

L&N

Louisville & Nashville

2012 CALENDAR



Louisville & Nashville Historical Society • PO Box 17122 • Louisville, KY 40217



L&N At Louisville Union Station, triple Pennsy E-units front No. 15, the *South Wind*, for Florida, just in from Chicago on the PRR via Logansport and Indianapolis. Even though this is May 1967, the winter season "*Wind*" is still a long train with good patronage. Three cars deep is one of the leased Northern Pacific dome sleepers, used on both the *South Wind*, and its alternating day companion on the more westerly route, the Illinois Central's *City of Miami*. —Jim Neubauer photo



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JANUARY 2012

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 Martin Luther King Jr. Day 	17	18	19	20	21
22	23 	24	25	26	27	28
29	30 	31	<div>2011 DECEMBER 2011 Su M Tu W Th F Sa 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</div>	<div>2012 FEBRUARY 2012 Su M Tu W Th F Sa 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</div>		



H-25B Consolidation 1183 is shown at the South Louisville shops in this scene from 1951. The 1907 Rogers engine has just completed its run through the shops, as evidenced by the fresh coat of paint on the cylinders. No doubt this visit was dedicated to running gear work. The metal board affixed to the top left of the hand rail on the pilot accompanied engines as they moved through the shop, with each craft signing off on particular work as it was completed. —*Jack Fravert photo*



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FEBRUARY 2012

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

		2012 JANUARY 2012 Su M Tu W Th F Sa 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	1	2 Groundhog Day	3	4
5	6	7 Full	8	9	10	11
12	13	14 Valentine's Day Last Qtr	15	16	17	18
19	20 Presidents Day	21 New	22	23	24	25
26	27	28	29 1st Qtr	2012 MARCH 2012 Su M Tu W Th F Sa 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		



Although it was billed as a "Coach-Pullman Streamliner," this September 1965 Cincinnati scene of train 6, the northbound *Humming Bird*, hardly meets that description. Behind E7 790 and E8 797 is a train that includes at least seven head end cars — an empty REA express reefer, both a Pennsy and a Santa Fe express box, and four L&N cars, including an RPO. The train is curving off the viaduct connecting the C&O bridge with the south throat of Cincinnati Union Terminal. The black truss bridge in the right background is Southern's Cincinnati-owned CNO&TP double track span over the Ohio River. —Jim Boyd photo



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MARCH 2012

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

		2012 FEBRUARY 2012 Su M Tu W Th F Sa 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	2012 APRIL 2012 Su M Tu W Th F Sa 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	1	2	3
4	5	6	7	8 	9	10
11 Daylight-Saving Time begins (clocks forward)	12	13	14 	15	16	17 St. Patrick's Day
18	19	20 Spring begins	21	22 	23	24
25	26	27	28	29	30 	31



L&N It's January 7, 1968, and train 66 takes leave of Loyall, Kentucky, on the last 68-mile leg to Corbin, and home. Engineer Sam Sturgill's charges today include two SD35s and two black Alco RS3s headed for monthly inspections at Corbin. A vestige of big steam on the L&N is first out behind the power: a 12-wheel tender from one of the L&N's 42 "Big Emma" 2-8-4s that once handled freight tonnage on this same route. Now it shuttles diesel fuel from Louisville to the small engine terminal at Loyall. —Ron Flanary photo



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APRIL 2012

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1 Palm Sunday	2	3	4	5	6 Good Friday 	7
8 Easter Sunday	9	10	11	12	13 	14
15	16	17	18	19	20	21 
22	23	24	25	26	27	28
29 	30	2012 MARCH 2012 Su M Tu W Th F Sa 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		2012 MAY 2012 Su M Tu W Th F Sa 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		



A full four years before the L&N acquired the eastern half of the Chicago & Eastern Illinois, train 93-5 of the C&EI — the combined *Humming Bird/Georgian* — is just beginning its overnight journey to Atlanta, Mobile, and New Orleans. The train is snaking through a reverse curve at 21st Street in Chicago, just minutes out of Dearborn Street Station. With the addition of nose m.u. (multiple unit) connections on some of L&N E-units, trios of the big units were pooled with C&EI between Chicago and Atlanta. —Jim Boyd photo



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Louisville & Nashville

MAY 2012

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

	2012 APRIL 2012 Su M Tu W Th F Sa 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	1	2	3	4	5  Full
6	7	8 V-E Day (1945)	9	10	11	12  Last Qtr
13 Mother's Day	14	15	16	17	18	19
20  New	21	22	23	24	25	26
27	28 Memorial Day  1st Qtr	29	30	31	2012 JUNE 2012 Su M Tu W Th F Sa 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	



