



2024 CALENDAR





On a cold and snowy January 1964 morning at Cincinnati Union Terminal, Train 18, the former *Flamingo*, has just arrived at the Queen City. E7s 759 and 780 were fresh from the paint shop at South Louisville in the then-new gray and yellow paint livery. A CUT SW8 stands by to break up the train as soon as the road power cuts off. —Greg Malloy photo



LOUISVILLE & NASHVILLE RAILROAD HISTORICAL SOCIETY
4119 CROMWELL RD., CHATTANOOGA, TN 37421-2119

Louisville & Nashville

JANUARY 2024

SUNDAY

MONDAY





TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

<p>2023 DECEMBER 2023 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 New Year's Day</p>	<p>2</p>	<p> 3 Last Qtr</p>	<p>4</p>	<p>5</p>	<p>6</p>
<p>7</p>	<p>8</p>	<p>9</p>	<p>10</p>	<p> 11 New</p>	<p>12</p>	<p>13</p>
<p>14</p>	<p>15 Martin Luther King Jr. Day</p>	<p>16</p>	<p> 17 1st Qtr</p>	<p>18</p>	<p>19</p>	<p>20</p>
<p>21</p>	<p>22</p>	<p>23</p>	<p>24</p>	<p> 25 Full</p>	<p>26</p>	<p>27</p>
<p>28</p>	<p>29</p>	<p>30</p>	<p>31</p>			<p>2024 FEBRUARY 2024 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</p>





C-1 2125 is shown at South Louisville about 1950. The "homemade" 0-8-0 was one of 34 constructed at the big shops between 1915 and 1923, with this engine completed in 1920. She remained on the active roster longer than her sisters before being retired and later scrapped in early 1954. Locomotive 2132, on display at Corbin, Kentucky, today, is identical. —*Jack Fravert photo*



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FEBRUARY 2024

SUNDAY

MONDAY


TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

<p>2024 JANUARY 2024 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  2 Last Qtr Groundhog Day</p>	<p>3</p>
<p>4</p>	<p>5</p>	<p>6</p>	<p>7</p>	<p>8</p>	<p>9  10 New</p>	<p>10</p>
<p>11</p>	<p>12</p>	<p>13</p>	<p>14 Valentine's Day</p>	<p>15</p>	<p>16  17 1st Qtr</p>	<p>17</p>
<p>18</p>	<p>19 Presidents' Day</p>	<p>20</p>	<p>21</p>	<p>22</p>	<p>23</p>	<p>24  25 Full</p>
<p>25</p>	<p>26</p>	<p>27</p>	<p>28</p>	<p>29</p>		<p>2024 MARCH 2024 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>



Southbound No. 5, the *Humming Bird*, is back to track speed as it roars through Spaulding, Alabama, just four miles south of the station in Birmingham. E6 774 and a second E6 bracket an FP7 on the 18-car train—nine head-end cars and nine for passengers. Sections from Chicago, St. Louis, and Cincinnati were combined and mixed with the *Georgian* at Nashville. The “*Bird*” has through coaches from both northern points as well as Pullmans for Mobile, Alabama, and New Orleans. —David W. Salter photo/L&NHS collection



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MARCH 2024

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

<p>2024 FEBRUARY 2024 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</p>	<p>2024 APRIL 2024 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>					1	2
<p> 3 Last Qtr</p>	4	5	6	7	8	8	9
<p> 10 New Daylight Saving Time begins (clocks forward)</p>	11	12	13	14	15	15	16
<p> 17 1st Qtr St. Patrick's Day</p>	18	19	20	21	22	22	23
24	25	26	27	28	29	29	30
<p>Palm Sunday</p>	<p> Full</p>						
31							
Easter Sunday							



Alco RS3 239 is pulling this day's CV local, Train 90, as it tops Little Pennington Hill near Dryden, Virginia. At the time (May 1964) for this Corbin, Kentucky-based tri-weekly run, the layover point was Appalachia, Virginia. It would later be moved to Pennington, Virginia. The loaded N&W bulkhead flat was interchanged at Norton, Virginia, and probably carries building supplies for some intermediate point short of Corbin. The empty hoppers will likely be placed at tipples on the St. Charles Branch. —David W. DeVault photo/L&NHS collection



