



2003 CALENDAR



LOUISVILLE & NASHVILLE RAILROAD HISTORICAL SOCIETY



Heavy snow is falling at Appalachia, Virginia on a December morning in 1964 as a daily ritual plays out. The morning through freight from Norton, Virginia to Corbin, Kentucky, CV Division number 66, is making a quick pick up from the interchange tracks with Southern Railway. The lead unit is F7A 830, a somber black cab that was, at the time, equipped with a unique strain gauge apparatus that allowed it to work as an automatic mid-train helper. (Ron Flanary Photo)

JANUARY

2003

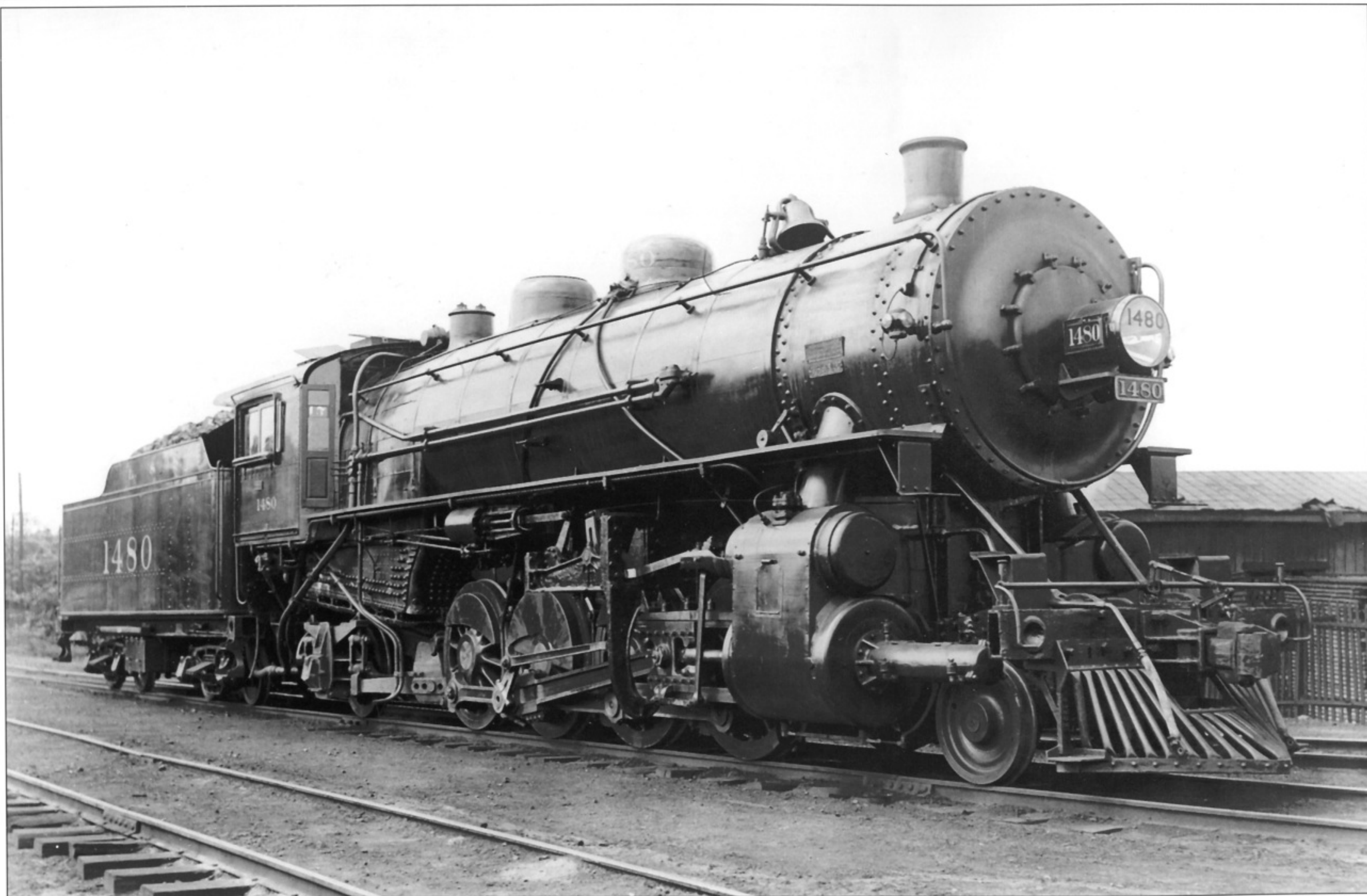
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			1 New Year's Day	2	3	4
5	6	7	8	9	10	11
12	13	14	15 Martin Luther King, Jr.'s Birthday	16	17	18
19	20 Martin Luther King, Jr. Day	21	22	23	24	25
26	27	28	29	30	31	



