

L&N

Louisville & Nashville

2013 CALENDAR



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



Just out of South Louisville shops after a Class 3 heavy rebuild in 1950, Baldwin-built M-1 1967 looks as good as when it first rolled out of the plant at Eddystone, Pennsylvania in 1944. The shine will be gone soon, however, after the engine rejoins its 41 sisters in heavy freight service on the "KY" Subdivision of the Cincinnati Division, the Eastern Kentucky Division, and the Cumberland Valley Division. —Jack Fravert photo



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JANUARY 2013

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

	2012 DECEMBER 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 New Year's Day	2	3	4 Last Qtr	5
6	7	8	9	10	11 New	12
13	14	15	16	17	18 1st Qtr	19
20	21 Martin Luther King Jr. Day	22	23	24	25	26 Full
27	28	29	30	31	2013 FEBRUARY 2013 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	



A cab hop transfer run with three SDs passes RH tower in Cincinnati on August 8, 1976. Caboose 6424 was a product of International Car Company of Kenton, Ohio and among the last conventional bay-window cabs purchased by the L&N. Most likely the three units have delivered a train of northbound coal to Conrail and are now returning "cab-lite" to DeCoursey for their next assignment.

—David P. Oroszi photo



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FEBRUARY 2013

SUNDAY

MONDAY




TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

				2013 JANUARY 2013 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
 Last Qtr						Groundhog Day
10	11	12	13	14	15	16
 New				Valentine's Day		
17	18	19	20	21	22	23
 1st Qtr	Presidents' Day					
24	25	26	27	28	2013 MARCH 2013 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	
	 Full					



On May 5, 1979, brand new SD40-2 8010 fronts a northbound train rolling off the "High Line" at the north end of the yard at Corbin, Kentucky. The huge microwave relay tower behind the Corbin Division office is also prominent in the scene. Thanks to a 22 percent increase in interstate coal shipment rates, the L&N was benefiting from a revenue influx to finance much-needed new power like the 8010. —James C. Herold photo, Louis Marre collection



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MARCH 2013

SUNDAY

MONDAY





TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

			<div>2013 FEBRUARY 2013</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</div>	<div>2013 APRIL 2013</div> <div>Su M Tu W Th F Sa</div> <div>1 2 3 4 5 6</div> <div>7 8 9 10 11 12 13</div> <div>14 15 16 17 18 19 20</div> <div>21 22 23 24 25 26 27</div> <div>28 29 30</div>	1	2
3	4  Last Qtr	5	6	7	8	9
10 Daylight Saving Time begins (clocks forward)	11  New	12	13	14	15	16
17 St. Patrick's Day	18	19  1st Qtr	20 Spring begins	21	22	23
24 Palm Sunday	25	26	27	28	29	30
31 Easter Sunday			 Full		Good Friday	



The southbound *Humming Bird*, Train 5, throttles up as it departs Biloxi, Mississippi on a June day in 1961. The E7-E6 duo is more than enough to handle the short four-car streamliner. Road crews were frequently treated to cold beer at Biloxi. Rather than the alcoholic variety that would be a Rule G violation, the beverages came from the nearby Barq's Root Beer bottling plant, a Gulf Coast favorite for many years. Crews passing through Biloxi would arrange for a quick exchange of compensation to the station agent for a six-pack of the cold beverages. —Charles Laird, Sr. photo



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APRIL 2013

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

2013 MARCH 2013 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	2013 MAY 2013 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 northbound *Pan-American* makes its nightly station stop at Mobile, Alabama in this memorable open flash shot by the late Jim Boyd in September 1968. The wet nose on E7 779 is the result of having the bugs washed off — a long-time ritual for passenger train servicing at Mobile. At the time, Mobile still had double-daily L&N passenger train service. —*Jim Boyd photo*



