



2019 CALENDAR



Louisville & Nashville Historical Society, 401 Kentucky Street, Bowling Green, KY 42101 • www.lnrr.org



The northbound KD local freight is passing the north end of the siding at Saxton, Kentucky, on April 24, 1979. The original alignment of the L&N's Knoxville Division curved off to the right into Jellico, Tennessee, where trackage rights over the ETV&G (later Southern Railway) were used to reach Knoxville. The L&N completed its own line to Knoxville and beyond into Atlanta in 1905, and this is the route used today. The line from here into Jellico was later abandoned by the L&N. Alco C420 1331 was ex-Monon 514. —J.P. Baukus, Jr. photo



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

Louisville & Nashville

JANUARY 2019

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

<p>2018 DECEMBER 2018</p> <p>Su M Tu W Th F Sa</p> <p>1</p> <p>2 3 4 5 6 7 8</p> <p>9 10 11 12 13 14 15</p> <p>16 17 18 19 20 21 22</p> <p>23 24 25 26 27 28 29</p> <p>30 31</p>		1	2	3	4	 <p>New</p>	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>2019 FEBRUARY 2019</p> <p>Su M Tu W Th F Sa</p> <p>1 2</p> <p>3 4 5 6 7 8 9</p> <p>10 11 12 13 14 15 16</p> <p>17 18 19 20 21 22 23</p> <p>24 25 26 27 28</p>

New Year's Day

1st Qtr

Full

Martin Luther
King Jr. Day

Last Qtr

ON THE WEB: WWW.LNRR.ORG



Passenger-equipped GP7 506 is leading a DeCoursey transfer in 1962 to either the B&O (Storrs Yard) or New York Central (Riverside Yard) down the ramp that came off the north approach to the C&O Bridge at Cincinnati. In the background are the two tallest buildings in Cincinnati at the time, Carew Tower (left) and the Central Trust Bank building. The NYC yard was the connecting point for the line's route via Indianapolis to Chicago while the B&O facility was the anchor for the main line to St. Louis. —*L&NHS collection*



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

Louisville & Nashville

FEBRUARY 2019

SUNDAY

MONDAY





TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

2019 JANUARY 2019 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	 New	4	5	6	7	8	9
10	11	 1st Qtr	12	13	14	15	16
17	18	 Full	19	20	21	22	23
24	25	 Last Qtr	26	27	28		2019 MARCH 2019 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

Groundhog Day

Valentine's Day

Presidents' Day

ON THE WEB: www.LNRR.ORG



It's a cold and blustery March morning in 1967 at Glidden, Kentucky, on the Cumberland Valley Division's Martin's Fork Branch. Since it was opened in 1930, this line connected at Hagans, Virginia, with the original CV main to Norton, Virginia, using the only main line switchback in the U.S. This is Train 56's connection (Norton to Corbin), but the dispatcher has it running as Extra 1212 North. The through freight is heading through the siding to meet a southbound train. —Ron Flanary photo



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

Louisville & Nashville

MARCH 2019

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

<div>2019 FEBRUARY 2019</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</div>	<div>2019 APRIL 2019</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
3	4	5	<div><div></div><div>New</div></div> 6	7	8	9
10	11	12	13	<div><div></div><div>1st Qtr</div></div> 14	15	16
<div>Daylight Saving Time begins (clocks forward)</div>						
17	18	19	<div><div></div><div>Full</div></div> 20	21	22	23
<div>St. Patrick's Day</div>			<div>Spring begins</div>			
24	25	26	27	<div><div></div><div>Last Qtr</div></div> 28	29	30
31						



On April 4, 1977, a southbound "slop freight" off the KD Subdivision is easing into the north end of the yard at Etowah, Tennessee. This crew change point once hosted a complete locomotive back shop among other facilities. While the shop was closed during the Great Depression, Etowah continued to serve as a vital point for the L&N and is still a crew change point for CSX today. The coaling facility shown here is similar in design to the one still standing at Flomaton, Alabama; however, this one was demolished by CSX after a derailment took out one of the main supports. —Charles K. Marsh, Jr. photo



