

L&N

Louisville & Nashville

2015 CALENDAR



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



L&N Normally the northbound *Humming Bird* would roll out of Louisville Union Station on the last leg up the Short Line to Cincinnati at around 5 AM. However, on this cold and snowy morning of February 27, 1967, number 6 was running a few hours late. The three E7s up front have a long train to deal with this morning, including quite a bit of head end traffic. The *Bird* started handling more mail and express after the annulment of trains 1 and 4 two months earlier. Air hose gaskets are brittle and leaking, steam line connections are frozen, and it's generally a miserable morning for the L&N at Louisville—but the railroad rolls on. —L&NHS collection



LOUISVILLE & NASHVILLE HISTORICAL SOCIETY
PO Box 17122, Louisville, KY 40217

Louisville & Nashville

JANUARY 2015

SUNDAY

MONDAY


TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

		<div>2014 DECEMBER 2014</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>	<div>2015 FEBRUARY 2015</div> <div>Su M Tu W Th F Sa</div> <div>1 2 3 4 5 6 7</div> <div>8 9 10 11 12 13 14</div> <div>15 16 17 18 19 20 21</div> <div>22 23 24 25 26 27 28</div>	1	2	3	
<div> Full</div> <div>4</div>	5	6	7	New Year's Day	8	9	10
11	12	<div> Last Qtr</div> <div>13</div>	14	15	16	17	
18	19	<div> New</div> <div>Martin Luther King Jr. Day</div> <div>20</div>	21	22	23	24	
25	<div> 1st Qtr</div> <div>26</div>	27	28	29	30	31	



In the transition years from steam to diesel, the L&N sought to extend the range of some of its main line steam locomotives by adding larger capacity tenders and/or auxiliary water tenders, all designed to reduce the number of stops for coal and/or water. After World War II, several J-4 class Mikes acquired ex-Pere Marquette tenders from the C&O, including the 1802, shown behind the South Louisville roundhouse in 1951. Her coal bunker is full, so she's likely called to take a freight train south. —*Jack Fravert photo*



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FEBRUARY 2015

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

1	2 Groundhog Day	3 Full	4	5	6	7
8	9	10	11 Last Qtr	12	13	14 Valentine's Day
15	16 Presidents' Day	17	18 New	19	20	21
22	23	24	25 1st Qtr	26	27	28
2015 JANUARY 2015 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	2015 MARCH 2015 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					



It's July 1983, and we're just north of Nashville Union Station. This southbound (most likely from Evansville) has just crossed the Cumberland River and has now turned south on the east leg of the wye heading into Kayne Avenue Yard. The crew will change under Union Station's big shed before continuing to Birmingham. That trailing GP30 certainly is making smoke, more like an Alco than an EMD. —Doug Roberts photo



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Louisville & Nashville

MARCH 2015

SUNDAY

MONDAY





TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

1	2	3	4	<div> Full</div> <div>L&N Railroad is chartered, 1850</div>	5	6	7
8	9	10	11	12	<div> Last Qtr</div>	13	14
<div>Daylight Saving Time begins (clocks forward)</div>							
15	16	17	18	19	<div> New</div> <div>Spring begins</div>	20	21
<div>St. Patrick's Day</div>							
22	23	24	25	26	<div> 1st Qtr</div>	27	28
29	30	31	<div>2015 FEBRUARY 2015</div> <div>Su M Tu W Th F Sa</div> <div>1 2 3 4 5 6 7</div> <div>8 9 10 11 12 13 14</div> <div>15 16 17 18 19 20 21</div> <div>22 23 24 25 26 27 28</div>		<div>2015 APRIL 2015</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</div>		
<div>Palm Sunday</div>							



L&N Trains from Lexington to Louisville were generally headed west, by compass, but this is a “southbound” train coming out of the tunnel at Frankfort, KY. The passenger station is behind us. The image of the RS-3 number 134 and FA-2 number 320—pulling a train with coal from mines east of Ravenna, on the EK—was taken on May 17, 1962. This segment of the EK was known as the “Old Road,” and today it’s leased by CSX to R.J.Corman. —James EuDaly photo



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APRIL 2015

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

		2015 MARCH 2015 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	 Full	4
5	6	7	8	9	10	Good Friday	11
Easter Sunday							
12	13	14	15	16	17	 New	18
19	20	21	22	23	24	 1st Qtr	25
26	27	28	29	30	2015 MAY 2015 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		



On October 2, 1957, a northbound Eastern Kentucky Division extra has cut off its train to do some switching at Patio, the busy junction and interlocking tower just south of the passenger station in Winchester, Kentucky. Both GP9 516 and RS-3 240 are dual-service units, with a steam generator and signal lines for passenger service. The four air reservoirs are mounted on top of the 516 to leave room for 1,100 gallons of water storage below, adjacent to the fuel tank. The Alco's water storage tank is above the fuel tank. —James EuDaly photo



