

L&N

Louisville & Nashville

2014 CALENDAR



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



J4 Mike 1818 — assigned to the Eastern Kentucky Division about the time of this 1951-52 winter photo — is having its fire cleaned at South Louisville. In the background is none other than Alco HH660 number 10, delivered in September 1939 as the L&N's very first diesel-electric. —*Jack Fravert photo*



LOUISVILLE & NASHVILLE HISTORICAL SOCIETY
PO Box 17122, LOUISVILLE, KY 40217

Louisville & Nashville

JANUARY 2014

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

		<div>2013 DECEMBER 2013</div> <div>Su M Tu W Th F Sa</div> <div>1 2 3 4 5 6 7</div> <div>8 9 10 11 12 13 14</div> <div>15 16 17 18 19 20 21</div> <div>22 23 24 25 26 27 28</div> <div>29 30 31</div>	<div></div> <div>New</div> <div>1</div> <div>New Year's Day</div>	2	3	4
5	6	<div></div> <div>1st Qtr</div> <div>7</div>	8	9	10	11
12	13	14	<div></div> <div>Full</div> <div>15</div>	16	17	18
19	20	21	22	23	<div></div> <div>Last Qtr</div> <div>24</div>	25
26	27	28	29	<div></div> <div>New</div> <div>30</div>	31	<div>2014 FEBRUARY 2014</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</div>



Twenty six year old E6 number 771 gets her face washed in the morning at Mobile in 1968. The northbound *Humming Bird* has an 11:00PM rendezvous with the *Georgian* in Nashville before continuing to Cincinnati. The externally-mounted dual beam highlight and Mars light are recent additions, intended to make servicing easier because bulbs can be changed from the outside. A few of the E7s and E6s got this "enhancement." —Jim Boyd photo



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Louisville & Nashville

FEBRUARY 2014

SUNDAY

MONDAY




TUESDAY

WEDNESDAY

THURSDAY

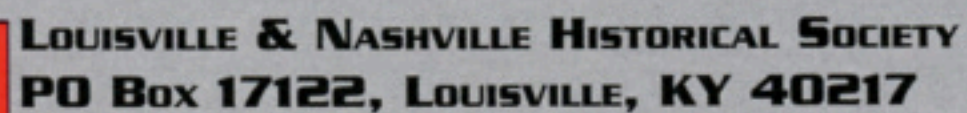
FRIDAY

SATURDAY

						2014 JANUARY 2014 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	 1st Qtr	6	7	8
9	10	11	12	13	 Full	14 Valentine's Day	15
16	17 Presidents' Day	18	19	20	21	 Last Qtr	22
23	24	25	26	27	28	2014 MARCH 2014 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	





RS3 124 is working the north end of DeCoursey yard in Latonia, Kentucky, with a "Big Woody" caboose in December 1970. By this date, December 18, 1970, L&N's RS3s were entering their last decade of service, with many of the veteran Alcos concentrated at DeCoursey. Their quick loading and excellent braking systems made them favorites with the crews for switching cars, and much preferred over their EMD equivalents. It was also well known that an RS3 wouldn't stall and kept on pulling under the worst of conditions. —David P. Oroszi photo



MARCH 2014

SATURDAY

				<div>2014 FEBRUARY 2014</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</div>	<div>2014 APRIL 2014</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</div>	<div></div> <div>New</div> <div>1</div>
2	3	4	5	6	7	<div></div> <div>1st Qtr</div> <div>8</div>
9	10	11	12	13	14	15
<div>Daylight Saving Time begins (clocks forward)</div>						
<div></div> <div>Full</div> <div>16</div>	17	18	19	20	21	22
	St. Patrick's Day			Spring begins		
<div></div> <div>Last Qtr</div> <div>23</div>	24	25	26	27	28	29
<div></div> <div>New</div> <div>30</div>	31					



J4 number 1785 was assigned to the Knoxville & Atlanta Division for many years, as evidenced by the Automatic Train Control box and associated wiring. The train control system was used between Corbin and Etowah. While the engine appears to have been shopped recently, the internal combustion power in the background — both FP7s (right) and F7s (left) — will soon take over long before it's ready for the next rebuild that will never come. With her services no longer needed, the 1785 will be retired in August 1953. This scene was taken at South Louisville about 1952. —*Jack Fravert photo*



