

*The CRESCENT*



T U N C H E N

## ALONG OUR ROUTE...



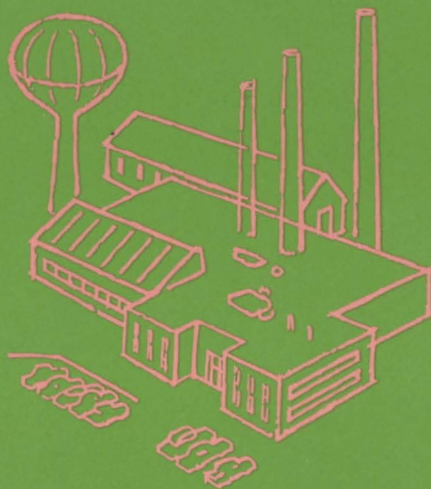
IN THE DAYS before steam locomotives, railroaders experimented with some mighty imaginative kinds of power.

One was a "sail car," a box on wheels fitted with a sail, like a boat.

Another was the "treadmill car," moved by a horse walking a treadmill on the car.

The first use of steam in regular service was on a Southern Railway predecessor line. The South Carolina Canal and Rail Road Company ran a steam locomotive and two passenger cars from Charleston, S. C., on Christmas Day, 1830.

Fittingly enough, Southern was the first railway of its size in the country to become totally dieselized. Our last steam locomotive made its final run on June 1, 1953.



DURING 1965, industry investments in new plants, distribution warehouses and additions to existing facilities along the lines of Southern Railway System totaled \$611 million.

These capital investments by business created 22,200 new job opportunities.

In the 15-year period ending last year, nearly \$8 billion was invested by business in new and expanded facilities along Southern System lines. Some 300,000 new job opportunities were created by this growth.

Today's South is, indeed, "where the action is," and nowhere is this more apparent than along the lines of our railroad — the Southern Railway, which serves the South.



THE TALL steel towers located along the rails you're traveling are relay stations for the microwave communications system that Southern uses. It is the nation's largest privately-owned industrial microwave system.

Additions now being made to this all-weather communications network that the railroad uses will provide a total of 4,100 route-miles of "instant communication" between major cities and intermediate points on the Southern System.

Microwave installations are not vulnerable to snow, ice or heavy windstorms. Great amounts of important information in all phases of the railroad's work are reliably and speedily transmitted and System-wide telephone communications add to Southern's ability to serve customers better.



# Luncheon

## The CRESCENT

### IF YOU DESIRE A Table d' Hote Luncheon

add eighty-five cents to the price of  
the entrees below and take a choice of:

JUICE OR CUP OF SOUP  
TWO VEGETABLES

OR

ONE VEGETABLE AND LETTUCE AND TOMATO  
SALAD WITH FRENCH DRESSING  
CHOICE OF DESSERT ON MENU  
COFFEE, TEA OR MILK

### ***luncheon a la carte***

Chilled Grapefruit Juice .40

Chilled Tomato Juice .40

Soup du Jour, Cup .40

Jellied or Hot Consomme, Clear, Cup .40

### ***entrees*** (The below entrees include Bread and Butter, Coffee, Tea or Milk)

**Broiled or Fried Fish, Tartar Sauce** 2.15

**Grilled Filet Mignon, Mushroom Sauce, Hashed Browned Potatoes** 3.00

**Southern Roast Beef Hash, One Fried Egg** 2.25

**Cheese or Ham Omelet (3 Eggs)** 1.85

**Ham and Eggs, any style** 1.75

A Plate Portion of Lettuce and Tomato Salad with French Dressing or Mayonnaise .45 extra served with the above entrees

Hashed Browned Potatoes .40

Green Lima Beans .35

### ***sandwiches***

American Cheese .80

Combination Ham and Cheese .90

Baked Ham .80

Chicken Salad 1.35

Club Sandwich 1.75

Bacon, Lettuce and Tomato 1.00

### ***salads*** (With French Dressing or Mayonnaise)

Lettuce and Tomato .90

Head Lettuce .80

Chicken Salad and Crackers 1.60

Lettuce, Pineapple, Cottage Cheese

Salad, French Dressing .95

French Rolls and Butter .25

Dry or Buttered Toast .25

Flake Crackers .20

Fresh Fruit (in Season) .45

Stewed Prunes with Cream .50

Figs with Cream .45

Ice Cream, Cookies .45

Bleu Cheese, Crackers .45

Coffee, Pot .35

Iced Tea, Pot .35

Cocoa, Pot .35

Hot Tea, Pot .35

Milk .20

Postum, Sanka Coffee, Pot for One .35

Meals served in Pullman Space 50¢ extra per person;  
available when waiter can be spared from Dining Car.

E. L. Frapart • Manager Dining Cars • Southern Railway System • Atlanta, Ga. 30303

# SOUTHERN RAILWAY SYSTEM