



2025 CALENDAR





Most L&N freights from both the eastern main via Corbin and the west-side route via Louisville terminated at the big yard at DeCoursey. From there, a steady flow of transfer runs to and from connecting Cincinnati railroads kept the railroad hot. On a snowy day in 1982, SD35 4519 (formerly 1211) leads a sister EMD unit plus a GE U25B on the joint C&O/L&N trackage between KC Junction (Covington) and the C&O bridge over the Ohio River. —Charles Mockbee photo, David P. Oroszi collection



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

Louisville & Nashville

JANUARY 2025

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

2024 DECEMBER 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	 1st Qtr	6	7	8	9	10	11
12	 Full	13	14	15	16	17	18
19	20	 Last Qtr	21	22	23	24	25
26	Martin Luther King Jr. Day	27	28	 New	29	30	31
							2025 FEBRUARY 2025 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 THE WEB: WWW.LNRR.ORG



Two K-4 Pacifics are poised for northbound departure at the Canal Street Station in New Orleans on September 2, 1943. Both engines are equipped with Automatic Train Stop for M&NO between Mobile and the Crescent City. A plethora of timber trestles and trackage built across the unstable coastal stretch south of Mobile kept larger power (particularly the L-1 Mountains and J-4 Mikes) off this route. —Richard Kindig/L&NHS collection



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FEBRUARY 2025

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

2025 JANUARY 2025 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	 1st Qtr	5	6	7	8
Groundhog Day							
9	10	11	 Full	12	13	14	15
						Valentine's Day	
16	17	18	19	 Last Qtr	20	21	22
	Presidents' Day						
23	24	25	26	 New	27	28	2025 MARCH 2025 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

ON THE WEB: WWW.LNRR.ORG



A local pulled by GP7s 435 and 416 eases through the congestion at Ensley, Alabama, as viewed from the 20th Street overpass on May 27, 1972. Besides L&N, Southern, Frisco, and Birmingham Southern also served Ensley, and everyone's biggest customer: Tennessee Coal & Iron (US Steel). Both TC&I and BS were also owned by US Steel. The gray depot above the train was Southern's. —Dan Dover collection



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MARCH 2025

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

2025 FEBRUARY 2025 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	2025 APRIL 2025 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	 1st Qtr	6	7	8
9	10	11	12	13	 Full	14	15
Daylight Saving Time begins [clocks forward]							
16	17	18	19	20	21	 Last Qtr	22
	St. Patrick's Day			Spring begins			
23	24	25	26	27	28	 New	29
30	31						



To better expedite the then-growing profusion of steam coal from eastern Kentucky mines to fossil fuel steam-generating plants throughout the Southeast, L&N secured trackage rights over N&W's Clinch Valley District between Norton and St. Paul, Virginia, in 1973. The arrangement lasted until early 1986 when a superior shortcut was completed from Big Stone Gap to Frisco, Tennessee. On June 25, 1974, an eastbound 72-car unit train is framed by the distinctive N&W CPL signals guarding the west end of the passing siding at Tacoma, Virginia. —Ron Flanary photo



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APRIL 2025

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

2025 MARCH 2025 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	1st Qtr	4	5
6	7	8	9	10		11	Full 12
13	14	15	16	17		18	19
Palm Sunday					Good Friday		
Last Qtr 20	21	22	23	24	25	26	
Easter Sunday							
New 27	28	29	30				2025 MAY 2025 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

ON THE WEB: WWW.LNRR.ORG



When L&N acquired its third of the former Tennessee Central in 1968 (Nashville to Crossville), it turned out to be the best traffic generator of the three. On May 5, 1975, four GP7s are northbound (by railroad direction) at Stones River, Tennessee. Train 420 is on the branch to Old Hickory while the quartet of GP7s is headed toward Crossville, the end of L&N's ownership. —Garland McKee photo



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MAY 2025

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

2025 APRIL 2025 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	2025 JUNE 2025 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
				V-E Day [1945]		
11	 12	13	14	15	16	17
Mother's Day						
18	19	 20	21	22	23	24
25	 26	27	28	29	30	31
	Memorial Day					



At the Warford Street crossing in Memphis on July 17, 1965, SW7 (L&N class S87) 2286 is ready to “crown” a freight for Nashville. This is the western (by geographic direction) end of L&N’s Leewood Yard. The F-unit approaching on the right in this midday scene is most likely leading a freight train. The remaining Memphis Line passenger schedules of the time (four total) passed here either in early morning or late evening. —William White photo, Zack Marlow collection



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JUNE 2025

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

1 1st Qtr	2	3	4	5	6 D-Day (1944)	7
8	9	10	11 Full	12	13	14 Flag Day
15 Father's Day	16	17	18 Last Qtr	19 Juneteenth	20 Summer begins	21
22	23	24	25 New	26	27	28
29	30				2025 MAY 2025 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	2025 JULY 2025 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

ON THE WEB: WWW.LNRR.ORG



Four specialized cars from the years of the Cold War regularly rode L&N rails between the Atomic Energy Commission's facility at Oak Ridge, Tennessee, and other AEC locations at Rocky Flats, Colorado, and Albuquerque, New Mexico (for Los Alamos). The quartet, L&N 1650-1653, was rebuilt by Pullman from old heavyweight sleepers. Four MPs accompanied each movement, with the materials stored in concrete vaults lined with lead. On July 17, 1963, RS-3 170 leads the local at Oak Ridge with one of the cars behind a carload of "TOTES." —*Jim Overholser photo*



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JULY 2025

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

2025 JUNE 2025 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 1st Qtr	2	3	4	5
6	7	8	9	10 Full	11	12
13	14	15	16	17 Last Qtr	18	19
20	21	22	23	24 New	25	26
27	28	29	30	31		2025 AUGUST 2025 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

