

1996



CALENDAR

PUBLISHED BY:
LOUISVILLE & NASHVILLE
RAILROAD HISTORICAL SOCIETY
P.O. Box 17122
LOUISVILLE, KY 40217





On an overcast March 21, 1970, the Bardstown Branch local comes to call at the distinctive depot at Limestone Springs, Kentucky. Jet black GP7 No. 425 handles the propulsion chores this day. This line was later sold by CSX to R.J. Corman, who still operates it. (Charles Buccola Photo)

JANUARY

1996

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	1 New Year's Day	2	3	4	5	6
7	8	9	10	11	12	13
14	15 Martin Luther King, Jr.'s Birthday (Observed)	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			



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Steam on the "South End" of the L&N was near extinction in 1950 when K-5 Pacific No. 267 and J-3 Mike No. 1555 were photographed at Pensacola, Florida. The 4-6-2 was probably assigned to trains 64 and 65, passenger runs that connected with the main line flyers 44 miles up the line at Flomaton, Alabama. (Robert Chapman Photo)

FEBRUARY

1996

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
				1	2	3
4	5	6	7	8	9	10
11	12 Abraham Lincoln's Birthday	13	14 St. Valentine's Day	15	16	17
18	19 George Washington's Birthday (Observed)	20	21 Ash Wednesday	22	23	24
25	26 Orthodox Lent Begins	27	28			



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Cumberland Valley Division Fast Freight No. 66 is at the mid-point of its Norton, Virginia to Corbin, Kentucky run on a sunny summer day in 1966. Three General Electric U25Cs are shown at the north portal of 6,244-foot long Hagans Tunnel near Smith, Kentucky. This was the Old Reliable's longest tunnel, opened for service in 1930 as part of the "CC&O Connection." (Ron Flanary Photo)

MARCH

1996

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17 St. Patrick's Day	18	19	20	21	22	23
24 Palm Sunday	25	26	27	28	29	30
31						



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Eastbound passenger local No. 63 skirts Escambia Bay, Florida in this scene from 1950. K-5 Pacific No. 281 is just a year away from the scrap yard, but from the looks of this picture, you wouldn't know it. (Grady Roberts Photo)

APRIL

1996

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	1	2	3	4 First Day of Passover	5 Good Friday	6
7 Easter Sunday	8	9	10	11	12	13
14 Orthodox Easter	15	16	17	18	19	20
21	22	23	24 Secretary's Day	25	26	27
28	29	30				



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Two big Alco Centuries get a shot of “sea shore” at DeCoursey, Kentucky on June 17, 1973. The first unit is C628 No. 1404, part of a 12-unit order that ushered in the era of the six-motor unit on the L&N in 1964. The second unit is C630 No. 1426, added to the roster in 1966. The big Alcos were frequently found in coal train service on the eastern half of the L&N system. (Dave Oroszi Photo)

MAY

1996

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			1	2	3	4
5	6	7	8	9	10	11
12 Mother's Day	13	14	15	16	17	18 Armed Forces Day
19	20 Victoria Day (Canada)	21	22	23	24	25
26	27 Memorial Day (Observed)	28	29	30	31	



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NC&StL "class" engine No. 565 is shown beside the famous Civil War *General* in this scene from the early '30s. The 4-8-4 was delivered to the Dixie Line in 1930 as the first of five such "Dixie" engines. NC enginemen quickly nicknamed them "Gliders," because of their lateral motion drivers. The "modern" 565 was scrapped in 1951, but the *General* was resteamed by the L&N in 1962, and today resides in a Kennesaw, Georgia museum. (L&N Collection/UofL Archives)

JUNE

1996

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
						1
2	3	4	5	6	7	8
9	10	11	12	13	14 Flag Day	15
16 Father's Day	17	18	19	20	21	22
23 30	24	25	26	27	28	29



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This refugee from a leper colony was the last E-unit to wear the otherwise beautiful blue and cream paint scheme used by the L&N from 1942 to 1958. In July 1964, E6 No. 756 and all-blue No. 751 wait between trains at Louisville. The following year, the 756 would receive a fresh coat of gray and yellow. (Ron Flanary Photo)