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MAY 2015

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

			2015 APRIL 2015 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	2015 JUNE 2015 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
 Full 3	4	5	6	7	8	9
10	 Last Qtr 11	12	13	14	V-E Day (1945)	16
Mother's Day						
17	 New 18	19	20	21	22	23
24	 1st Qtr 25	26	27	28	29	30
31	Memorial Day					



Sometime in the early '50s, M-1 number 1989 is flying green flags for a following section as it rolls through the yard at South Louisville. The first car out behind the big Lima-Hamilton engine's tender is a stock car, a piece of equipment not found on today's railroads. The engine was part of the final 22-engine order delivered by Lima in 1949—among the last commercially-built steam locomotives in the US. —*Jack Fravert photo*



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JUNE 2015

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

2015 MAY 2015 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	 Full	2	3	4	5	6
7	8	 Last Qtr	9	10	11	12	13
14	15	 New	16	17	18	19	20
Flag Day	21	22	23	 1st Qtr	24	25	26
Father's Day Summer begins	28	29	30	2015 JULY 2015 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			

D-Day (1944)



On the foggy morning of August 14, 1982, the Elkatawa Hill helper crew eases down the main line at Jackson, Kentucky to position for the shove of the next northbound coal train. All tonnage trains got a rear-end push up the hill to Chenowee Tunnel at Yeadon. Normal power for the helper was two six-motor units or three four-motor units. —Mike Leach photo, David P. Oroszi collection



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JULY 2015

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

		<div>2015 JUNE 2015</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>	 Full	1	2	3	4
5	6	7	 Last Qtr	8	9	10	11 <div>Independence Day</div>
12	13	14	 New	15	16	17	18
19	20	21	22	23	 1st Qtr	24	25
26	27	28	29	30	 Full	31	<div>2015 AUGUST 2015</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 31</div>



At Dione, Kentucky, the Poor Fork mine run is heading home to Loyall on the Cumberland Valley Subdivision on August 6, 1980 with a decent string of loaded coal hoppers. This crew worked the Blue Diamond Coal Company's mine at Scotia, and also the tipple at Totz. Lead unit 904 is the highest numbered of five GP18s acquired by the L&N in 1960. They were the first low-nose units on the L&N's roster. The EMD was delivered as number 464, but was renumbered to 904 in 1965. —Ron Flanary photo



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AUGUST 2015

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

				<div>2015 JULY 2015</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>2015 SEPTEMBER 2015</div> <div>Su M Tu W Th F Sa</div> <div>1 2 3 4 5</div> <div>6 7 8 9 10 11 12</div> <div>13 14 15 16 17 18 19</div> <div>20 21 22 23 24 25 26</div> <div>27 28 29 30</div>	1	
2	3	4	5	<div></div> <div>Last Qtr</div>	6	7	8
9	10	11	12	13	<div></div> <div>New</div> <div>V-J Day (1945)</div>	14	15
16	17	18	19	20	21	<div></div> <div>1st Qtr</div>	22
23	24	25	26	27	28	<div></div> <div>Full</div>	29
30	31	First train operates south from Louisville, 1855					



Service to the huge Tennessee Copper facility at Copperhill was provided by crews out of Etowah. For years, the job was known as "the Hook," since this was the notable "Hook and Eye" line of the L&N—its original route to Atlanta. In the summer of 1965, FA-2 309, and F7B and RS-3 are getting their train together to head back to Etowah. En route, they'll go down the 8,000 foot loop at Hiwassee. The 309 would later see service as a power and cab car on the Long Island railroad. It survived, and was under active restoration in New Jersey as of 2013-14. —J. David Ingles photo



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SEPTEMBER 2015

SUNDAY

MONDAY




TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

	<div>2015 AUGUST 2015</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 31</div>	1	2	3	4	<div>Last Qtr</div> 5
6	7	8	9	10	11	12
	Labor Day					
<div>New</div> 13	14	15	16	17	18	19
20	<div>1st Qtr</div> 21	22	23	24	25	26
		Autumn begins				
<div>Full</div> 27	28	29	30	<div>2015 OCTOBER 2015</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 31</div>		



With the revenue from a 22 percent rate increase on interstate coal shipments, the L&N spent the extra cash on new locomotives (SD40-2s and C30-7s), cars, and particularly new track and catch-up on deferred maintenance in the coalfields of eastern Kentucky. The ICC's approval of the increase was a precursor to the Staggers Act the following year, which deregulated the US rail industry. Three of the new units in Family Lines paint are joined by a slightly older SD40-2 in familiar gray and yellow on a northbound empty train at Norton, Virginia in October 1980. The power and front of the train are draped over the top of the hill at the 11th Street Viaduct. This is the highest point of elevation on the entire L&N system. —Ron Flanary photo



