pan-American*, rolls through suburban St. Matthews, Kentucky en route to the A Street connection and a back up move into Louisville Union Station. After the customary 20-minute station stop to work head end traffic and discharge and receive passengers (plus a possible change of power), the train continued to warmer climes on the way to New Orleans. L&N's "austerity" locomotive paint schemes of the late 1950s and early 1960s wasn't really a fan favorite, but it's hard to argue against the classy dark blue E8s with red nose herald on the point this morning. —Tom Smart photo





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# JANUARY 2011

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

				2010 DECEMBER 2010 Su M Tu W Th F Sa 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	2011 FEBRUARY 2011 Su M Tu W Th F Sa 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	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					



Martin Luther King, Jr., Day

New Year's Day





The "up" *Pan-American*, No. 102, is just out of Memphis Union Station and gathering speed behind FP7A 659 on its morning dash to Bowling Green, Kentucky on April 7, 1965. There, the Memphis section will meet No. 98, the northbound main line section of the *Pan*, en route from New Orleans to Cincinnati. Alas, the Memphis service is on borrowed time. The Memphis sections of the *Pan* (that had operated from the very beginning of the *Pan-American's* inauguration in 1921) made their last runs just over seven months later, on November 15, 1965. —*Al Chione collection*





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# FEBRUARY 2011

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

	2011 JANUARY 2011 Su M Tu W Th F Sa 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	1	2	3	4	5
6	7	8	9 Groundhog Day 	10	11 	12
13	14 Valentine's Day	15	16	17	18 	19
20	21 President's Day	22	23	24 	25	26
27	28	2011 MARCH 2011 Su M Tu W Th F Sa 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				





The latter-day incarnation of L&N's famed *Silver Bullet*, Cincinnati to New Orleans expedited fast freight No. 71, rolls through Parkwood, Alabama on May 6, 1979. Two new GE C30-7s bracket a slightly older SD40-2 on today's No. 371. Parkwood is a dozen miles south of Birmingham — a busy spot on L&N's main line to New Orleans. With the exception of a short stretch of single track over Southern's Tennessee River bridge at Decatur, Alabama, double track once extended from North Athens to Calera, several miles further south from Parkwood. Centralized Traffic Control installed after dieselization erased much of the second main. —*Doc Clements photo*





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# MARCH 2011

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

	2011 FEBRUARY 2011 Su M Tu W Th F Sa 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	1	2	3	4 	5
6	7	8	9	10	11	12 
13 Daylight Savings Time Begins (clocks forward)	14	15	16	17 St. Patrick's Day	18	19 
20 First Day of Spring	21	22	23	24	25	26 
27	28	29	30	31	2011 APRIL 2011 Su M Tu W Th F Sa 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	





On May 20, 1979, GP38-2 4077 leads two run-through Southern Pacific SD40T-2 "Tunnel Motors" on a through freight at Mobile, Alabama. The saltwater legacy of the south end of the L&N is never more evident than in this scene as the northbound passes ocean-going freighters lying at anchor. A crew change is just ahead at Sibert Yard before the hotshot continues toward Montgomery, Birmingham and points north. —Glen P. Koshiol photo





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# APRIL 2011

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

			2011 MARCH 2011 Su M Tu W Th F Sa 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	2011 MAY 2011 Su M Tu W Th F Sa 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	1	2
3   New	4	5	6	7	8 April Fool's Day	9
10	11   1st Qtr	12	13	14	15	16
17   Full	18	19	20	21	22 Good Friday	23
24   Last Qtr	25	26	27	28	29	30
Easter						





For years the L&N and other Louisville-area railroads were famous for operating a large number of special passenger trains and extra cars on regular trains to bring patrons to the Kentucky Derby. On Saturday, May 1, 1965, power from inbound trains is starting to congregate at the tiny 10<sup>th</sup> Street "roundhouse" just south of Union Station. Three passenger-equipped GP7s on the left have brought a train in from Cincinnati as E-units and other power fill the tracks on the right. At Churchill Downs that afternoon, jockey Bill Shoemaker rode "Lucky Debonair" to victory in the 1965 Derby. —Charles B. Castner photo





