### The Southern Crescent

## No. 1-2

#### All-Reserved

DINING CAR-

22 28

SR-41

West

SW-1

S-41

Washington-Atlanta (Daily) Atlanta-New Orleans (Note 1) TAVERN-LOUNGE CAR-

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

East Between West 100 200 Atlanta-New Orleans
RECLINING SEAT COACHES—Reservation Charge Applying. North South

Between (Note 2) Washington-Birmingham or New Orleans 21 Parlor Seats 52-Seat 52-Seat 52-Seat

10-Rmtte 6-DBR (Note 4)

Washington-Atlanta New York-Birmingham or New Orleans SLEEPING CARS South North

Between Washington-Atlanta Washington-Atlanta DR, MR, Bft.-Lge. (Daily) 10-Rmtte 6-DBR (Daily) New York-Birmingham Between 10-Rmtte 6-DBR (Note 3)

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

New York-Los Angeles

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**

-Central Time

ET-Eastern Time MT-Mountain Time

PT—Pacific Time

-Stops on signal to receive revenue passengers for Atlanta and beyond.

-Stops on signal to receive revenue passengers for Atlanta and beyond; discharge revenue passengers from Charlottesville and beyond

-Stops to discharge revenue passengers from Charlottesville and beyond. -Stops on signal to receive revenue passengers for Charlottesville and beyond. -Stops on signal to receive revenue passengers for Charlottesville and beyond;

discharge revenue passengers from Atlanta and beyond.

-Flag stop; stops on signal to receive and discharge revenue passengers. -Stops to discharge revenue passengers from Atlanta and beyond. -Stops to discharge revenue passengers from Charlottesville and beyond

on Sundays only.

Stops on signal to receive revenue passengers for Salisbury and beyond; discharge revenue passengers from Danville and beyond.
-Stops on signal to receive or discharge revenue passengers for and from Charlottesville or Alexandria and beyond.

Stops on signal to receive and discharge revenue passengers for or from Birmingham or New Orleans and beyond.

-Stops on signal to receive or discharge revenue passengers for or from Birmingham or Alexandria and beyond.

Stops on signal to receive and discharge revenue passengers for or from

Meridian or New Orleans and beyond. -Tri-weekly operation, Sundays,Tuesdays,and Fridays.

Stops only to discharge passengers.

METROLINER - - Does not operate on Sundays. Separate reservations and boarding pass required. No baggage service between New York-Washington

