

The Southern Crescent

No. 1-2

All-Reserved

DINING CAR—

Washington-Atlanta (Daily)
Atlanta-New Orleans (Note 1)

TAVERN-LOUNGE CAR—

Washington-Atlanta (Daily)
PARLOR-DOME CAR—(Note 1)

West	East	Between	Type
100	200	Atlanta-New Orleans	21 Parlor Seats

RECLINING SEAT COACHES—Reservation Charge Applying.

South	North	Between	Type
3	3	Washington-Birmingham or New Orleans	52-Seat
5	5	Washington-Atlanta	52-Seat
12	12	New York-Birmingham or New Orleans	52-Seat

SLEEPING CARS—

South	North	Between	Type
22	22	Washington-Atlanta	DR, MR, Bft.-Lge. (Daily)
28	52	Washington-Atlanta	10-Rmtte 6-DBR (Daily)
SR-41	S-41	New York-Birmingham	10-Rmtte 6-DBR (Note 3)
West	East	Between	Type
SW-1	SE-1	New York-Los Angeles	10-Rmtte 6-DBR (Note 4)

Note 1. Tri-Weekly, Atlanta to New Orleans Tuesday, Thursday, Sunday; New Orleans to Atlanta Monday, Wednesday, Friday.

Note 2. Cars 3 and 12 operate to and from New Orleans Tri-Weekly, prefixed "N", and operate to and from Birmingham four days a week, prefixed "B." See Schedules.

Note 3. Cars SR-41/S-41 operate four days each week, departing New York on Tuesday, Thursday, Friday, Sunday; and departing Birmingham on Tuesday, Thursday, Saturday, Sunday.

Note 4. Cars SW-1/SE-1 operate Tri-Weekly, departing New York on Monday, Wednesday, Saturday; and departing Los Angeles on Tuesday, Friday, Sunday.

Sleeping Car Room Accommodations

Roomette (1)*—with bed folding into wall, primarily intended for one person.
Bedroom (1)*—with lower and upper berth, for one or two persons.
Bedroom Suite (2)*—connecting bedrooms, with two lower and two upper berths, for four persons.
All rooms have individual drinking water, lavatory and toilet facilities, also daytime lounging.

*—Minimum number of adult railroad tickets, valid for transportation in sleeping cars, required for occupancy.

EXPLANATION OF REFERENCE NOTES

- CT—Central Time
- ET—Eastern Time
- MT—Mountain Time
- PT—Pacific Time
- a—Stops on signal to receive revenue passengers for Atlanta and beyond.
- b—Stops on signal to receive revenue passengers for Atlanta and beyond; discharge revenue passengers from Charlottesville and beyond.
- c—Stops to discharge revenue passengers from Charlottesville and beyond.
- d—Stops on signal to receive revenue passengers for Charlottesville and beyond.
- e—Stops on signal to receive revenue passengers for Charlottesville and beyond; discharge revenue passengers from Atlanta and beyond.
- f—Flag stop; stops on signal to receive and discharge revenue passengers.
- g—Stops to discharge revenue passengers from Atlanta and beyond.
- h—Stops to discharge revenue passengers from Charlottesville and beyond on Sundays only.
- j—Stops on signal to receive revenue passengers for Salisbury and beyond; discharge revenue passengers from Danville and beyond.
- k—Stops on signal to receive or discharge revenue passengers for and from Charlottesville or Alexandria and beyond.
- m—Stops on signal to receive and discharge revenue passengers for or from Birmingham or New Orleans and beyond.
- n—Stops on signal to receive or discharge revenue passengers for or from Birmingham or Alexandria and beyond.
- p—Stops on signal to receive and discharge revenue passengers for or from Meridian or New Orleans and beyond.
- q—Tri-weekly operation, Sundays, Tuesdays, and Fridays.
- r—Stops only to discharge passengers.
- t—Daily
- METROLINER -- Does not operate on Sundays. Separate reservations and boarding pass required. No baggage service between New York-Washington on this train.
- METROLINER -- Daily. Separate reservations and boarding pass required. No baggage service between New York-Washington on this train.
- Daily, carrying through cars. No baggage service between New York-Washington on this train.
- ▲—Stops only to receive passengers.
- ◆—Stops only to discharge passengers.
- ★—First train to New York and intermediate points, PC 142, leaves Washington daily at 6:15 AM.
- ☒—This city does not observe Advanced Time. Time shown at this point conforms to local time.

Responsibility—Schedules herein are subject to change without notice and these companies assume no responsibility for errors in time tables, failure to make connections, inconvenience, damage, or other adverse result, occasioned by delayed trains, shortage, shopping, or substitution of equipment, under circumstances beyond normal control.

SOUTHERN RAILWAY SYSTEM

Passenger Train Schedules

Featuring

THE SOUTHERN CRESCENT

Between:

NEW YORK
PHILADELPHIA
BALTIMORE
WASHINGTON

CAROLINAS
ATLANTA
BIRMINGHAM
NEW ORLEANS



LOOK AHEAD-LOOK SOUTH

ROUTE OF THE SOUTHERN CRESCENT

**NEW YORK — WASHINGTON — CHARLOTTE —
ATLANTA — BIRMINGHAM — NEW ORLEANS**

READ DOWN			READ UP	
PC 101	PC 173	PC 113	PC 126	PC 102
6:30	3:00	4:15	12:38	11:30
6:42	3:16	4:27	12:22	11:16
7:18	4:00	5:03	11:35	10:39
7:46	4:29	5:31	11:07	10:13
8:10	5:08	6:05	10:58	9:47
8:57	6:09	6:42	9:25	9:02
9:30	6:55	7:15	8:40	8:30
Miles				
5	1	0	2	6
10	10	8.2	7	10
a	11	32.6		
a	11	67.4		
a	11	84.7		
a	11	112.2		
12	30	112.2		
12	40	160.0		
1	45	165.1		
1	55	165.1		
2	04	172.5		
2	15	172.5		
2	25	195.8		
2	35	218.2		
2	45	235.8		
2	55	235.8		
3	05	259.9		
3	15	283.9		
3	25	283.9		
3	35	299.2		
3	45	306.0		
3	55	316.8		
4	05	333.7		
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