In a wonderful scene from the steam-to-diesel transition era, J-4 Mike No. 1870 is spotted on the cinder pit at the South Louisville roundhouse circa 1951. To the left is the distinctive valve ladder that identifies an M-1 2-8-4, while to the right is a shiny new F7. The L&N's J-4s were very straight-forward USRA-design engines with few fancy efficiency devices, but they were the backbone of the main line freight locomotive fleet for many years. —*Jack Fravert photo*



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JUNE 2012

SUNDAY

MONDAY



TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

			<div>2012 MAY 2012</div> <table><tr><td>Su</td><td>M</td><td>Tu</td><td>W</td><td>Th</td><td>F</td><td>Sa</td></tr><tr><td></td><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td></td></tr><tr><td>6</td><td>7</td><td>8</td><td>9</td><td>10</td><td>11</td><td>12</td></tr><tr><td>13</td><td>14</td><td>15</td><td>16</td><td>17</td><td>18</td><td>19</td></tr><tr><td>20</td><td>21</td><td>22</td><td>23</td><td>24</td><td>25</td><td>26</td></tr><tr><td>27</td><td>28</td><td>29</td><td>30</td><td>31</td><td></td><td></td></tr></table>	Su	M	Tu	W	Th	F	Sa		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			<div>2012 JULY 2012</div> <table><tr><td>Su</td><td>M</td><td>Tu</td><td>W</td><td>Th</td><td>F</td><td>Sa</td></tr><tr><td></td><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td></tr><tr><td>7</td><td>8</td><td>9</td><td>10</td><td>11</td><td>12</td><td>13</td></tr><tr><td>14</td><td>15</td><td>16</td><td>17</td><td>18</td><td>19</td><td>20</td></tr><tr><td>21</td><td>22</td><td>23</td><td>24</td><td>25</td><td>26</td><td>27</td></tr><tr><td>28</td><td>29</td><td>30</td><td>31</td><td></td><td></td><td></td></tr></table>	Su	M	Tu	W	Th	F	Sa		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				1	2
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21	22	23	24	25	26	27																																																																																				
28	29	30	31																																																																																							
3	4  Full	5	6 D-Day (1944)	7	8	9																																																																																				
10	11  Last Qtr	12	13	14 Flag Day	15	16																																																																																				
17 Father's Day	18	19  New	20 Summer begins	21	22	23																																																																																				
24	25	26  1st Qtr	27	28	29	30																																																																																				



Taken from the Red Mountain Expressway bridge in Birmingham, a southbound freight is led by GP7 436 and three EMD brethren. The train has just crossed the Southern at 27th Street. Terminal Station is out of sight to the left (or rather the site of the station; it had been demolished by then). Sloss Furnace is just to the right. L&N's big Boyles yard is to the north, so this train has been classified and re-crewed there and is outbound for Montgomery and points south. —Doc Clements photo



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JULY 2012

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	2012 JUNE 2012 Su M Tu W Th F Sa 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	2012 AUGUST 2012 Su M Tu W Th F Sa 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		



Independence Day



Last Qtr



New



1st Qtr



Even though time was running short for the *Humming Bird* when Jim Boyd captured northbound No. 6 rolling across Biloxi Bay, the train still exuded some of the same charm from the excitement of its 1946 debut as a coach streamliner. On this September day in 1968, the six-car train is led by E7 761 and veteran E6 753 as it passes two fishermen who have trespassed onto the bridge. The consist includes a heavyweight baggage, three coaches, a Pine-series sleeper, and a heavyweight diner-lounge. —Jim Boyd photo



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AUGUST 2012

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

		2012 JULY 2012 Su M Tu W Th F Sa 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	1 	2	3	4
5	6	7	8	9 	10	11
12	13	14 V-J Day (1945)	15	16	17 	18
19	20	21	22	23	24 	25
26	27	28	29	30	31 	2012 SEPTEMBER 2012 Su M Tu W Th F Sa 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



A transfer run from Conrail at Cincinnati's Sharonville yard powers its way around the connection at Latonia off the Newport Branch and onto the "KY" main to DeCoursey on August 22, 1976. The three U25Bs were demoted from mainline service earlier — relegated to transfer service in the Cincinnati area. —David Oroszi photo