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The largest steam locomotives constructed at L&N's South Louisville Shops were the J-2A Mikes. The first engine of the group, number 1480, is pictured at the shop in 1921, shortly after its completion. The J-2As delivered 65,000 pounds of tractive effort, more than the larger J-4s and J-4As, and virtually the same as the M-1 2-8-4s. But they were purely slow speed drag-era engines with 63-inch drivers, and could not deliver the drawbar horsepower at speed the larger engines could. Note the extended piston rods, a short-lived feature on some L&N-built engines thought to help maintain piston alignment. (L&N Photo/L&NHS Collection)

FEBRUARY

2003

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 President's Day	18	19	20	21	22 George Washington's Birthday
23	24	25	26	27	28	



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In the mid-'50s, the *Azalean* was still a through train covering the entire main line from Cincinnati to New Orleans. Northbound number 4 approaches the platforms of Cincinnati Union Station behind two blue and cream E6s. The heavy compliment of head-end traffic foretells this train's future—more mail and express than passengers. (R.D.Acton, Sr. Photo/Dave Oroszi Collection)

MARCH

2003

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



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L-1 Mountain number 410 has a roll on train 92, a local passenger run to St. Louis. The amply powered four-car local is leaving Evansville, Indiana about 1950. Until the transition years from steam to diesel, the big 4-8-2 would have drawn an assignment on a heavier main line limited instead of this all-stops plug run. (S.K.Bolton, Jr. Photo)

APRIL

2003

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		1	2	3	4	5
6 <small>Daylight Savings Time begins</small>	7	8	9	10	11	12
13 <small>Palm Sunday</small>	14	15	16	17 <small>First Day of Passover</small>	18 <small>Good Friday</small>	19
20 <small>Easter Sunday</small>	21	22	23 <small>Administrative Professional's Day</small>	24	25	26
27	28	29	30			



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The power for train 4, the daily Montgomery to Cincinnati mail and express train (the former *Azalean*), is ready to back down to couple for the continued run to the train's northern terminal. An E6, GP9 and FP7A are up front this morning at Louisville. Note the Alco switcher standing in the clear, and the cut of "Totes" on the south side of Kentucky Street. When number 4 pulls clear of the crossing, the switcher will tack these hot pigs on the rear for a fast ride up the Short Line. (Ron Flanary Photo)

MAY

2003

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



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Kentucky Governor Bert Combs waves goodbye to the crew and passengers as the *General* pulls away from the station at Frankfort in July 1962. Notice the difference in width between the Civil War-era steamer and its "train," L&N "Jim Crow" combine number 665. After its triumphant return to service earlier that year, the historic engine was on a system-wide tour. (Photo by Charles B. Stone-Commonwealth of Kentucky Department of Public Information/L&NHS Collection)

JUNE

2003

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



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Nashville, Chattanooga & St. Louis J3 "Stripe" 584 marches through the interlocking plant with Seaboard Air Line and Southern Railway at Atlanta's Howell Tower under an imposing canopy of steam and coal smoke in October 1947. Train 93, the *Dixie Limited*, is just moments away from an on-time arrival (10:00 AM) at Atlanta Union Station, about two miles ahead. (David W. Salter Photo)

