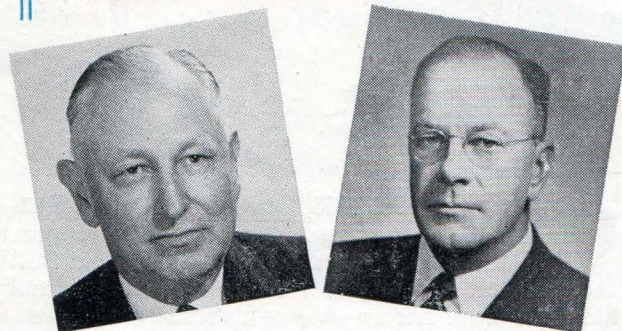


A Message FROM THE MANAGEMENT....



W. E. DILLARD
President & General Manager

A. W. LEDBETTER
Chairman of the Board

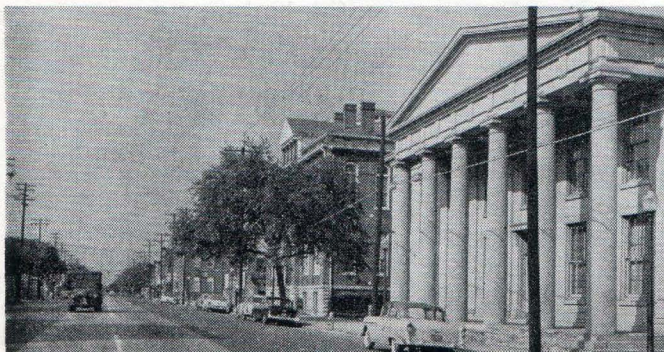
WE look back over the span of a century and a quarter with much interest and great pride in the development of the Central of Georgia Railway and the great territory it serves. What is even more stimulating is the exceedingly encouraging prospects for continued growth and progress in the Southeast. This we believe to be the beginning of a golden era of industrial expansion in our section.

"With a future of such rich potential will come increasing responsibility on our part to render the very best in transportation service to passengers and the shipping public.

"We are keeping abreast of the times and are constantly searching for new and improved ways of increasing efficiency and providing the ultimate in transportation. We shall endeavor at all times to grow and prosper with the territory we serve.

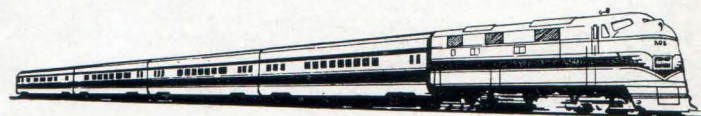
"We take pride in playing a vital role in the tremendous development of this great Nation, and shall continue to direct our unstinting efforts toward this end."

Central's headquarters are located on West Broad Street in historic Savannah. The 103-year-old "Gray Building" houses most of the executive offices in an antebellum, but air-conditioned atmosphere.



CENTRAL OF GEORGIA

The Right Way



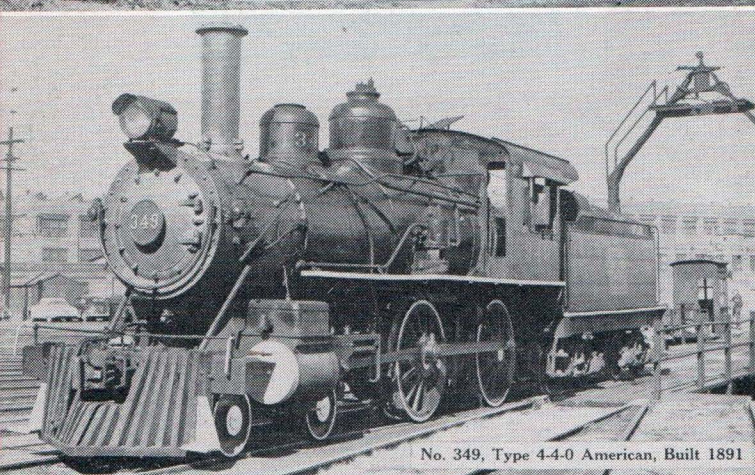
Nancy Hanks. 11

Streamliners Nancy Hanks and Man O' War connect Savannah-Atlanta, Atlanta-Columbus daily.

Man "O" War



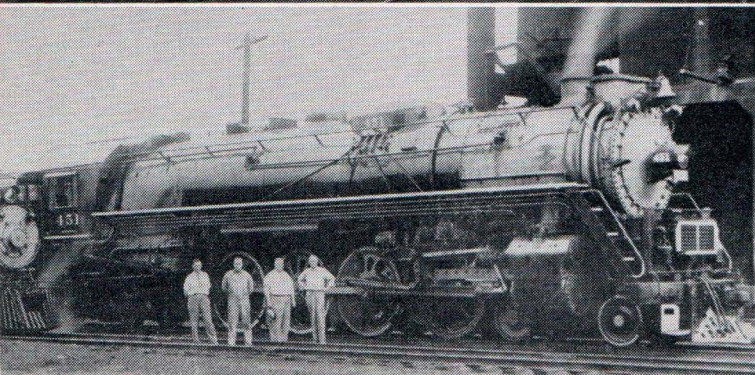
No. 8, Type 0-6-0, Nicknamed Eight Spot and Maude, Built 1886