ON THE WEB: WWW.LNRR.ORG



This Cincinnati neighborhood is Sedamsville, and it was the home of Pete Rose. The all-time MLB record holder for total base hits learned how to play baseball on the field visible between the caboose and RS-2 109. The church and school above engine 100 are Our Lady of Perpetual Help, which has been closed for years. The large red brick building higher up the hill is Benjamin Harrison Public School, also long closed. It is a terrific example of Queen Anne Romanesque Revival architecture. —F.M. Bowden photo, David P. Oroszi collection



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AUGUST 2025

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

2025 JULY 2025 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	2025 SEPTEMBER 2025 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	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						



The E-units were the “glamour girls” of L&N’s premiere passenger trains, but the company also relied on dual-purpose passenger/freight units like these two GP7s to fill in on secondary trains or to augment the Es on the major trains. Engines 505 and 500—both “torpedo boat” GP7s—lead E7 780 on the southbound *Pan-American* by a Sinclair station at Crescent Hill in Louisville. —Jack Fravert photo, L&NHS collection



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SEPTEMBER
2025

Louisville & Nashville

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

2025 AUGUST 2025 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 Labor Day	2	3	4	5	6
 Full 7	8	9	10	11	12	13
 Last Qtr 14	15	16	17	18	19	20
 New 21	22 Autumn begins	23	24	25	26	27
28	 1st Qtr 29	30				2025 OCTOBER 2025 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

ON THE WEB: WWW.LNRR.ORG



E7 793 and companion E8 796 bring Train 99, the southbound *Pan-American*, across Frankfort Avenue in Louisville. About three miles ahead, the New Orleans-bound "Pan" will make a right down the street, run on Gaulbert Avenue to A Street, and take the south leg of the wye there before backing into Union Station. The gold 1958 Edsel recalls the failed automobile division of Ford that lasted but three years. —Tom Smart photo, L&NHS collection



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OCTOBER 2025

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

2025 SEPTEMBER 2025 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	9	10	11
12	 Last Qtr Columbus Day	13	14	15	16	17	18
19	20	 New	21	22	23	24	25
26	27	28	 1st Qtr	29	30	31	2025 NOVEMBER 2025 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
						Halloween	



L&N 1976, a Lima-Hamilton engine built in 1949, is paired with a Baldwin sister at Ravenna, Kentucky, in 1953. The engines are most likely headed to the north throat of the yard to lock couplers with a 130-car coal train for DeCoursey. The 1976 will be the road engine, while the Baldwin will go to the south end of the yard and couple to the caboose for the shove to Patio where it will cut off on the fly. —*Jack Fravert photo, L&NHS collection*



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NOVEMBER 2025

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

2025 OCTOBER 2025 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	2025 DECEMBER 2025 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 Daylight Saving Time ends (clocks back)	3	4	Full	5	6	7	8
9	10	11 Veterans Day Armistice Day (1918)	Last Qtr	12	13	14	15
16	17	18	19	New	20	21	22
23	24	25	26	27	1st Qtr	28	29
30				Thanksgiving Day			

ON THE WEB: WWW.LNRR.ORG



In 1969, the ICC stipulated Chicago & Eastern Illinois' (by that time, controlled by Missouri Pacific) ownership of the eastern side of the railroad to Evansville be sold to L&N. MoPac still controlled the line as far as Woodland Junction, Illinois—82 miles south of the Windy City—but L&N operations started there and extended to Evansville. On November 1, 1981, a southbound L&N freight (just two miles out of Yard Center at Dolton, its point of origin) hammers the "diamond" with Grand Trunk Western at Thornton Junction, Illinois. —Randy Olsen photo, David P. Oroszi collection



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Louisville & Nashville

DECEMBER 2025

SUNDAY

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

2025 NOVEMBER 2025 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	 Full	4	5	6
7	8	9	10	 Last Qtr	11	12	13
Pearl Harbor Remembrance Day (1941)							
14	15	16	17	18	 New	19	20
21	22	23	24	25	26	 1st Qtr	27
Winter begins				Christmas Day			
28	29	30	31			2026 JANUARY 2026 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	

ON THE WEB: WWW.LNRR.ORG



A southbound fast freight on the former NC&StL main has just passed Tullahoma, Tennessee, in summer 1965, and is accelerating again on its dash to Atlanta. It would appear a right-of-way fire wiped out a large patch of kudzu but the notoriously hardy and invasive vine will be back very soon. The all-EMD quartet includes two F7s spliced by two GP7s.
—David Salter photo, L&NHS collection

2025

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	

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 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
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ON THE COVER: L&N Train 54, the overnight Chicago-bound *Georgian*, was departing Atlanta Union Station on September 1, 1965. It was scheduled to be in Chicago's Dearborn Station at 9:45AM the next morning. Triple E-units would take over by the following year, but at the time, the motive power of choice for the heavy train was a "sandwich" of two FP7s and one of the ex-NC&StL steam generator-equipped F7Bs. At least a dozen powered axles were essential to get over Cumberland Mountain between Sherwood and Cowan, Tennessee. —Robert Jensen photo/Brian Schmidt collection





In summer 1956, several M-1s were still in service handling coal and empty hopper trains between Ravenna and DeCoursey, and fast freight trains to and from Corbin. L&N 1958 is on the ready track at DeCoursey in this view from the final summer of steam on *The Old Reliable*. The streaks of white down the boiler from the safety valve cluster show the effects of foaming, usually the result of impurities in water. All M-1s had a Wilson blowdown centrifuge that removed sludge from the boiler water to prevent "priming"—a condition where water (rather than steam) might be carried over into the valves and pistons. —Jack Fravert photo, L&NHS collection