

L&N

Louisville & Nashville

2017 CALENDAR



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



Heavy snow could sometimes seriously disrupt the railroad's daily operational patterns. Such a day was January 30, 1966, when north-bound number 6, the *Humming Bird*, made its departure from Louisville on the last leg to Cincinnati. Normally the *Bird* would have been gone before dawn, but not today. Ex-Frisco E8s 788 and 787 were up front this morning. —Tom Smart photo, Dan Dover collection



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JANUARY 2017

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

1 New Year's Day	2	3	4	 1st Qtr	5	6	7
8	9	10	11	 Full	12	13	14
15	16 Martin Luther King Jr. Day	17	18	 Last Qtr	19	20	21
22	23	24	25	26	 New	27	28
29	30	31				2016 DECEMBER 2016 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	2017 FEBRUARY 2017 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



On April 8, 1964, GP7 number 405 is working an industry at Bay Minette, Alabama, on the MNO&P Division. The Foley Branch swings off here (with a wye off the main line). The branch was originally built by the Bay Minette and Fort Morgan Railroad. This unit served the L&N until the end, eventually becoming Seaboard System 2302. —Jerry Lachaussee photo



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FEBRUARY 2017

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

<p>2017 JANUARY 2017 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</p>			<p>1</p>	<p>2</p> <p>Groundhog Day</p>	<p>3</p> <p> 1st Qtr</p>	<p>4</p>
<p>5</p>	<p>6</p>	<p>7</p>	<p>8</p>	<p>9</p>	<p>10</p> <p> Full</p>	<p>11</p>
<p>12</p>	<p>13</p>	<p>14</p> <p>Valentine's Day</p>	<p>15</p>	<p>16</p>	<p>17</p>	<p>18</p> <p> Last Qtr</p>
<p>19</p>	<p>20</p> <p>Presidents' Day</p>	<p>21</p>	<p>22</p>	<p>23</p>	<p>24</p>	<p>25</p>
<p> New</p> <p>26</p>	<p>27</p>	<p>28</p>				<p>2017 MARCH 2017 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</p>



L&N Baldwin-built M-1 number 1953 is on its first run after Class 3 heavy rebuild at South Louisville Shops. As Baldwin yard units stand aside, the big 2-8-4 is barking out of the yard at South Louisville en route to DeCoursey Yard, south of Cincinnati. The normal routing for the "Big Emmas" to and from Louisville for heavy shop work was via the Short Line. With 42 such engines in the fleet, the appearance of an M-1 on this route wasn't unusual at all. —*Jack Fravert photo*



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MARCH 2017

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

2017 FEBRUARY 2017 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			1	2	3	4
 1st Qtr 5	6	7	8	9	10	11
 Full 12 Daylight Saving Time begins (clocks forward)	13	14	15	16	17	18
19	 Last Qtr 20 Spring begins	21	22	23	24	25
26	 New 27	28	29	30	31	2017 APRIL 2017 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



L&N In April 1951, brand-new GP7 number 500 is shown at South Louisville's roundhouse. The pretty blue-and-cream unit is the first of several dual-service units equipped with a steam generator and air signal lines for passenger service. On the adjacent track is J-3 class Mike number 1540. The short pipes protruding from the upper left of the right rear footboard is the connection for an auxiliary water tender—an increasingly common appendage for steam to increase an engine's operating range, and also minimize delays en route. After some renumberings, the GP7 was rebuilt in SCL's shops in Tampa in October 1982—becoming the first unit to be lettered "Seaboard System." —*Jack Fravert photo*



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APRIL 2017

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

2017 MARCH 2017 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	2017 MAY 2017 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	 1st Qtr	3	4	5	6	7	8
9	10	 Full	11	12	13	14	15
Palm Sunday						Good Friday	
16	17	18	 Last Qtr	19	20	21	22
Easter Sunday							
23	24	25	 New	26	27	28	29
30							



Just south of Lebanon Junction and just north of Colesburg, Kentucky, lies the Rolling Fork River. After an easy hike, the photographer was hoping to get a good shot of a northbound on the bridge. Fate had another plan on this Saturday in June 1978. After two patient hours, the only train was this one, heading south. The engineer has his units in full "Run 8" as he makes a run for Muldraugh Hill. —Doug Roberts photo