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MAY 2013

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

		<div>2013 APRIL 2013</div> <div>Su M Tu W Th F Sa</div> <div>1 2 3 4 5 6</div> <div>7 8 9 10 11 12 13</div> <div>14 15 16 17 18 19 20</div> <div>21 22 23 24 25 26 27</div> <div>28 29 30</div>	1	2	3	4
5	6	7	8 V-E Day (1945)	9 Last Qtr	10	11
12 Mother's Day	13	14	15	16 New	17	18 1st Qtr
19	20	21	22	23	24	25 Full
26	27 Memorial Day	28	29	30	31 Last Qtr	<div>2013 JUNE 2013</div> <div>Su M Tu W Th F Sa</div> <div>1</div> <div>2 3 4 5 6 7 8</div> <div>9 10 11 12 13 14 15</div> <div>16 17 18 19 20 21 22</div> <div>23 24 25 26 27 28 29</div> <div>30</div>



In an effort to tout its "Extra Reliable" program to improve operation and availability of its locomotives, GE painted new U30C number 1499 in a striking "XR" paint scheme of gold, white and black in 1972. The unique unit leads a southbound coal train at Hopkinsville on May 2, 1973. Alas, the U30Cs were still trouble-prone. GE eventually figured it all out and would eclipse EMD as the nation's top locomotive builder in subsequent years. —*Jerry Mart photo*



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JUNE 2013

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

				<div>2013 MAY 2013</div> <div>Su M Tu W Th F Sa</div> <div>1 2 3 4</div> <div>5 6 7 8 9 10 11</div> <div>12 13 14 15 16 17 18</div> <div>19 20 21 22 23 24 25</div> <div>26 27 28 29 30 31</div>	<div>2013 JULY 2013</div> <div>Su M Tu W Th F Sa</div> <div>1 2 3 4 5 6</div> <div>7 8 9 10 11 12 13</div> <div>14 15 16 17 18 19 20</div> <div>21 22 23 24 25 26 27</div> <div>28 29 30 31</div>	1
2	3	4	5	6	7	8
				D-Day (1944)		 New
9	10	11	12	13	14	15
					Flag Day	
16	17	18	19	20	21	22
Father's Day  1st Qtr					Summer begins	
 Full	24	25	26	27	28	29
 Last Qtr	30					



The power for a Stilesboro unit coal train backs into Track 10 at Nashville Union Station in early 1979. South End tower is in the background. This tower, as well as Church Street tower on the north side of the passenger terminal, were rather unique in being constructed atop structures straddling the tracks. The three EMD SD40-2s are assisted by a single Alco — C-630 number 8008, a former SCL (earlier, ACL) unit added to the roster in May 1977. —*Doug Roberts photo*



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JULY 2013

SUNDAY

MONDAY





TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

2013 JUNE 2013 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	4	5	6
7	8 	9	10	11 Independence Day	12	13
14	15 	16	17	18	19	20
21	22 	23	24	25	26	27
28	29 	30	31	2013 AUGUST 2013 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 GP7 441 and two sisters lead an S&NA South local in the siding at Elmore, Alabama on May 21, 1975. Both the Birmingham and Mobile divisions handled many pulpwood cars for the paper industry. The six-mile Wetumpka branch leaves the mainline here. At one time the L&N operated passenger train service on the branch to connect with through trains at Elmore. —David E. Harris photo



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AUGUST 2013

SUNDAY

MONDAY





TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

		2013 JULY 2013 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	2013 SEPTEMBER 2013 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
4	5	6 	7	8	9	10
11	12	13	14 V-J Day (1945) 	15	16	17
18	19	20 	21	22	23	24
25	26	27	28 	29	30	31



Three L&N GP30s are crossing yet another bridge on the Mobile Division on January 16, 1981, just north of the division's namesake city. All of the GP30s had been downgraded from through freight service to assignment at Sibert for maintenance around 1979. They were assigned to the division's many locals and road-switchers. —David E. Harris photo