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

| F   | ROUTE OF THE SOUTHERN CRESCENT |                            |                                |          |  |  |   |
|---|--------------------------------|----------------------------|--------------------------------|----------|--|--|---|
| NEW YORK — WASHINGTON — CHARLOTTE —<br>ATLANTA — BIRMINGHAM — NEW ORLEANS   |                                |                            |                                |          |  |  |   |
| READ DOWN READ UP   |                                |                            |                                |          |  |  |   |
|   |                                | 73 PC                      | 113                            | (E       | T) Eastern Time (CT) Central Time  | PC 126   |   |
| ° 6,30<br>• 6 42<br>7 18  | • 3                            | 16 •                       | 4 4 27                         | LV       | New York Penna Sta.(PC)(ET)N. Y. Ar<br>Newark  | • 12,38<br>12 22<br>11 35                      | 11∆30<br>♦11 16<br>10 39  |
| 7 18  | 4                              | 16 A<br>00<br>29           | 5 03                           |          | North Philadelphia Pa.   | 11 35<br>11 07                                 | 10 39   |
| 7 46  | 4                              | 39<br>08                   | 5 31                           |          | North Philadelphia Pa. Philadelphia (30th St. Station) Wilmington. Del. Baltimore Penna Sta. Md. Washington. D. C. Lv  | 10 58<br>10 29                                 | 10 13   |
| 8 10<br>8 57  | 6                              | 09 _                       | 5 55<br>6 42<br>7 15           |          | Baltimore Penna StaMd.   | 9 25   | 9 47<br>9 02  |
| ° 9 30  | • 6<br>1                       |                            | 7 15<br>Wiles                  | Ar       | Washington   | • 8 40<br>2                                    | 8 30<br>6   |
| † 9 45<br>10 10   | † 7                            | 25                         | .0                             | Lv       | Washington (SOU)(ET). D. C. Ar   | † 7 50   | <b>★</b> †10 45   |
| 0.11 00   | 1- 8                           | 163                        | 8.2<br>32.6                    |          | Washington (SOU) (ET). D. C. Ar<br>Alexandria  | 7 10   |   |
| all 35<br>all 55  | 8                              | 47<br>08                   | 67.4<br>84.7                   |          |  |  | g 8 40  |
| 12 30<br>12 40  | 9                              |                            | 112.2<br>112.2                 | Ar       | Orange   | 5 20<br>5 20                                   | 7 50<br>7 45  |
| 1 45  | s J                            | 1                          | 160.0                          |          | Sweet Briar  | 2  |   |
| 1 45  | 10 ac                          | 55                         | 165.1<br>165.1                 | Lv       | Monroe (Sweet Briar ) Lv Monroe (College ) Ar Lynchburg Lv Lynchburg Ar  | 9 4 20<br>4 15                                 | 6 35<br>6 25<br>6 15  |
| © 2 04  | 8 II                           | 04                         | 172.5<br>172.5                 | Ar<br>Lv | Lynchburg '' Lv  | 4 15<br>4 05<br>4 05                           | 6 151   |
| ) harlotte) 1 50 5 6 7 10 2 10 2 10 2 10 2 10 2 10 2 10 2 10  | ğfii                           | 37                         | 195.8<br>218.2                 |          | Altavista  | 4 20<br>4 15<br>4 05<br>4 05                   | 6 10<br>e 5 32  |
| 3 30  | 12                             | 21                         | 235.8                          | Ar       | Danville' Lv   | 2 50   | 4 55  |
| 5 4 12  | 8 j 1                          | 00                         | 235.8<br>259.9                 |          | Reidsville   | Res.   | 4 45<br>⊋e 4 15   |
| d Service, Washington-Charlo<br>  Lab   GGG GGG GGG GGGG GGGG GGGG GGGG GGG   | rg Cars—Reserved Seat Coaches  | 35                         | <b>283.9</b><br>283.9<br>299.2 | Lv       | Altavista   Chatham   Ch | 1 50<br>1 50<br>1 20<br>1 20<br>1 246          | 3 30  |
| Sb 5 24   | s 1                            | 53                         | 299.2<br>306.0                 | 18       | High Point   | 1 20   | tse 3 10  |
| b 5 46  | M o                            | 25                         | 316.8<br>333.7                 | An       | Lexington '' Salisbury '' Lv Salisbury '' Ar   | 12 46  | e 2 48  |
| ≥q 6 40   | <u></u>                        |                            | .0                             | Lv       | Salisbury Ar   | 9  | Service, Charlotte-Wash 25 5 9 9 12 12 12 12 12 12 12 12 12 12 12 12 12 |
| g q10 40<br>6 25  | S 2                            | 40                         | 138.9                          | Ar       | Salisbury Ar Kannapolis 'Ly Concord 'I   | <u> </u>                                       | q 9 15  |
| 2b 6 43   | Ē                              |                            | 333.7<br>348.9                 | -        | Kannapolia   |  | 5 7 45  |