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APRIL 2024

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

<p>2024 MARCH 2024 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>3</p>	<p>4</p>	<p>5</p>	<p>6</p>
<p>7</p>	 <p>8</p>	<p>9</p>	<p>10</p>	<p>11</p>	<p>12</p>	<p>13</p>
<p>14</p>	 <p>15</p>	<p>16</p>	<p>17</p>	<p>18</p>	<p>19</p>	<p>20</p>
<p>21</p>	<p>22</p>	 <p>23</p>	<p>24</p>	<p>25</p>	<p>26</p>	<p>27</p>
<p>28</p>	<p>29</p>	<p>30</p>				<p>2024 MAY 2024 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>



May 6, 1967: it's Derby Day in Louisville, and the line-up of motive power at 10th Street means several extra trains and sections have been arriving bringing in horse racing fans. FP7 690 (plus two sister units behind) arrived earlier on the point of a train from Cincinnati. Former Frisco E8 785 and an FP7 and two more FP7s on the far right also arrived that morning with specials. —Tom Smart photo



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MAY 2024

SUNDAY

MONDAY



TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

<p>2024 APRIL 2024 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>			 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>2024 JUNE 2024 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>



One of the most scenic but isolated stretches of the Eastern Kentucky Subdivision was the stretch between Jackson and Hazard, along the North Fork of the Kentucky River. On May 25, 1982, intrepid photographer Dave Oroszi captured a northbound Southeast Coal train behind GP20s 2004, 2006, and 2005 (former UP GP20s with turbos removed) crossing northward main bridge 29 at Butterfly, Kentucky. This is a 15.6-mile double-track stretch between Combs and Perritt. The train will continue to Southeast's preparation plant two miles north of Ravenna, Kentucky. —David P. Oroszi photo



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JUNE 2024

SUNDAY

MONDAY





TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

2024 MAY 2024 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	2024 JULY 2024 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	 New	6	7	8	
9	10	11	12	D-Day (1944)	13	 1st Qtr	14	15
16	17	18	19	20	 Full	21	22	
Father's Day			Juneteenth	Summer begins				
23	24	25	26	27	 Last Qtr	28	29	
30								



Rolling through a pastoral eastern Kentucky scene on May 25, 1952, Cincinnati-Knoxville, Tennessee passenger local No. 29 scurries along the "KY" main near London, Kentucky. This train, and counterpart No. 30, were first discontinued from Cincinnati to Corbin, Kentucky, in June 1953, with the remaining segment from Corbin to Knoxville annulled three months later. FP7 671 leads today's train, but passenger-equipped road units such as GP7s and RS3s also handled the runs. —Ed Theisinger photo, courtesy Kalmbach Media



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JULY 2024

SUNDAY

MONDAY





TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

2024 JUNE 2024 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	 New	5	6	
7	8	9	10	Independence Day	11	12	 1st Qtr.	13
14	15	16	17	18	19	20		20
 Full	21	22	23	24	25	26	 Last Qtr.	27
28	29	30	31				2024 AUGUST 2024 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

At the time of this photo on June 6, 1956, 41 M-1 class 2-8-4s were still on the active roster (minus 1981, which was retired in early 1955 after a mishap on the CV Division). Baldwin 1958 and her sisters were still putting in reliable service between Ravenna and DeCoursey, Kentucky, and north from Corbin, Kentucky, every day. This is Cincinnati-Atlanta fast freight No. 43 splitting the wind at Flanagan Station, Kentucky, on the "KY." —*L&NHS collection*



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AUGUST 2024

SUNDAY

MONDAY





TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

<p>2024 JULY 2024</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>	<p>2024 SEPTEMBER 2024</p> <p>Su M Tu W Th F Sa</p> <p>1 2 3 4 5 6 7</p> <p>8 9 10 11 12 13 14</p> <p>15 16 17 18 19 20 21</p> <p>22 23 24 25 26 27 28</p> <p>29 30</p>				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	29	30	31



