

The Louisville & Nashville Historical Society

1988 **L&N** *Calendar*



L&N was never bashful when it came to mixing locomotive types. On December 17, 1968, CV Division freight 864 makes a stop at Appalachia, Va., with the 1217/578/156/189/1502 and 1510 (SD35/F7B/2 RS3s/2 U25Cs). With over 12,000 horsepower, engineer J.W. Berry should have no trouble making time. (Ron Flanary)



Although the details of the scene are unknown, the location is obvious; we're at the south end of Cincinnati Union Terminal. E7 760 and an unidentified E8 are probably on the point of No. 99, the *Pan-American* (due to depart for New Orleans at 9:00am). E6 753 and companion head what is likely No. 33, the *Southland* (to Atlanta via Knoxville, due out at 8:00am). The Pennsy E7 has probably brought in one of the connecting trains from the North. Judging from the paint schemes and other details, the time is 1952 or 53. (Al Schultze/David Oroszi Collection)

JANUARY

1988

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LOUISVILLE & NASHVILLE

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The Boyles Yard (Birmingham) engine terminal offered a great mix of first and second generation power in January, 1966. Three Alco switchers, four EMD F-units, an RS3, and a lashup of GP35s and one GP30 are visible. The old Boyles roundhouse even hints of what had been there a couple of decades earlier, when steam still powered the L&N's trains. The Birmingham wrecker, No. 40014, is also shown. The 120-ton Industrial Works veteran was still steam-powered in 1966. (Charlie Castner)

FEBRUARY

1988

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Two H-25 class 2-8-0's stop for water at Paris, Tenn. in this postwar scene (circa 1946-47). The 1200's were mainline freight power on that segment of L&N's Memphis line. The 1208's safety valve lifts in protest as her fireman fills the 7000-gallon tender. (Bob Bell, Jr.)

MARCH

1988

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The versatile Alco RS3 was a familiar sight over most of the L&N. No. 116 from this distinguished fleet is shown in its final year of operation crossing the Licking River bridge in Covington, Ky. When this shot was made on April 13, 1974, the venerable engine had toiled almost 21 years for the L&N. An ex-Monon cab brings up the rear as the train heads for DeCoursey. (David Oroszi)

APRIL

1988

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It's train time at historic Union Station in Louisville. L-1 4-8-2 412 heads up No. 8, northbound from Nashville and Birmingham to Cincinnati with connecting cars on to the Pennsy. The lanky Mountain will shortly accelerate the short consist up the Short Line in this scene from 1951. (Charlie Castner)

MAY

1988

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L&N



Looking as fresh as newly minted coins, three just-delivered GP30s have a northbound Short Line fast freight in tow at MN Tower in East Louisville in 1963. C&O trains operating on trackage rights from Lexington diverted here to either Water Street Yard (freight) or Central Station (passenger). (Jack Fravert)

JUNE

1988

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Photographer Jack Fravert's fascination with HK tower at Anchorage, Ky. was obvious; his father was an operator there. In the winter of 1948, J4A 1908 and a second 2-8-2 (whose exhaust can be seen) rattle the windows at HK with a Short Line freight to DeCoursey. In days innocent of radio communication the elder Fravert holds order hoops for both engine crews. He'll restring one of the hoops and hand up a third set of "flimsies" to the rear-end crew. (Jack Fravert)

JULY

1988

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L&N



The four-cycle rumble of Alco 251 engines fills the early morning air at Corbin, Ky. on August 8, 1966 as a trio of L&N C628s makes ready for a "turn" to Knoxville, Tenn. The 1407 will not fair as well as sisters 1401 and 1408 coupled behind. Along with five other L&N six-axles, she will meet an early demise after a disastrous head-on collision at Amherst, Tenn. on May 12, 1969. (Ron Flanary)

AUGUST

1988

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Nashville, Chattanooga & St. Louis "Dixie" No. 567 lays down sand as she accelerates a westbound manifest out of Smyrna, Georgia. The 567 was a member of the first five 4-8-4's delivered to the NC from American Locomotive in 1930. Lateral-motion boxes on the first two driving axles earned the fly-weight 4-8-4's their most enduring nickname--"Gliders." (R.D. Sharpless/F.E. Ardrey, Jr. Collection)