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SEPTEMBER 2012

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

				2012 AUGUST 2012 Su M Tu W Th F Sa 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	2012 OCTOBER 2012 Su M Tu W Th F Sa 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	1
2	3 Labor Day	4	5	6	7	8  Last Qtr
9	10	11	12	13	14	15  New
16	17	18	19	20	21	22 Autumn begins  1st Qtr
23	24	25	26	27	28	29  Full
30						



L&N In a wonderful scene of eastern Kentucky coal mining, the Cumberland Valley Division's Martin's Fork mine run is shown at Crum-mies, Kentucky, in October 1962. The crew has left a fresh supply of empty hoppers on the tail tracks above the tippie and will now ease down to the opposite side to pick up the outbound loads. "Little Woody" cab 942 looks striking, particularly when matched to RS-3 229, still wearing its original paint scheme. —*Jim Neubauer photo*



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OCTOBER 2012

Louisville & Nashville

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

<div>2012 SEPTEMBER 2012</div> <div>Su M Tu W Th F Sa</div> <div>1</div> <div>2 3 4 5 6 7 8</div> <div>9 10 11 12 13 14 15</div> <div>16 17 18 19 20 21 22</div> <div>23 24 25 26 27 28 29</div> <div>30</div>	1	2	3	4	5	6
7	8 <div>Columbus Day</div> <div>Last Qtr</div>	9	10	11	12	13
14	15 <div>New</div>	16	17	18	19	20
21 <div>Ist Qtr</div>	22	23	24	25	26	27
28	29 <div>Full</div>	30	31 <div>Halloween</div>	<div>2012 NOVEMBER 2012</div> <div>Su M Tu W Th F Sa</div> <div>1 2 3</div> <div>4 5 6 7 8 9 10</div> <div>11 12 13 14 15 16 17</div> <div>18 19 20 21 22 23 24</div> <div>25 26 27 28 29 30</div>		



Train 37, the southbound *Crescent*, makes its 5:17PM station stop at Biloxi, Mississippi, on a May afternoon in 1961. These days the route of Amtrak's *Crescent* follows an all-NS (former Southern) routing via Meridian, but until the late 1970s, the traditional route for the train south of Atlanta followed the *West Point* to Montgomery and the L&N from that point to New Orleans. The E6-E8 duo takes a momentary breather as mail and express and passengers are exchanged. —Charles Laird, Sr. photo



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Louisville & Nashville

NOVEMBER 2012

SUNDAY

MONDAY





TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

			<div>2012 OCTOBER 2012</div> <div>Su M Tu W Th F Sa</div> <div>1 2 3 4 5 6</div> <div>7 8 9 10 11 12 13</div> <div>14 15 16 17 18 19 20</div> <div>21 22 23 24 25 26 27</div> <div>28 29 30 31</div>	1	2	3
4 Daylight-Saving Time ends (clocks back)	5	6  Last Qtr	7	8	9	10
11 Veterans Day Armistice Day (1918)	12	13  New	14	15	16	17
18	19	20  1st Qtr	21	22 Thanksgiving Day	23	24
25	26	27	28  Full	29	30	<div>2012 DECEMBER 2012</div> <div>Su M Tu W Th F Sa</div> <div>1</div> <div>2 3 4 5 6 7 8</div> <div>9 10 11 12 13 14 15</div> <div>16 17 18 19 20 21 22</div> <div>23 24 25 26 27 28 29</div> <div>30 31</div>



It's December 6, 1977, and winter's blast of cold and snow has already hit the Midwest. At Bloomington, Indiana, on the former Monon, a southbound freight led by U23B 2806 eases through the business district. The Monon's main traveled through many city streets including New Albany, Bedford, Lafayette, and here at Bloomington. —Lon EuDaly photo



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Louisville & Nashville

DECEMBER 2012

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

				<div>2012 NOVEMBER 2012</div> <div>Su M Tu W Th F Sa</div> <div>1 2 3</div> <div>4 5 6 7 8 9 10</div> <div>11 12 13 14 15 16 17</div> <div>18 19 20 21 22 23 24</div> <div>25 26 27 28 29 30</div>	<div>2013 JANUARY 2013</div> <div>Su M Tu W Th F Sa</div> <div>1 2 3 4 5</div> <div>6 7 8 9 10 11 12</div> <div>13 14 15 16 17 18 19</div> <div>20 21 22 23 24 25 26</div> <div>27 28 29 30 31</div>	1
2	3	4	5	6	7	8
				 Last Qtr	 Pearl Harbor Day (1941)	
9	10	11	12	13	14	15
				 New		
16	17	18	19	20	21	22
				 1st Qtr	 Winter begins	
23	24	25	26	27	28	29
30	31	 Christmas Day			 Full	



