

# The Southern Railway Service Helps The South

## SOUTHERN ADDS MUCH TO LINES

Has Been Great Factor in the Phenomenal Growth That has Been Noted in the Past Few Years, Continually Making Improvements on Roads

GIVES GREAT SERVICE TO TOURISTS THAT COME TO TRYON EVERY YEAR FOR VACATION

The slogan service slogan of the Southern Railway System, "The Southern Serves the South," is a simple statement of fact.

The territory south of the Ohio and Potomac rivers and east of the Mississippi is perhaps more nearly served by the Southern Railway System than any other territory of like extent served by any single railroad.

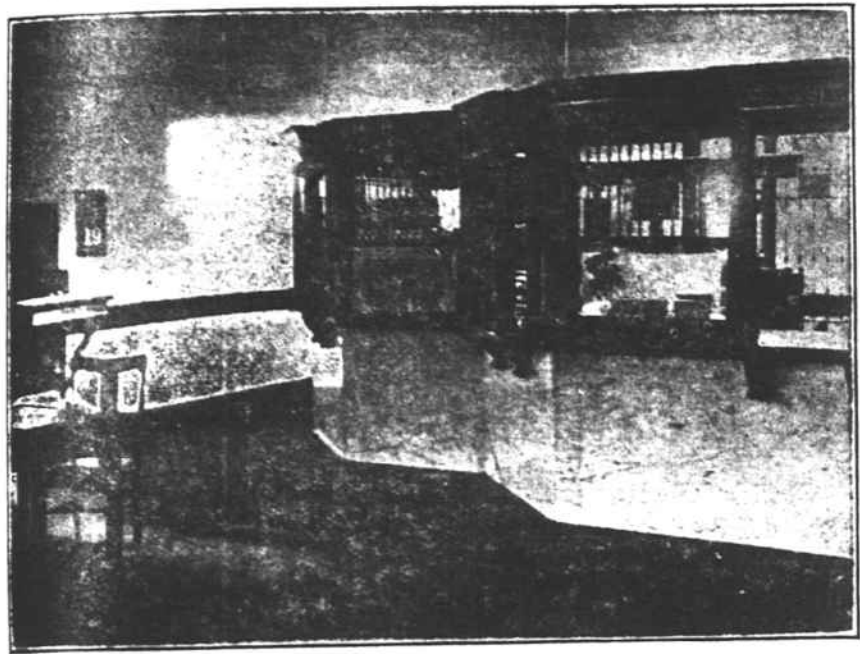
Every mile in this area, except West Virginia, is traversed by the lines of the Southern which also reach across Indiana and Illinois to the Mississippi river at St. Louis. With its main gateways at Washington, Cincinnati and Louisville, western gateway at St. Louis and Mem-

phis, the Southern Railway System connects Washington and Atlanta. Two hundred and seventy seven miles of double track were also completed on the Cincinnati-New Orleans line.

Wherever double-tracking has been done the grades and curvature were reduced and automatic electric signals provided.

Since January 1, 1920, the lines making up the Southern Railway System have expended in excess of \$73,000,000.00 for the purchase of new equipment, including 419 locomotives, 30,350 freight cars, 130 all-steel coaches, 125 baggage mail and express cars, and 20 dining cars.

Locomotives of greater power and cars of large capacity have made



Peoples Bank & Trust Co.

reaching tidewater at the ports of Norfolk, Charleston, Savannah, Brunswick and Jacksonville on the South Atlantic and at Noble and New Orleans on the Gulf of Mexico. The Southern serves directly nearly every important community in the South.

Total road mileage is approximately 8,000, including the lines of Southern Railway Company, 6,869 miles; the Cincinnati, New Orleans and Texas Pacific Railway Company, 1,131 miles; The Alabama Great Southern Railroad Company, 313 miles; New Orleans and North-eastern Railroad Company, 207 miles; Georgia Southern and Florida Railway Company, 402 miles, and several shorter lines.

