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THE FRISCO EMPLOYEES' MAGAZINE

827 FRISCO BUILDING :: ST. LOUIS

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THE FRISCO EMPLOYEES' MAGAZINE

The Frisco Employees' Magazine is a monthly publication devoted primarily to the interests of the more than 30,000 active and retired employees of the Frisco Lines. It contains stories, items of current news, personal notes about employes and their families, articles dealing with various phases of railroad work, poems, cartoons and notices regarding the service. Good clear photographs suitable for reproduction are especially desired, and will be returned only when requested. All cartoons and drawings must be in black India drawing ink.

Employes are invited to write articles for the magazine. Contributions should be typewritten, on one side of the sheet only, and should be addressed to the Editor, Frisco Building, St. Louis, Mo.

Distributed free among Frisco employes. To others, price 15 cents a copy; subscription rate \$1.50 a year. Advertising rates will be made known upon application.

New Year Greetings From President Kurn

IN extending New Years' greetings for 1926 to the 30,000 employes of the Frisco Lines, and to the thousands of friendly readers of the Frisco Magazine, feel we can take a pardonable pride in the remarkable achievements of Frisco Lines during the year just passed, and enter into the New Year with the warranted confidence that it shall hold much for the future prosperity of this railway.

To each of our loyal employes I extend congratulations for the part they have played in our splendid progress during 1925.

While it is not possible at this time to ascertain the final results of our year's work, we know that a great many fine things have come to the Frisco.

Our service in every respect has been kept to our high standard.

Our stock has gone steadily upward.

Our business has increased tremendously.

Our already fine equipment has been supplemented and improved, and our expenses per unit of transportation have been decreased.

One of the most important steps ever taken by the Frisco, and one which I believe, will play a vital part in our future growth and progress, is the acquisition of the Muscle Shoals, Birmingham and Pensacola Railroad, which will give us access to the splendid port of Pensacola, Florida.

The harmonious associations and the splendid co-operation which the employes have entered into is a mark of continued pleasant relationships, and a more and more efficient organization.

I know that this feeling of loyalty and comradeship exists from my personal experiences with thousands of our employes throughout the past year, and it is brought to my attention at every turn by other officials and employes of the Frisco.

A profound hope that 1926 may hold many of the good things of life for each of you, that the Frisco Lines, through your help, may make even greater strides in 1926, and that this splendid growing feeling of loyalty to the road you serve may grow apace, is my New Year's greeting to you all.



Frisco to Spend \$2,500,000 in Rehabilitating Pensacola Road, Following Authorization by Interstate Commerce Commission

Outlet to Foreign Ports Thru Deepest Harbor on Gulf Commanded By Frisco Thru Acquisition of Muscle Shoals, Birmingham and Pensacola Railway Co.

GARDEN Gate of the Gulf—city of contrasts. An echo of the old Seville and a glittering mirage of Paradise. City of glad hands, and generous hearts; city of perfumes—wistaria and magnolia blooms. City of ships, whose arms reach into the Gulf and restrain the temper of the sea, offering a God-made haven for journeymen of the ocean lanes. City of delectables—fair temptress of the palate, with apron full of satsumas and strawberries, and toothsome pecans—bountiful lass of the kitchen.

“City of homes and parks. Breeder of happiness and health with clear air and pure water. City of sparkling eyes and fair faces, city of strong arms and firm jaws, city of laughing children.

“City of the great outdoors. Pine-scented woodlands, and winding bayous, inviting the devotees of Diana to the chase. Gleaming sands and turquoise waters, tempting the boatman to the snaking trails, o’erdraped with Spanish moss and cypress branches.

“City of fishermen, and the colorful things of the sea. City of modern commerce—golden horn of the Gulf, linking the whole big world with the great southeast of our land.

“Aye, verily, this is the city of a far-fetched yesterday, but a long tomorrow—city of wonderful past, but more—city of infinite promise.”

And it is the city so glowingly described by its residents—Pensacola, Florida,—which the St. Louis-San Francisco Railway Company entered with the new year.

Indicated by President James M. Kurn as “one of the most important accomplishments of the year”, the Frisco will enter the field in earnest shortly after January 1, in rehabilitating the 143 miles of road comprising the Muscle Shoals, Birmingham & Pensacola Railroad from Kimbrough, Ala., to Pensacola, Florida.

Through the purchase of this short-line railroad, traversing a rich territory in Alabama and Escambia County, Florida, the Frisco does more than gain access to Pensacola.

Deepest Harbor on Gulf

It enters what navigation experts have pronounced “the best and deepest harbor on the Gulf”—a harbor with an entrance three-quarters of a mile wide across the bar. There is a well-marked channel 31 feet deep and 500 feet wide which extends to the docks. Beyond this point a depth of 20 feet is maintained

to the junction of Escambia and East Bays and good anchorage grounds are available in all parts of the bay. The water is 56 feet deep in places, and an area of seven and one-half square miles has a depth of 35 feet, while 19 square miles boasts 20 feet or more.