| ie 7 13   | <b>8</b> 3                     | 03<br>25<br>40             | 356.4<br>3 <b>7</b> 5.2        | Ar       | Concord '' Charlotte '' Lv   | 2 11 45  | 5 1 20  |
| The Piedmontt (Bar; Bar; Bar; Bar; Bar; Bar; Bar; Bar;  | 3                              | 40                         | 375.2<br>389.1                 | Lv       | Charlotte  | <u>\$</u> 11 3/                                | Ser 1 00  |
| Ec 7 59   | 4                              | 11                         | <b>399.3</b> 410.6             |          | Kings Mountain "   |  | ge <b>12 30</b>   |
| B 8 26  | ₫                              |                            | 423.9<br>432.3                 |          | Blacksburg S. C.   | Crescen<br>10 15<br>10 15                      | ar-F  |
| e 8 58  | 5                              | 13                         | 452.6                          | Ar       | Spartanburg ' Lv   | 2 10 15  | 11 35   |
| e 9 05  | ت.<br>ت                        | 13                         | 452.6<br>471.0                 | LV       | Greer  | E  | 11 35<br>11 25  |
| 9 40<br>9 50  | <b>L</b> 5                     | 55<br>05                   | 484.1<br>484.1                 | Ar       | Greenville '' Lv   | 9 35<br>9 30                                   | 10 40<br>10 25  |
| c10 03  | <b>#</b>                       |                            | 495.8<br>502.7                 |          | Blacksburg S. C. Gaffrey Ly Spartanburg Ly Spartanburg Ar Greer Greer Ly Greenville Ar Easley Liberty Central  | Southern 6 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 | he P  |
| C10 10  | <b>e</b> f 6                   | 20                         | 510.2                          |          | Central  | <b>≅</b><br>f 8 47                             | d 9 35  |
| C10 55  | F                              |                            | 514.2<br>522.7                 |          | Seneca   | 1 0 41   |   |
| b11 00  | n 7                            | 15                         | 531.6<br>547.3                 |          | vv documnotor  | f 8 15   | d 9 05  |
| c11 20<br>c11 32  |                                |                            | 559.9<br>5 <b>7</b> 2.2        |          | Cornella   | *****  |   |
| b11 46  | 8                              | 00                         | 584.6<br>594.1                 |          | Luia   | 7 <b>3</b> 5                                   | e 8 25  |
| e12 05<br>e12 16  |                                |                            | 600.9                          |          | Buford   |  |   |
| †12 55  | 8                              | 55                         | 612.7<br>633.3                 | Ar       | Atlanta Peachtree Sta(ET) Ga. Ar   | 6 40   | † 7 30  |
|   | 10                             | 10<br>48                   | 633.3<br><b>735</b> .0         |          | Anniston (C1) Ala.   | 6 40<br>6 25<br>3 16                           |   |
|   | †12                            | 30                         | 798.9                          | Ar       | Birmingham '' Lv   | † 1 55   |   |
| 1   |                                |                            | 1                              |          | TDI WEEKI Y  | 0-   | 2   |
| Opera<br>Tuesd  | ays                            |                            | I I S                          |          | TRI-WEEKLY BETWEEN MINGHAM-NEW ORLEANS   | Mo   | erates<br>ndays   |
| Thurso<br>Sunda   | ays                            |                            |                                |          |  | Fr   | nesdays<br>idays  |
| Dood D  | own I                          | 798 9                      | Lv B                           | irmi     | ngham(CT) Ala.   | Ar Re  | ad Up<br>1 40   |
| 1 m 2   | 6                              | 854.3                      | T                              | usca     | uloosa   | t m  | 12 27<br>11 53  |
| 12 4<br>12 m 2 1<br>1 m 2 1<br>3 m 2 1<br>3 m 3 1   | 55                             | 914.9                      | L                              | ivin     | ngham (CT) Ala,<br>loosa (ST)<br>N (ST)<br>gsten (ST)<br>dian (Miss,   | Lv m m   | 11 28<br>10 55  |
| 2 3   | 55                             | 951.3                      | Lv N                           | leri     | dian   | Ar 5   | 10 50<br>10 50<br>9 40  |
| E 5   | 13<br>10                       | 1036.6                     | H                              | latti    | eshura   | ner  | 9 05  |
| Southern Crescent   | 24                             | 1052.9                     | P                              | urvi     | S  | out p  | 8 46<br>8 22  |
| The Southern Crescent days and days are marked and days are marked as a second and days are a second and days | 40<br>57<br>24<br>09<br>25     | 1076.4<br>1118.6<br>1153.8 | Ar N                           | lide     | IILa.<br>Orleans   | he Southern                                    | 7 38<br>6 45  |
| F   |                                | 1                          |                                | -        |  | F  |   |

