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ABOUT THE COVER
A photo composite of Frisco equipment and facilities at Pensacola, FL, introduces us to our first Special Edition All Aboard, featuring the history, facilities, equipment, operations, etc. of a specific location on the Frisco. This issue features Station R916, on the Pensacola Sub-Division, Southern Division.
The Frisco Folks headline marked the section in the various company publications that reported the activities and accomplishments of company employees and their families. The Frisco was a family oriented company! The Frisco Railroad Museum Inc. is continuing that family tradition in our FRISCO FOLKS support organization, for individuals who believe in the purpose and objectives of the museum and are committed to preserving the rich heritage of the Frisco. A variety of membership levels are offered, as follows:

**SWITCHMAN**: A one year membership for a donation of $25.00

**BRAKEMAN**: A two year membership for a donation of $50.00.

**FIREMAN**: A three year membership for a donation of $75.00.

**CONDUCTOR**: An expanded three year membership for a donation of $100.00.

**ENGINEER**: A life membership for a one time donation of $500.00 or more.

The museum is pleased to acknowledge the following membership renewals in the FRISCO FOLKS:

- James Edward Jones	Conductor
  Kentucky  
- Nancy McKay	Fireman
  Texas  
- C. W. Plunkett	Brakeman
  Missouri  
- Raymond Wells, Jr.	Brakeman
  Missouri  
- William White II	Brakeman
  Iowa  
- Kenneth Wulfert	Brakeman
  Missouri  
- Mike Wilson	Switchman
  Colorado  
- William J. Lauer	Switchman
  Tennessee  
- Christopher Bowles	Switchman
  North Carolina  
- David Gaines	Switchman
  Alabama  
- Edward Jarolin	Switchman
  Kansas  
- Eric Fogg	Switchman
  Iowa  
- Bonnie Trail	Switchman
  Missouri  
- Ed Adams	Switchman
  Texas  
- Tim Kubat	Switchman
  Missouri  
- Michael Hasbargen	Switchman
  Missouri  
- Robert Eckert	Switchman
  Missouri  
- Paul Pipkin Farmer	Switchman
  Connecticut  
- Richard Schmidt	Switchman
  Kansas  
- Elizabeth Benson	Switchman
  Oklahoma  
- John Sanders	Switchman
  Mississippi  
- James M. Sanders	Switchman
  Alabama  
- W. Michael East	Switchman
  Mississippi  
- James F. Nixon	Switchman
  Missouri  
- Thelma Deaton	Switchman
  Missouri  
- Maxine Rose	Switchman
  Missouri  
- Robert Collins	Switchman
  Kansas  
- James Priest	Switchman
  Arkansas  
- Brad Slone	Switchman
  Missouri  
- George A. Dees	Switchman
  Mississippi  

The museum is pleased to welcome the following new members to the FRISCO FOLKS:

- John W. Reed	Engineer
  Missouri  
- John G. Hollenbeck	Conductor
  Michigan  
- Mike Champion	Fireman
  England  
- Roger Verity	Fireman
  California  
- Barry N. Shane, Jr.	Brakeman
  Missouri  
- William Hess, Jr.	Brakeman
  Missouri  
- Bill Love	Brakeman
  Missouri  
- Robert J. Stone, Jr.	Brakeman
  Texas  
- Ronald N. Fortino	Brakeman
  North Carolina  
- Bernice Tesreau	Switchman
  Missouri  
- Joe Albert	Switchman
  Missouri  
- Killian V. Carver	Switchman
  Missouri  
- Chuck Krisler	Switchman
  Arkansas  
- Vera Chandler	Switchman
  Missouri  
- Robert J. Martin	Switchman
  Texas  
- Gary W. Davis	Switchman
  California  
- George Green	Switchman
  Oregon  
- Dave Voytanic	Switchman
  Illinois  
- M.A. Davison	Switchman
  Arkansas  
- Eric Wayne Arrant	Switchman
  Mississippi  
- Larry Parrish	Switchman
  Kansas  
- Mr./Ms. Ruben Brooks	Switchman
  Missouri  
- Kendall Bills	Switchman
  Missouri  
- Joanna Oldham	Switchman
  Missouri  
- Kirk W. Brinkman	Switchman
  Kansas  
- John Cheffey	Switchman
  Kansas  
- Jeff Cooney	Switchman
  Missouri  
- David R. Stone	Switchman
  Texas  
- James N. Gidney	Switchman
  Arkansas  
- Phyllis Schneider	Switchman
  Ohio  
- John A. Foster, Jr.	Switchman
  Missouri
On December 1, 1925, the Frisco purchased the entire capital stock, consisting of 3,050 shares, of the Muscle Shoals, Birmingham & Pensacola Railroad Company, for $305,000.00. At the time the M.S.B. & P. owned and operated a line of railroad extending from Pensacola, FL to Kimbrough, AL, a distance of 142.94 miles, along with branches of 16.03 miles and dock facilities at Pensacola.