SEPTEMBER

1988

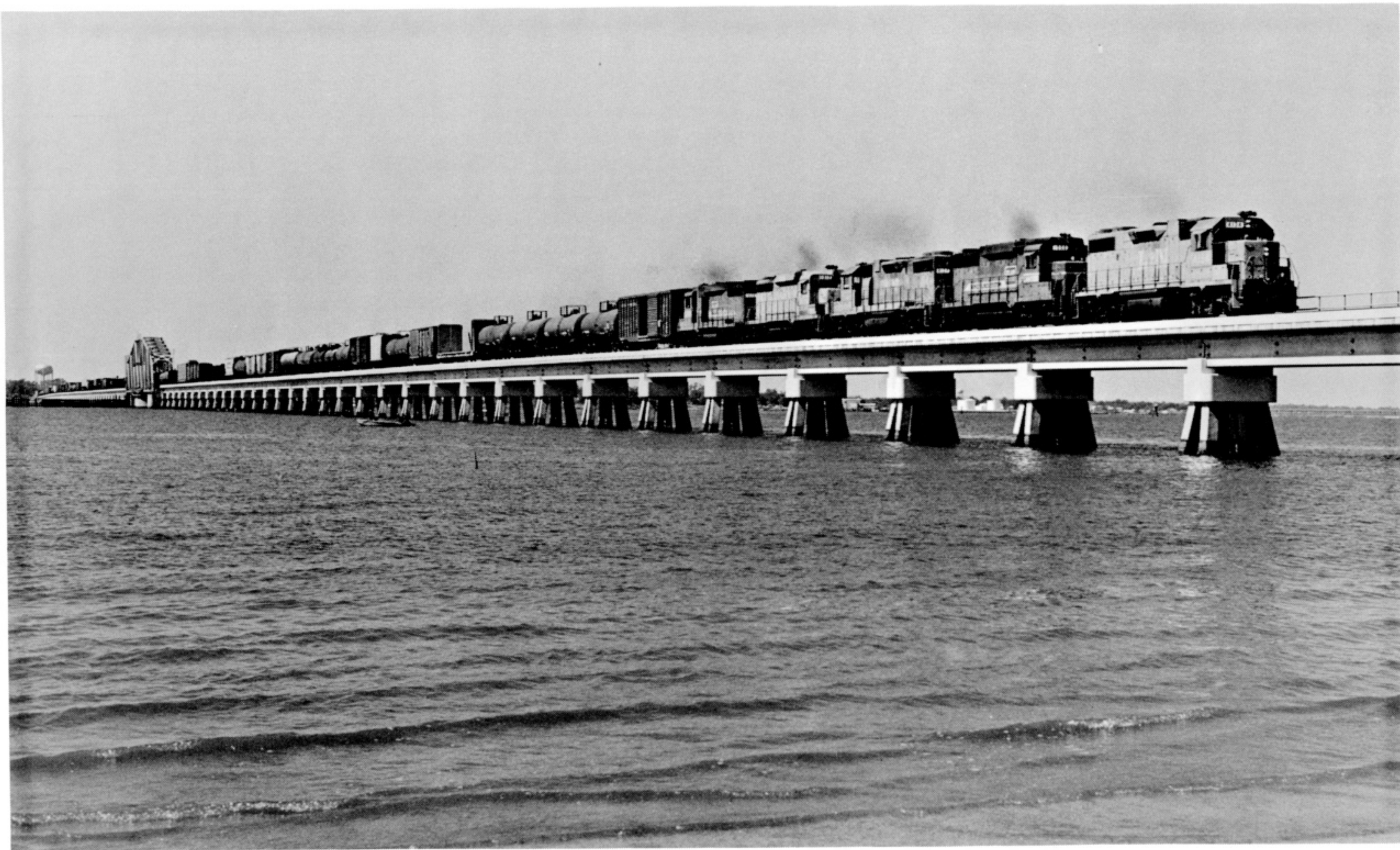
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The old New Orleans & Mobile Division of the L&N was always a strategic link in the system. On the fourth day of October, 1981, five EMD hoods (two GP38-2s and three GP30s) bring the northbound tonnage of train 470 across L&N's Biloxi Bay Bridge at Ocean Springs, Miss. Under today's CSX Transportation flag, the line handles an increasing volume of chemicals, coal, and intermodal freight. (Jill Oroszi)

OCTOBER

1988

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Hard by the Ohio River at Carrollton, Ky., ex-Cumberland & Manchester 2-8-0 No. 671 shuffles cars for the hometown Carrollton Railroad, whose office appears at the right. The Carrollton's power was always "lend-leased" from the L&N. One of two ex-C&M H-30 class Consolidations on the roster, the 671 was renumbered from 61 in 1948, and was finally retired in 1953 as the 691. She was the regular Louisville Union Station switcher for many years. (Jack Fravert)

NOVEMBER

1988

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Two days after Christmas, 1965, CV freight 66 encounters the first snow of the season at Appalachia, Va. The depot rose garden lies dormant as a mixture of EMD and Alco power completes a pick-up of interchange cars from the Southern. (Ron Flanary)

