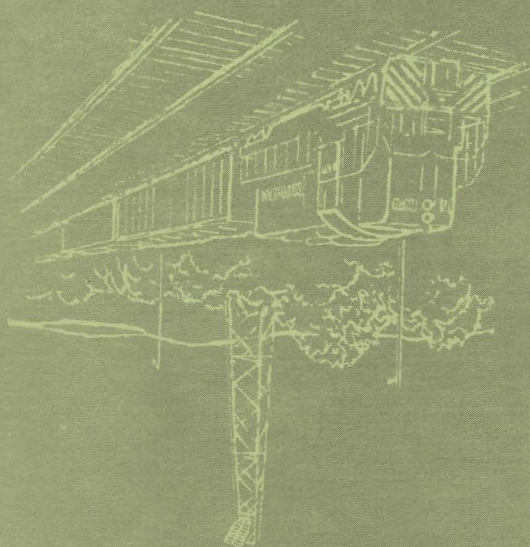
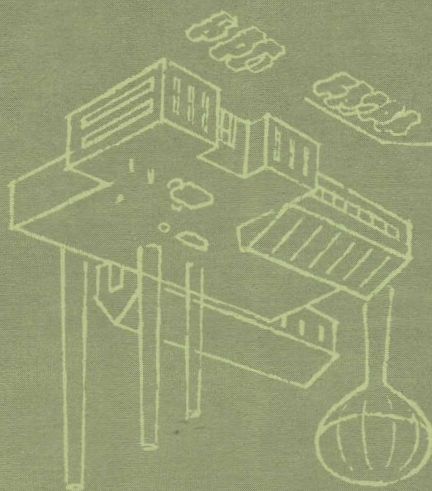
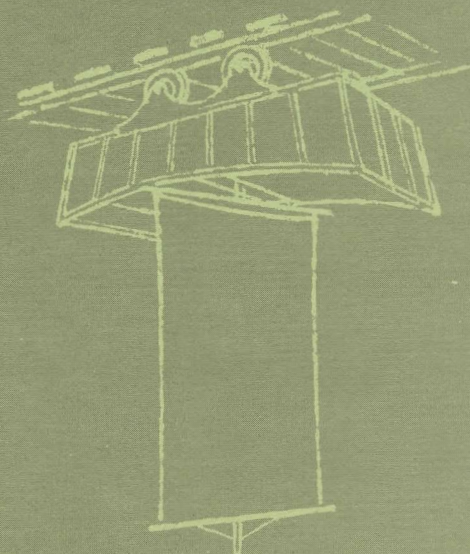


LUNCHEON



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 Railroad 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 1966, industry investments in new plants, distribution warehouses and additions to existing facilities along the lines of Southern Railway System totaled \$730 million. These capital investments by business in 1966 created 27,000 new job opportunities. Since 1950, some \$8.7 billion has been invested by business in new and expanded facilities along Southern System lines. More than 326,000 new job opportunities have been 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 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 3,400 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 winds. Great amounts of important information in all phases of the railroad's work are reliably and speedily transmitted and System-aided telephone communications add to Southern's ability to serve customers better.



luncheon select

Choice of: Chilled Grapefruit Juice Chilled Tomato Juice Soup du Jour, Cup Jellied or Hot Consomme, Clear, Cup

entrees: Price opposite entree includes complete meal. Please write each item on check.

Broiled or Fried Fish, Tartar Sauce	3.30
Grilled Chopped Beef Steak, Mushroom Sauce	3.30
Cold Baked Ham, Potato Salad	3.15
Cheese or Ham Omelet (3 Eggs)	3.05

Choice of Two: Mashed Potatoes Blackeye Peas Turnip Greens
Lettuce and Tomato Salad, French Dressing

Choice of: Lemon Ice Box Pie Ice Cream, Cookies Chilled Melon
Coffee Tea Milk

luncheon a la carte

appetizers: Chilled Tomato Juice .40 Chilled Grapefruit Juice .40 Sliced Tomatoes .50

soups: Soup de 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	2.30
Cold Baked Ham, Potato Salad	2.20
Chopped Beef Steak, Mushroom Sauce	2.30
Cheese or Ham Omelet (3 Eggs)	2.05

vegetables: Blackeye Peas .35 Mashed Potatoes .35 Turnip Greens .35

salads: Lettuce and Tomato 1.00 Head Lettuce .90 Chicken Salad—1.75

sandwiches: American Cheese .90 Baked Ham .90 Combination Ham and Cheese 1.00 Bacon, Lettuce and Tomato 1.10 Chicken Salad on Toasted Bread 1.50 Ham and Egg 1.50 Lettuce and Tomato .90	breads: French Rolls .25 Flake Crackers or Ry-Krisp .20 Toast, Dry or Buttered .25	desserts: Lemon Ice Box Pie .45 Ice Cream, Cookies .45 Chilled Melon .45
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beverages: Coffee, Pot .35 Ice Tea, Pot .35 Cocoa, Pot .35 Hot Tea, Pot .35 Milk .20 Postum, Sanka Coffee, Pot for One .35
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Meals served in Pullman Space 50¢ extra per person; available when waiter can be spared from Dining Car.

E. L. Frapart • Manager, Dining and Sleeping Cars • Southern Railway System
Atlanta, Georgia 30303