



1999 CALENDAR



LOUISVILLE & NASHVILLE RAILROAD HISTORICAL SOCIETY



In the Fall of 1940, a very unique engine made its return to L&N rails, but in a very different garb, and with a very different mission. Former three-cylinder K7 Pacific 295, now converted to a two-cylinder engine, streamlined, and equipped with a custom-built 20,000 gallon, 27.5 ton tender, had just been unveiled at South Louisville. The 295 would soon begin handling the every-third day *South Wind* streamliner on L&N's portion of the run, Louisville-Montgomery. After the long and dreary years of the Great Depression, the 295 heralded new optimism for passenger service on the Old Reliable. (L&N Photo/UofL Archives)

JANUARY

1999

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	16
17	18 Martin Luther King, Jr.'s Birthday (Observed)	19	20	21	22	23
24 31	25	26	27	28	29	30



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On July 29, 1963, a grouping of diesels at South Louisville's Shop 17 illustrates the colorful diversity of power on the L&N that summer. From left to right we have F7 847 (which would be renumbered, and then scrapped later in the year), ex-Lehigh & New England RS2 268, a former L&NE FA1, and ex-Rutland RS3 264. (Charles B. Castner Photo)

FEBRUARY

1999

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 George Washington's Birthday (Observed)	16	17 Ash Wednesday	18	19	20
21	22 Orthodox Lent Begins	23	24	25	26	27
28						



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L&N class S3 GE 70-tonner 98 (one of two on the roster) was rebuilt at South Louisville in 1966 with an Alco 800 horsepower prime mover (200 more horsepower than the engine's original). The larger diesel engine required a raised hood. The system-unique was photographed at Gallatin, Tennessee, its normal operating base, in June 1969. (Bob Bell, Jr. Photo/J. Allen Hicks Collection)

MARCH

1999

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	25	26	27
28 Palm Sunday	29	30	31			



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The highest numbered of L&N's L- I class Mountains, the 421, is shown at East St. Louis on March 28, 1947. Bumped by diesels from prime passenger hauls, the 4-8-2 would later see service on fast freights. In 1953, the 421 was renumbered to 483 (making room for newly acquired GP7s), but alas, she would be retired before that year was out. (R. J. Foster Photo/Frank E. Ardrey, Jr. Collection)

APRIL

1999

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



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L&N Cumberland Valley Division freight no. 66 (left) holds the siding at Wilhoit, Kentucky on May 20, 1965 for a meet with train 65 behind FA2 314. The cab unit ended up on the Long Island Railroad in 1971 as a "power pack" unit for push-pull passenger service. As L1 no. 604, it was retired again in 1986 and ended up at Portola, California as property of the Feather River Rail Society. (Ron Flanary Photo)

MAY

1999

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



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Products from Baldwin and Lima team up in the early '50s as M-1s 1960 and 1973 pound northward on the "KY" main somewhere between Corbin and Patio (Winchester), Kentucky. The rear engine will be dropped at Patio, after being pushed up the hill from Ford by a third M-1. In the autumn of the steam season, this was L&N's big show. (G.C. Corey Photo/Rail Photo Service/L&NHS Collection)

JUNE

1999

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	17	18	19
20 Father's Day	21	22	23	24	25	26
27	28	29	30			



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On Independence Day 1979, a southbound "Short Line" fast freight eases down the main street at LaGrange, Kentucky. The dearth of vehicles marks this as a holiday; everybody is probably at home grilling hot dogs and hamburgers. GP30 1034 leads three GE units on the train. (Jill Oroszi Photo)

JULY

1999

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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At the south end of Radnor Yard near Nashville, a pair of F7s moves out to Birmingham on the point of a southbound freight. Diesel spotters will identify both units as ex-NC&StL (they are numbered in the 1800 series, and both have a dynamic brake fan immediately behind the cab; L&N's original units did not have this feature). Power for two following trains stands in the background as an SW unit works the hump. (J. Parker Lamb Photo)

AUGUST

1999

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 September 7, 1980, two SD40-2s handle a southbound freight across the Ohio River bridge at Henderson, Kentucky. This structure linked L&N's lines from St. Louis and (after 1969) Chicago with the HD main to Nashville, and the "Texas" Sub to Louisville. (Jerry Mart Photo/L&NHS Collection)

SEPTEMBER

1999

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



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Verbana, Alabama is 35 miles north of Montgomery. On June 22, 1941, the southbound *Azalean*, train 1, splits the semaphores behind the smoke and cinders of L-1 Mountain 406. L&N's prime passenger runs were then all-steam, but the E6 passenger units delivered the following year would mark the eventual demise of engines like the 406. (Louis M. Newton Photo)

OCTOBER

1999

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



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A trio of GE units smokes it up at B&O's RH Tower at Cincinnati as they handle a northbound transfer run from DeCoursey to Conrail's Sharonville Yard. This action took place on September 16, 1978. The first two units are L&N U25Bs, but the third is a Conrail U30C. (Lou Marre Photo)

NOVEMBER

1999

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	1	2 Election Day	3	4	5	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 Thanksgiving Day	26	27
28	29	30				



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A St. Louis line freight roars through Ashley, Illinois on November 25, 1958. F7A 841 was one of several units to receive test paint schemes that year. Of all the variants, though, the 841 was the least inspired; the livery was all-black, except for a metal red and gold L&N steam-era herald on the side. Thank goodness L&N management passed up on this particularly dull image! (Lou Marre Photo)

DECEMBER

1999

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			1	2	3	4 First Day of Hanukkah
5	6	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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Train 3 arrives in Birmingham on May 5, 1948 behind K-4B no. 255. Number 3 was more of a main line local, running on the "Nashville & Decatur" via Columbia, Tennessee on the Nashville-Birmingham segment of its run. (Frank E. Ardrey, Jr. Photo)



CV Division Extra 169 South attains the summit of Little Pennington Hill near Dryden, Virginia on a summer day in 1966. The return leg of the Norton Turn has a mixture of empty coal hoppers, plus some merchandise traffic. (Ron Flanary 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) A southbound "Tote" hits the diamond at Guthrie, Kentucky on September 3, 1980. This train, led by U23B 2769 plus two EMD units, is on L&N's hot H.D. Subdivision, a major intermodal corridor between Chicago and the South. The track in the foreground is also an L&N route — the old "Memphis Line." (Jerry Mart Photo/L&NHS Collection)



A southbound local freight rolls across the big bridge at Independence, Kentucky in the mid-'50s. The RS3-led train is heading for the north portal of Independence Tunnel, which was daylighted in 1962 to make room for tri-level auto racks on L&N's "Short Line" between Cincinnati and Louisville. (L&N Photo/UofL Archives)