DECEMBER

1988

SUNDAY

MONDAY

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THURSDAY

FRIDAY

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The installation of Centralized Traffic Control (CTC) on the old "KY" subdivision between Cincinnati and Corbin was completed in 1968. Where double track used to continue, U30C 1488 leads a southbound hopper extra through the high-speed turnout onto single track at Catawba, Ky. on a hot August 20, 1978. (Jill Oroszi)

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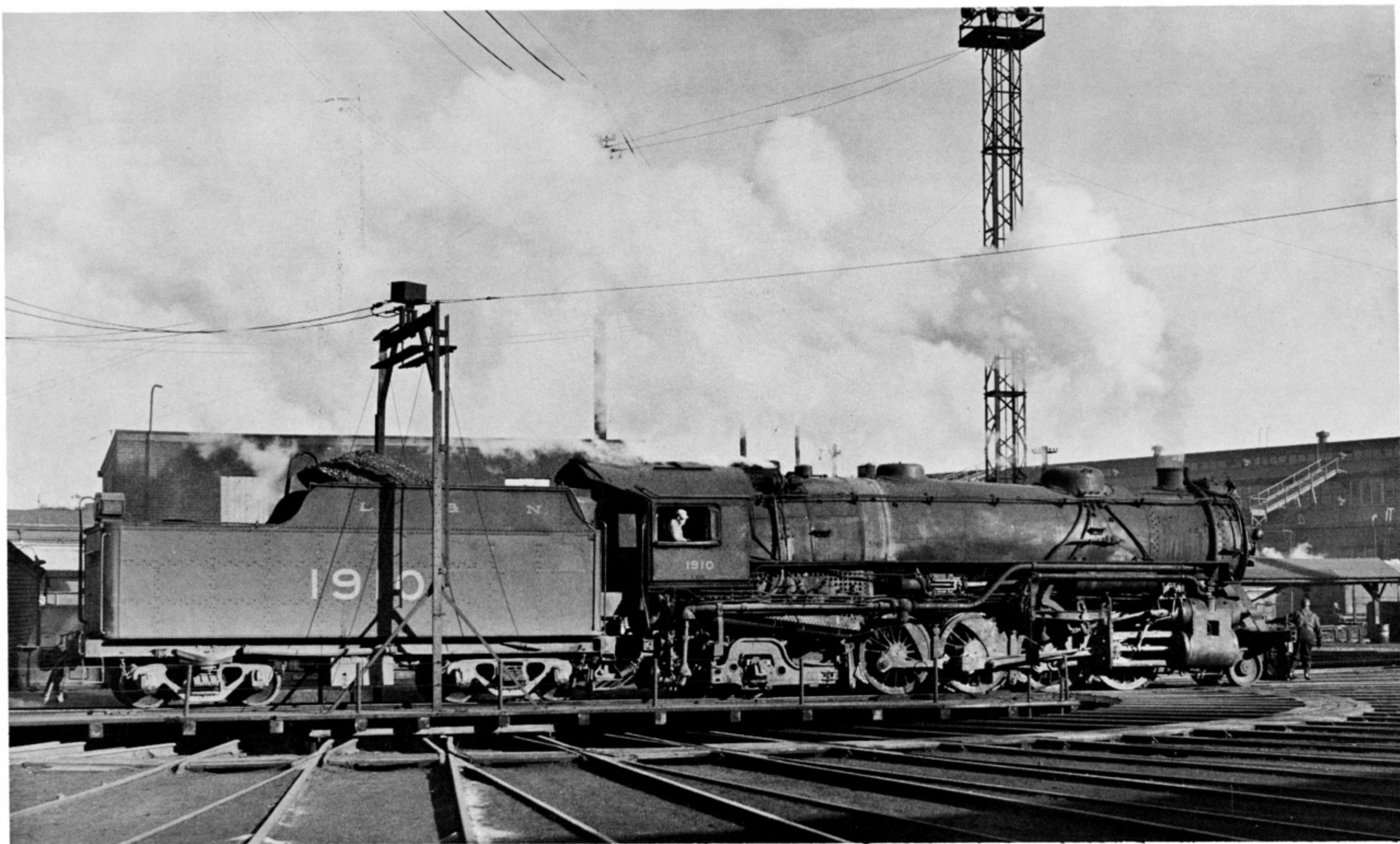
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Booster-equipped J4A 1910 eases off the 85-foot turntable at South Louisville. When photographer Jack Fravert captured this classic portrait of Old Reliable steam in 1951, the big 2-8-2 had but three years of service left. (Jack Fravert)