

The Frisco Meets the Gulf

Special Trains From Middle West Officially Open Southern Extension, June 25-30

THE crowning achievement of the Frisco Lines — projection of its rails into the thriving gulf port City of Pensacola, Fla.—was celebrated the week of June 25-30 in a manner fitting the completion of the largest rail-laying project undertaken in America since the World War.

Planned for months ahead by cities on the new line and welcomed with great enthusiasm by Frisco officers and midwestern business men, the celebration in honor of the official opening of the line extended from Amory, Miss., to Pensacola, Fla., coincident with the operation of the first passenger trains over the new track.

Two special trains, carrying 230 business men, shippers, newspaper men and rail officials made up at Memphis, Tenn., the morning of June 26. Trains into Memphis the preceding night from Kansas City and St. Louis, had picked up special sleepers from many middle and southwestern cities, and the union station at Memphis presented a busy sight on the morning of the departure of the two "Pensacola Specials" on the maiden passenger train trip over the newly completed \$13,000,000 railroad to Pensacola, Fla.

Pulled by powerful "1500's", the two specials of 11 cars each left Memphis a few moments apart the morning of June 26 on a trip that was to prove of first importance to Frisco Lines and to the new territory of that railroad.

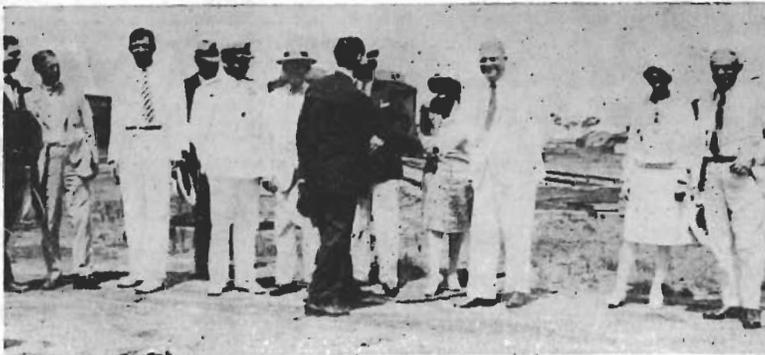
All along the line, from Memphis to Amory, crowds waved to the specials as they "high-balled" on, and at Amory a half-hour stop was made to greet the enthusiastic crowd of several hundred Amory citizens and to change the '1500's' for the lighter but doughty "Russians". These engines, gaily decorated for the occasion, were used from Amory to Pensacola.

The specials resumed their triumphant journey at 2 o'clock, and arrived at Aberdeen, Miss. at three, to be

greeted by a throng of several thousand Aberdeen citizens. Escorted in automobiles to Acker Park, the special train party was given a reception that gave an excellent idea of what was to come as the new territory was penetrated further southward.

Several thousand Aberdenians had "closed shop" for the day and taken their families to Acker Park for the welcoming ceremonies. An informal reception was held under the shady trees of Aberdeen's beautiful park,

Welcome to Pensacola!!



Mayor J. H. Bayliss of Pensacola welcomes President Kurn and his guests.

with Mr. D. W. Houston, Jr., attorney of Aberdeen, as master of ceremonies. Speakers included Messrs. E. N. Brown, J. M. Kurn, J. R. Koontz, E. T. Miller of the Frisco's official family, and Mr. D. W. Houston, Sr., attorney for Mississippi for Frisco Lines.

The speaking ceremonies were concluded shortly, and the throng moved to the edges of the park's spacious bathing pool, where one of the prettiest ceremonies of the entire trip was held.

A bathing beauty parade, with a dozen charming Aberdeen girls in the "title roles", passed before the cheering Pensacola trippers and townspeople, and ascended the large diving tower where a clever playlet was given.

Promptly at five o'clock the two trains left on their way to Columbus, Miss., arriving there at 7:45 in the evening.

The wildly cheering hundreds who greeted the train at Columbus convinced any skeptics who might have been on the specials, that the Frisco was really a welcome institution in its new southern territory.