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# MAY 2011

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

1	2	3 	4	5	6	7
8  Mother's Day V-E Day (1945)	9	10 	11	12	13	14
15	16	17 	18	19	20	21
22	23	24 	25	26	27	28
29	30  Memorial Day	31	2011   APRIL   2011 Su M Tu W Th F Sa 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	2011   JUNE   2011 Su M Tu W Th F Sa 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		





As dieselization accelerated after 1950, the L&N's 22 L-1 class Mountains found themselves bumped off the system's heavy main line passenger hauls by E-units. The 14 engines still in service by 1953 had their steam pressure bumped up to 210 psi for freight service and were renumbered 470-483 to make room for new GP7s. L&N 474 (ex-408) leads J-4 1793 on a southbound into Louisville's Strawberry Yard with a seemingly endless string of gons. The fireman on 1793 has a rather enthusiastic response to being photographed. Not all from this scene was lost, however. The tender on 474 survived and is paired with the Kentucky Railway Museum's restored K-2A Pacific 152 where it still serves its intended purpose. —*Jack B. Fravert photo*





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# JUNE 2011

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

		2011 MAY 2011 Su M Tu W Th F Sa 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	1 	2	3	4
5	6 D-Day (1944)	7	8 	9	10	11
12	13	14 Flag Day	15 	16	17	18
19 Father's Day	20	21 First Day of Summer	22	23 	24	25
26	27	28	29	30	2011 JULY 2011 Su M Tu W Th F Sa 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	





Two of the more rare units of L&N's diesel roster front a northbound extra "cab hop" at Dolton, Illinois in August 1977. Lead unit 5601 is a rare Alco C430 with high-adhesion trucks. The unit was built in 1967 as Alco demonstrator 430-2, one of three such engines. The trio was acquired by Seaboard Coast Line and eventually wound up in L&N ownership in 1976. The second unit is an Alco RS11 built in 1960 for the Seaboard Air Line and also coming into L&N ownership in 1976. Alcos were notorious for making "turbo lag" smoke if accelerated quickly, but in this photo, the culprit appears to be a GE U23B, third unit back. —Richard M. Panek photo





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# JULY 2011

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

			2011 JUNE 2011 Su M Tu W Th F Sa 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	2011 AUGUST 2011 Su M Tu W Th F Sa 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	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						







When the L&N acquired the Evansville-to-Chicago, Illinois eastern side of the former Chicago & Eastern Illinois in June 1969, part of the deal was continued operation of the *Danville Flyer*, the last vestige of passenger service on the former "Dixie" route between Chicago and Danville, Illinois. The weekday, long-distance commuter train left Chicago's Dearborn Street Station each afternoon for Danville and returned in the mornings with a 9:15AM arrival in the Windy City. Former C&EI E7 1101, renumbered and given a typical South Louisville Shops "quickie" re-lettering as L&N 799, is shown at Dolton, Illinois with northbound No. 4 on August 31, 1969. —Joe McMillan photo





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# Louisville & Nashville

# AUGUST 2011

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

<div>2011JULY2011</div> <div>Su M Tu W Th F Sa</div> <div>1 2</div> <div>3 4 5 6 7 8 9</div> <div>10 11 12 13 14 15 16</div> <div>17 18 19 20 21 22 23</div> <div>24 25 26 27 28 29 30</div> <div>31</div>	1	2	3	4	5	6 <div><div></div><div>1st Qtr</div></div>
7	8	9	10	11	12	13 <div><div></div><div>Full</div></div>
14 <div>V-J Day (1945)</div>	15	16	17	18	19	20
21 <div><div></div><div>Last Qtr</div></div>	22	23	24	25	26	27
28 <div><div></div><div>New</div></div>	29	30	31	<div>2011SEPTEMBER2011</div> <div>Su M Tu W Th F Sa</div> <div>1 2 3</div> <div>4 5 6 7 8 9 10</div> <div>11 12 13 14 15 16 17</div> <div>18 19 20 21 22 23 24</div> <div>25 26 27 28 29 30</div>		