Nor is that all.

From the harbor of Pensacola it is a straight sail to Mexico, Honduras, Nicaragua, Guatemala, Costa Rica, Panama, Colombia, Venezuela and many other countries through the Panama Canal.

Remember that soon the Frisco will have the “short line” to Pensacola—this wonderful Florida gulfport—from Kansas City, St. Louis, Memphis, Tulsa and other points on Frisco rails.

Thirty thousand Frisco employes from Menard to St. Louis and Ellsworth to Birmingham have wondered for months—and asked among themselves, “What about Pensacola and the M. S. B. & P. Railway?” There is no longer need for “switch-shanty” gossip and hazardous guesses. Here are the facts.

Characterized as “one of the most important steps in a program of expansion now under consideration,” President James M. Kurn has enthusiastically greeted Pensacola as the gulf port town of the Frisco Lines. And Pensacola returned our President’s greeting with an equally enthusiastic effusion.

In the accompanying article every step taken so far is discussed and considerable attention paid to the program of rehabilitation which will soon be launched.

The editor wishes to acknowledge the valuable help of J. B. Morrow, publicity director of the Pensacola Chamber of Commerce, and R. C. Greenaway, general manager of the Muscle Shoals, Birmingham and Pensacola Railway, given him in preparing this article.

W. L. H., Jr.

It is indeed a splendid southern outlook with which this great railway system enters 1926.

Road Has Had Struggle

The history of the Muscle Shoals, Birmingham and Pensacola Railroad is both tragic and interesting, in that it has now so thoroughly mastered the struggles which attended it in the early years of its existence.

Starting as the Gulf, Florida & Alabama Railway Company, that road secured a charter from the State of Florida on February 6, 1911, to build a line from Pensacola in a general northerly direction to connect with the Frisco at Jasper, Ala.

Following the granting of the charter, the road purchased from the Southern States Lumber Company its line of railway extending from Cantonment, Fla., to Local Ala., a distance of approximately fifty miles. A short time later, it completed the construction of twenty miles from Pensacola to Cantonment. With this total of 70 miles, the road was put in

operation January 1, 1913. During that same year twenty additional miles were constructed from Local, Ala., to Broughton, Ala., now known as Mexia. This gave the road a total of 90 miles of its own track, and it had a connection with the Louisville & Nashville Railway at Atmore, Ala., and a switching arrangement with the same road at Pensacola.

Build Fifty Miles More

Shortly before the close of 1915 an additional extension of fifty-three miles was completed north from Mexia to Kimbrough, Ala., where connections were made with the Southern Railway, giving the original road additional rail outlets to the North and a total of 143 miles of its own rail.

The road did not prosper, however, even though it had a considerable volume of lumber business from the

timber lands it traversed, and on May 9, 1917, the Gulf, Florida & Alabama Railway Company was placed into receivership under which it was operated until April 8, 1922. At that time the property was purchased and taken over by the Muscle Shoals, Birmingham & Pensacola Railway Company.

This corporation operated it until March 4, 1924, when the road again fell into receivership.

Although valiant efforts had been made by Pensacola and Escambia County people to keep the road intact, its inability to earn its keep was recognized.

On April 20 at a sale by special master, the property was bought in by a local syndicate headed by Mr.

E. N. Brown, chairman of the board of the Frisco Lines, and shortly afterwards the Frisco filed a petition with the Interstate Commerce Commission, requesting permission of the Muscle Shoals, Birmingham and Pensacola Railroad Company (a Frisco subsidiary) to take over the property of the Muscle Shoals, Birmingham & Pensacola Railway Company.



The immense coal tippie of the M. S. B. & P. Railroad Company at Pensacola, Florida, in operation

Then the "big day" came on November 14!

The November issue of "Florida on the Gulf" speaks of it as follows:

"In one big word, 'Approved', the Interstate Commerce Commission Saturday, November 14th, gave its sanction to the application of the Frisco Lines to take over and operate the Muscle Shoals, Birmingham and Pensacola Railroad Company.

"In the words of President Kurn, when he attended the hearing in Washington, he expects to expend several million dollars in rebuilding this line to the west. He will take out the curves, remove the grades, re-lay the track with heavy, up-to-date steel rails, and make it in every way one of the great trunk lines of the South.

"This line will prove the outlet to the great West, to Kansas City, Memphis and elsewhere, and it will bring into Pensacola large shipments of goods to be transported thence by water to foreign ports. The rail end of the matter is but a phase of it; the other is that Pensacola must inevitably become a great gulf seaport. With \$10,000,000 to be expended by the Frisco Lines on its new acquisition, there is a rosy