No sooner had the specials halted, than the Columbus residents got into action. The entire personnel of the special was escorted to waiting automobiles and taken for a short tour of this beautiful Mississippi city.

The ultimate destination of the tour was reached shortly after eight o'clock, when the motor cavalcade arrived at City Park, where Columbus citizens had arranged an old-time southern style barbecue in honor of their guests. Many of the northern men in the party will remember their first taste of the delicious Brunswick stew, fiery and savory, which formed the principal part of the delightful repast.

Darkness had descended on the beautiful park when the last ladle of "Brunswick" found its plate, and the last bottle of soda pop emptied. But electric lights soon blazed near one of the tables, which was cleared off for an impromptu speaking platform.

Here the citizens of Columbus listened to talks by prominent men of the Frisco party, including Messrs. E. N. Brown and J. M. Kurn, W. Frank Carter, St. Louis, Frisco director; A. J. Eisenmayer of Springfield, Frisco director; Frank McCullough, Tulsa, Frisco director; Walter S. Dickey, Kansas City, owner and publisher of the Kansas City Journal-Post, and W. L. Allen, Kansas City, president of the Sheffield Steel Corporation.

And here, too, the Frisco trippers heard men of Columbus tell of their efforts to help the Frisco in its tremendous building project which brought a trunk-line railroad to their city. Among the Columbus speakers

were: H. M. Pratt, banker, who had on that day been unanimously re-elected to the presidency of the Columbus Chamber of Commerce; and J. O. Slaughter, banker, another active worker for the Frisco's interests.

The trippers had an opportunity to become well acquainted with Columbus citizens, since the specials did not continue on to Pensacola until 4:00 a. m., and many Columbus homes were cordially thrown open to the city's guests, following the barbecue and speaking.

Early risers on the specials waved their greetings to crowds at Pickensville, Aliceville and Bolligee, as the train sped on its way, and the arrival at the Frisco's new \$375,000 lift span bridge over the Black Warrior River a few miles north of Demopolis, Ala., found everyone "on deck" for the event.

The first section of the specials, carrying the business cars of Chairman Brown and President Kurn, stopped briefly to permit an inspection of the bridge (see article by Col. Jonah in this issue) and to allow photographers to take "movies" and "stills" of the structure and its approaches.

The arrival at Demopolis at ten o'clock found an enthusiastic greeting, although the Demopolis celebration had been set for June 29, on the return trip from Pensacola.

And so the Frisco's reception went on down the valley.

Cheering crowds greeted the trains at Linden and Magnolia. Kimbrough, northern terminus of the old line turned out a tremendous crowd of people to welcome through trunk line railroad service. More crowds greeted the specials at Fountain and Mexia, Jones Mill, Goodway, Local, and McCullough. At Atmore, Ala., a committee of young women met the train with dainty sandwiches and lemonade, and Boy Scouts drew a cheer from the travelers for a large welcoming sign which they carried between long poles.

At 9:15 the two trains arrived on the Frisco's own piers at Pensacola, Fla., and Frisco passenger locomotives were at tide-water for the first time in seventy-nine years of effort.

Although the night arrival was unofficial, hundreds of cheering Pensacolians greeted the two trains and joined with the trippers in shouts of joy and welcome in honor of the historic occasion.

Promptly at 9 o'clock the next morning (Thursday June 28), the 230 men who had accompanied the two trains to Pensacola assembled in their respective Pullmans for the official entry into the city. One closely following the other, the two all-Pullman trains steamed their way majestically through Pensacola's outskirts to the

and others. An impressive part of the ceremony was the official "handshake" of welcome, given President Kurn by Mayor J. H. Bayliss while the motion picture cameras clicked. The crowd at the station platform was far from a local one. Three special trains had arrived from Amory, Miss., a few minutes before the official welcoming ceremony began, bringing several hundred additional guests to Pensacola from the new line for the opening celebrations.

Thirty minutes after the trains arrived at the station the impressive ceremonies were over and the crowds were directed to take positions along beautiful Palafox street for the parade.

