

***L&N***

***Louisville & Nashville***

**2016 CALENDAR**



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





**L&N** The premiere passenger train on the L&N's eastern Cincinnati-Atlanta route was the *Southland*. Until it was finally discontinued (after being downgraded to a coach-only train with a rolling buffet for meal service), numbers 33 and 32 linked the Midwest with the west coast of Florida, via ACL's Perry Cutoff. In this mid-1950s scene, number 32 is coming off NC&StL trackage at Junta Tower (Cartersville, Georgia) onto L&N's Knoxville & Atlanta Division main line to Knoxville, Corbin and Cincinnati. The fireman is leaning out to pick up Form 19 train orders from the operator at the tower. —Joseph P. Sadler photo





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

# Louisville & Nashville

# JANUARY 2016

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

			<div>2015 DECEMBER 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 31</div>	<div>2016 FEBRUARY 2016</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</div>	<div>1</div> <div>New Year's Day</div>	<div>2</div> <div>Last Qtr</div>
<div>3</div>	<div>4</div>	<div>5</div>	<div>6</div>	<div>7</div>	<div>8</div>	<div>9</div> <div>New</div>
<div>10</div>	<div>11</div>	<div>12</div>	<div>13</div>	<div>14</div>	<div>15</div>	<div>16</div> <div>Full</div>
<div>17</div>	<div>18</div> <div>Martin Luther King Jr. Day</div>	<div>19</div>	<div>20</div>	<div>21</div>	<div>22</div>	<div>23</div> <div>1st Qtr</div>
<div>24</div>	<div>25</div>	<div>26</div>	<div>27</div>	<div>28</div>	<div>29</div>	<div>30</div>
<div>Last Qtr</div> <div>31</div>						





One of the busiest coal branch lines on the Cumberland Valley Division was the C&M Branch, from Heidrick, Kentucky northward (but "south" on the railroad) to Manchester, Kentucky. C&M 1, the day mine run out of Corbin, is easing around the wye on a winter day in 1967. The C&M was named for its predecessor company, the Cumberland & Manchester, a coal-hauling pike completed in 1917 and leased by the L&N in 1927. Lead unit 835 is a hybrid F-unit, created by South Louisville Shops in 1966 from salvageable components of wrecked F7A 835 placed into the carbody of an ex-ACL F2A. —David W. DeVault photo





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# FEBRUARY 2016

SUNDAY

MONDAY




TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

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

Groundhog Day

New

Full

Valentine's Day

Presidents' Day

1st Qtr





On March 14, 1967, the southbound combined *Humming Bird* and *Crescent*, train 37, brakes to a stop at Evergreen, Alabama. FP7 692 is on the point, along with an unidentified E7. Evergreen was a conditional stop for number 37, which had only recently been combined with the *Bird* south of Montgomery. The green Railway Express trucks (by then, REA Express) were still common then. Passenger trains were sustained by mail and express "head end" traffic, as evidenced by 37's long string of express and baggage cars. —Phillip Kotheimer photo





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# MARCH 2016

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

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





**L&N** In this shot from the early 1950s, M-1 class number 1967 is shown beside the roundhouse at South Louisville. The E6, number 751, is also in for servicing. The car on the left was used to transport sand (for traction) to various terminals around the system. The 1967 would continue to serve the L&N until its retirement on July 3, 1956, but number 751 would pull passenger trains until 1968, when it too was retired. —*Jack Fravert photo*





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# Louisville & Nashville

# APRIL 2016

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

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





**L&N** In September 1954, FP7s 620 and 614 are laying over between runs at the Evansville, Indiana passenger station. This was an important hand-off point on the *Dixie* route, from the C&EI to the L&N. St. Louis trains also connected here, as did trains to and from Louisville on the *Texas*. The L&N normally painted its FP7s in the same dark blue as its E-units, but for some reason, these two have been done in freight black. —James EuDaly photo