In June 1973, U25B 1609 and GP40 3001 are pictured beside the roundhouse and engine shop at Radnor, Tennessee, just south of Nashville. This centrally located engine facility in the L&N system could handle many mechanical issues on locomotives that might otherwise have to go to South Louisville Shops. —Allen Hicks photo20



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SEPTEMBER 2024

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

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	Labor Day																																																																																											
8	9	10	 1st Qtr	11	12	13	14																																																																																					
15	16	 Full	17	18	19	20	21																																																																																					
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						<p>2024 AUGUST 2024</p> <table border="1"> <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></td><td></td><td>1</td><td>2</td><td>3</td><td></td></tr> <tr><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td><td>9</td><td>10</td></tr> <tr><td>11</td><td>12</td><td>13</td><td>14</td><td>15</td><td>16</td><td>17</td></tr> <tr><td>18</td><td>19</td><td>20</td><td>21</td><td>22</td><td>23</td><td>24</td></tr> <tr><td>25</td><td>26</td><td>27</td><td>28</td><td>29</td><td>30</td><td>31</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	<p>2024 OCTOBER 2024</p> <table border="1"> <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></td><td></td><td>1</td><td>2</td><td>3</td><td>4</td><td>5</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		
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From the camera of David DeVault. L&N Class M-1 "Big Emma" 1955 has been turned, watered, and fueled at the engine terminal at Loyall, Kentucky, on a December weekend in 1955. The crew is easing back to the north end of the yard to fill to full tonnage of 130 loads of coal, northbound to Corbin, Kentucky. Steam on the Cumberland Valley Division was in deep twilight. The freshly painted hopper on the right holds cinders from the cinder pit, where the grates were shaken and the fires cleaned. —David W. DeVault photo/L&NHS collection



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OCTOBER 2024

SUNDAY

MONDAY


TUESDAY

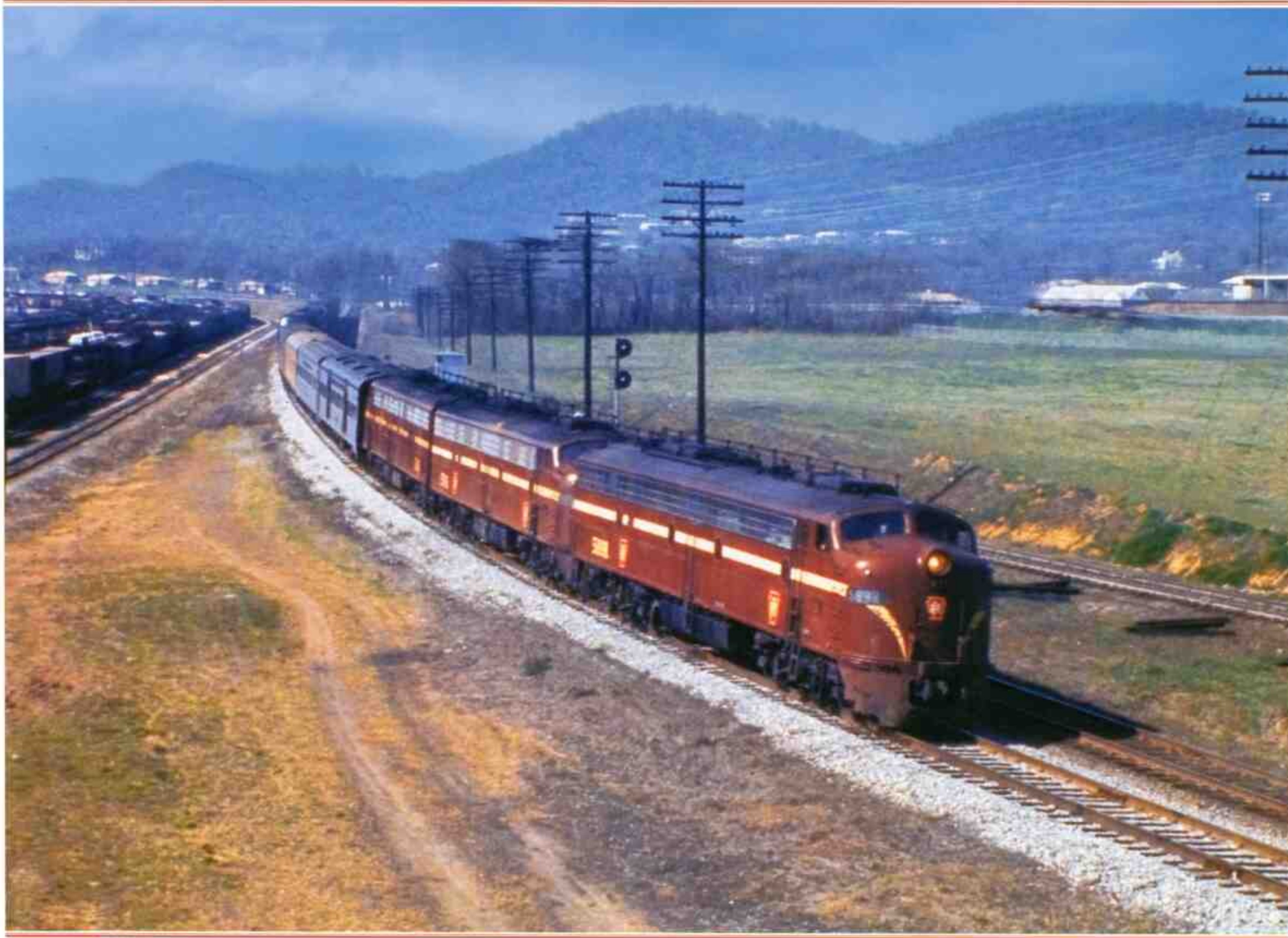
WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