L&N This early 1950s scene at South Louisville is of interest because of that single black F3B in the A-B-B-A consist of F-units. One of three such boosters acquired in 1948 (along with two A-units), the 2552 was one of the memorable "Black Cats" that ushered in main line freight dieselization. They were first put in service as pushers on coal trains across the EK Division's Elkatawa Hill. The units were later regearred to match the standard 62:15 ratio of subsequent units and renumbered, with the 2552 becoming 749. It was finally retired in 1962. —Jack Fravert photo

2013

2013 JANUARY 2013	2013 FEBRUARY 2013	2013 MARCH 2013
Su M Tu W Th F Sa	Su M Tu W Th F Sa	Su M Tu W Th F Sa
1 2 3 4 5	1 2	1 2
6 7 8 9 10 11 12	3 4 5 6 7 8 9	3 4 5 6 7 8 9
13 14 15 16 17 18 19	10 11 12 13 14 15 16	10 11 12 13 14 15 16
20 21 22 23 24 25 26	17 18 19 20 21 22 23	17 18 19 20 21 22 23
27 28 29 30 31	24 25 26 27 28	24 25 26 27 28 29 30
		31

2013 APRIL 2013	2013 MAY 2013	2013 JUNE 2013
Su M Tu W Th F Sa	Su M Tu W Th F Sa	Su M Tu W Th F Sa
1 2 3 4 5 6	1 2 3 4	1
7 8 9 10 11 12 13	5 6 7 8 9 10 11	2 3 4 5 6 7 8
14 15 16 17 18 19 20	12 13 14 15 16 17 18	9 10 11 12 13 14 15
21 22 23 24 25 26 27	19 20 21 22 23 24 25	16 17 18 19 20 21 22
28 29 30	26 27 28 29 30 31	23 24 25 26 27 28 29
		30

2013 JULY 2013	2013 AUGUST 2013	2013 SEPTEMBER 2013
Su M Tu W Th F Sa	Su M Tu W Th F Sa	Su M Tu W Th F Sa
1 2 3 4 5 6	1 2 3	1 2 3 4 5 6 7
7 8 9 10 11 12 13	4 5 6 7 8 9 10	8 9 10 11 12 13 14
14 15 16 17 18 19 20	11 12 13 14 15 16 17	15 16 17 18 19 20 21
21 22 23 24 25 26 27	18 19 20 21 22 23 24	22 23 24 25 26 27 28
28 29 30 31	25 26 27 28 29 30 31	29 30

2013 OCTOBER 2013	2013 NOVEMBER 2013	2013 DECEMBER 2013
Su M Tu W Th F Sa	Su M Tu W Th F Sa	Su M Tu W Th F Sa
1 2 3 4 5	1 2	1 2 3 4 5 6 7
6 7 8 9 10 11 12	3 4 5 6 7 8 9	8 9 10 11 12 13 14
13 14 15 16 17 18 19	10 11 12 13 14 15 16	15 16 17 18 19 20 21
20 21 22 23 24 25 26	17 18 19 20 21 22 23	22 23 24 25 26 27 28
27 28 29 30 31	24 25 26 27 28 29 30	29 30 31

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 quarterly magazine, the *L&N MAGAZINE*. 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.

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

The society hosts an annual convention each fall, 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:

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Front Cover: The fireman on L&N's southbound *Pan-American*, train 99, gives an enthusiastic wave to the photographer as his train comes off the big C&O Ohio River bridge at Covington, Kentucky. Just moments before, at Cincinnati Union Terminal, the train began its long overnight trip to New Orleans. Just ahead is a brief station stop at Covington Union Station, then the "Pan" will be nonstop to its next appointment: Louisville's Baxter Avenue Station. —Jim EuDaly photo



L&N Famed L&N K-7 Pacific 295 is shown at 10th Street in Louisville in October 1952. The engine was built by Alco's Brooks works in 1925 as a three-cylinder simple cycle engine. Pulled from the Depression-era scrap line at Strawberry yard in 1940, South Louisville rebuilt her as a conventional two-cylinder engine, along with streamlining and a custom-built 20,000-gallon 12-wheel tender for service on the new *South Wind* streamliner. With the streamlining removed in 1952, the engine spent her last days hauling local passenger runs on the Eastern Kentucky Division. She was scrapped the following year. —*Jack Fravert photo*