JULY

1996

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	1 Canada Day (Canada)	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			



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This scene from about 1940 shows L&N's famed "Silver Bullet," Fast Freight No. 71, somewhere south of Mobile. The "Bullet" made the Cincinnati (Covington, Ky.) to New Orleans run at an over the road average of almost 24 miles per hour—a blistering pace for a freight train, considering heavy tonnage, stops for water and fuel and terminal delays en route. Despite the appearance from this photo, H-29A No. 1354 is standing stock still for the photographer (the smoke was airbrushed). The clue? The semaphore has already fallen to a "Stop" indication, even though the engine is barely past the insulated joints! (L&N Collection/UofL Archives)

AUGUST

1996

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
				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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On July 15, 1964, tri-level automobile service on L&N's Cincinnati-Atlanta main is just months old. A clearance improvement project completed that year allowed the inauguration of this train, southbound "Autovan" No. 45, rolling up for a crew change at the Corbin, Kentucky passenger station. On the point, two GP30s are spliced by a new GP35. (Steve Patterson Photo)

SEPTEMBER

1996

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2 Labor Day	3	4	5	6	7
8	9	10	11	12	13	14 Rosh Hashanah
15	16	17	18	19	20	21
22	23 Yom Kippur	24	25	26	27	28
29	30					



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Two latter-day additions to L&N's Alco fleet rest their 251 prime movers at Ravenna, Kentucky in the late-'70s. The two RS11s initially came to Kentucky on lease from SCL in April 1976, but were acquired outright four months later. Part of a ten-unit group, these two were ex-SCL 1202 and 1206 respectively. (Dave Lichtenberg Photo)

OCTOBER

1996

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		1	2	3	4	5
6	7	8	9	10	11	12
13	14 Columbus Day (Observed) Thanksgiving Day (Canada)	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31 Halloween		



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On a beautiful day in 1950, the southbound interline *Crescent* is stopped at the depot at Flomaton, Alabama at 3 p.m. The train's two E6s (Nos. 776 and 770) are taking a breather after a non-stop two hour and fifteen minute sprint from Montgomery. Connecting train No. 64, from Pensacola, Florida, is shown on the right. (Robert Chapman Photo)

NOVEMBER

1996

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
					1	2
3	4	5 Election Day	6	7	8	9
10	11 Veterans Day Remembrance Day (Canada)	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28 Thanksgiving Day	29	30



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In July 1965 at Corbin, Kentucky, brand new SD35 No. 1215 is flanked by two Alco veterans, consecutively numbered S4s 2229 (left) and 2230. The backshop was leveled by CSX many years later when the new locomotive shop was placed in service. (Ron Flanary Photo)