In a February 20, 1926 note to Frisco stockholders it was stated that the M.S.B. & P., "...is free of all debt, other than current liabilities. Through this acquisition the company will ultimately obtain for its business a gulf outlet at Pensacola." Although not the tide-waters of the Pacific at San Francisco, envisioned by those early railroad pioneers whose dreams gave birth to the corporate name of the Frisco (St. Louis -San Francisco Railway Co.), the great markets of the midwest were now joined with the vast markets of the world through the Frisco's Florida Connection.

While the majority of the line from Pensacola to Kimbrough, AL, was constructed between 1912 and 1915, its lineage dates back to 1869, as follows, according to dates of incorporation:

**Pensacola & Perdido Railroad Co.**

In April, 1869 the Pensacola & Perdido Railroad Co. was formed under a special act of the Florida Legislature. On April 8, 1913, it was sold to the Pensacola, Mobile, & New Orleans Railway Co.

**Pensacola & Northern Railroad Co.**

On October 15, 1892, the Pensacola & Northern Railroad Co. was incorporated in Florida. On November 3, 1892, its name was changed to the Pensacola, Alabama, & Tennessee Railroad Co., incorporated in Florida on the same date. On April 8, 1913, it was sold to the Pensacola, Mobile, & New Orleans Railway Co.

**Gulf, Florida, & Alabama Railway Co.**

On February 6, 1911, the Gulf, Florida, & Alabama Railway Co., better known as the Deep Water Route, was incorporated in Florida and was the company that constructed the majority of the line from Kimbrough, AL to Pensacola. It was sold to the Muscle Shoals, Birmingham, & Pensacola Railway Co. on April 4, 1922.

**Gulf Ports Terminal Railway Co.**

On December 18, 1916, the Gulf Ports Terminal Railway Co. was incorporated in Florida. On December 7, 1927, it was sold to the Muscle Shoals, Birmingham, & Pensacola Railroad Co.

**Muscle Shoals, Birmingham, & Pensacola Railroad Co.**

On March 29, 1922, the Muscle Shoals, Birmingham, & Pensacola Railway Co. was incorporated in Florida. It was sold to the Muscle Shoals, Birmingham, & Pensacola Railroad Co. on November 28, 1925.

It should be noted that the Frisco's Florida Connection was officially opened for service in July, 1928, with the completion of 123.35 miles between Columbus, MS and Kimbrough, AL. The former M.S.B. & P. became the Pensacola Sub-Division, Southern Division of the Frisco, the designation it carried through the 1980 Frisco/BN merger. Today, it is part of the BN's Memphis Division, Southern Corridor.
New Sleeper-Buffet-Coach Cars Placed In Service

Wide interest in railroad circles has been centered on the two new welded passenger cars, recently built at the Frisco’s West Shops under the direct supervision of J.G. Hayes, car foreman. The cars are the first in this part of the country to have been built by welding instead of riveting, and are called sleeper-buffet-coach cars, containing six sleeping compartment sections, buffet in center capable of feeding twelve people, and coach end which will seat thirty people. The two cars have been named “Memphis” and “Pensacola”, and were constructed especially for the run, Memphis to Pensacola, Fla., the Frisco’s terminus on the gulf.

So reported the February, 1935, edition of The Frisco Employees’ Magazine, as it announced yet another Frisco car building innovation, the all steel welded passenger car.

In ceremonies at Pensacola, FL, on January 15, 1935, Dorothea Kurn, niece of J.M. Kurn, then Trustee of the Frisco Lines, officially christened the Pensacola Sleeper-Buffet-Coach.

The new car was originally built in September, 1910, by the American Car & Foundry’s St. Charles, MO plant. It was one of six diners, series 630-635, lot #5523. It served in that capacity until July, 1934, when it entered the West Springfield, MO Coach Shops. Five months later, it emerged as a new Sleeper-Buffet-Coach, roster #1706.

The car was air conditioned throughout, with two separate cooling units, one in each end of the car. The overhead heat was controlled by thermostats, with the air passing through the ducts providing heating for the car in normal weather. When needed, supplemental heat was supplied by base-board floor units.

The sleeper end of each car consisted of six sections, with restroom and lounge facilities...
at opposite ends of the sleeper section.