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

Louisville & Nashville

APRIL 2019

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

2019 MARCH 2019 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	 New	5	6
7	8	9	10	11	 1st Qtr	12	13
14	15	16	17	18	 Full	19	20
Palm Sunday	22	23	24	25	 Good Friday	26	27
Easter Sunday	29	30			 Last Qtr		
28							2019 MAY 2019 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



For many years, the evening northbound L&N train out of New Orleans was the combined *Gulf Wind/Piedmont Limited*. Two gleaming E7s are on the point in this May 1957 image. Included in Train 34's consist were four Pullmans, to New York, Atlanta, and two to Jacksonville—one being one of the L&N's two streamlined five-double-bedroom observations, *Royal Street* or *Royal Canal*. The *Gulf Wind's* cars will come off at Flomaton, and the rest of the train will be delivered to the West Point Route at Montgomery for forwarding to Atlanta and New York. —Rick Williams collection



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

Louisville & Nashville

MAY 2019

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

<p>2019 APRIL 2019</p> <p>Su M Tu W Th F Sa</p> <p>1 2 3 4 5 6</p> <p>7 8 9 10 11 12 13</p> <p>14 15 16 17 18 19 20</p> <p>21 22 23 24 25 26 27</p> <p>28 29 30</p>			1	2	3	 <p>New</p> <p>4</p>
5	6	7	8	9	10	 <p>1st Qtr</p> <p>11</p>
12	13	14	<p>V-E Day (1945)</p> <p>15</p>	16	17	 <p>Full</p> <p>18</p>
<p>Mother's Day</p> <p>19</p>	20	21	22	23	24	25
 <p>Last Qtr</p> <p>26</p>	<p>27</p> <p>Memorial Day</p>	28	29	30	31	<p>2019 JUNE 2019</p> <p>Su M Tu W Th F Sa</p> <p>1</p> <p>2 3 4 5 6 7 8</p> <p>9 10 11 12 13 14 15</p> <p>16 17 18 19 20 21 22</p> <p>23 24 25 26 27 28 29</p> <p>30</p>



CV Division Train 63, the Loyall, Kentucky, to Norton, Virginia, turnaround local, is departing Dorchester Junction, Virginia, in this scene from the early 1950s. Except for a single tank car going on to the N&W just two miles upgrade at the joint yard in Norton, the rest of the local's train has been left around the distant curve in the two interchange tracks. The coal-hauling Interstate Railroad relay the coal to the Clinchfield at Miller Yard. The loaded hoppers on the right hold coke from the Virginia Coal & Iron furnaces at Dorchester, just two miles to the right of this scene. —Kenny Fannon collection, digital colorization by Ron Flanary



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

Louisville & Nashville

JUNE 2019

SUNDAY

MONDAY





TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

<p>2019 MAY 2019</p> <p>Su M Tu W Th F Sa</p> <p>1 2 3 4</p> <p>5 6 7 8 9 10 11</p> <p>12 13 14 15 16 17 18</p> <p>19 20 21 22 23 24 25</p> <p>26 27 28 29 30 31</p>	<p>2019 JULY 2019</p> <p>Su M Tu W Th F Sa</p> <p>1 2 3 4 5 6</p> <p>7 8 9 10 11 12 13</p> <p>14 15 16 17 18 19 20</p> <p>21 22 23 24 25 26 27</p> <p>28 29 30 31</p>					1
2	 <p>New</p> 3	4	5	6	7	8
9	 <p>1st Qtr</p> 10	11	12	13	14	15
16	 <p>Full</p> 17	18	19	20	21	22
Father's Day					Flag Day	
23	24	 <p>Last Qtr</p> 25	26	27	28	29
30					Summer begins	



