

# LENDING A HELPING HAND

Corrected to November 1, 1944

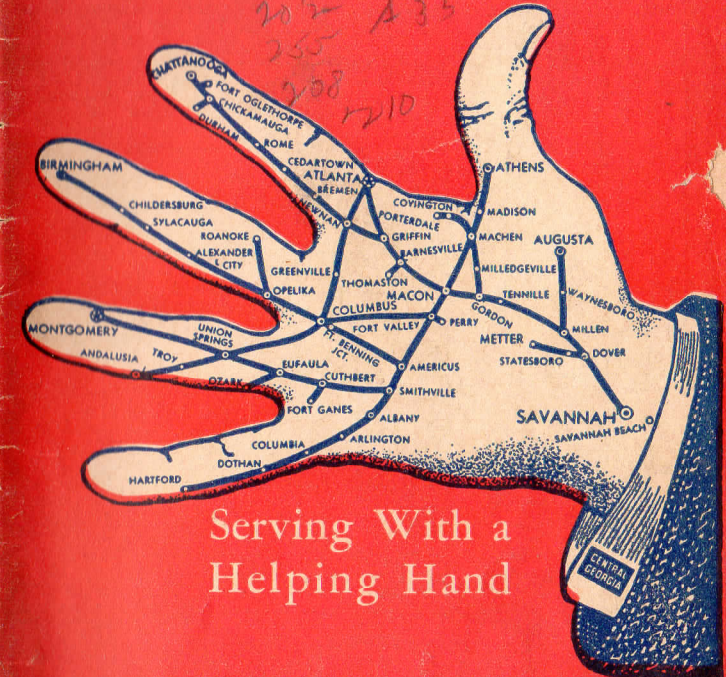
Corrected to November 1, 1944

## CENTRAL OF GEORGIA

## CENTRAL OF GEORGIA

THE RIGHT WAY

THE RIGHT WAY



Serving With a Helping Hand

Serving With a Helping Hand

SERVING WITH DEPENDABLE TRAINS

## CENTRAL OF GEORGIA

- THE SEMINOLE
- THE FLAMINGO
- THE SOUTHLAND
- DIXIE FLYER
- DIXIE LIMITED
- CITY OF MIAMI

## GEORGIA ALABAMA FLORIDA

## GEORGIA ALABAMA FLORIDA

T. J. STEWART  
General Passenger Agent  
SAVANNAH, GA.  
No. 81

T. J. STEWART  
General Passenger Agent  
SAVANNAH, GA.  
No. 81



DAILY SLEEPING CAR SERVICE

Air-Conditioned Pullman Sleepers with Drawing Room, Sections, and Lounge

ATLANTA AND SAVANNAH, GA.

Table with 2 columns: Time, Route. Includes Atlanta to Savannah via Macon.

Air-Conditioned Pullman Sleeper ATLANTA-JACKSONVILLE

Table with 2 columns: Time, Route. Includes Atlanta to Jacksonville via Macon.

Air-conditioned Pullman Sleepers

ATLANTA-TAMPA-ST. PETERSBURG

Table with 2 columns: Time, Route. Includes Atlanta to Tampa via St. Petersburg.

Air-Conditioned Pullman Sleeper (10 Section Observation)

SAVANNAH, COLUMBUS, BIRMINGHAM, ST. LOUIS AND CHICAGO

Table with 2 columns: Time, Route. Includes Savannah to Chicago via Atlanta.

Air-Conditioned Pullman Sleeper

BIRMINGHAM-COLUMBUS AND JACKSONVILLE

Table with 2 columns: Time, Route. Includes Birmingham to Jacksonville via Atlanta.

c Sleepers open for occupancy 10 00 PM E.T. h Sleepers open for occupancy 9 30 PM E.T. y Sleepers may be occupied until 8 00 AM E.T. C.T. Central Time. E.T. Eastern Time.

TABLE 1—ATLANTA, MACON, SAVANNAH

Main table for Table 1 showing routes between Atlanta, Macon, and Savannah with times and distances.

a-Stops to let off passengers from east of Jonesboro. b-Stops to let off passengers from Atlanta and beyond. d-Stops to let off passengers from Atlanta and Macon. e-Stops to leave from Atlanta and beyond and take for beyond Albany. f-Flag stop. g-Stops to leave passengers from Cincinnati, Louisville, Nashville and beyond and take on passengers destined to Albany and beyond. k-Stops to let off passengers from Atlanta and beyond. m-Stops to let off passengers from Gordon and East. p-Stops to take on passengers for Macon and beyond.

Air-conditioned coaches and Pullmans on all Central of Georgia Main Line Trains.

TABLE 5—SAVANNAH, MACON, COLUMBUS, AND BIRMINGHAM

Main table for Table 5 showing routes between Savannah, Macon, Columbus, and Birmingham.

CITY OF MIAMI OPERATES EVERY THIRD DAY SEE PAGES 17 AND 18 FOR DATES OPERATED. EQUIPMENT, ETC.

CITY OF MIAMI OPERATES EVERY THIRD DAY SEE PAGES 17 AND 18 FOR DATES OPERATED. EQUIPMENT, ETC.

TABLE 7—MACON, SMITHVILLE, ALBANY, HARTFORD

Main table for Table 7 showing routes between Macon, Smithville, Albany, and Hartford.