### Important Main Lines

Among the important main lines are those from Washington to Birmingham, via Atlanta; from Washington to Jacksonville, via Columbia and Savannah; from Washington to New Orleans via Knoxville, Chattanooga and Birmingham; from Washington to Memphis via Knoxville and Chattanooga; from Cincinnati to New Orleans and from Cincinnati to St. Louis and Louisville via Jacksonville, via Chattanooga and Atlanta; from Cincinnati to Charleston via Asheville, N. C.

The growing industrial communities of the Piedmont region, the resource regions of the southern Appalachians, the rich mineral areas of Alabama and Tennessee, the fertile valleys of the Tennessee river with its potential water power at Muscle Shoals, the productive Shenandoah Valley for apple, grain and beef raising, the Piedmont Virginia blue grass region of Kentucky, the tobacco fields of Virginia, the pine lands of Georgia, the black belt of Alabama, and the early vegetable farms and citrus fruit production of northern Florida, southern Alabama, and Mississippi are all served by the Southern.

### Double Track

When the Southern Railway Company was organized in 1894 its lines were all single track. The first double-tracking of importance was on the line between Alexandria and Orange, Va., which was completed in 1904. From time to time second main tracks were added where needed and between 1912 and 1920, there was built on the system 578 miles of double-track bringing the total up to 1921 miles. The most important

necessary the laying of heavier rail and the construction of stronger bridges. During 1925 heavier rail was laid on 929 miles of the Southern's tracks and at the close of 1925 100-pound rail which has been adopted as the standard for the main lines had been laid on 1,050 miles. For 1926 delivery the Southern has purchased 107,400 tons of new rail, enough to lay more than 750 miles of track.

### New Shops and Yards

During 1924 and 1925 the Southern added to its equipment several modern shops which are proving of great benefit to the entire system. A new locomotive freight car repair shop at Birmingham, Ala., a new freight and passenger car repair shop at Hayne, S. C., near Spartanburg, and a modern locomotive repair shop at Atlanta have been completed.

At Atlanta a passenger engine terminal and coach yard was completed. Freight classification yards and engine handling facilities have been completed at Knoxville and Asheville and are under construction at Chattanooga. Additional yard facilities have been provided at Grand Crossing, Fla., near Jacksonville.

A cut-off line, 17 miles long between Bulls Gap and Leadvale, Tenn., facilitating the handling of coal from the southwest Virginia fields to Asheville and belt lines at Knoxville and Spartanburg, permitting the routing of traffic around those cities were completed in 1925.