<p>2024 SEPTEMBER 2024 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>2  New</p>	<p>3</p>	<p>4</p>	<p>5</p>
<p>6</p>	<p>7</p>	<p>8</p>	<p>9</p>	<p>10  1st Qtr</p>	<p>11</p>	<p>12</p>
<p>13</p>	<p>14 Columbus Day</p>	<p>15</p>	<p>16</p>	<p>17  Full</p>	<p>18</p>	<p>19</p>
<p>20</p>	<p>21</p>	<p>22</p>	<p>23</p>	<p>24  Last Qtr</p>	<p>25</p>	<p>26</p>
<p>27</p>	<p>28</p>	<p>29</p>	<p>30</p>	<p>31 Halloween</p>		<p>2024 NOVEMBER 2024 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 northbound every-other-day Miami–Chicago *South Wind* was scheduled into Nashville Union Station at 7:55AM when photographed passing Radnor Yard on a spring day in 1966. The train's longer winter season consist required three PRR E8s (alternating with pooled ACL E-units). The fourth car from the head end is one of the leased Northern Pacific dome sleepers from the *North Coast Limited* pool. These cars were added to the *South Wind*, and the IC *City of Miami* each winter season, during the "off season" for passenger travel on the NP's top train. —David W. DeVault photo/L&NHS collection



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NOVEMBER 2024

SUNDAY

MONDAY




TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

<p>2024 OCTOBER 2024</p> <p>Su M Tu W Th F Sa</p> <p>1 2 3 4 5</p> <p>6 7 8 9 10 11 12</p> <p>13 14 15 16 17 18 19</p> <p>20 21 22 23 24 25 26</p> <p>27 28 29 30 31</p>	<p>2024 DECEMBER 2024</p> <p>Su M Tu W Th F Sa</p> <p>1 2 3 4 5 6 7</p> <p>8 9 10 11 12 13 14</p> <p>15 16 17 18 19 20 21</p> <p>22 23 24 25 26 27 28</p> <p>29 30 31</p>				 <p>1</p>	<p>2</p>
<p>3</p> <p>Daylight Saving Time ends [clocks back]</p>	<p>4</p>	<p>5</p>	<p>6</p>	<p>7</p>	<p>8</p>	 <p>9</p>
<p>10</p>	<p>11</p> <p>Veterans Day Armistice Day (1918)</p>	<p>12</p>	<p>13</p>	<p>14</p>	 <p>15</p>	<p>16</p>
<p>17</p>	<p>18</p>	<p>19</p>	<p>20</p>	<p>21</p>	 <p>22</p>	<p>23</p>
<p>24</p>	<p>25</p>	<p>26</p>	<p>27</p>	<p>28</p> <p>Thanksgiving Day</p>	<p>29</p>	<p>30</p>