Dixie Limited—Nos. 17-18. For Equipment, see page 27. The Southland—Nos. 32-33. For Equipment, see page 30. Dixie Flyer—Nos. 94-95. For Equipment, see page 27. The Flamingo—Nos. 17-18. For Equipment, see page 28. The Seminole—Nos. 9-10. For Equipment, see page 29.

TABLE 8—MACON, GORDON, PORTERDALE

Table for Table 8 showing routes between Macon, Gordon, and Porterdale.

TABLE 9—MACON, ATHENS

Table for Table 9 showing routes between Macon and Athens.

TABLE 2—EUFAULA, OZARK

Table for Table 2 showing routes between Euftaula and Ozark.

TABLE 4—SAVANNAH, MILLEN, AUGUSTA

Main table for Table 4 showing routes between Savannah, Millen, and Augusta.

SAVANNAH BEACH BUS LINE Operates Bus between Savannah and Tybee (Savannah Beach)

SAVANNAH-FORT SCREVEN One Way Fare .35c Round Trip Fare .50c (Federal Tax Not Included)

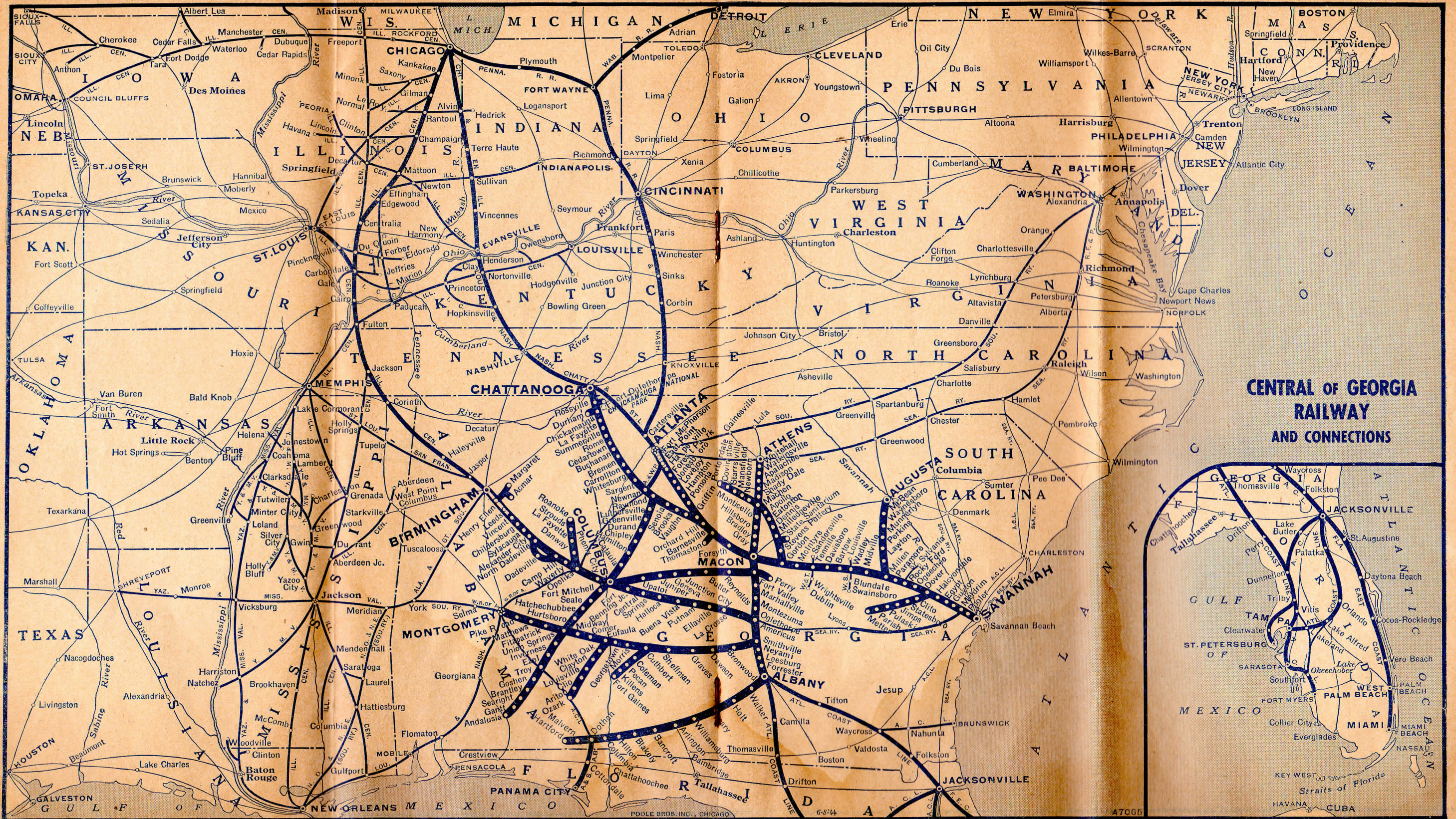
Bus connects with Central of Georgia Trains. Bus Service operated by Southeastern Stages, Inc. Tickets reading via C. of Ga. Ry. honored on bus. f-Flag stop.