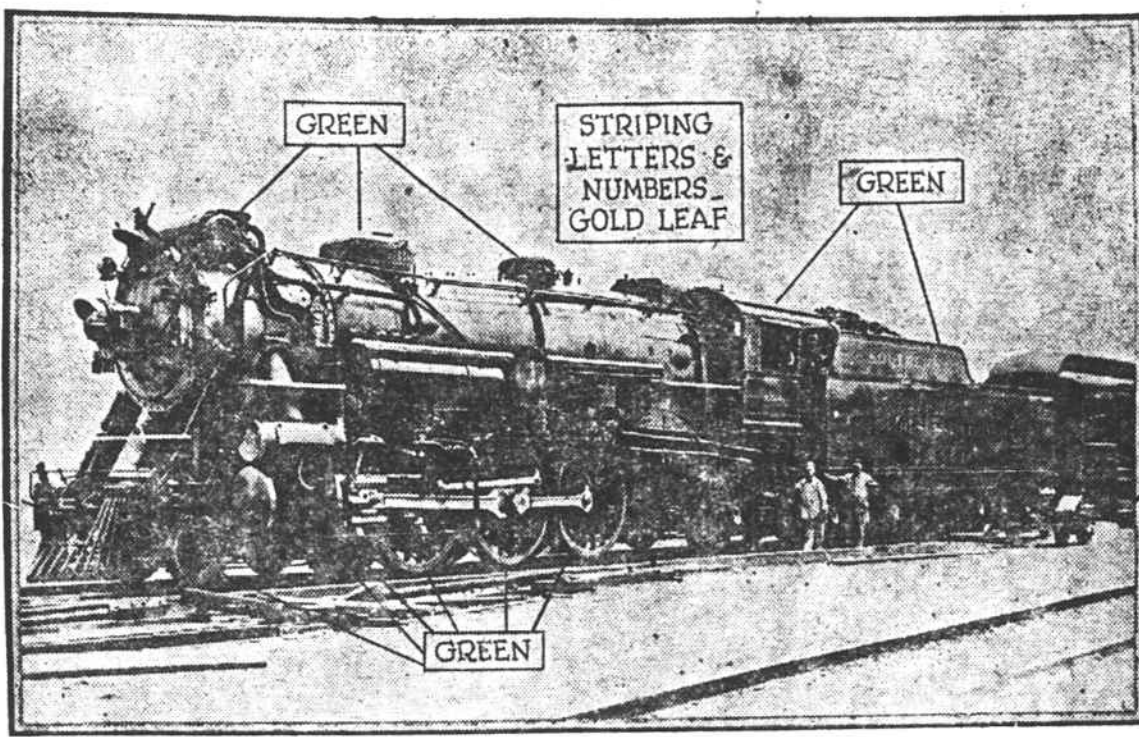
### 1926 Improvement Program

During 1926 the Southern has been carrying on extensive improvements on seven of its lines, aggregating approximately 1,000 miles of road, at a total expenditure of about four million dollars, so as to increase traffic capacity and promote operating efficiency in handling the growing business of the South.

Roadway and structures have been strengthened to permit the use of heavier and more powerful locomotives and passing track facilities increased to accommodate longer trains on the following lines, Chattanooga to Macon via Atlanta, Bristol to Chattanooga, Chattanooga to Memphis, Richmond to Danville, Winston-Salem to Charlotte, Selma to Suggsville, Ala., Parish to Sheffield, Ala.

The improvements between Winston-Salem and Charlotte give an alternate line of heavy capacity between Greensboro and Charlotte, those between Selma and Suggsville increase train capacity between Selma and the port of Mobile; and those on the other lines contribute generally to the better handling of both passenger and freight traffic. Passing tracks are being lengthened and heavier rail laid between

### SOUTHERN ENGINES IN COLOR SET NEW STYLE



Handsome New Passenger Locomotive of Southern Railway System, Painted Green and Gold.

Atlanta, Ga.—Much attention has been attracted by the brightly painted locomotives which the Southern Railway System is putting in service to pull its fast through passenger trains. Displacing the sombre black which has been the universal garb for locomotives on American railways in recent years, the Southern has adopted a color scheme of Virginia green and gold for its passenger engines and twenty-three of the heavy Pacific type are now coming from the Richmond plant of the American Locomotive Company, dressed in the new colors. They are a part of an order for 113 locomotives which was given by the Southern in March.

The new engines have tenders, cabs and other projections above the boiler jackets, drivers and truck wheels painted a rich Virginia green with gold leaf striping. The boiler

jackets, driving rods and other running parts are highly polished, adding greatly to the attractive appearance of the locomotives. The photograph shows No. 1393, the first of the new engines to reach Atlanta, ready to pull No. 38, the "Crescent Limited," from Atlanta to Spencer, N. C.

Four of the engines which will handle Nos. 37 and 38 between Atlanta and Washington have their tenders lettered "Crescent Limited" and three to run between Chattanooga, Birmingham and Meridian have their tenders lettered "Queen and Crescent Limited."

A distinctive feature of these new locomotives is the size of the tenders which have capacity for 14,000 gallons of water and 16 tons of coal. The tenders have twelve wheels, bolted mounted on two six-wheel trucks, and were designed to eliminate stops

for water. They run through between Atlanta and Greenville without stopping for either coal or water. Likewise no coal or water is taken between Greenville and Spencer, N. C., where engines are changed. The engine put on at Spencer runs to Monroe, Va., without taking on coal or water, and then runs to Washington, D. C. Two engines thus make the run of 637 miles between Atlanta and Washington, each of them stopping only once for coal and water.