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MAY 2017

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

<p>2017 APRIL 2017 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</p>	<p>1</p>	<p> 1st Qtr</p> <p>2</p>	<p>3</p>	<p>4</p>	<p>5</p>	<p>6</p>
<p>7</p>	<p>8</p> <p>V-E Day (1945)</p>	<p>9</p>	<p> Full</p> <p>10</p>	<p>11</p>	<p>12</p>	<p>13</p>
<p>14</p> <p>Mother's Day</p>	<p>15</p>	<p>16</p>	<p>17</p>	<p> Last Qtr</p> <p>18</p>	<p>19</p>	<p>20</p>
<p>21</p>	<p>22</p>	<p>23</p>	<p>24</p>	<p> New</p> <p>25</p>	<p>26</p>	<p>27</p>
<p>28</p>	<p>29</p> <p>Memorial Day</p>	<p>30</p>	<p>31</p>			<p>2017 JUNE 2017 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</p>



The ICC's approval of the discontinuance of the C&EI's critical Chicago–Evansville leg of the *Georgian* in early 1968 was totally unexpected, because it severed its most important link to the Windy City. Until then, the Chicago–Atlanta train was one of the L&N's most popular, and heaviest—normally requiring three E8s (or equivalent units) to get over the road and make time. At the big interlocking at Howell, in Atlanta in the summer of 1968, the northbound train was just moments out of Union Station. A single E6 was sufficient now that the Chicago connection was gone. —*Mike Schafer photo*



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JUNE 2017

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

<p>2017 MAY 2017 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</p>				 1	2	3
4	5	6 <i>D-Day (1944)</i>	7	8	 Full	10
11	12	13	14 <i>Flag Day</i>	15	16	 Last Qtr
18 <i>Father's Day</i>	19	20	21 <i>Summer begins</i>	22	 New	24
25	26	27	28	29	 1st Qtr	<p>2017 JULY 2017 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</p>



When the major clearance improvement project on the Cincinnati-Atlanta main line was completed in 1963, the L&N wasted no time in upgrading trains 45 and 44 to an expedited service to handle tri-level autoracks and "Totes" (piggyback trailers). In July 1964, southbound 45 cruises through Dossett, Tennessee, behind three clean GP30s. These units all came from EMD without a nose herald. —Jim Overholser photo



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JULY 2017

SUNDAY

MONDAY





TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

2017 JUNE 2017 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	2017 AUGUST 2017 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	8
 Full	10	11 Independence Day	12	13	14	15	15
 Last Qtr	17	18	19	20	21	22	22
 New	24	25	26	27	28	29	29
 1st Qtr	31						



L&N At Pascagoula, Mississippi, on October 13, 1968, the southbound local freight has a clear signal over the East Pascagoula River drawbridge as it hustles to get out of the way of the northbound *Humming Bird*, which it will meet three miles south at Gautier. At least one patron is outside with his suitcase, anticipating the *Bird's* arrival. The operator is most likely handing up a message or a Form 19 train order. —Phillip Kotheimer photo



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AUGUST 2017

SUNDAY

MONDAY



TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

<p>2017 JULY 2017 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</p>		1	2	3	4	5
6	 Full	7	8	9	10	11
13	 Last Qtr V-J Day (1945)	14	15	16	17	18
20	 New	21	22	23	24	25
27	28	 1st Qtr	29	30	31	<p>2017 SEPTEMBER 2017 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</p>



L&N The evening sun illuminates the motive power on this northbound transfer drag of coal at KC Junction, Covington, Kentucky, in August 1969. The lead U25C, 1522, is one of eight acquired secondhand in December 1967 from California's Oro Dam Constructors. Besides the lack of a signature L&N feature for all road units, a Mars or Gyrallight, the ex-Oro GEs were not equipped with dynamic braking. Later on five of the former Oro units got hump control, and by the early 1970s, they had congregated at DeCoursey for hump and transfer work exclusively. —Dan Dover collection



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SEPTEMBER 2017

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

2017 AUGUST 2017 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	2017 OCTOBER 2017 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 Labor Day	5	 Full	6	7	8	9
10	11	12	 Last Qtr	13	14	15	16
17	18	19	 New	20	21	22 Autumn begins	23
24	25	26	 1st Qtr	27	28	29	30