TABLE 6—BIRMINGHAM, COLUMBUS, AMERICUS, ALBANY AND JACKSONVILLE

Main table for Table 6 showing routes between Birmingham, Columbus, Americus, Albany, and Jacksonville.

City of Miami. For condensed schedule and equipment see pages 17 and 18. For trains between Birmingham and Columbus, see table 5. For additional trains between Albany and Americus, see table 7. f-Flag stop.



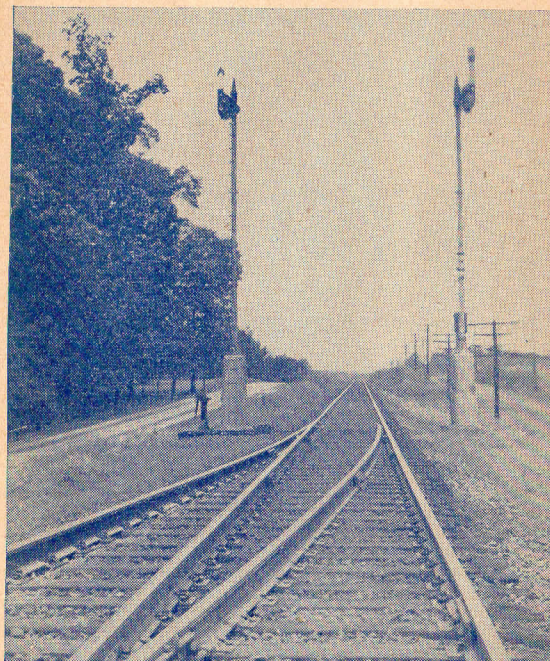


**CENTRAL OF GEORGIA  
RAILWAY  
AND CONNECTIONS**

## SECOND CENTURY OF SERVICE

well into it  
and still

## PROGRESSING



The stretch of roadway shown here is typical of Central of Georgia Railway's many miles of modern mainline in Georgia and Alabama—rock ballasted, 112-pound rails, protected with block signals. Commencing operations in the 1830's, with small ribbons of iron rail, dirt ballast and primitive fastenings, it has kept pace with all modern developments, not only in roadway but all other forms of operations in its more than one hundred years of dependable service. It enters its second century of service—as it did its first—ready to meet the transportation needs of a growing and developing section, rich in industrial, commercial and agricultural opportunities.

### THE SOUTHEAST—A LAND OF OPPORTUNITY

The war effort, so dependent upon adequate transportation, is still the primary duty of a railroad. The Central of Georgia recognizes as related to the foregoing a further responsibility—to cooperate with the people and the communities it serves, in measures to bring about growth and progress, and thus to provide the employment so vital to the country's welfare in the post war period which lies ahead.

The Southeast by reason of its natural resources, its fertile soils, its patriotic vision, and the excellence of its transportation, is making a tremendous contribution to the winning of the war. These same team mates will continue to pull together in the years to come.

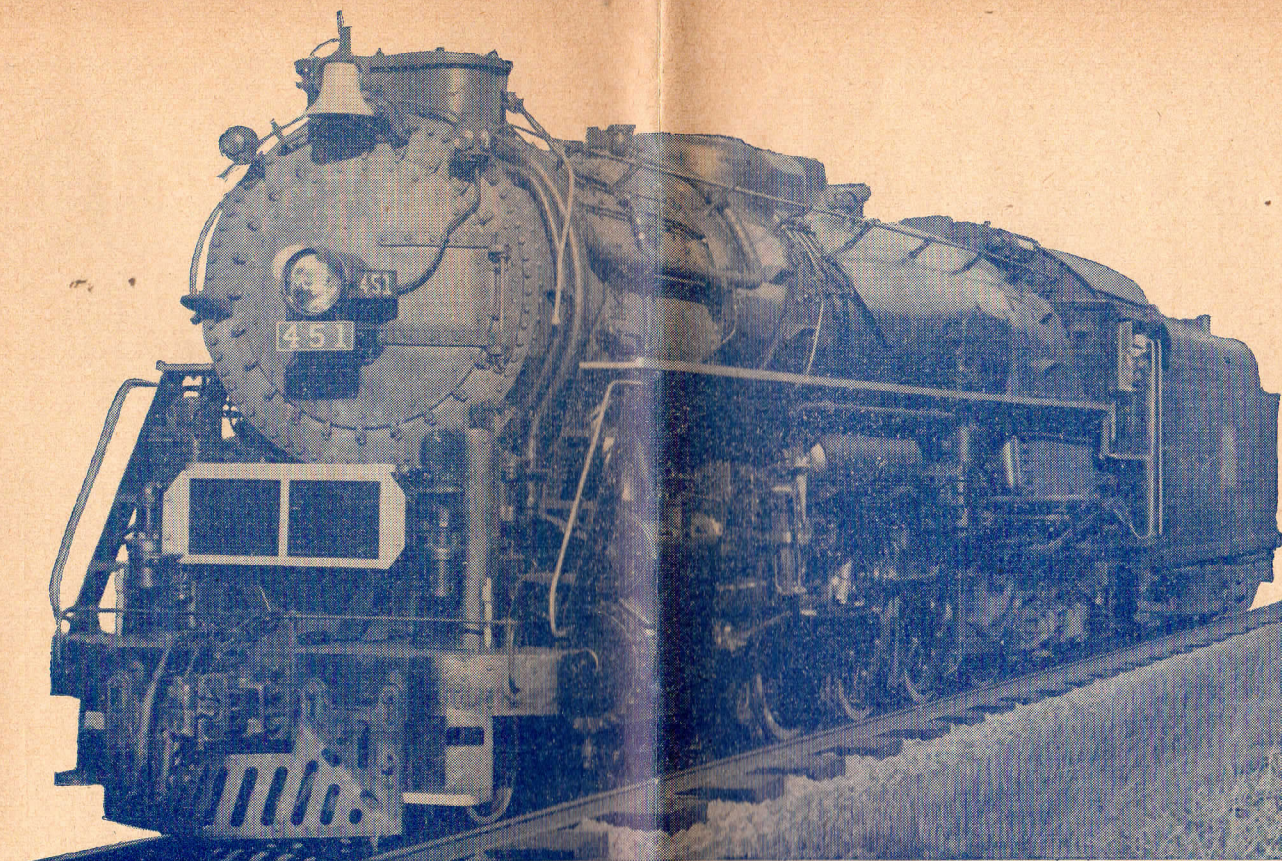
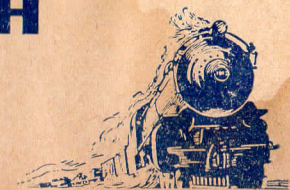
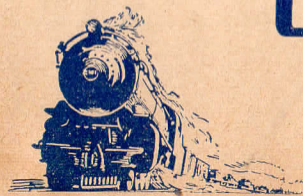
The Central of Georgia maintains a Development Department to encourage and assist profitable production for factories, farms and mines. This department compiles, distributes and publicizes authentic information. It seeks additional enterprises and new citizens. It strives to help the farmer, the businessman, the manufacturer, the Chamber of Commerce—toward the goal of prosperity.