Like other heavy Pacific type engines now in service on the Southern the new engines have 73-inch driving wheels, cylinders of 27-inch diameter and 28-inch stroke, and such modern improvements as mechanical stokers, power reverse gears, feed water heaters, superheaters and brick arches. The engines alone weigh 300,000 pounds and the tenders when loaded 256,000 pounds.

Macon and Jacksonville and between Valdosta and Palatka.

### Signals and Telephones

During the last two years the Southern has made rapid progress in equipping its lines with automatic electric black signals and with telephone circuits for dispatching, displacing the telegraph.

Automatic signals have been installed on the busy line between Morrisfown, Tenn., and Asheville, N. C., and are under construction between Chattanooga and Atlanta, Atlanta and Macon, Macon and Jacksonville and on two sections of the line between Meridia, Miss., and New Or-

leans, making a total installation of 650 miles. When the work now under way is completed, the Southern will have electric signal protection on its entire lines between Washington and New Orleans, via Atlanta and Birmingham, 1,160 miles; between Cincinnati and New Orleans, 836 miles; and between Cincinnati and Jacksonville, 840 miles.

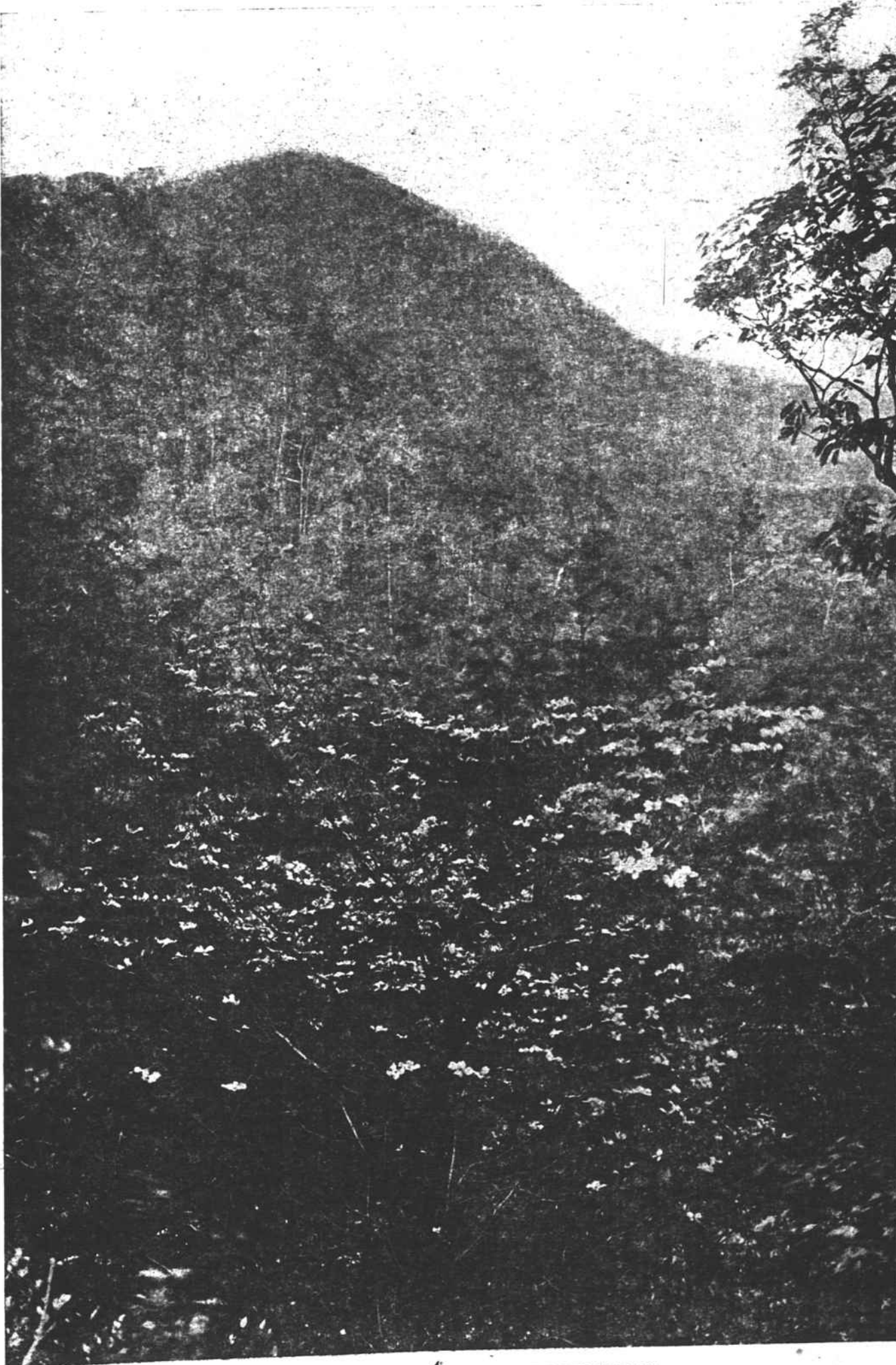
Telephone dispatching lines have recently been completed between Salisbury, N. C., and Knoxville, Tenn., via Asheville, and between Chattanooga and Macon, via Atlanta. Circuits are now being constructed between Asheville and Spartanburg, S. C., 69 miles. When they are