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SEPTEMBER 2013

SUNDAY

MONDAY




TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

1	2	3	4	5	6	7
	Labor Day			 New		
8	9	10	11	12	13	14
				 1st Qtr		
15	16	17	18	19	20	21
				 Full		
22	23	24	25	26	27	28
Autumn begins				 Last Qtr		
29	30	2013 AUGUST 2013 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		2013 OCTOBER 2013 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 Homebuilt (at South Louisville) J-1A Mike 1432 is shown beside the 26-stall roundhouse at DeCoursey, Kentucky in 1953. The L&N employed engines of this class in hump and interchange work in the Cincinnati area. The J-1As weren't fancy engines at all, but they could crank out 61,000 pounds of tractive effort — just 2,000 less than the heavy USRA-design J-4s featured on main line tonnage freights. —*Jack Fravert photo*



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OCTOBER 2013

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

	2013 SEPTEMBER 2013 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	4  New	5
6	7	8	9	10	11  1st Qtr	12
13	14 Columbus Day	15	16	17	18  Full	19
20	21	22	23	24	25	26  Last Qtr
27	28	29	30	31 Halloween	2013 NOVEMBER 2013 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	



Pictured at the B&O Storrs yard in Cincinnati in 1963, former Lehigh & New England RS-2 270 (ex-L&NE 661) has just completed a transfer run from DeCoursey. Ancient wooden cupola caboose 869 was still equipped with arch-bar trucks, plus four stabilizing braces on all four corners of the cupola. Heavy slack action could deflect a cupola considerably — not to mention what it would do to its occupants! —*F. M. Bowden photo*



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NOVEMBER 2013

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

			2013 OCTOBER 2013 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	2013 DECEMBER 2013 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
Daylight Saving Time ends (clocks back)  New						
10	11	12	13	14	15	16
 1st Qtr Veterans' Day Armistice Day (1918)						
17	18	19	20	21	22	23
 Full						
24	25	26	27	28	29	30
	 Last Qtr			Thanksgiving Day		



South Louisville's coaling and sanding facility plays host to the old and the new in this scene from 1951. K-5 Pacific 240 is being serviced before heading back to Union Station to handle a secondary passenger train. At the time of this photo, the 240 was assigned to the Cincinnati Division while FP7A 618 and her mates normally worked the Louisville Division. —*Jack Fravert photo*



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DECEMBER 2013

SUNDAY

MONDAY





TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

1	2  New	3	4	5	6	7 Pearl Harbor Day (1941)
8	9  1st Qtr	10	11	12	13	14
15	16	17  Full	18	19	20	21 Winter begins
22	23	24	25 Christmas Day  Last Qtr	26	27	28
29	30	31	2013 NOVEMBER 2013 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		2014 JANUARY 2014 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	



A hostler is backing a pair of GE four-motor units before heading forward into the fueling and sanding gantry facility at Corbin, Kentucky on June 28, 1974. The 2506 is a U30B while the 2702 is a U23B first constructed as Monon 603. The plume of smoke from the 2702 is a tell-tale sign of a bad turbo. —Ron Flanary photo

2014

2014 JANUARY 2014
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

2014 FEBRUARY 2014
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

2014 MARCH 2014
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

2014 APRIL 2014
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

2014 MAY 2014
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

2014 JUNE 2014
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

2014 JULY 2014
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

2014 AUGUST 2014
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

2014 SEPTEMBER 2014
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

2014 OCTOBER 2014
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

2014 NOVEMBER 2014
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

2014 DECEMBER 2014
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 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
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Front Cover: Famed L&N K-7 Pacific 295 is shown at the roundhouse at South Louisville in 1952. The engine was built by Alco's Brooks works in 1925 as a three-cylinder simple cycle engine. Pulled from the Depression-era scrap line at Strawberry yard in 1940, South Louisville rebuilt her as a conventional two-cylinder engine, along with streamlining and a custom-built 20,000 gallon 12-wheel tender for service on the new *South Wind* streamliner. With the streamlining removed in 1952, the engine spent her last days hauling local passenger runs on the Eastern Kentucky Division. She was scrapped the following year. —Jack Fravert photo



L&N Although classed by the L&N as an S-85, Baldwin switcher 2105 is a model VO 1000. The veteran unit, built in 1943, is shown working Oak Street yard in Louisville, just south of Union Station (which can be seen in the background) in September 1965. The 2105 was built as the 2205, but renumbered just a couple of months before this scene. She was retired two years later. —Jim Boyd photo