The department is directed by Marion J. Wise, Vice-President, Development. Associated with him are J. F. Jackson, General Agricultural Agent, Savannah, Ga., Harrell L. Perkins, General Industrial Agent, Atlanta, Ga., and a competent staff eager to serve, now, and in the great days that will follow Victory.

Inquiries and suggestions are invited and will be immediately answered by letter or personal interview.

**CENTRAL OF GEORGIA**  
*Railway*

ONE OF AMERICA'S RAILROADS  
ALL UNITED FOR VICTORY



ONE OF THE CENTRAL'S BIG NEW ENGINES

## HELP WANTED

to keep those drivers driving

**ENLIST** in the Troops of Transportation—**RAILROAD TRANSPORTATION**—where there are thousands of job opportunities available at good pay—in exciting, fascinating, satisfying work.

Successes on the War Fronts have not diminished the need for fast, efficient, *complete* railroad transportation—day in and day out. On the contrary, they call for unremitting effort in moving fighting men and fighting freight to help hasten the knock-out blow.

Those Drivers will do their job, but they need manpower—more manpower—to condition and load what snakes behind them—and to keep in shape the roadway they pound. They need more men and women to help assure the prompt dispatch and safe arrival of their cargoes of freight and passengers—greater support at terminal points and all along their journey. **THEY NEED MORE WORKERS.**

- to carry on for employees now in the armed forces
- to fill new positions created by the biggest transportation job in history
- to do vital work in the war effort.

Get a job in a *wartime industry* with a *peacetime future!* Talk it over with a railroad officer or agent, or apply direct to any officer of the Railroad Retirement Board or the United States Employment Service.

**UNITED STATES RAILROAD RETIREMENT BOARD**

**CONNECTING LINES TRAIN SERVICE**

**AT ATLANTA, GA.**

N. C. & ST. L. RY.											
AM	PM	PM	AM	AM	AM	PM	PM	AM	AM	PM	PM
*11 30	*7 40	*9 30	Ar Atlanta	(E. T.)	Ar	8 30	10 00	7 30			
12 10	10 12	11 01	Ar Marietta	(E. T.)	Lv	7 39		6 36			
12 51	11 01		Ar Cartersville	(E. T.)	Lv	6 43		5 52			
2 07	10 18	12 50	Ar Dalton	(E. T.)	Lv	5 05		4 37			
2 15	10 25	1 25	Ar Chattanooga	(E. T.)	Lv	2 55	5 25	2 40			
2 25	10 35	1 55	Ar Chattanooga	(C. T.)	Ar	2 35	5 15	2 30			
4 35	12 47	4 48	Ar Tullahoma	(C. T.)	Ar	11 05	2 55	11 48			
6 35	2 45	7 30	Ar Nashville	(C. T.)	Lv	*9 00	*1 20	*10 00			

L. & N. R. R.											
AM	PM	AM	AM	AM	PM	PM	AM	AM	PM	PM	AM
*9 15	*8 00	*9 40	Lv Atlanta	(E. T.)	Ar	8 25	9 20	5 30			
3 20	11 50	1 30	Ar Knoxville	(C. T.)	Lv	2 40	3 30	*8 00			
	8 35	9 35	Ar Cincinnati	(C. T.)	Lv	*8 00	*8 05				
	8 40	10 20	Ar Louisville	(C. T.)	Lv		*6 25				