completed the Southern will have a telephone system covering 2,363 miles of road.

### High Class Passenger Trains

The Southern has made notable additions to its passenger train service through the "Crescent Limited", running between New York and New Orleans, and the "Queen and Crescent Limited", running between Cincinnati and New Orleans. Both of these trains have the most modern equipment with all the latest conveniences and are among the finest trains operated anywhere.

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DOGWOOD CLÓTHE'S TRYON HILLS.

## THE EARLY HISTORY OF NORTH CAROLINA

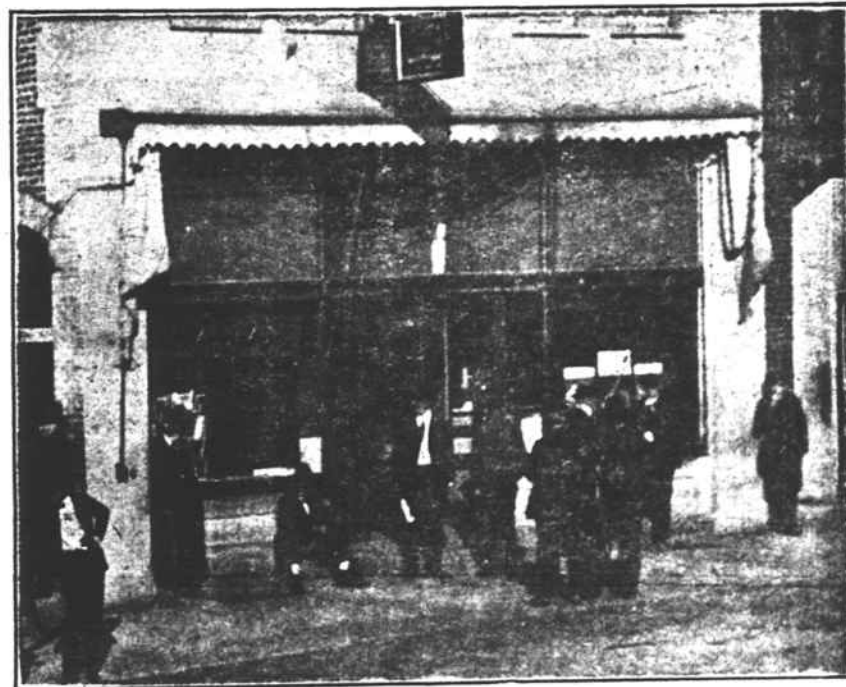
Many Historical Event Link up With the History of North Carolina, Great Events Took Place With Settlers Many Years Back. Now Great State