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Louisville & Nashville

APRIL 2014

SUNDAY

MONDAY




TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

	<div>2014 MARCH 2014</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>	1	2	3	4	5
6	<div></div> <div>1st Qtr</div> <div>7</div>	8	9	10	11	12
13	14	<div></div> <div>Full</div> <div>15</div>	16	17	18	19
Palm Sunday					Good Friday	
20	21	<div></div> <div>Last Qtr</div> <div>22</div>	23	24	25	26
Easter Sunday						
27	28	<div></div> <div>New</div> <div>29</div>	30	<div>2014 MAY 2014</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 31</div>		



F9A 923 was less than a year old when it led fast freight number 44 on the "KY" main at Ford, Kentucky, on the morning of October 2, 1957. The trailing F7A number 912 is several years older, having been delivered in 1951. Not much more than a year earlier, M-1 class 2-8-4s were still shoving northbound coal trains up the grade from Ford to Patio. The pusher crew shack — a shortened wooden passenger car — was still in place. —James Eudaly photo



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MAY 2014

SUNDAY

MONDAY



TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

		<div>2014 APRIL 2014</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</div>	<div>2014 JUNE 2014</div> <div>Su M Tu W Th F Sa</div> <div>1 2 3 4 5 6 7</div> <div>8 9 10 11 12 13 14</div> <div>15 16 17 18 19 20 21</div> <div>22 23 24 25 26 27 28</div> <div>29 30</div>	1	2	3	
4	5	<div></div> <div>1st Qtr</div>	6	7	8	9	10
					V-E Day (1945)		
11	12	13	<div></div> <div>Full</div>	14	15	16	17
Mother's Day							
18	19	20	<div></div> <div>Last Qtr</div>	21	22	23	24
25	26	27	<div></div> <div>New</div>	28	29	30	31
	Memorial Day						



SD40-2 3572 and a sister EMD partner descend the long grade between Patio and Ravenna yard with an empty hopper train on the Eastern Kentucky Subdivision on August 15, 1982. The train is passing over the south siding switch at Sloan, Kentucky. In the diesel era, Sloan was the only siding between Ravenna and Patio that could chamber a 13,000-ton train, which was the norm on this piece of the L&N. —Mike Leach photo



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JUNE 2014

SUNDAY

MONDAY



TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

1	2	3	4	5  1st Qtr	6 D-Day (1944)	7
8	9	10	11	12	13  Full	14 Flag Day
15 Father's Day	16	17	18	19  Last Qtr	20	21 Summer begins
22	23	24	25	26	27  New	28
29	30	2014 MAY 2014 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	2014 JULY 2014 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			



L&N On a summer morning in 1952, train 153 from St. Louis and Evansville is passing South Louisville yard early in the morning en route to Louisville Union Station. At the Southern crossing at 4th Street the engineer will be grabbing a big handful of "Mr. Westinghouse" on FP7 666 in anticipation of going around the wye at A Street tower before backing into the station. The seven-car train includes two baggage cars, a 1300-series baggage-mail, three coaches, and a 12 section-1 drawing room Pullman. The train departed St. Louis the previous evening at 10:30PM and will brake to a stop at the bumper post at Union Station at 7:10AM. —*Jack Fravert photo*



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Louisville & Nashville

JULY 2014

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

	2014 JUNE 2014 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	 1st Qtr
6	7	8	9	10	11	 Full
13	14	15	16	17	18	 Last Qtr
20	21	22	23	24	25	 New
27	28	29	30	31	2014 AUGUST 2014 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



Cumberland Valley Division Corbin, Kentucky, to Norton, Virginia, fast freight 55 is running flat out through the "green fields of old Virginia" at milepost CV269. The morning train is about two miles railroad "north" of the community of Olinger, Virginia, on a May morning in 1967. The mix of three Alco RS3s, an EMD F7B and a GP7 was typical practice for the L&N. Because the train left Loyall, Kentucky, considerably behind its scheduled time in the employee time table, the Corbin dispatcher has elected to run it as an extra rather than risk it doing "dead on schedule" (more than 12 hours late). —Ron Flanary photo