SEABOARD RY.											
Eastern Time											
AM	PM	AM	AM	AM	PM	PM	AM	AM	PM	PM	AM
*9 45	*8 20	*2 00	Lv Atlanta	(E. T.)	Ar	6 30	8 00	4 55			
12 20	10 20	4 00	Lv Athens	(C. T.)	Lv	4 30	6 00	2 52			
7 00	3 30	9 25	Ar Monroe	(E. T.)	Lv	10 10	12 35	9 25			
12 20	7 30	2 10	Ar Raleigh	(E. T.)	Lv	5 15	8 40	*4 55			
7 40	12 40		Ar Portsmouth	(E. T.)	Lv	*9 00	*3 35				
7 55	12 55		Ar Norfolk	(E. T.)	Lv	*8 30	*3 05				

SOUTHERN RY. SYS.											
AM	PM	AM	AM	AM	PM	PM	AM	AM	PM	PM	AM
4 40	11 10	6 20	Ar Richmond	(E. T.)	Lv	1 10	4 55	12 20			
8 35	3 20	9 45	Ar Washington R. F. & P.	(E. T.)	Lv	10 00	1 45	9 00			
9 41	3 40	10 41	Ar Baltimore P. R. R.	(E. T.)	Lv	7 13	12 43	7 24			
11 26	5 12	12 12	Ar Philadelphia 30th St.	(E. T.)	Lv	5 36	11 10	5 57			
11 39	5 22	12 21	Ar North Philadelphia	(E. T.)	Lv	5 26	11 00	5 49			
1 10	6 50	1 50	Ar New York (Penna. Sta.)	(E. T.)	Lv	*3 50	*9 30	*4 30			

SOUTHERN RY. SYS.											
AM	PM	AM	AM	AM	PM	PM	AM	AM	PM	PM	AM
*7 10	*2 30	*8 40	Lv Atlanta	(E. T.)	Ar	9 15	11 45	9 20			
9 03	6 10	10 32	Lv Rome	(E. T.)	Ar	7 00	9 30	7 20			
10 00	4 40	11 40	Lv Chattanooga	(C. T.)	Ar	*3 45	*6 40	*4 30			

SOUTHERN RY. SYS.													
Eastern Time													
AM	PM	AM	AM	AM	PM	PM	AM	AM	PM	PM	AM		
130	*815	400	155	135	900	Lv Atlanta	Ar	730	905	1010	815	515	730
845	139	1040	900	725	355	Lv Charlotte	Ar	1201	320	429	1010	950	1245
730	930	915	710	430	145	Lv Washington	Ar	100	625	850	1045	1135	300
800	930	1035	730	455	210	Lv Washington P.R.R.	Ar	1230	610	835	1025	1100	230
840	1031	1115	814	537	259	Ar Baltimore	Lv	1147	525	750	937	1019	140
1009	1202	1257	948	725	501	Ar Philadelphia 30th St.	Lv	1011	338	614	805	839	1146
1020	1211	116	1001	739	512	Ar No. Philadelphia	Lv	1000	325	605	755	827	1130
1150	140	250	1130	915	655	Ar New York (Pa. Sta.)	Lv	830	150	*435	625	655	1000

\*-Coach Stream Liner. All seats reserved without additional charge.

AT ALBANY, GA.											
GA. NORTHERN RY.											
Eastern Time											
AM	PM	AM	AM	AM	PM	PM	AM	AM	PM	PM	AM
*4 45	*7 30	3 30	Lv Albany	(E. T.)	Ar	12 25	9 00				
6 20	*9 00	Ar Moultrie	(E. T.)	Lv	11 00	*7 30					
8 00	† 2 50	Ar Boston	(E. T.)	Lv	*8 00	† 3 50					

AT ATHENS, GA.											
SEABOARD RY.											
Eastern Time											
AM	PM	AM	AM	AM	PM	PM	AM	AM	PM	PM	AM
*12 20	*10 20	*4 00	Lv Athens	(E. T.)	Ar	4 30	6 00	2 52			
7 40	12 40		Ar Portsmouth	(E. T.)	Lv	9 00	3 35				
7 55	12 55		Ar Norfolk	(E. T.)	Lv	8 30	3 05				
4 40	11 10	6 20	Ar Richmond	(E. T.)	Lv	1 10	4 55	12 20			
8 35	2 20	9 45	Ar Washington R. F. & P.	(E. T.)	Lv	10 00	1 45	9 00			
9 41	3 40	10 41	Ar Baltimore P. R. R.	(E. T.)	Lv	7 13	12 43	7 24			
11 26	5 12	12 12	Ar Philadelphia 30th St.	(E. T.)	Lv	5 36	11 10	5 57			
1 10	6 50	1 50	Ar New York (Penna. Sta.)	(E. T.)	Lv	*3 50	*9 30	*4 30			

\*-Daily.  
†-Daily, except Sunday.  
C. T.-Central Time.  
E. T.-Eastern Time.

