

Request Granted

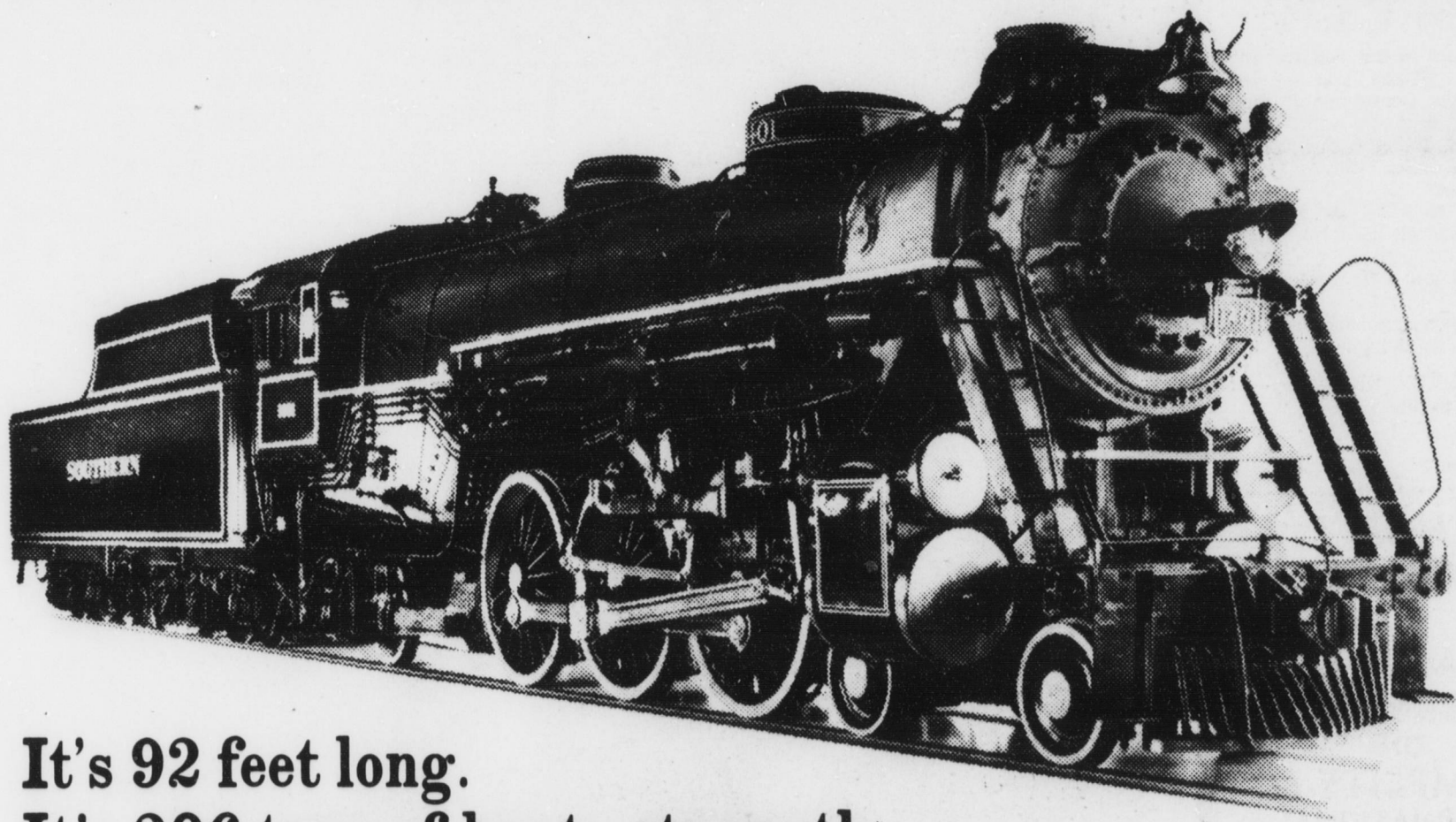
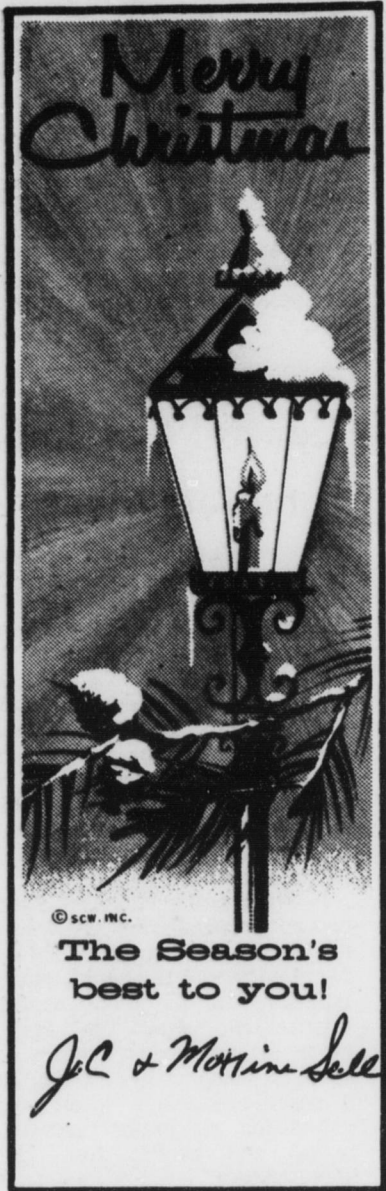
The traveling salesman had sold a pretty good order and had been celebrating. After the tenth drink, he began to appreciate his true worth so much that he sent the following telegram to his boss:

"Must have raise at once or count me out of organization."

The next day, while holding his head, he received the following telegram:

"One, two, three, four, five, six, seven, eight, nine, ten!"

Mrs. Ferebee's Fourth Grade — Continuing the Journal series of pictures of classes at Cooleemee School, today we show Mrs. Ferebee's fourth grade. Members are: Dennis Allen, Michael Brown, Glenda Burton, Lola Clement, Lisa Creason, Deborah Crotts, Dennis Davis, Mark Freeman, Janet Hamilton, Jeffrey Keith Hursey, Randy Johnson, Sylvia Jones, Larry Know, Timothy Craig McCoy, Pelzo Miller, Jr., Timothy Miller, Ronald Nail, Carol Ann Padgett, Steve Patterson, Johnny Polk, Sheila Presnell, Janice Robbins, Elizabeth Shoaf, Cynthia Soots, Danny Spry, David Steele, Thomas Ted Tuggle, Keith Tutterow, Janie West, Michael White and Harry Williams.



**It's 92 feet long.
It's 206 tons of brute strength.
It's a museum piece.**

The new brand of railroading at work on Southern Railway in recent years quickly made a museum piece of steam locomotive "No. 1401" — for Southern was the first of the big American railroads to convert from steam to 100% diesel power.

Similarly, countless other "traditional" ways to run a railroad have been made obsolete by the continuing revolution in railroading that is taking place on the modern Southern. Not only have we adopted, we have also *invented* many of the technological advances and equipment improvements that are providing our customers with improved railroad transportation at lowest possible cost.

Changes such as these carry a high price tag—money plowed back from our earnings to keep pace with the growing transportation needs of the growing South. It is an investment that helps us save money for shippers and consumers in the South. Your benefit — and we do, too!

**Southern
Railway
System**
WASHINGTON, D.C.



Just a few years ago, "No. 1401" was thundering through the South at 80-plus miles an hour — a beautiful and complex mechanism of tremendous size and power. Today, in Washington, D. C., it stands idle and proud in the Smithsonian Institution's Museum of History and Technology — a gift to all America from Southern Railway.