| Please see back page | for equipment on T | HE SOUTHERN CRESCENT | and explanation |
|----------------------|--------------------|----------------------|-----------------|
| of reference notes.  |                    |                      |                 |

Bold and light type: 12:01 midnight to 12:00 noon is shown in light-faced type and from 12:01 noon to 12:00 midnight in dark-faced type.

| NEW YORK — WASHINGTON — LYNCHBURG   |                             |  |  |  |  |
|---|-----------------------------|--|--|--|--|
| Read Down Eastern Time  |                             |  |  |  |  |
| 7 Miles   | Daily                       | 8  |  |  |  |
| S = 8 30   9 46   10 57   10 57   11 45   .0   12 2 2 35 112.2   2 40 112.2   3 550 165.1   4 4 05   172.5   18   18   18   18   18   18   18   1 | Lw New York (Pa, Sta.) (ET) | PM 6 50 50 13 3 40 11 00 10 50 9 40 9 30 1 9 20 AM |  |  |  |

EQUIPMENT Trains 7-8. Coaches only between Washington and Lynchburg.

Connections at Charlottesville with AMTRAK'S

"GEORGE WASHINGTON"—"JAMES WHITCOMB RILEY,"
through service to and from Cincinnati and Chicago.

| Read D        | lown           | DAILY  | Read | Up       |
|---------------|----------------|--|------|----------|
| 1-303         | Miles          | COACH-SLEEPING CAR-DINER LOUNGE                  | 304- | 2        |
| 8 12          | .0<br>38.0     | Lv Charlottesville (Union Sta.) (ET)(C&O)        | 10   | 25<br>28 |
| 10 27         | 95.0<br>129.0  | Clifton Forge<br>White Sulphur Springs.          | 8    | 18<br>20 |
| 2 35          | 271.0          | Charleston                                       | 4    | 05       |
| 3 45<br>4 20  | 321.0<br>337.0 | Ashland  | 2    | 05<br>30 |
| 7 15<br>7 40  |                | Ar Cincinnati                                    | 11   | 25<br>00 |
| 9 10          | 592.0          |  | 7    | 55<br>25 |
| 12 03<br>1 20 |                | Kankakee (CT) Ar Chicago (Central Station) (CT). | 4    | 59<br>50 |

## SALISBURY — ASHEVILLE

| Read Down  |  | Eastern Time TRI-WEEKLY   | Read Up  |  |
|--|--|---|--|--|
| 3  | Miles  | Sundays-Tuesdays-Fridays  | . 4  |  |
| 6 40<br>7 23<br>f 8 00<br>f 8 03<br>8 20<br>f 8 34<br>f 8 39<br>8 53<br>f 9 03 | 25.0<br>48.2<br>50.8<br>57.6<br>67.2<br>70.9<br>78.6<br>84.0<br>99.9 | Ly Salisbury  | 1 15<br>12 27<br>fil 55<br>fil 52<br>11 40<br>fil 24<br>fil 20<br>11 06<br>fil 59<br>10 33 |  |
| 9 46<br>f10 15<br>10 21<br>f10 26<br>f10 31<br>10 40<br>PM                     | 109.7<br>123.0<br>125.1<br>129.9<br>134.1<br>138.9                   | Old Fort.  Ridgecrest.  Black Mountain.  Swannanoa.  Azalea (Oteen).  Ar Asheville.  Ly | 10 17<br>f 9 48<br>9 41<br>f 9 30<br>f 9 22<br>9 15  |  |

**EQUIPMENT:** Coach and Dome Coach between Salisbury and Asheville.

## NEW YORK-LOS ANGELES VIA SLEEPER, WITH AN OVERNIGHT STOP IN EXOTIC NEW ORLEANS

The good old days are here again—only they're better! The Southern Crescent has teamed up with AMTRAK to bring you the Transcontinental Rail Cruise: luxurious sleeping car service from coast to coast.

Between Atlanta and New Orleans, you can ride Southern's beautiful dome car for an unbeatable view of the countryside. In New Orleans, you will have an evening on the town to enjoy as you wish, with your sleeping car room as your hotel.

Sleepers leave New York and Washington on Monday, Wednesday, and Saturday. They leave Los Angeles on Tuesday, Friday, and Sunday.

## AMTRAK'S "SUNSET," TRAINS 1 AND 2, OPERATING BETWEEN NEW ORLEANS—LOS ANGELES.

| Read Down  |  |  | Read Up  |  |  |
|--|--|--|--|--|--|
| Departs<br>New Orleans<br>Wednesdays<br>Fridays<br>Mondays Miles |  | OPERATES TRI-WEEKLY SLEEPING CAR, DINER- LOUNGE, CHAIR CARS.   | Departs Los Angeles Fridays Sundays Tuesdays   |  |  |
| 7:30 AM (3)  | 363.0<br>569.0<br>1177.0<br>1488.0<br>1608.0<br>2033.0 | Lv New Orleans, La.       (CT)       Ar         Ar Houston, Texas       Lv         Ar San Anthonio, Texas       Lv         Ar El Paso, Texas       (MT)       Lv         Ar Tucson, Arizona       Lv         Ar Phoenix, Arizona       Lv         Ar Los Angeles, Cal.       (PT)       Lv | (3) 12:00 Noon<br>(3) 7:35 AM (3)<br>(2) 5:55 PM (4)<br>(2) 9:55 AM (5)<br>(2) 7:10 AM |  |  |
| (1) First Day. (2) Second Day. (3) Third Day.                    |  |  |  |  |  |