**AT AUGUSTA, GA.**

A. C. L. R. R.											
Eastern Time											
AM	PM	AM	AM	AM	PM	PM	AM	AM	PM	PM	AM
*3 20	*2 30		Lv Augusta	(E. T.)	Ar	1 45	12 40				
8 00	7 15	Ar Sumter	(E. T.)	Lv	9 25	8 10					
9 20	8 30	Ar Florence	(E. T.)	Lv	7 45	6 40					
11 50	12 30	Ar Fayetteville	(E. T.)	Lv	4 00	*3 00					
	1 55	Ar Wilmington, N. C.	(E. T.)	Lv	*2 50						

C. & W. C. RY.											
Eastern Time											
AM	PM	AM	AM	AM	PM	PM	AM	AM	PM	PM	AM
*7 20			Lv Augusta	(E. T.)	Ar	7 20					
10 20			Ar Yemassee	(E. T.)	Lv	4 30					
1 50			Ar Charleston (A. C. L.)	(E. T.)	Lv	*3 10					
11 30			Ar Beaufort, S. C.	(E. T.)	Lv	2 10					
11 50			Ar Port Royal, S. C.	(E. T.)	Lv	*2 00					

SOUTHERN RY. SYS.											
Eastern Time											
AM	PM	AM	AM	AM	PM	PM	AM	AM	PM	PM	AM
*2 00			Lv Augusta	(E. T.)	Ar	11 45					
4 45			Ar Columbia	(E. T.)	Lv	8 15					
8 05			Ar Charlotte	(E. T.)	Lv	*5 00					

SOUTHERN RY. SYS.											
Eastern Time											
AM	PM	AM	AM	AM	PM	PM	AM	AM	PM	PM	AM
*4 00			Lv Augusta	(E. T.)	Ar	1 00					
4 50			Ar Aiken	(E. T.)	Lv	12 10					
5 57			Ar Denmark	(E. T.)	Lv	10 51					
9 20			Ar Charleston	(E. T.)	Lv	*8 00					

**AT BIRMINGHAM, ALA.**

FRISCO LINES											
Central Time											
AM	PM	AM	AM	AM	PM	PM	AM	AM	PM	PM	AM
*10 15	*1 05		Lv Birmingham	(E. T.)	Ar	7 15	2 25				
6 45	8 05		Ar Memphis	(E. T.)	Lv	*10 30	*7 40				
	9 55		Ar Kansas City	(E. T.)	Lv		*5 20				
	12 15		Ar Tulsa	(E. T.)	Lv		*12 50				
	3 20		Ar Oklahoma City	(E. T.)	Lv		*9 35				

L. & N. R. R.											
Central Time											
AM	PM	AM	AM	AM	PM	PM	AM	AM	PM	PM	AM
a9 22	*1150	*2 00	*9 15	*7 45	Lv Birmingham	Ar	8 15	6 20	7 20	4 20	a9 23
	3 10	2 00	11 22	9 41	Ar Decatur	Lv	6 19	3 15	5 12	1 21	
1 10	7 20	6 10	2 00	12 10	Ar Nashville	Lv	3 55	11 00	2 25	9 10	5 32
4 55	2 25	12 25	7 15	4 45	Ar Louisville	Lv	11 30	1 25	9 40	2 00	1 56
	7 00	4 05	11 05	8 15	Ar Cincinnati	Lv	*8 00	9 30	6 05	10 00	
	6 15	5 40	1 20		Ar St. Louis	Lv	*8 15	*2 10	*9 20		

a-Coach Streamliner, every third day.

SOUTHERN RY. SYS.											
Central Time											
AM	PM	AM	AM	AM	PM	PM	AM	AM	PM	PM	AM
*1 50	*7 20	*10 00	Lv Birmingham	(E. T.)	Ar	3 00	8 15	7 00			
3 01	9 05	11 38	Ar Tuscaloosa	(E. T.)	Lv	1 50	6 17	5 10			
5 00	12 20	2 30	Ar Meridian	(E. T.)	Lv	12 05	3 10	2 25			
5 05	12 35	2 45	Ar Meridian	(E. T.)	Lv	11 59	3 00	2 05			
6 45	3 20	5 00	Ar Hattiesburg	(E. T.)	Lv	10 18	*12 01	*11 25			
9 30	7 15	8 55	Ar New Orleans	(E. T.)	Lv	*7 45	*8 30	*7 45			

Y. & M. V. R. R.											
AM	PM	AM	AM	AM	PM	PM	AM	AM	PM	PM	AM
12 50	3 20		Lv Meridian	(E. T.)	Ar		2 15				
3 30	6 10		Ar Jackson	(E. T.)	Lv		11 30				
7 40	8 20		Ar Vicksburg	(E. T.)	Lv		9 55				
11 20	2 55		Ar Shreveport	(E. T.)	Lv		*4 30				

SOUTHERN RY. SYS.											
Central Time											
AM	PM	AM	AM	AM	PM	PM	AM	AM	PM	PM	AM
*4 00			Lv Birmingham	(E. T.)	Ar		10 30				
8 45			Ar Columbus, Miss.	(E. T.)	Lv		*6 00				

**AT BOWDON JUNCTION, GA.**

BOWDON RY.											
Eastern Time											
AM	PM	AM	AM	AM	PM	PM	AM	AM	PM	PM	AM
*8 45			Lv Bowdon	(E. T.)	Ar		2 30				
10 25			Ar Bowdon Junction	(E. T.)	Lv		*1 00				