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AUGUST 2014

SUNDAY

MONDAY





TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

			<div>2014 JULY 2014</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>	<div>2014 SEPTEMBER 2014</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</div>	1	2
<div><div>1st Qtr</div></div> <div>3</div>	4	5	6	7	8	9
<div><div>Full</div></div> <div>10</div>	11	12	13	14	15	16
				V-J Day (1945)		
<div><div>Last Qtr</div></div> <div>17</div>	18	19	20	21	22	23
24	<div><div>New</div></div>	26	27	28	29	30
31						



At the south end of DeCoursey at Spring Lake, Kentucky, L&N U30C 1573 is about to knock down a "high green" signal with a southbound train for either Ravenna or Corbin. The road that crosses the double track main here is Locust Pike. At the same moment, a northbound mixed freight behind U30C 1471 and a GP38-2 is ready to enter the northbound receiving yard at DeCoursey. DeCoursey had the distinction of being the only L&N yard with humps yards in both directions. For many years the northbound hump utilized hump riders with brake clubs before modern car retarders were installed. —Charles Mockbee photo



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SEPTEMBER 2014

SUNDAY

MONDAY





TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

<div>2014 AUGUST 2014</div> <div>Su M Tu W Th F Sa</div> <div>1 2</div> <div>3 4 5 6 7 8 9</div> <div>10 11 12 13 14 15 16</div> <div>17 18 19 20 21 22 23</div> <div>24 25 26 27 28 29 30</div> <div>31</div>	<div>1</div> <div>Labor Day</div>	<div>2</div> <div>1st Qtr</div>	<div>3</div>	<div>4</div>	<div>5</div>	<div>6</div>
<div>7</div>	<div>8</div> <div>Full</div>	<div>9</div>	<div>10</div>	<div>11</div>	<div>12</div>	<div>13</div>
<div>14</div>	<div>15</div> <div>Last Qtr</div>	<div>16</div>	<div>17</div>	<div>18</div>	<div>19</div>	<div>20</div>
<div>21</div>	<div>22</div> <div>Autumn begins</div>	<div>23</div>	<div>24</div> <div>New</div>	<div>25</div>	<div>26</div>	<div>27</div>
<div>28</div>	<div>29</div>	<div>30</div>	<div>2014 OCTOBER 2014</div> <div>Su M Tu W Th F Sa</div> <div>1 2 3 4</div> <div>5 6 7 8 9 10 11</div> <div>12 13 14 15 16 17 18</div> <div>19 20 21 22 23 24 25</div> <div>26 27 28 29 30 31</div>			



A pair of L&N FP7s off a recently arrived passenger train shares the engine house at Howell yard in Evansville on October 17, 1956 with two model Alco S4 switch engines (L&N class S-80). There were no locomotive servicing facilities at the passenger station so the cab units had to be brought to Howell yard for fuel and sand. The silver sanding system and the silver fuel tank are in service but the coal dock has not added coal to L&N steam locomotives in many years. In just 17 days, further east in Ravenna, Kentucky, the very last M-1 in service will depart with a final coal train to DeCoursey. —James Eudaly photo



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Louisville & Nashville

OCTOBER 2014

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

		2014 SEPTEMBER 2014 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	 1st Qtr	1	2	3	4
5	6	7	 Full	8	9	10	11
12	13 Columbus Day	14	 Last Qtr	15	16	17	18
19	20	21	22	 New	23	24	25
26	27	28	29	 1st Qtr	30	31 Halloween	2014 NOVEMBER 2014 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 1976 the L&N demoted all the U25Bs (1600-1626) and the Oro Dam U25Cs (1518-1525) to yard, transfer and hump service at De-Coursey due to their lack of dynamic brakes. A few years later, this trio of U25Bs in transfer service at Newport, Kentucky, returns from the Penn Central (former Pennsy) interchange in Ohio with a heavy string of southbound freight. Previously, RS3s handled these duties but those units were long gone by this time. —*Charlie Mockbee photo*



