



2005 CALENDAR



LOUISVILLE & NASHVILLE RAILROAD HISTORICAL SOCIETY



At Grants, Kentucky, at milepost 11 coming south from Cincinnati, J4A number 1824 barks smartly around the curve leading into the southbound side of the twin Grants Tunnels. The time is the early 1930's, and the booster-equipped Mikes like the 1824 are L&N's largest freight power---at least until the first 14 M-1 2-8-4's start handling these assignments in 1942. This scheduled train is likely one of the Cincinnati-Atlanta "Florida Fast Freight" manifests. (Ed Kuhr Collection, Courtesy Dan Finfrock)

JANUARY

2005

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



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SD35 1214 and U25C 1515 have pumped off the train brakes at Appalachia, Virginia on the evening of January 22, 1969. This is train 865 bound for a handoff to the N&W at Norton, Virginia, just ten miles away. The loaded wood chip hopper—L&N 150848—immediately behind the power will be set off to the Interstate at Dorchester Junction, Virginia for relay to the Clinchfield at Miller Yard. Its final destination is the big Meade paper mill in Kingsport, Tennessee. (Ron Flanary Photo)

FEBRUARY

2005

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		1	2	3	4	5
6	7	8	9 Ash Wednesday Chinese New Year	10	11	12 Lincoln's Birthday
13	14 Valentine's Day	15	16	17	18	19
20	21 Presidents' Day	22 Washington's Birthday	23	24	25	26
27	28	29	30	31		



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In 1978, a southbound coal train works up a short 1.65 percent grade past the standard L&N depot at Williamsburg, Kentucky. Two U30Cs are assisted by an Alco C630—a typical coal train power set for the Corbin-Etowah KD Subdivision. The agency here was still open at the time, but it had been ten years since the last passenger train called. (R.D.Acton, Sr./Dave Oroszi Collection)

MARCH

2005

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 Spring Begins Palm Sunday	21	22	23	24	25 Good Friday	26
27 Easter	28	29	30	31		



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Running along at 45 miles per hour at 11:45 AM on March 13, 1947, NC&StL "Stripe" 582 has a southbound freight in tow just south of Vinings, Georgia. The train is on the last lap into Hills Park Yard. (David W. Salter Photo)

APRIL

2005

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

					1	2
3 Daylight Saving Time Begins	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24 Passover	25	26	27 Administrative Professionals Day	28	29	30



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An F9-F7-F9 trio crosses the Shelby Park bridge over the Cumberland River at Nashville, Tennessee in July 1963. This is probably train 57, which came down the "HD" from Evansville. (J. Parker Lamb Photo)

MAY

2005

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



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In June 1980, before the extension of double track from this point south to Habersham, Tennessee, a southbound coal train led by three SD40-2's throttles up for the climb to the top of the hill at Duff as it leaves the south end of the siding at Chaska. The L&N had already reestablished rear end pusher service for this grade, as evidenced by the three units up front. Two more six motor engines are pushing behind the caboose. (R.D. Action, Sr.)

JUNE

2005

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 Father's Day	20	21 Summer Begins	22	23	24	25
26	27	28	29	30		



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It was quite rare to catch an L&N unit on the Chicago-Florida South Wind streamliner, since Pennsy and ACL units always alternated on the every-other-day train. For some reason a Pennsy unit has gone lame, so veteran L&N E6 774 has stepped in. The northbound "Wind," train 16, rolls toward Louisville Union Station in July 1965. (Charles B. Castner Photo)

JULY

2005

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
					1	2
3	4 <small>Independence Day</small>	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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A little-remarked aspect of L&N's steam to diesel transition era was the use of L-1 Mountains in fast freight service. A southbound Knoxville & Atlanta fast freight rolls through a reverse curve near Marietta, Georgia behind one of the passenger engines in 1947. The Automatic Train Control-equipped engine previously handled such premiere trains as the Southland and Flamingo on this same route. (R.D. Sharpless Photo, Frank D. Ardrey, Jr. Collection)

AUGUST

2005

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 20, 1965, C&O train 22—the eastbound George Washington—departs Louisville on time at 2:45 PM, passing L&N number 99—the southbound Pan-American. The "Pan" would have normally been far down the line toward Nashville by the time the "George" left town, but the New Orleans-bound train is two hours and fifteen minutes late this day. (Ron Flanary Photo)

SEPTEMBER

2005

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
				1	2	3
4	5 <small>Labor Day</small>	6	7	8	9	10
11 <small>Patriot Day</small>	12	13	14	15	16	17
18	19	20	21	22 <small>Autumn Begins</small>	23	24
25	26	27	28	29	30	



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At 9 AM on December 30, 1961, Nashville-bound fast freight number 54 is ready to leave Leewood Yard near Memphis with a special shipment of 90 Allis-Chalmers combines and harvesters. Behind F7A 821 is former "Black Cat" F3B number 748. Originally numbered 2551, it was a member of the famed five-unit set of F's that introduced diesel-electric power in main line freight service on the L&N in 1947. Although still in all-black paint, the unit has apparently been repainted and relettered in Scotchlight stick-on markings. (L&N Photo, UofL Archives)

OCTOBER

2005

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



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On the St. Louis line, a standard-era six-car passenger train clips along behind shiny K5 Pacific number 270. This mid-'40's view illustrates a typical L&N passenger train, with the cars in dark green. (Ron Flanary Collection)

NOVEMBER

2005

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



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Public school has just dismissed for the day at Norton, Virginia on January 29, 1973 as L&N CV manifest freight 865 enters the joint L&N-N&W yard adjacent to J.I.Burton High School. C628's 1404 and 1405 join SD40 1257 on today's train. (Ron Flanary Photo)

DECEMBER

2005

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
				1	2	3
4	5	6	7 <small>Pearl Harbor Remembrance Day</small>	8	9	10
11	12	13	14	15	16	17
18	19	20	21 <small>Winter Begins</small>	22	23	24
25 <small>Christmas</small>	26	27	28	29 <small>Hanukkah</small>	30	31 <small>New Year's Eve</small>



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Extra 8013 North exits the tunnel at Roaring Branch, Virginia, near Big Stone Gap in October 1979. The railroad crossing above the tunnel portal is Southern's Appalachia Division. Bridge 44, on which SD40-2 8013 has just rolled, crosses Powell River and U.S. 23. (R.D.Acton, Sr. Photo)



Train 5, the southbound Humming Bird, sprints by South Louisville Shops in the late '40's. E7 758 appears to be handling the original seven-car consist that made up the "Bird." Steam engines were used at the time north of Louisville, so the E7 has probably replaced a K5 Pacific back at Louisville Union Station. (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: The southbound Pan-American, running as train 109, is just minutes into its long daily trip to New Orleans as it rolls under the bridge at Robbins Street in Covington, Kentucky. This is C&O trackage as far as KC Junction—about one mile ahead. E7 791 was one of a few veteran E-units to have their original Mars lights replaced by externally-mounted Gyalights. The styling effect left something to be desired. (Charles Mockbee Photo/Dave Oroszi Collection)



In 1954, the Florida-bound Southland, train 33, makes its daily station stop at Knoxville, Tennessee with L&N's original E6 on the point. L&N passenger trains were obliged to back in from a wye at West Knoxville to the stub-end depot at Knoxville, a process that endured to the final run of the southbound Flamingo in March 1968. The "17" sign at the right denotes the number of car lengths to the station's bumping post, no doubt handy in the days before two-way radio communication in the railroad industry. (Charles K. Marsh, Jr. Collection)