**L&N** Twin E6s clatter over the switches at the south throat of Cincinnati Union Terminal on a summer morning in 1953 as No. 18, the over-night *Flamingo* from Atlanta arrives. Trains 17 and 18 were the through trains between Cincinnati and Atlanta on the L&N's east-side mainline, while Nos. 32 and 33, the *Southland*, were the daylight runs. Alas, the day trains were discontinued in 1959, leaving the old *Flamingos* to bore through the night until they too were annulled in 1968. Lead unit 770 — one half of L&N's first E6 A-A pair to go into service in 1942 — still exists in the collection of the Kentucky Railway Museum in New Haven. —Al Schultze photo, David P. Oroszi collection





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# SEPTEMBER 2011

SUNDAY

MONDAY





TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

			2011 AUGUST 2011 Su M Tu W Th F Sa 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	1	2	3
4   1st Qtr	5  Labor Day	6	7	8	9	10
11	12   Full	13	14	15	16	17
18	19	20   Last Qtr	21	22	23  First Day of Autumn	24
25	26	27   New	28	29	30	2011 OCTOBER 2011 Su M Tu W Th F Sa 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





For years the Carrollton Railroad served its namesake community from a main line connection to the L&N's Short Line main at Worthville, Kentucky, using "lend-lease" power from the bigger road. This included a succession of H-class Consolidations. With the end of steam in sight, J-4 class 2-8-2s — main line power until swept aside by diesels — were detailed to the Carrollton. The very last such engine was 1882, shown at the Carrollton's "engine terminal" in 1956. Louisville area railfans have dolled the Mike up with silvered running boards, as she was a favorite photo target for steam-starved L&N enthusiasts. Alas, 1882 was swapped out for SW9 2294 at Worthville on January 28, 1957. The steamer then continued the run with local freight 86 into DeCoursey — the last use of an L&N steamer in regular service on the system. —Charles B. Castner photo





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# OCTOBER 2011

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

				2011 SEPTEMBER 2011 Su M Tu W Th F Sa 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	2011 NOVEMBER 2011 Su M Tu W Th F Sa 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	1
2	3  1st Qtr	4	5	6	7	8
9	10 Columbus Day	11  Full	12	13	14	15
16	17	18	19  Last Qtr	20	21	22
23	24	25	26	27	28	29
30	31 Halloween		 New			





At Corbin, Kentucky's West Yard in September 1965, Alco FA-2 321 fronts RS-3s 126, 224 and 229 on a southbound extra freight for the Cumberland Valley Division. The 321 was the last cab unit Alco built for domestic service. After retirement for trade-in by the L&N in 1969 (to GE), the unit was one of six ex-L&N FA-2s purchased by commuter hauler Long Island Railroad for conversion to power cars. The former 321 operated many more years as LI 606. —David W. DeVault photo





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# Louisville & Nashville

# NOVEMBER 2011

SUNDAY

MONDAY





TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

	2011 OCTOBER 2011 Su M Tu W Th F Sa 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	1	2  1st Qtr	3	4	5
6  Daylight Savings Time Ends (clocks back)	7	8	9	10  Full	11  Veteran's Day Armistice Day (1918)	12
13	14	15	16	17	18  Last Qtr	19
20	21	22	23	24  Thanksgiving	25  New	26
27	28	29	30	2011 DECEMBER 2011 Su M Tu W Th F Sa 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		





**L&N** Two former NC&StL EMD units, F7A 1809 and GP7 1710, have a freight in tow at Allatoona Pass, Georgia in 1964. Following the merger with the L&N in 1958, the Old Reliable decided to adopt a simplified paint scheme for its motive power fleet and these two units swapped their more attractive blue/gray and red/gold "N&C" liveries, respectively, for "dip" black. This route is the state's Western & Atlantic (leased by the L&N), made famous by the Civil War's Andrews Raid of 1862 and the historic steam locomotive *General*. —Ron Flanary collection





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# DECEMBER 2011

SUNDAY

MONDAY

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THURSDAY

FRIDAY

SATURDAY

		2011 NOVEMBER 2011 Su M Tu W Th F Sa 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	2012 JANUARY 2012 Su M Tu W Th F Sa 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	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
Christmas						

Pearl Harbor Day (1941)