It doesn't take much imagination to see that January 30, 1966, was a cold day in Louisville. Northbound Montgomery, Alabama–Cincinnati No. 4, formerly the *Azalean*, is taking the north leg of the wye at the A Street tower to follow Gaulbert Avenue to reach the Short Line main to Cincinnati. E8 797, E7 790, plus an FP7 and E6 are up front on what appears to be a power transfer. —Tom Smart photo/Brian Schmidt collection



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DECEMBER 2024

SUNDAY

MONDAY






TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

 New 1	2	3	4	5	6	7 Pearl Harbor Remembrance Day (1941)																																																																																				
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29	 New 30	31 Christmas Day			<p>2024 NOVEMBER 2024</p> <table border="1"> <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></td><td></td><td></td><td>1</td><td>2</td><td></td></tr> <tr><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td><td>9</td></tr> <tr><td>10</td><td>11</td><td>12</td><td>13</td><td>14</td><td>15</td><td>16</td></tr> <tr><td>17</td><td>18</td><td>19</td><td>20</td><td>21</td><td>22</td><td>23</td></tr> <tr><td>24</td><td>25</td><td>26</td><td>27</td><td>28</td><td>29</td><td>30</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	<p>2025 JANUARY 2025</p> <table border="1"> <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></td><td></td><td>1</td><td>2</td><td>3</td><td>4</td></tr> <tr><td>5</td><td>6</td><td>7</td><td>8</td><td>9</td><td>10</td><td>11</td></tr> <tr><td>12</td><td>13</td><td>14</td><td>15</td><td>16</td><td>17</td><td>18</td></tr> <tr><td>19</td><td>20</td><td>21</td><td>22</td><td>23</td><td>24</td><td>25</td></tr> <tr><td>26</td><td>27</td><td>28</td><td>29</td><td>30</td><td>31</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	
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Pictured on the garden tracks at the South Louisville roundhouse, circa 1950, are four veterans from L&N's steam fleet. From left to right are 1303 and 1291 (both H28A Consolidations built at the shops) and two heavy 0-8-0 switchers. C-2 class 2149 was built by Alco, while 2125 is a C-1 built at South Louisville. —*Jack Fravert photo*

2024

JANUARY

Su	M	Tu	W	Th	F	Sa
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FEBRUARY

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MARCH

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APRIL

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JUNE

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JULY

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AUGUST

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SEPTEMBER

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OCTOBER

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NOVEMBER

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DECEMBER

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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 a building on the Grand Junction campus of the Tennessee Valley Railroad Museum in Chattanooga, Tennessee. The mailing address shown is for that location. Our co-tenant in the building is the Southern Railway Historical Association. Obviously, TVRM is a major railroad enthusiast attraction and features train rides (often behind steam) to East Chattanooga and return, and sometimes longer trips on many holiday weekends. Refer to TVRM's website for more information (www.tvrail.com).



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
4119 Cromwell Rd., Chattanooga, TN 37421-2119

ON THE COVER: On a splendid day for photography in May 1971, the power for the Bowling Green, Kentucky, local (left) and Gallatin local were photographed at Gallatin, Tennessee. Locomotive 395 is a former C&EI/MP unit acquired in June 1969 while 462 was built as NC&StL 725 and had earlier been L&N 1725. The mounting of the five-note Nathan M5 airhorns on the side of the short hood just ahead of the engineer was an option selected by the NC&StL. The motorcar shed on the left was the prototype for the HO-scale model kit sold by the L&NHS. —Allen Hicks photo



In February 1960, a southbound fast freight off the Short Line from DeCoursey, Kentucky changes its trajectory in conformance with a curve at Anchorage, Kentucky, just south of the junction with the EK at HK Tower. The Cincinnati Division engineer offers an enthusiastic wave to the photographer as he anticipates a quick ride through the suburbs and into South Louisville. The quartet of Alcos includes one FB2 that still wears the original black and cream paint scheme, replaced by the "austerity" all-black just two years earlier. —*J. David Ingles collection*