STORY BELOW TAKEN FROM ENCYCLOPEDIA BRITANNIA AND CONTAINS MUCH DATA

Among the most interesting history of early North Carolina are the letter of Miss Janet Schaw of Edinburgh who with her brother, and girl of eighteen, a boy of eleven, also Mrs. Miller who was Miss Schaw's maid with several others set sail on October 25, 1774 in a small craft known as the Jamaica Packet for the West Indies. As lands in the West Indies became more difficult to obtain because the growth of the sugar industry, they returned to North Carolina. Miss Schaw's letters or journal after over one hundred and fifty years came to light and were published in book form under the title of Journal of a Lady of Quality.

men in his party were still away, but as I had lately received by vessel from England so I was resolved to go. There were many things that were laughable, but there was no object ridiculous as myself and the figure I made. Dressed out in my British airs with high head and a hoop and trudging through the unpaired streets in embroidered silk shoes by the light of a lantern carried by a half naked black wench, as amusing at least. Many of the ladies stared at me but I former some agreeable acquaintances and had a good time.

"The old lady I wrote you about that was so ill died a few days ago and there was a large number at



Missidine Pharmacy

-At last (she writes) America is in my view, white barren lands and nodding pines. All seems dreary and savage. When the pilot boat came out to meet us I asked the master, "pray sir does anybody live about here?" In a surly way he said, "don't you see how thick it is settled," he then pointed out at a great distance and after some time I observed through the trees some thing that resembled smoke. "I told so that is the Snow Plantation and look you there is another? Why sure you must be blind it is not above five miles away," I confessed I was short sighted but as he was busy catsing the lead I let him alone.

We were soon opposite the fort and I could see guns pointing through what seemed only timber brush, and I was bound to believe that I could take the fort with a company of Edinburg boys. With a few popguns and no artillery. She afterwards writes about the fort which was located eleven miles up from the mouth of Cape Fear River near Wilmington. Her first letter tells of the divorce of Robt. Snow and his wife. "As Robert Snow and his now wife find it impossible to live together with that harmony which the marriage state requires, they have therefore for their mutual ease agreed to relax as far as they can that obligation which they cannot totally dissolve."

Writing about Fort Johnson North Carolina, she says:

"The fort is built of tapia that is a material consisting of equal parts of lime, oyster shells, sand and water which is pounded into boxes and left to harden. There was too much sand used in making the "tapia" and every gun that is fired bring down a part of the parapet.

It enables the governor however to collect five shillings for giving the vessels their entrance or exit papers.

Miss Rutherford and I had a novel experience with the captain who commands the old sloop of war that guards the entrance to the river. My brother and the other men had left our boat with us guarded only by one sailor, our one man fearing he would be commanded by the captain of the sloop hezzed us to hide him which we did under our bed in our cabin and stuffed all around him the soiled linen of the boat. The captain came on board looking for sailors but we sat calmly in our cabin, and said we would not intrude upon our privacy he helped himself to rum to such an extent that he had to be carried to his boat and we pulled the poor devil of a sailor out from under our bed more dead than alive."

Let me also tell you how laughable my experience at the ball a few evenings ago. My brother and the

the funeral, but while we were away attending the funeral, a lot of rough sailors came into the old ladies house and carried off all the provisions that had been prepared for the reception that was to be held after the funeral and those that attended the funeral were very much angered."

"We had a thrilling and exciting time with a large alligator a short time ago we were coming down the river and just as we landed, the men saw a large alligator sunning himself on the shore. They attacked him with their oars and pounded him on his back which did not seem to distress him but litis, he lashed his tail around and knocked one of the men into the river and though he was badly injured but he finally got out of the river and when the alligator opened his great mouth he an his oar down his throat and the men then turned him over on his back and dispatched him with a huge knife which he carried. In the meantime our boat had loosened from the shore and was floating down the river as the men had the oars and one of them, was fast in the jaws of the alligator, we were fast drifting out to sea. Some sailors who finally heard us calling roared out and towed us back to shore."

Miss Schaw sailed for Portugal on November 10, 1775 and reached Portugal on December 4 of the same year and she arrived in Scotland the next spring.

### ERNEST SMOOT



Ernest Smoot, son of Senator Reed Smoot of Utah, who also serves as secretary to his father, went to Moscow to make an investigation of social, political and economic conditions for his father.