We have Seaboard System to thank for this splendid aerial shot of a southbound train on the Hiwassee Loop. Although this line no longer sees regular freight service, you can ride it on a passenger train—a treat experienced by convention attendees two different times in the past. —*L&NHS collection*



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OCTOBER 2017

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

1	2	3	4	 Full	5	6	7
8	9 Columbus Day	10	11	 Last Qtr	12	13	14
15	16	17	18	 New	19	20	21
22	23	24	25	26	 1st Qtr	27	28
29	30	31 Halloween				2017 SEPTEMBER 2017 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	2017 NOVEMBER 2017 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



Financed by a major increase in interstate coal shipment rates, the L&N augmented its aging and thin motive power fleet in 1979 with new EMD SD40-2s and GE C30-7s. Four of the big "toasters" are finishing up loading a unit coal train at Merna, Kentucky, on April 1, 1979. This facility and the branch are still in place in 2016. —Ron Flanary photo



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NOVEMBER 2017

SUNDAY

MONDAY


TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

<p>2017 OCTOBER 2017 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</p>			1	2	3	 Full 4
<p>5 Daylight Saving Time ends (clocks back)</p>	6	7	8	9	 Last Qtr 10	11 Veterans Day Armistice Day (1918)
12	13	14	15	16	17	 New 18
19	20	21	22	23	24	25
 1st Qtr 26	27	28	29	Thanksgiving Day 30		<p>2017 DECEMBER 2017 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</p>



Three RS-3s in transfer service between DeCoursey Yard and connections in the Cincinnati area are easing into the New York Central's Riverside Yard, on the Ohio side of the river, with a long string of loaded orange 100-ton hoppers. This is the "Steel Train"—a daily Corbin-Cincinnati run of metallurgical coal from US Steel's huge mine at Lynch, Kentucky, to its steel mills in Gary, Indiana. The raw coal from Lynch was washed to remove impurities at a large coal preparation plant at Corbin, Kentucky. —Tom Smart photo, Dan Dover collection



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DECEMBER 2017

SUNDAY

MONDAY





TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

2017 NOVEMBER 2017 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	2018 JANUARY 2018 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
 Full	3	4	5	6	7	8	9
 Last Qtr	10	11	12	13	14	15	16
17	 New	18	19	20	21	22	23
24	25	 1st Qtr	26	27	28	29	30
31	Christmas Day						

Pearl Harbor Day (1941)

Winter begins



L&N On December 31, 1862, one of the bloodiest battles of the entire Civil War began: The Battle of Stones River. Countless lives were lost as America pitted brother against brother in a massacre not to be forgotten. Some 116 years later the signs of spring are evident. On a beautiful Saturday morning in March 1978, L&N GE U25C 1525 and her train traverse the battle's namesake heading south on the Old Reliable's Chattanooga Sub. The weather is just warm enough for a morning of train watching. —*Doug Roberts photo*