DECEMBER

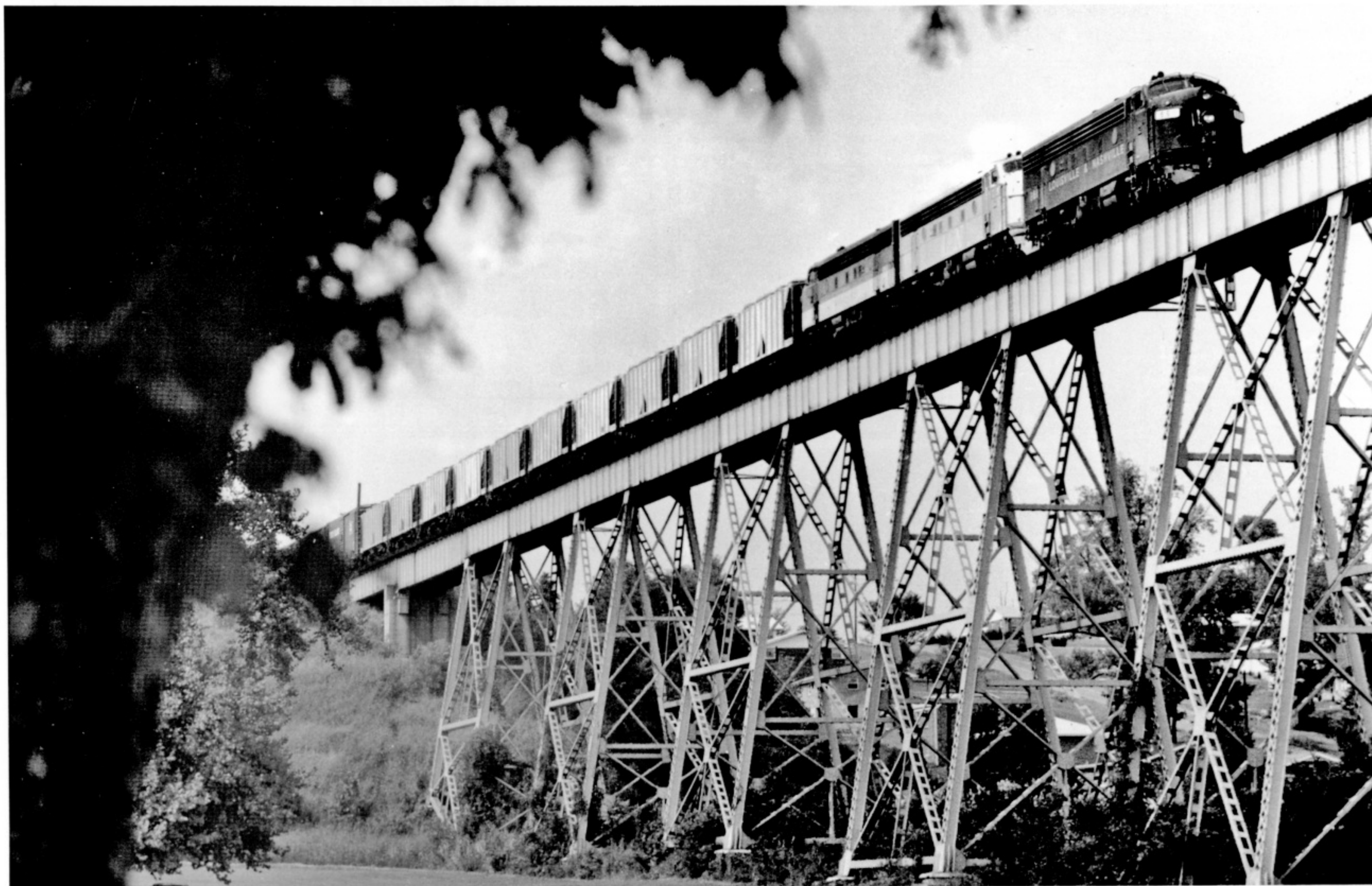
1996

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2	3	4	5	6 First Day of hanukkah	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25 Christmas Day	26 Boxing Day (Canada)	27	28
29	30	31				



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A southbound train cruises across the Cumberland River in Nashville, Tennessee in August 1963. This line is known as the Radnor Cut-off, since it routes freight traffic from Louisville and Evansville direct to the big yard at Radnor. Three F-units handle the train, with the last still wearing NC&StL blue and gray. (J. Parker Lamb Photo)



On July 26, 1969, C420 No. 1310 leads a northbound freight into Louisville assisted by GE and other Alco units. An old steam locomotive tender used in maintenance of way service frames the photo. The location of this shot is a siding between Highland Park and Strawberry. (Charles Buccola Photo)

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 bi-monthly magazine, *The Dixie Line*. 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.

In addition, the Society publishes a quarterly Newsletter, *The Old Reliable*. Each issue contains information about the actual business and operation of the Society.

Membership includes a subscription to both the Magazine and the Newsletter.

The Society also produces specialty publications, such as profile diagrams, passenger car data and diagram books, video tapes, authentic limited-edition models of L&N equipment and many other items, including this calendar.