**CONNECTING LINES TRAIN SERVICE**

**AT CEDARTOWN, GA.**

SEABOARD RY.											
AM	PM	AM	AM	AM	PM	PM	AM	AM	PM	PM	AM
*5 10	*8 25		Lv Atlanta	(E. T.)	Ar	1 35	8 00				
6 58	10 03		Ar Cedartown	(E. T.)	Lv	11 55	6 28				
8 55	12 00		Ar Birmingham	(C. T.)	Lv	*7 50	*2 30				
	Noon										

FAMOUS FAST THROUGH TRAINS BETWEEN

THE NORTH AND THE SOUTH

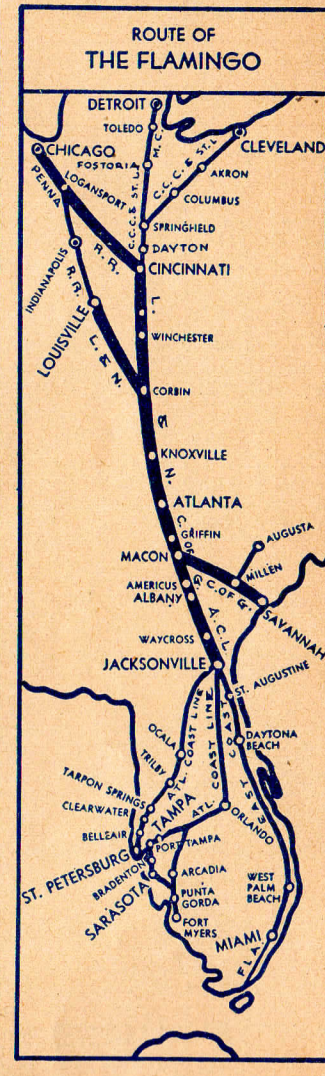
DIXIE FLYER AND DIXIE LIMITED—Air-Conditioned

Table with columns for train names (Dixie Limited Daily, Dixie Flyer Daily), effective dates, and departure/arrival times for routes like C. & E. I. Ry. (CT), L. & N. R. R. (CT), N. C. & St. L. Ry. (CT), Gen. of Ga. Ry. (ET), A. C. L. R. R. (ET), F. E. C. Ry. (ET), and A. C. L. R. R. (ET).



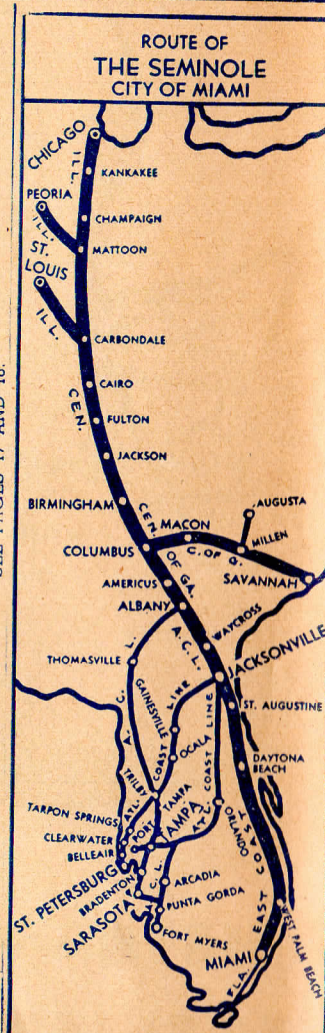
THE FLAMINGO—Air-Conditioned

Table with columns for train names (Penn. R. R. (CT), N. Y. C. System (ET), L. & N., Penn. R. R. (CT), L. & N. R. R. (CT), Cent. of Ga. Ry. (ET), A. C. L. R. R. (ET), F. E. C. Ry. (ET), and A. C. L. R. R. (ET)), effective dates, and departure/arrival times for South and North Daily routes.



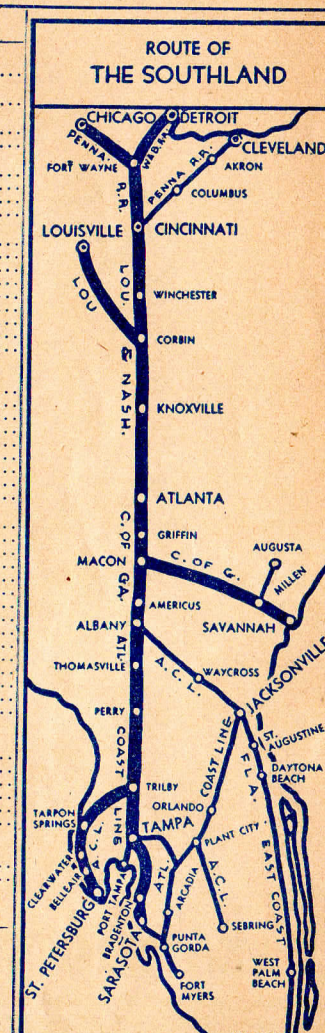
THE SEMINOLE—Air-Conditioned

Table with columns for train names (Ill. Cent. (CT), Cent. of Ga. Ry. (CT), A. C. L. R. R. (ET), F. E. C. Ry. (ET), A. C. L. R. R. (ET), and A. C. L. R. R. (ET)), effective dates, and departure/arrival times for Daily routes.