Not long after the 1957 merger between the L&N and NC&StL, plans were made to replace cramped Cravens Yard near downtown. Land on the opposite side of Lookout Mountain was appropriated for Wauhatchie Yard, a flat-switching facility with a modest locomotive and car shop. In June 1961, a northbound is easing around the big loop into Wauhatchie. The track in the foreground is the stub-end switching lead. The loaded tri-levels reflect L&N's huge addition of finished autos to its freight traffic. —I.W. King photo, L&NHS collection



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

Louisville & Nashville

JULY 2019

SUNDAY

MONDAY






TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

<div>2019 JUNE 2019</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	 New	2	3	4	5	6
7	8	 1st Qtr	9	10	11 Independence Day	12	13
14	15	 Full	16	17	18	19	20
21	22	23	 Last Qtr	24	25	26	27
28	29	30	 New	31			<div>2019 AUGUST 2019</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>

ON THE WEB: www.LNRR.org



A bright June 1965 morning is just perfect to view the top of E7 Number 781 as it leads the overnight Cincinnati to Atlanta *Flamingo*, Train 17, into Atlanta Union Station. At the time, the terminal berthed three overnight L&N passenger trains including the *Flamingo*, the Nashville-Atlanta local, and the Chicago-Atlanta *Georgian*. The daytime *Dixie Flyer*, Trains 94 and 95, still operated on the L&N north of Atlanta at the time, but they would be gone in early 1966. —Steve Forrest collection



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

Louisville & Nashville

AUGUST 2019

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

2019 JULY 2019 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	2019 SEPTEMBER 2019 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	 1st Qtr	7	8	9	10
11	12	13	14	 Full	15	16	17
18	19	20	21	22	 Last Qtr	23	24
25	26	27	28	29	 New	30	31

ON THE WEB: www.LNRR.ORG



The Cumberland Valley Division main line between Corbin and Loyall, Kentucky, had been double-tracked in 1924-26 to better handle the frequent long loaded and empty coal trains. In 1954, Train 44, a scheduled run between the mines at Lynch and Benham, Kentucky, to Corbin is covering ground behind the rapid piston thrusts of "Big Emma" Number 1982. This stretch at Blackmont, Kentucky, still has dual mains today, but most of the second main was lifted in 1956 in favor of Central Traffic Control and seven long signaled sidings. —John Krave photo, courtesy Kalmbach Media, digital colorization by Tyler Hardin



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

Louisville & Nashville

SEPTEMBER 2019

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

1	2 Labor Day	3	4	 1st Qtr	5	6	7
8	9	10	11	12	13	 Full	14
15	16	17	18	19	20	 Last Qtr	21
22	23 Autumn begins	24	25	26	27	 New	28
29	30					2019 AUGUST 2019 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	2019 OCTOBER 2019 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



Homemade (at South Louisville) chop-nose GP9 511 is on the point of freight 571 at the 14th Street grade crossing with the Frisco at Pratt City, Alabama, on December 18, 1977. The train is running on Southern Railway trackage rights. Number 511 was rebuilt with the low nose from a dual service (freight-passenger) unit that began its career as a GP7 in 1953. It was rebuilt by EMD as a GP9 four years later after it was wrecked. — *Carl Ardrey photo*



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

Louisville & Nashville

OCTOBER 2019

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

<div>2019 SEPTEMBER 2019</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	<div> 1st Qtr</div> 5
6	7	8	9	10	11	12
<div> Full</div> 13	14	15	16	17	18	19
	Columbus Day					
20	<div> Last Qtr</div> 21	22	23	24	25	26
<div> New</div> 27	28	29	30	31		<div>2019 NOVEMBER 2019</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>
				Halloween		

ON THE WEB: WWW.LNRR.ORG



During the waning days of steam on the L&N, the L-1 Mountain types (Numbers 400-421) were gradually displaced from the heavy main line passenger trains starting with the delivery of the first E6 passenger units in 1942. However, the company realized these engines were perfectly suited to fast freight service. Number 421 of this class is northbound out of Atlanta around 1950 on NC&StL trackage rights with a fast freight bound for Cincinnati. —*Dick Sharpless photo, digital colorization by Tyler Hardin*