The main body of the sleeping end was painted a shade of nile green, with trimmings of surf green. The silk window curtains and plush on the seats were of different shades of green, all of which were complimentary to the general color scheme. The ceiling was painted a cream color, which provided light reflection, and lamps were painted in the darker shades of green to give a nice contrast.

The coach end was painted two tones of buff and tan, with cream ceiling and *fleur-de-lis* pattern of green plush on the seats. The carpet was a toupe color with flower design. The sash and doors were all walnut color.

In September, 1949, the Pensacola was rebuilt as a Buffet-Sleeper. The coach seats were removed and two connecting state rooms were added.

The car continued in revenue service until May, 1959, when it was retired and recycled into company service as Boarding Car #105468.
Another "Pensacola" in Pensacola. This rare 1930's photo shows the U.S.S. Pensacola Cruiser on display at the Frisco docks during a three-day open house in April, 1930.
On November 15, 1972, a small diesel pulled four cars to an interchange, thus ending the 70-year history of the Pensacola Bay Shore Railroad, the **Dummy Lines**.

In the late 1800's, the Navy Yard (forerunner to the Pensacola Naval Air Station) was a combined defense mission and ship repair facility. Although only a stone's throw from Pensacola, the Yard was isolated by two bodies of water and was only accessible by boat. As the area began to grow and the number of naval and civilian compliments increased, the traditional water access was no longer keeping up with the demand for increased traffic to the facility.

Consequently, the company then operating Pensacola's street railways laid the necessary track, built the required bridges, purchased the appropriate equipment, and started a commuter style short line railroad. It was a single line operation with a short dual track bypass at Palmetto Beach.

In the early 1900's, when the line was purchased by the Pensacola Electric Co., it was electrified. In May, 1926, the utilities and Bay Shore line were purchased by the Gulf Power Co. who, in turn, sold the 7.5 mile line to the Frisco on December 21, 1928. It remained an electric operation until 1932 when track and roadbed improvements allowed for heavier train service.

The construction of new bridges and increased auto & bus traffic soon ended passenger service on the line. Truck and barge service caused the decline in freight traffic and over the years the Navy acquired portions of the track, the interchange yard, and the trestle across Bayou Grande.

Consequently, on November 15, 1972, service on the **Dummy Lines** was discontinued.
Penyard Facilities

According to our records, in 1950 the Frisco’s Pensacola facilities included the following:

- Triple Tool House
- Blacksmith Shop
- B & B Material House
- Car Department Material House
- Ice House
- Mill Shop
- Sand House & Bin
- General Foreman’s Office
- Roundhouse & Machine Shop
- 50,000 Gals. Water Tank
- Superintendent’s Office
- 300 Ton Fairbanks-Morse Mechanical Coal Chute
- Scales
- Transfer Table
- Freight Station
- Express Room
- Passenger Station & Train Sheds
- Elevated Oil Storage Tank
- 65,700 Gals. Diesel Fuel Storage Tank
- 7,000 Gals. Fuel Oil Tank
- Auto Platform & Ramp
- Pier No. 1 & Power House
- Pier No. 2
- Pier No. 3 & Hose House
- Dock Masters Office
- Assistant Yardmaster’s Office at Docks

Pensacola Roundhouse, May 31, 1951. G. Roberts photo

Rare photo of Pensacola Coal Chute under construction, date unknown.

RUTA RAPIDA QUE SIRVE EL CENTRO DE LOS ESTADOS UNIDOS VIA EL PUERTO DE PENSACOLA DESDE Y HACIA CUBA

ANTES DE ORDENAR SUS EMBARQUES CERCIO - RESE DE LAS VENTAJAS QUE EXISTEN POR EL PUERTO DE PENSACOLA:

- Nuestros extensos muelles y almacenes cuentan con dos andenes en uno de sus costados y un andén en su otro costado que nos da la oportunidad de efectuar entregas directas del carro al vapor sin demora alguna.

- Una vía recorre todo el interior del almacén que nos permite cargar y descargar los carros sin que interfiera en nada las condiciones del tiempo.

- Servicio semanal entre Pensacola y Mariel vía "Cubamar Lines."

- Servicio quincenal entre Pensacola y Cienfuegos vía "Cubamar Lines."

- Servicio quincenal entre Pensacola y Gibara vía "Cubamar Lines."

- Servicio quincenal entre Pensacola y Pastelillo (Nuevitas) vía "Cubamar Lines."

- Servicio quincenal entre Pensacola y Habana vía "Empresa Naviera de Cuba."

- Pensacola cuenta con expertos agentes de aduana quienes se encargarán de la preparación de los documentos y embarque aplicando tarifas razonables.

Los tipos de flete que predominan en el área en blanco resultan igualizables por Pensacola con otros puertos del Golfo.