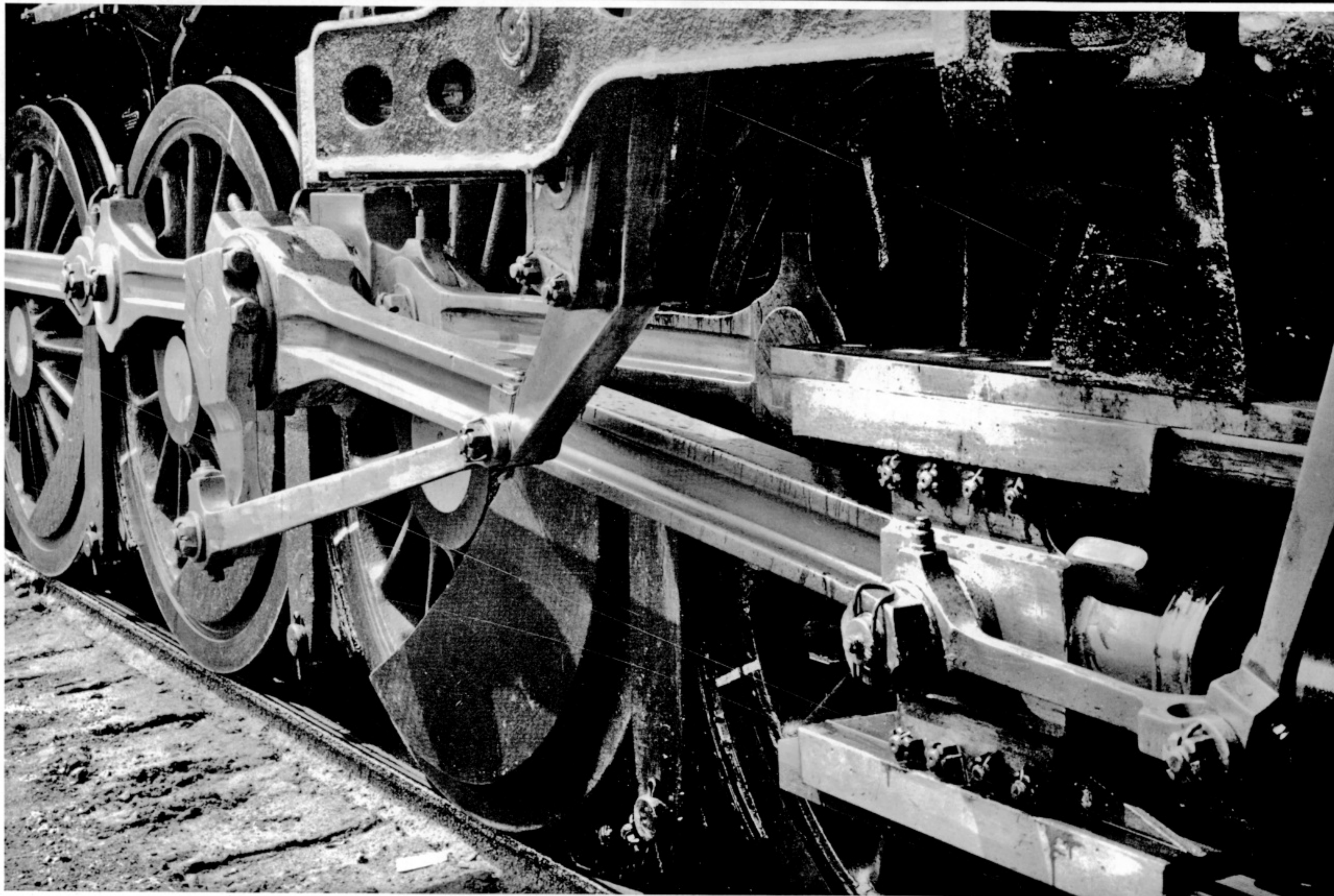
The Society hosts an annual convention each October, always in a former L&N location, and members are encouraged to attend.

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
Box 17122, Louisville, KY 40217

(Cover) When the L&N acquired the NC&StL in 1957, it didn't take long before the NC's familiar "Dixie Line" slogan was adopted by the big road. On April 2, 1958, painters at South Louisville apply the new nickname on a boxcar where "The Old Reliable" would have previously been painted. The Dixie Line slogan was used until the mid-60s. (L&N Collection/UofL Archives)



Sharp-eyed historians of L&N steam power will instantly recognize this running gear as that of an L-1 4-8-2. The distinctive valve gear hanger and four drivers are the clues. This shot was made in July 1941 while the big Mountain was being broken in on South Louisville's famous "Slip Track." (L&N Collection/UofL Archives)