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

Louisville & Nashville

NOVEMBER 2019

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

2019 OCTOBER 2019 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	2019 DECEMBER 2019 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 Daylight Saving Time ends (clocks back)	 4 1st Qtr	5	6	7	8	9
10	11 Veterans Day Armistice Day (1918)	 12 Full	13	14	15	16
17	18	 19 Last Qtr	20	21	22	23
24	25	 26 New	27	28	29	30
				Thanksgiving Day		



Alco C420 1329 (ex-Monon 512) is coming into Winchester (Patio), Kentucky, with a northbound train of coal off the CV Subdivision on September 10, 1978. The lead unit is ex-Monon 512, the second one was built as Piedmont & Northern 2000 (later SCL 1238), the third is 1319, one of the two ex-Monon high short hood C420s equipped with a steam generator for passenger service, and the last unit, Number 953, is an RS11 built as SAL 103. —*Dave Lichtenberg photo*



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

Louisville & Nashville

DECEMBER 2019

SUNDAY

MONDAY





TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

1	2	3	4  1st Qtr	5	6	7 Pearl Harbor Day (1941)
8	9	10	11	12  Full	13	14
15	16	17	18  Last Qtr	19	20	21 Winter begins
22	23	24	25 Christmas Day	26  New	27	28
29	30	31			2019 NOVEMBER 2019 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	2020 JANUARY 2020 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



Specially painted GE U30C Number 1499 was on the point of a southbound mixed freight on the "KY" at Grants Tunnels on March 28, 1973. The unusual "U-Boat" was later repainted gray but was destroyed in a derailment on the Cumberland Valley Subdivision in 1977. These dual tunnels are just south of Spring Lake, Kentucky, on the south end of the big yard at DeCoursey.
—Dave Oroszi photo

2020

JANUARY

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	

FEBRUARY

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

MARCH

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				

APRIL

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		

MAY

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						

JUNE

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				

JULY

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	

AUGUST

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					

SEPTEMBER

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		

OCTOBER

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

NOVEMBER

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		

DECEMBER

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 nonprofit 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's archives are located in the restored L&N passenger station in Bowling Green, Kentucky. Though not a part of the L&NHS, the depot houses an outstanding museum, and a fully restored 1950s L&N passenger train outside. Refer to the website for more information.

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. Three-year memberships are also available. See the website for more detailed information.

For a membership application,
or other information, contact:

Louisville & Nashville Railroad Historical Society
401 Kentucky Street, Bowling Green, KY 42101



FRONT COVER: Louisville to Corbin Train 23 is stopped at Lebanon, Kentucky, for its 11:00AM scheduled stop one day in 1950. The engine crew takes advantage of the pause to take water at the standpipe. Backing out of the siding (to C&O Junction) is the Greensburg Branch mixed Train 47, pulled by ex-LH&StL Ten-Wheeler Number 33, the last of that wheel arrangement still in service on the L&N. The mixed met Train 23 to transfer any passengers who might be heading south on the branch. Centralized Traffic Control came to the "LB" in World War II. Today, this is all gone. —Jack Fravert photo, digital colorization by Tyler Hardin



There was a time when the L&N's *Southland* was "the" train between the Midwest and the west coast of Florida. During the winter season, it usually operated in sections. However, the glory days are gone as southbound Train 33 is shown on the Tennessee River bridge at West Knoxville on May 15, 1958. The south switch to the wye leading to the Knoxville passenger station—less than a mile to the east—is just to the left, so the 33 is probably just backing in. Three weeks before this shot, the *Southland* lost its diner, lounge, and last Pullman—a Detroit-Petersburg, Florida, car. The coach-only train (with "rolling buffet" sandwich service) will be discontinued just over a year later. —Steve Forrest collection