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# Louisville & Nashville

# MAY 2016

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	 New <b>6</b>	<b>7</b>																																																																																				
<b>8</b>  Mother's Day V-E Day (1945)	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	 1st Qtr <b>13</b>	<b>14</b>																																																																																				
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 Last Qtr <b>29</b>	<b>30</b>  Memorial Day	<b>31</b>	<div>2016   APRIL   2016</div> <table><tr><td>Su</td><td>M</td><td>Tu</td><td>W</td><td>Th</td><td>F</td><td>Sa</td></tr><tr><td></td><td></td><td></td><td></td><td></td><td>1</td><td>2</td></tr><tr><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td><td>9</td></tr><tr><td>10</td><td>11</td><td>12</td><td>13</td><td>14</td><td>15</td><td>16</td></tr><tr><td>17</td><td>18</td><td>19</td><td>20</td><td>21</td><td>22</td><td>23</td></tr><tr><td>24</td><td>25</td><td>26</td><td>27</td><td>28</td><td>29</td><td>30</td></tr></table>		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	<div>2016   JUNE   2016</div> <table><tr><td>Su</td><td>M</td><td>Tu</td><td>W</td><td>Th</td><td>F</td><td>Sa</td></tr><tr><td></td><td></td><td></td><td>1</td><td>2</td><td>3</td><td>4</td></tr><tr><td>5</td><td>6</td><td>7</td><td>8</td><td>9</td><td>10</td><td>11</td></tr><tr><td>12</td><td>13</td><td>14</td><td>15</td><td>16</td><td>17</td><td>18</td></tr><tr><td>19</td><td>20</td><td>21</td><td>22</td><td>23</td><td>24</td><td>25</td></tr><tr><td>26</td><td>27</td><td>28</td><td>29</td><td>30</td><td></td><td></td></tr></table>		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		
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In a haze of exhaust smoke, a southbound CV Division Lynch Turn blows out Gap Ridge Tunnel near Rhea, Kentucky, on the Poor Fork Branch. The white flags and illuminated classification lights denote this as an un-scheduled or "extra" run in timetable-train order territory. This 1965 shot epitomizes the look and feel of the L&N's coalfield lines at that time. The big Alco C-628s like 1401 were always filthy from such service. Obviously the weed spray train hasn't been this way in a while. —Jim Boyd photo





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# Louisville & Nashville

# JUNE 2016

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

		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	1	2	3	 New 4
5	6 D-Day (1944)	7	8	9	10	11
 1st Qtr 12	13	14 Flag Day	15	16	17	18
19	 Full 20 Summer begins	21	22	23	24	25
Father's Day 26	 Last Qtr 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	





**L&N** On the morning of September 5, 1981, the photographer had set up his tripod in the back of his brother's pick up truck at Lebanon Junction, Kentucky. The goal was to capture three F-units (one Clinchfield, and two Southern) on an NRHS convention special from Louisville to Bowling Green and return. Hearing air horns, he figured it was the special. However, a northbound coal train from Corbin soon came off the Lebanon Branch (right), followed by a southbound mixed freight on the Main Stem pulled by a mix of EMD and GE four-motor units (plus a dead-in-tow EMD switcher). The passenger special was 15 minutes behind the southbound freight. —Doug Roberts photo





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# Louisville & Nashville

# JULY 2016

SUNDAY

MONDAY

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WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

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 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

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Independence Day

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Knoxville & Atlanta Division Extra 836 North is exiting Black Oak Tunnel at Dossett, Tennessee in August 1964 in this splendid action shot. Typical for the time, the locomotive consist is a mix of EMD and Alco four-motor units. Automatic Train Control had only recently been discontinued on this route, which explains why a non-ATC-equipped unit is leading. The L&N's main line from Jellico, Tennessee to Knoxville was completed on the other side of this tunnel in 1908. —*Jim Overholser photo*





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# Louisville & Nashville

# AUGUST 2016

SUNDAY

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WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

<div>2016 JULY 2016</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	 New2	3	4	5	6
7	8	9	 1st Qtr10	11	12	13
14	15	16	17	 Full18	19	20
V-J Day (1945)	21	22	 Last Qtr23	24	25	26
27	28	29	30	31	<div>2016 SEPTEMBER 2016</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** Southbound train 83 is shown in this June 30, 1961 portrait at Orange Grove, Mississippi. Locomotives include 660-909-400 and 917 (FP7-F7A-GP7-F7A). Notice the loaded open tri-level auto racks first out behind the power. Sadly, en route vandalism and theft eventually required the totally enclosed rack cars that handle this traffic today. The passing siding at Orange Grove is a few miles north of Pascagoula, where the photographer worked for many years during his days as an operator. —*Jerry G. Lachaussee photo*





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# Louisville & Nashville

# SEPTEMBER 2016

SUNDAY

MONDAY






TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

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





On a nice summer day in the twilight of steam on the L&N, southbound DeCoursey-Atlanta fast freight number 43 is rolling down-grade at Flanagan Station, Kentucky at a rapid clip behind passenger-equipped M-1 number 1961. The train of "high cars" includes both box cars and a few reefers. The KY engineer is giving the photographer an enthusiastic wave. —*L&NHS collection*





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# Louisville & Nashville

# OCTOBER 2016

SUNDAY

MONDAY

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WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

				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 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	1
2	3	4	5	6	7	8
 1st Qtr	10	11	12	13	14	15
	Columbus Day					
 Full	17	18	19	20	21	 Last Qtr
23	24	25	26	27	28	29
 New	31					
	Halloween					





**L&N** At Montgomery, Alabama on April 7, 1964, GP7 number 431 and F7 number 912 await calls to duty. The old steam-era coaling station was still standing, since it was still being used for locomotive sand. The hopper on the left with the extended top is a 70-ton wood chip car. This is one of many hoppers initially used primarily to carry coal that were converted at South Louisville in the early 1960s. —Jerry G. Lachaussee photo