JULY

2003

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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The Memphis Line local freight, train 119, leaves Clarksville, Tennessee southbound (or westward, toward Memphis) in September 1959 behind blue and cream FP7A 616. The local is on the approach to the Cumberland River Bridge, as it crosses the river's broad floodplain on this timber trestle. (J. Parker Lamb Photo)

AUGUST

2003

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 31	25	26	27	28	29	30



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Circa 1951-52, J-4 Mike number 1819 switches loads at the south end of the yard at Dent, Kentucky, on the Eastern Kentucky Division. The engine is actually on the Leatherwood Branch, as the main line toward Neon continues along the base of the cut behind. Like all coalfield-assigned mine run power, the grimy 1819 has footboards front and back. (L&N Photo/L&NHS Collection)

SEPTEMBER

2003

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	1 Labor Day	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 Rosh Hashanah
28	29	30				



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Two boiler-equipped GP7s, both ex-NC&StL units, are rolling along near Wartrace, Tennessee with number 94, the *Dixie Flyer*, in August 1964. The lead unit, number 1753, would be involved in a side-swipe accident later that year, and would be sold to the Clinchfield by November. After rebuilding by ACL's Waycross Shops, the Geep saw many more years of service as Clinchfield 919. (J. Parker Lamb Photo)

OCTOBER

2003

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



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L&N's *Georgian* was a mere shadow of its former self when photographed at Dalton, Georgia on August 31, 1968. Until C&EI discontinued the train's Chicago-Evansville leg just seven months earlier, the *Georgian* had been a heavy train, normally rating three E-units. Shorn of through passenger traffic, but still hauling a respectable amount of storage mail and express, a single E8 is now sufficient. The *Georgian* managed to limp along until April 30, 1971, when Amtrak took over most of the remaining passenger trains in the country. Alas, the famed "Dixie" passenger route would become freight-only the following day. The parallel track that crosses the L&N main here is Southern's Georgia Division. (J.H.Wade Photo/Frank Ardrey Collection))

NOVEMBER

2003

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



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Mush! A southbound fast freight emerges from a heavy snowstorm at Louisville's MN Tower in the early '60s. The snow-plastered Alcos suggest a cold and snowy ride down the Short Line this particular morning. (Jack Fravert Photo)

DECEMBER

2003

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 First Day of Hanukkah
21	22	23	24	25 Christmas Day	26 Boxing Day (Canada)	27
28	29	30	31			



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The "Cartersville Turn" is on its return leg at Vinings, Georgia on April 23, 1952. The local has taken siding for a meet with a northbound. The power today is FPA2 number 350, a dual-purpose Alco cab unit also equipped with a steam generator for passenger duties. (Charles K. Marsh, Jr. Collection)



The afternoon train from Louisville to Evansville via the "Texas," number 154, steams through Highland Park (South Louisville) behind K-4B number 260 in the late '40s. The four-car train was the all-stops local on this route. At Strawberry (SW Tower), the Pacific and her diminutive train will leave the Main Stem and turn westward toward Owensboro. (Bob Hughes 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: It's a hot day in July 1962 and Alcos 312, 127 and 224 are on the last lap to the big yard at DeCoursey, Kentucky. This is milepost 12 on the Cincinnati Division's double track "KY" Sub, at the timetable location of Lamb. The coal train is entering Grants Tunnel on the northward main. (L&N Photo/L&NHS Collection)



Train 99, the southbound *Pan-American*, is ready to load passengers at Cincinnati Union Terminal on a fine sunny morning in the early '60s. The photographer, on assignment for the *L&N Magazine*, will shortly climb aboard for a great cab ride down the Short Line to Louisville and home. E7 number 760 was up front this morning. Note the B&O train in the background, probably the *National Limited* bound for St. Louis. (Charlie Castner Photo)