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OCTOBER 2015

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

		<div>2015 SEPTEMBER 2015</div> <div>Su M Tu W Th F Sa</div> <div>1 2 3 4 5</div> <div>6 7 8 9 10 11 12</div> <div>13 14 15 16 17 18 19</div> <div>20 21 22 23 24 25 26</div> <div>27 28 29 30</div>	<div>2015 NOVEMBER 2015</div> <div>Su M Tu W Th F Sa</div> <div>1 2 3 4 5 6 7</div> <div>8 9 10 11 12 13 14</div> <div>15 16 17 18 19 20 21</div> <div>22 23 24 25 26 27 28</div> <div>29 30</div>	1	2	3
<div><div></div><div>Last Qtr</div></div> <div>4</div>	5	6	7	8	9	10
11	<div><div></div><div>New</div></div> <div>12</div> <div>Columbus Day</div>	13	14	15	16	17
18	19	<div><div></div><div>1st Qtr</div></div> <div>20</div>	21	22	23	24
25	26	<div><div></div><div>Full</div></div> <div>27</div>	28	29	30	31
						Halloween



Steam was winding down on the L&N, particularly for passenger service, in this early '50s shot at South Louisville. K-5 Pacific 240's appearance suggests the days of looking after the steam power from a cosmetic standpoint is over. Instead, the spit and polish is reserved for the new diesels. With more FP7s coming (plus the discontinuance of several secondary runs and locals), the engine was retired in 1953. —*Jack Fravert photo*



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Louisville & Nashville

NOVEMBER 2015

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

1 Daylight Saving Time ends (clocks back)	2	3  Last Qtr	4	5	6	7
8	9	10	11  New Veterans' Day Armistice Day (1918)	12	13	14
15	16	17	18	19  1st Qtr	20	21
22	23	24	25  Full	26 Thanksgiving Day	27	28
29	30	2015 OCTOBER 2015 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		2015 DECEMBER 2015 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 Photographed from the Route 16 bridge at Walton, southbound Short Line fast freight number 271 is rolling through the snowy landscape of northern Kentucky on January 22, 1984. L&N SD40-2 1267 is on the point, assisted by two Chessie System units. Much of this traffic used to follow C&O's Lexington Sub, including trackage rights over the L&N beyond to Louisville. With the creation of CSX, the C&O downgraded, and later abandoned most of the Lexington Sub between Ashland and Lexington, diverting the traffic via Cincinnati instead. —David P. Oroszi photo



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DECEMBER 2015

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

	2015 NOVEMBER 2015 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	 Last Qtr	3	4	5
6	7 Pearl Harbor Day (1941)	8	9	10	 New	11	12
13	14	15	16	17	 1st Qtr	18	19
20	21 Winter begins	22	23	24	 Full	25	26
27	28	29	30	31	Christmas Day 2016 JANUARY 2016 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 At Birmingham's Boyles Yard in April 1976, SW1500 number 5018 is rolling by with bright red cab number 6386 in tow. The switcher is one of 30 units of that particular EMD model—1500 horsepower. The caboose was part of a series constructed at South Louisville in 1971—the last new cabooses to be built by the L&N. This particular cab was originally numbered 1386, but it was later renumbered. Although it was painted red when built, it has obviously just received a fresh coat. —David E. Harris photo

2016

2016 JANUARY 2016
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

2016 FEBRUARY 2016
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

2016 MARCH 2016
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

2016 APRIL 2016
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

2016 MAY 2016
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

2016 JUNE 2016
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

2016 JULY 2016
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

2016 AUGUST 2016
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

2016 SEPTEMBER 2016
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

2016 OCTOBER 2016
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

2016 NOVEMBER 2016
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

2016 DECEMBER 2016
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:

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Front Cover: On October 25, 1969, the Chicago Railroad Club sponsored a fan trip to Danville, Illinois and back using the *Danville Flyer's* equipment (which would normally layover at Dearborn Street Station in Chicago for eight hours each day). Here, the southbound train, powered by one of the former Frisco E8s acquired in 1965, plus ex-C&EI 798, makes a photo stop at Woodland Junction, Illinois. This is the point where L&N ownership of its part of the ex-C&EI ended, with the balance of the run into Chicago on Missouri Pacific trackage rights. In the halcyon days of passenger traffic, this was the route of such famous trains as the *Dixie Flyer*, *Dixieland*, and of course the *Humming Bird-Georgian*. —Joe McMillan photo



L&N Diesels are clearly dominating the motive power assignments at South Louisville in this scene from the early '50s. An Alco FA-2 cab unit is on the far left—probably assigned to Lebanon Branch trains to Corbin. The A-B-B-A F7 set would be working the Main Stem. M-1 number 1982 most likely worked its way to South Louisville from DeCoursey, while the RS-3 is power for a local freight. The SW7 is one of many yard engines assigned to the Louisville terminal area. But—smoke rising from one of the smoke jacks in the roundhouse tells us at least one other steam locomotive is fired up and ready for service. —*Jack Fravert photo*