First Day of Winter







The 1962 return to service of the *General* was a major public relations triumph for the L&N. That summer Louisville school children excitedly ran toward Western & Atlantic 3 for a short ride aboard her constant companion, brightly painted "Jim Crow" combine 665. The location is Central Station, along the Ohio riverfront in the Falls City—a facility that handled the passenger trains of the Illinois Central, Chesapeake & Ohio, Baltimore & Ohio and Southern railroads. By this date, only the C&O's Louisville section of the *George Washington* called at Central. The following year, the train moved to Union Station, allowing Central to be demolished for freeway construction. —Charles B. Castner photo



# 2012

2012 JANUARY 2012	2012 FEBRUARY 2012	2012 MARCH 2012
Su M Tu W Th F Sa	Su M Tu W Th F Sa	Su M Tu W Th F Sa
1 2 3 4 5 6 7	1 2 3 4	1 2 3
8 9 10 11 12 13 14	5 6 7 8 9 10 11	4 5 6 7 8 9 10
15 16 17 18 19 20 21	12 13 14 15 16 17 18	11 12 13 14 15 16 17
22 23 24 25 26 27 28	19 20 21 22 23 24 25	18 19 20 21 22 23 24
29 30 31	26 27 28 29	25 26 27 28 29 30 31

2012 APRIL 2012	2012 MAY 2012	2012 JUNE 2012
Su M Tu W Th F Sa	Su M Tu W Th F Sa	Su M Tu W Th F Sa
1 2 3 4 5 6 7	1 2 3 4 5	1 2
8 9 10 11 12 13 14	6 7 8 9 10 11 12	3 4 5 6 7 8 9
15 16 17 18 19 20 21	13 14 15 16 17 18 19	10 11 12 13 14 15 16
22 23 24 25 26 27 28	20 21 22 23 24 25 26	17 18 19 20 21 22 23
29 30	27 28 29 30 31	24 25 26 27 28 29 30

2012 JULY 2012	2012 AUGUST 2012	2012 SEPTEMBER 2012
Su M Tu W Th F Sa	Su M Tu W Th F Sa	Su M Tu W Th F Sa
1 2 3 4 5 6 7	1 2 3 4	1
8 9 10 11 12 13 14	5 6 7 8 9 10 11	2 3 4 5 6 7 8
15 16 17 18 19 20 21	12 13 14 15 16 17 18	9 10 11 12 13 14 15
22 23 24 25 26 27 28	19 20 21 22 23 24 25	16 17 18 19 20 21 22
29 30 31	26 27 28 29 30 31	23 24 25 26 27 28 29 30

2012 OCTOBER 2012	2012 NOVEMBER 2012	2012 DECEMBER 2012
Su M Tu W Th F Sa	Su M Tu W Th F Sa	Su M Tu W Th F Sa
1 2 3 4 5 6	1 2 3	1
7 8 9 10 11 12 13	4 5 6 7 8 9 10	2 3 4 5 6 7 8
14 15 16 17 18 19 20	11 12 13 14 15 16 17	9 10 11 12 13 14 15
21 22 23 24 25 26 27	18 19 20 21 22 23 24	16 17 18 19 20 21 22
28 29 30 31	25 26 27 28 29 30	23 24 25 26 27 28 29 30 31

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:

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Front Cover: Heavy J-4 Mikado 1852 is having her fire cleaned at South Louisville in the early 1950s. The 141 members of this class were among the most ubiquitous freight engines on the system, seeing service over almost all main routes (at least as far south as Mobile). The coaling dock at South Louisville suffered an untimely demise in about 1952 when it partially collapsed without warning. With steam already in deep decline, management suggested South Louisville "improvise." The ash hoist 1852 is positioned over was adapted to move coal into tenders. —Jack B. Fravert photo





**L&N** The beautiful afternoon of September 24, 1978 finds a southbound Short Line fast freight grinding up Bank Lick grade across the big trestle at Independence, Kentucky. Behind U23B 2824 and two EMD assistants the freight carries a mixture of new vehicles and "Totes." Riding first out behind the power is a bi-level open rack of brand new Ford Broncos. —David P. Oroszi photo