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# Louisville & Nashville

# NOVEMBER 2016

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

	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	1	2	3	4	5
6  Daylight Saving Time ends (clocks back)	 1st Qtr 7	8	9	10	11  Veterans' Day Armistice Day (1918)	12
13	 Full 14	15	16	17	18	19
20	 Last Qtr 21	22	23	24  Thanksgiving Day	25	26
27	28	 New 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 Short Line engineer on J-4A 1892 has engaged the trailing truck booster to help get his heavy freight underway for DeCoursey in this early 1950s view at South Louisville. The 29 engines of this class were built by Baldwin in 1929, and came equipped with Delta trailing trucks. The L&N added the Franklin boosters, which added 12,075 additional pounds of starting tractive effort. The 165 engines in the J-4 and J-4A classes were all based on the USRA heavy Mikado design, but only the "sport model" J-4As had boosters. —*Jack Fravert photo*





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# DECEMBER 2016

SUNDAY

MONDAY

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WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

		<div>2016 NOVEMBER 2016</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>2017 JANUARY 2017</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 31</div>	1	2	3	
4	5	6	<div> 1st Qtr</div> <div>Pearl Harbor Day (1941)</div>	7	8	9	10
11	12	<div> Full</div>	13	14	15	16	17
18	19	<div> Last Qtr</div>	20	21	22	23	24
25	26	27	28	<div> New</div>	29	30	31
Christmas Day							





Just north of the Short Line siding at Bank Lick, Kentucky northbound freight number 270 drops downgrade behind two L&N SD40-2s and a C&O unit. This was one of the early changes after the creation of CSX Corporation in 1980. Traffic routed over the C&O's Lexington Subdivision between Ashland, Kentucky to Lexington, and then over the L&N to Louisville was rerouted via Cincinnati. With the last of through traffic over the C&O route, most of it was soon abandoned (except for a portion just west of Ashland). —David P. Oroszi photo



# 2017

2017 JANUARY 2017	2017 FEBRUARY 2017	2017 MARCH 2017
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 4
8 9 10 11 12 13 14	5 6 7 8 9 10 11	5 6 7 8 9 10 11
15 16 17 18 19 20 21	12 13 14 15 16 17 18	12 13 14 15 16 17 18
22 23 24 25 26 27 28	19 20 21 22 23 24 25	19 20 21 22 23 24 25
29 30 31	26 27 28	26 27 28 29 30 31

2017 APRIL 2017	2017 MAY 2017	2017 JUNE 2017
Su M Tu W Th F Sa	Su M Tu W Th F Sa	Su M Tu W Th F Sa
1	1 2 3 4 5 6	1 2 3
2 3 4 5 6 7 8	7 8 9 10 11 12 13	4 5 6 7 8 9 10
9 10 11 12 13 14 15	14 15 16 17 18 19 20	11 12 13 14 15 16 17
16 17 18 19 20 21 22	21 22 23 24 25 26 27	18 19 20 21 22 23 24
23 24 25 26 27 28 29	28 29 30 31	25 26 27 28 29 30
30		

2017 JULY 2017	2017 AUGUST 2017	2017 SEPTEMBER 2017
Su M Tu W Th F Sa	Su M Tu W Th F Sa	Su M Tu W Th F Sa
1	1 2 3 4 5	1 2
2 3 4 5 6 7 8	6 7 8 9 10 11 12	3 4 5 6 7 8 9
9 10 11 12 13 14 15	13 14 15 16 17 18 19	10 11 12 13 14 15 16
16 17 18 19 20 21 22	20 21 22 23 24 25 26	17 18 19 20 21 22 23
23 24 25 26 27 28 29	27 28 29 30 31	24 25 26 27 28 29 30
30 31		

2017 OCTOBER 2017	2017 NOVEMBER 2017	2017 DECEMBER 2017
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
8 9 10 11 12 13 14	5 6 7 8 9 10 11	3 4 5 6 7 8 9
15 16 17 18 19 20 21	12 13 14 15 16 17 18	10 11 12 13 14 15 16
22 23 24 25 26 27 28	19 20 21 22 23 24 25	17 18 19 20 21 22 23
29 30 31	26 27 28 29 30	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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On May 30, 1978, Extra 3579 North is on the long siding between Pineville and Wallsend, Kentucky—a remnant of the double track that once stretched from Corbin to Harlan Junction—as it meets a southbound on the main line. The Corbin-bound movement is an Electric Fuels unit coal train loaded at Merna, Kentucky near Loyall, Kentucky and bound for a steam-powered generating plant in Florida. —Stan Short photo





**L&N** In June 1982, the L&N was still running a tri-weekly "whiskey train" on the Bardstown Branch to handle bourbon back to Louisville. The train normally left Louisville very early in the morning and was headed back before noon. After the photographer waited nearly two hours at this spot at Limestone Springs, the units rolled into view, but without a train. When asked where his train was, the friendly engineer replied: "It's up the line about three miles—on its side!" Indeed the entire train had derailed near Samuels. The Louisville wrecker went to work the next day, but not before many local residents had requisitioned much of the contents from the derailed cars. —*Doug Roberts photo*