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Louisville & Nashville

NOVEMBER 2014

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

				<div>2014 OCTOBER 2014</div> <div>Su M Tu W Th F Sa</div> <div>1 2 3 4</div> <div>5 6 7 8 9 10 11</div> <div>12 13 14 15 16 17 18</div> <div>19 20 21 22 23 24 25</div> <div>26 27 28 29 30 31</div>	<div>2014 DECEMBER 2014</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 <div>Daylight Saving Time ends (clocks back)</div>	3	4	5	<div></div> <div>Full</div>	6	7	8
9	10	11 <div>Veterans' Day Armistice Day (1918)</div>	12	13	<div></div> <div>Last Qtr</div>	14	15
16	17	18	19	20	21	<div></div> <div>New</div>	22
23	24	25	26	27	28	<div></div> <div>1st Qtr</div>	29
30				Thanksgiving Day			



On a snowy day around 1950, J1A number 1458 is switching at St. Matthews, Kentucky, while working a local freight on the Short Line. The engine's pony truck wheels and drivers haven't been striped in white paint; the depth of the snow has merely added some unanticipated trim. The 1458 was built at the L&N's own shops at South Louisville in 1918. —*Jack Fravert photo*



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DECEMBER 2014

Louisville & Nashville

SUNDAY

MONDAY



TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

<div>2014 NOVEMBER 2014</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	 Full	6
7	8	9	10	11	12		13
Pearl Harbor Day (1941)							
 Last Qtr	14	15	16	17	18	19	20
 New	21	22	23	24	25	26	27
Winter begins					Christmas Day		
 1st Qtr	28	29	30	31	<div>2015 JANUARY 2015</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 31</div>		



Two almost new L&N SD40-2s with an EK coal train are about to bang across the C&O diamond at Winchester, Kentucky, on August 13, 1982. This crossing between the "KY" and C&O's Lexington Subdivision once saw the daily passage of the *Southland*, the *Flamingo*, the Louisville sections of C&O's *George Washington* and the *Sportsman*, and a number of L&N passenger locals on both the KY main and the EK. All of these fine passenger trains were long gone in 1982, with C&O's *George Washington* being the last to go in 1971. In fact, the L&N Railroad itself will cease to exist in four short months. —Mike Leach photo

2015

2015 JANUARY 2015
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

2015 FEBRUARY 2015
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

2015 MARCH 2015
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

2015 APRIL 2015
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

2015 MAY 2015
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

2015 JUNE 2015
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

2015 JULY 2015
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

2015 AUGUST 2015
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

2015 SEPTEMBER 2015
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

2015 OCTOBER 2015
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

2015 NOVEMBER 2015
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

2015 DECEMBER 2015
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

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: On April 23, 1978, L&N 3573 leads two other SD40-2s with southbound 691 in the shadow of Lookout Mountain at Chattanooga. The train has just changed crews a few miles back at the south end of Wauhatchie yard. It appears the roadmaster has distributed cross ties for installation on the northbound main track. Southern Railway's double track Alabama Great Southern was obliged to drill through the mountain, while L&N predecessor NC&StL built along the outside ledge between the mountain and the Tennessee River. —Daniel E. Harris photo



L&N Louisville to Corbin "LB" freight 265 diverges off the Main Stem at Lebanon Junction, Kentucky, for her run across central Kentucky on a snowy Sunday, November 25, 1979. This daily train shuttled empty coal hoppers, some through freight, and power between the big shop at South Louisville and the eastern Kentucky coalfield terminal at Corbin. Until the 1957 merger with the NC&StL made it more efficient to route such traffic via Nashville and Chattanooga, the LB was the L&N's main route between Louisville and Atlanta. The LB also was a key link to through freight service via the Cumberland Valley Division to points east. Sadly, some 80 miles of the line between New Hope and Mount Vernon were later abandoned by CSX in 1987. The western end from Lebanon Junction to New Hope is now owned and operated by the Kentucky Railway Museum, while CSX still serves some customers in Mt. Vernon on the eastern end. —Doug Roberts photo