2018

2018 JANUARY 2018
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

2018 FEBRUARY 2018
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

2018 MARCH 2018
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

2018 APRIL 2018
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

2018 MAY 2018
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

2018 JUNE 2018
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

2018 JULY 2018
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

2018 AUGUST 2018
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

2018 SEPTEMBER 2018
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

2018 OCTOBER 2018
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

2018 NOVEMBER 2018
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

2018 DECEMBER 2018
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.

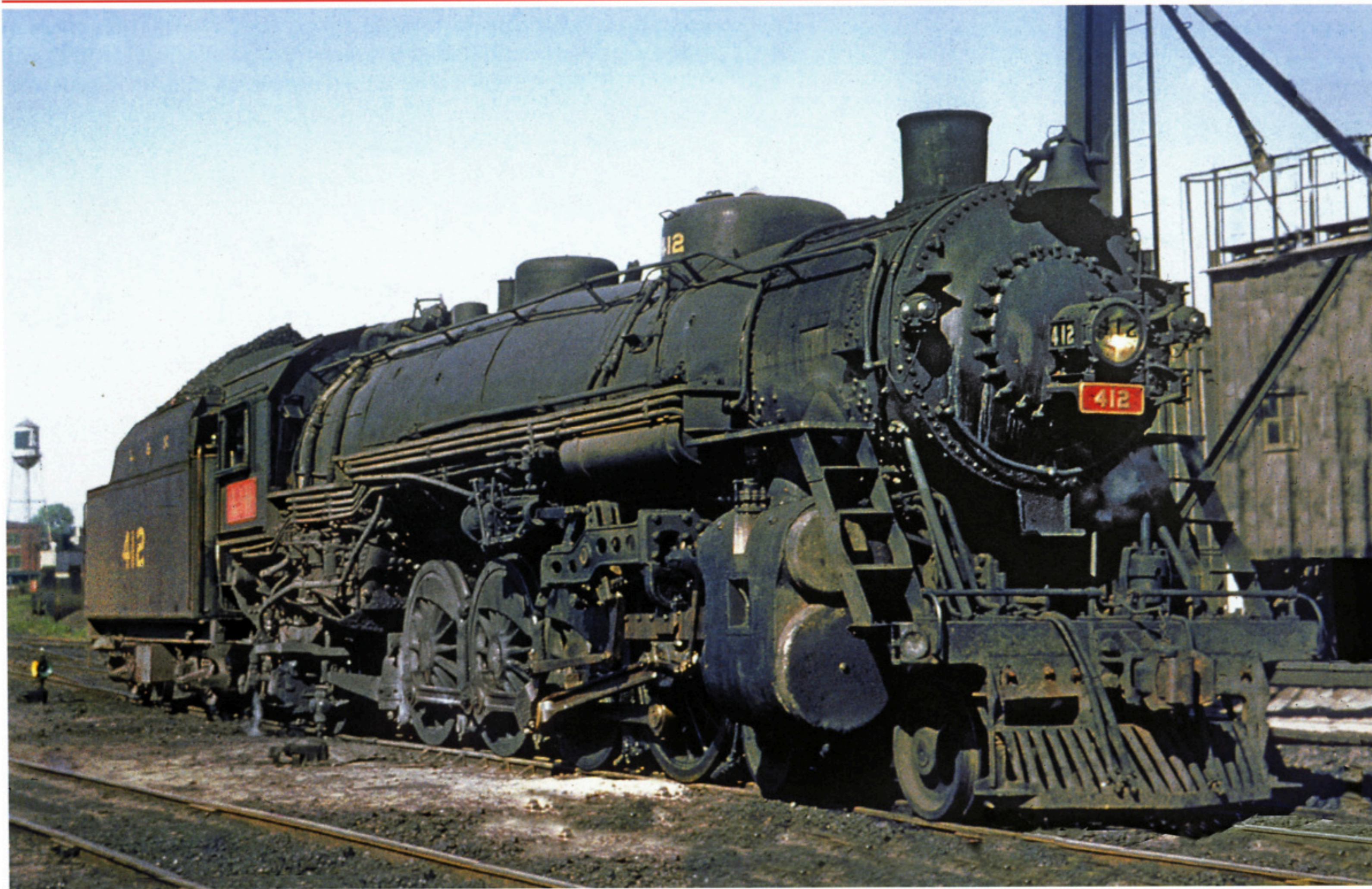
If you are not a member, we cordially invite you to join with us as we recall the splendor of the *Old Reliable*. The membership term runs from January 1 through December 31 of each year. Upon receipt of your registration and payment, you will receive a membership kit acquainting you with the L&N and the Society. Please consider joining today.

For a membership application,
or other information, contact:

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FRONT COVER: A gathering of Electro Motive noses: Derby Day, May 7, 1966, has brought the usual contingent of special trains and extra sections of regular trains to Louisville for the big event. At the small engine terminal at 10th Street, just south of Union Station, three L&N FP7s idle until they're called back into action that evening. A C&O E8 on the point of another special can be seen in the background. —Tom Smart photo, Dan Dover collection



L&N Rods down and lookin' fine: L-1 class number 412 is spotted up for service at South Louisville in April 1951. The first 16 L-1s, built to USRA's Light Mountain design, arrived from Baldwin in 1926. The fleet-footed passenger engines took over main line assignments for some of the L&N's heaviest trains (except south of Mobile). They were joined by six more slightly heavier sisters in 1930. The L-1s were most usually found on the St. Louis and Henderson Subdivisions, Cincinnati-Mobile, and Cincinnati-Atlanta. —*Jack Fravert photo*