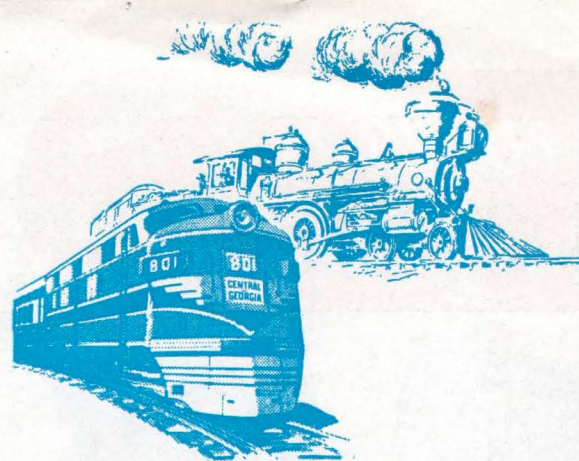
No. 349, Type 4-4-0 American, Built 1891



No. 509, Type 2-8-0 Consolidation, Built 1906



No. 451, Type 4-8-4 Northern, Nicknamed Big Apple, Built 1943



125 YEARS...

From Wood Burner to Modern Diesel, Central's History Is Story of Progress

ON December 20, 1958, Central of Georgia Railway Company passed its 125th milestone. Oldest chartered railroad in the South still in operation and one of the oldest in the United States, Central has experienced its share of adversity, boom and transformation in over a century and a quarter of vital existence.

Today the Central, like the State it helped build and the rest of the resurgent Southeast, wears a modern look of get-up-and-go. Completely dieselized and fully aware of the vast industrial development opportunities of the territory it serves, Central throbs with the vitality which has become characteristic of the growing South.

Most of Central's 1745-mile network—plus the mileage (144) of the Savannah & Atlanta, a separately operated subsidiary—is within the boundaries of Georgia, more mileage than any other RR in the State. Its lines also reach as far as Birmingham and Montgomery, Ala. and up to Chattanooga, Tenn.

Originally chartered as the Central Railroad and Canal Co. in 1833 the company has seen two name changes: to Central Railroad and Banking Co., in 1835, before actual operations began, and to Central of Georgia Railway Co., on Nov. 1, 1895.

Construction was begun during the administration of William Washington Gordon, its first president and grandfather of Juliette Gordon Low, founder of the Girl Scouts of the United States. Mr. Gordon, unfortunately, did not live to see the fulfillment of his vision and was succeeded by Richard R. Cuyler, who was president at the time of completion of the line to Macon. The first train operated over the entire line—which originally had terminals at Savannah and East Macon—on Oct. 13, 1843.

It was eight years later, in 1851, that various obstacles—including some opposition from the citizenry—were overcome and Central was allowed to cross over the Ocmulgee River from East Macon and enter the city of Macon.

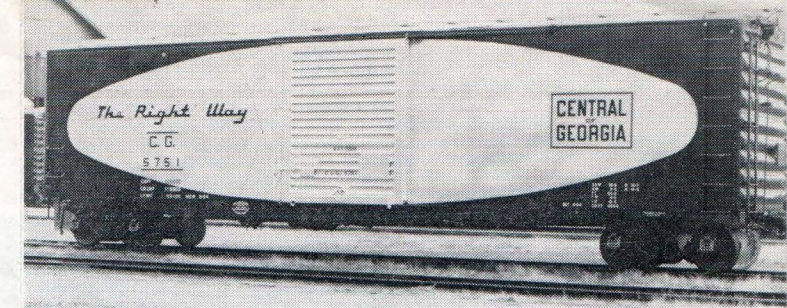
The railroad continued to expand and increase in value to the citizens of the State until the beginning of the War Between the States. Upon the termination of that war, the engines were in need of heavy repairs and the freight cars

were scattered over five or six states, many having been burned or otherwise destroyed. The road from Gordon, Ga., to Savannah, had been destroyed during the march of General Sherman from Atlanta to Savannah and the railroad was in a condition requiring almost complete reconstruction. But with the determination for which his predecessors had been noted, President William B. Johnston was able to make the necessary financial arrangements to rehabilitate the railroad. He was succeeded by William M. Wadley as president in 1866, and the rehabilitation was carried to a conclusion. The railroad from 1866 to 1891 enjoyed its most notable period of expansion.

By June 1, 1891, the miles of road operated by Central had increased from the original 191 from Savannah to Macon, to a system of 1,666 miles.

Through five major wars, several depressions, two receiverships, the last ending in 1948, and the adversities which accompany any industry's growing pains, Central has emerged with colors flying.

Central has a rich heritage to uphold. Some families within the Central family date back five and six generations. It is this kind of proud heritage that will light the way for the Central in the future.



Fully dieselized since 1953 Central provides timesaving, better-than-ever freight service on all shipments to, from, or within the vibrant South.