THE SOUTHLAND—Air-Conditioned

Table with columns for train names (Penn. R. R. (CT), Wabash Ry. (ET), Penn. R. R. (GT), Penn. R. R. (ET), L. & N. R. R., Cent. of Ga. Ry. (ET), A. C. L. R. R. (ET), and F. E. C. Ry. (ET)), effective dates, and departure/arrival times for Daily routes.



BUY WAR BONDS AND STAMPS

BUY WAR BONDS AND STAMPS

BUY WAR BONDS AND STAMPS

DIXIE FLYER EQUIPMENT—Daily COMPLETELY AIR-CONDITIONED

Coaches... Through between Chicago, Cincinnati and Jacksonville. Dining Car... Serving all meals enroute. Sleeping Car... Between Chicago and Jacksonville (8-2-1). Sleeping Car... Between St. Louis and Atlanta (12 Sec., 1 D.R.). Sleeping Car... Between Chicago and Jacksonville (via Cincinnati) (10 Sec., 2 D.R.). Sleeping Car... Chicago-St. Petersburg-Tampa (via Perry) (8 Sec., 2 Compt., 1 D.R.). (By way third day to and from Tampa.) Sleeping Car... Chicago-Miami (8 Sec., 5 D.B.R.). Observation Car... Between Chicago and Jacksonville (10 Sec.).

THE FLAMINGO EQUIPMENT—Daily COMPLETELY AIR-CONDITIONED

DeLux Coaches... Through between Cincinnati and Jacksonville. Dining Car... Serving all meals enroute. Sleeping Car... Cincinnati and Atlanta, (12 Sec., 1 D.R.). Sleeping Car... Louisville and Atlanta, (12 Sec., 1 D.R.). Observation Sleeper... Between Cincinnati and Jacksonville, (10 Section.)

DIXIE LIMITED EQUIPMENT—DAILY COMPLETELY AIR-CONDITIONED

DeLux Coaches... Between Chicago and Jacksonville. Dining Car... Serving all meals enroute. Sleeping Car... Between Chicago and Jacksonville, (8 Sec., 2 Compt., 1 D.R.). Sleeping Car... Chicago-Miami (6 Compt., 3 D.R.). Sleeping Car... Between St. Louis and Atlanta, (12 Sec., 1 D.R.). Observation Sleeper... Between Chicago, and Atlanta, (10 Sec.)

THE SEMINOLE EQUIPMENT—DAILY

DeLux Coaches... Through between Chicago and Jacksonville. Dining Car... Serving all meals enroute. Sleeping Car... Between Chicago and Jacksonville (10-2-1). Sleeping Car... Between St. Louis and Jacksonville. (12 Sec., 1 D.R.). Sleeping Car... Chicago-St. Petersburg-Tampa (via Perry) (8 Sec., 2 Compt., 1 D.R.). (Every third day to and from Tampa.) Sleeping Car... Chicago-Miami (6 Compt., 3 D.R.). Sleeping Car... Chicago-Miami (8 Sec., 1 D.R., 3 D.B.R.). Observation Car... Between Chicago and Savannah. (10 Sec.) x-South of Albany handled on The Southland.

THE SOUTHLAND EQUIPMENT—Daily

DeLux Coaches... Through between Cincinnati and Tampa, St. Petersburg, Jacksonville. Dining car... Serving all meals enroute. Sleeping Car... Atlanta-Tampa (12-1); (via Perry). Sleeping Car... Detroit-Tampa (via Perry), (10 Sec., 2 D.R.). Sleeping Car... Chicago-St. Petersburg-Tampa (via Perry), (8 Sec., 2 Compt., 1 D.R.). (Every third day to and from Tampa.) Sleeping Car... Chicago-Miami (6 Compt., 3 D.R.). Sleeping Car... Chicago-Miami (8 Sec., 5 D.B.R.). Buffet Car... Chicago-Tampa (via Perry) 8 Sec. x-Northbound from The Dixie Flyer at Atlanta thence The Southland.

"CITY OF MIAMI"—EVERY THIRD DAY. FOR DATES OPERATED, SCHEDULES, EQUIPMENT, ETC., SEE PAGES 17 AND 18.

"CITY OF MIAMI"—EVERY THIRD DAY. FOR DATES OPERATED, SCHEDULES, EQUIPMENT, ETC., SEE PAGES 17 AND 18.

a-Local sleeper may be occupied until 8 00 AM (E.T.) and open for occupancy 10 00 PM (E.T.) between North Cairo and Cairo. b-Coach passengers may also leave St. Louis 9 20 p.m. (C.T.) in through coach to Nashville. c-Coach passengers may also arrive St. Louis 6 15 a.m. (C.T.) in through coach from Nashville. f-Flag stop. g-Passengers may remain in sleepers until 8 00 a.m. (E.T.). Open for occupancy 10 00 p.m. (E.T.). h-Sleeper open 9 30 p.m. (C.T.). i-Sleeper open for occupancy 9 30 p.m. (C.T.). \*Streamliners advance seat reservations necessary. t-Stop to pick up day passengers for beyond Albany on route of train. Note 1—Connecting motor service