Pensacola has had many parades in its romantic history. Soldiers of five nations have trod its historic ground. But Pensacolians from the oldest to the youngest agreed that never had the city seen a parade comparable to this one which welcomed

Frisco Lines to the city on the Gulf.

Eighteen blocks long, with dozens of floats, five bands, both military and civilian, and hundreds of automobiles, —the parade was more than one hour in passing a given point. (See the center spread in this issue for pictures of the parade.)

Seated in a gaily decorated reviewing stand across the street from the San Carlos Hotel, Chairman Brown and President Kurn applauded frequently as the beautiful parade passed by.

Heading the parade as it came down historic Palafox street and past the San Carlos Hotel were city and county officers mounted on charging horses. Then came the citizen soldiers of southwestern states who are training for two weeks at Pensacola's army camp, 600 of them with full packs, marching like veterans of the service. Then the bands from Fort Barrancas, the Naval Air Station and the city band of Pensacola. Seventy boy scouts marched with the soldiers, and others of the Scout enlistment acted as emergency patrolmen along the line of march. Hundreds of cars bearing signs "Frisco Visitors—Ride With Me" followed, and these were filled with the smiling gentlemen who had



At left: The efficient crew which prepared the delicious barbecue served the Frisco visitors at Columbus, Miss., June 26.

At right: Vice-President F. H. Hamilton waves his greeting to the photographer at Columbus. Mr. W. Frank Carter of St. Louis, a Frisco director, appears at the right of this picture.

old Muscle Shoals, Birmingham and Pensacola freight station in the heart of the city, where the official reception was held.

An escort of army airplanes zoomed above the trains as they made the triumphal entrance into the city, and factory whistles shrieked a noisy welcome.

All along the three mile approach into the city, Pensacola's enthusiastic citizens jammed both sides of the right of way, and at the station a cheering crowd of five thousand persons roared their welcome.

Brief official welcoming ceremonies were held on a temporary grandstand just opposite the station. Mr. Sam Pasco of Pensacola, Frisco attorney at that point and official greeter for the city, told the Frisco party of Pensacola's welcome, and Mr. E. T. Miller, vice president and general solicitor made a brief response on behalf of the Frisco. Frisco officials were on the speakers' stand during the ceremonies, together with Admiral J. J. Raby, commandant of the Pensacola Naval Air Station; Col. Walter Singles, commander of the Fourth Army Corps Coast Defense Area; Mr. W. B. Harbeson, owner of the San Carlos Hotel and prominent Pensacola business man,

The Beautiful Welcomers at Aberdeen, Mississippi



made the trip from the middle west for the opening of the new line.

The American Legion float was first. Doughboys of the World War rode it. They had a machine gun; one man had his head bandaged, and together they represented the grim reality of war, but they were smiling.

The history of Pensacola was depicted in Spanish, French, British and American floats. On these rode Pensacola's fairest maidens. Words somehow fail to describe these floats. They were beautiful, they were magnificent, and somehow they set you tingling as you recalled what history has to say about Pensacola's early days.

The year 1928 was depicted by a beautiful float, on which rode Miss Katheryn Turner. She held a great American flag in her hand.

Sunshine from January to December was represented by a float decorated with evergreens.

An airplane made of paper flowers represented the Pensacola Naval Air

Station, largest aviation training school in the country. Girls dressed in fliers leather jackets and helmets and in machinists overalls rode this float.

Recreation was represented by a beautiful float of the Marshall Boat Works on which rode girls holding tennis racquets, golf clubs, fishing poles, and other implements of sport. A speed boat, with motor attached was carried on the truck.

Miss Louise Buck, holding on her shoulder a pitcher, represented Pensacola's water, the purest in the world. Her float was one of the prettiest in the parade.

A show in itself was the float entered by Lillian, Ala., 15 miles from Pensacola. Two girls, with long flowing hair, rode the float. "The Dawn of a New Day for Pensacola" was the banner.

The Frisco was represented by three floats entered by the Woman's Club, by A. H. Payne and by another that bore no name.

Engines with the Frisco insignia

on their front, and with bells ringing, heralded the coming of the Frisco. Rousing cheers resounded through the streets as these floats passed.

Agriculture in West Florida was represented by the Meacham Dairy float. On this rode a farmer in overalls, and a wide brim straw hat.

Floats were entered by the Elks club, Markham Sign Co., Gahlenback Jewelry, Muldon Motor Co., for the new Ford, the naval stores industry, Arnold Sandwich Shop, T. T. Wentworth, sport goods dealer; Flexible Wooden Shoe Sole Co., and other firms, whose floats consisted of automobiles with decorations.

Fresh flowers were distributed along the line of parade by the East Hill Greenery float. A Lincoln automobile covered with fresh flowers and carrying five pretty girls, was the greenery's float. It was considered one of the most beautiful in the parade.

The conclusion of the parade was



Views
of

the
Trip

Top left: The first section at Aberdeen, Miss. Top center: Chairman E. N. Brown speaks at Aberdeen. Top right: Some Frisco officers at Aberdeen reception. Center: The Oklahoma delegation photographed during a brief stop at Mexia, Alabama. Lower left: President J. M. Kurn responds to Aberdeen's welcome. Lower center: A happy group of St. Louis business men who were on the special. Lower right: Engineer W. R. Andress and Fireman S. H. Attoson, who pulled the first special into Pensacola.

not the end of the day's entertainment for the Frisco visitors. Rather it was the beginning. In the afternoon the guests were entertained in many ways. Some of them sampled Pensacola's wonderful gulf bathing. Others were guests of Admiral Raby of the Pensacola Naval Air Station on an aerial inspection of the city. But the great majority were the guests of the United States Shipping Board on the steamship "Prusa" which left the pier promptly at 2 o'clock for a three hour inspection trip up and down Pensacola's harbor—the greatest natural harbor on the Gulf of Mexico.

Commanded by Captain J. L. Pleasner and accompanied by Harbormaster F. A. Boghich, Sr., the Prusa carried some 300 visitors on the trip.

Meanwhile the newspapermen who had accompanied the trains from the middle west, made a trip to the Pensacola Naval Air Station. There was the privilege of a flight in the air as the guests of Admiral Raby, who personally arranged the trips.

Two twin motored flying boats, capable of carrying ten passengers,

were placed at the disposal of the press correspondents. The first, piloted by Lieut. Z. U. Cornwall took the air a little after two o'clock with a full load of writers, and circled lazily a few hundred feet above the air station until the second plane, piloted by Lieut. F. A. Hinckly joined it. Then flying in formation, the two planes began their half hour flight above Pensacola's beautiful harbor. Presently the Prusa, with its happy cargo was sighted, and the two planes swooped down upon the ship, zooming a few hundred feet above the decks several times to the delight of the Prusa's passengers. Both the planes landed alongside the Prusa and followed that ship for several hundred yards waving greetings to their fellow trippers, before taking the air again for the return trip to the station.

The Prusa docked at 5 o'clock and the Frisco guests returned to the San Carlos Hotel and to their trains to prepare for the crowning event of the day, the banquet tendered them by the Pensacola Chamber of Commerce.

The San Carlos Hotel banquet hall presented a beautiful sight as the ban-

quet guests gathered at 6:30 p. m. A large illuminated map of the Frisco hung behind the speakers' table, and an orchestra hidden behind Florida palms on the balcony played as the diners assembled. The souvenirs at the banquet carried out the "great day" enthusiasm, and consisted of noise-makers, paper caps, and literature from the Pensacola Chamber of Commerce.

Chairman Brown and President Kurn were given standing ovations of many minutes duration by the 300 banquet guests when they entered the hall.

Men high in the commercial affairs of the middle west and the southeast, capitalists from the east, and business men from nearby cities filled the banquet hall, and heard the words of welcome from city, army and navy to those who represent the great railroad system.

In responding to the words of welcome, Mr. Kurn said that the Frisco had received every co-operation from the citizens of Pensacola and its officials, and also from both navy and army.