

A distant view of the electrically operated coal tippie. Note its massive size.

future ahead of Pensacola. New business will flow into the city from the West, to be ocean borne from her docks, which will be extended, and her own agricultural and other products will also find new markets both by rail and water.

"Pensacola has awakened to a new day. The city will grow, new trains will crowd her terminals, and many ships will proudly sail into her harbors from foreign ports. That she must become a big commercial center is inevitable."

Begin Rehabilitation at Once

And so the Frisco is entering Pensacola accompanied by the welcoming praise of the city and territory, to play its part in the development of that splendid gulf city with its wealth of potentialities.

No time will be wasted in taking the preliminary steps.

Colonel F. G. Jonah, chief engineer, and his corps, have completed their work of inspecting the property and their report has been made.

On December second, President Kurn, in a statement to the press, announced the intention of the Frisco to spend \$2,500,000 in a complete rehabilitation of the present line. Work will start within a few weeks.

"We will place a force of 500 men in the field shortly after the first of the year," President Kurn said, "and engage in the work of completely rehabilitating the 143 miles of the M. S. B. & P. Railway. It is our intention to make it serviceable for a large amount of trunk line traffic which we intend to divert over our lines to Pensacola. Approximately nine months will be needed to complete the work. The road must be practically rebuilt, since its present condition is so bad that only one mixed train is being run daily from Kimbrough to Pensacola and no passenger traffic is

handled. Lack of equipment and limited connections have cut the road's traffic to a minimum."

Plans Are Extensive

The rehabilitation plans are extensive.

A reduction in the excessive grades on the road will be made, and many of them which exceed four per cent will be reduced to three-fourths of one per cent. Embankments and cuts on the line are narrow and will be widened to Frisco standard, which is 20 feet on the embankments and 26 feet at the base of the cuts.

The present track is "on dirt", but with the widening of the cuts and embankments, gravel ballast will be laid. Fifty miles of light rail will be taken up and new, eighty-pound rail laid, and the light trestle bridges which the road now affords will be built up to Frisco standard, capable of carrying the heaviest engines and maximum car loadings.

A great deal of time and money will be spent in rehabilitating all stations, both passenger, freight and coaling, while thousands of new ties will be put in track and additional water facilities constructed.

A large part of the work will be done in Pensacola, where larger and more adequate terminal facilities will be constructed and the yards and shops enlarged.

With the reduction of grades and general improvements on the property from one end of the road to the other, the train-haul will be increased from nothing to ninety cars or more, Frisco officials assert, and through freight trains are expected to haul that many cars. In order to accommodate this tremendous increase, it is necessary to lengthen present passing tracks and build many new ones.

Believes in Pensacola's Future

"We hold great confidence in the future of the port of Pensacola as one of the biggest business producers on the gulf coast when this rehabilitation work is completed," President Kurn continued. "While we will continue to serve, through our important connections, the ports of New Orleans, Houston and Galveston, there will be a large amount of traffic from Kansas



The Rosin Yards of the M. S. B. & P. Railroad at Pensacola are the largest on the Gulf.

City, St. Louis, Memphis and other points diverted over the new line and its connections at Birmingham, to the port at Pensacola. Our connection with the Southern Railway at Birmingham and Kimbrough will be used for the present.

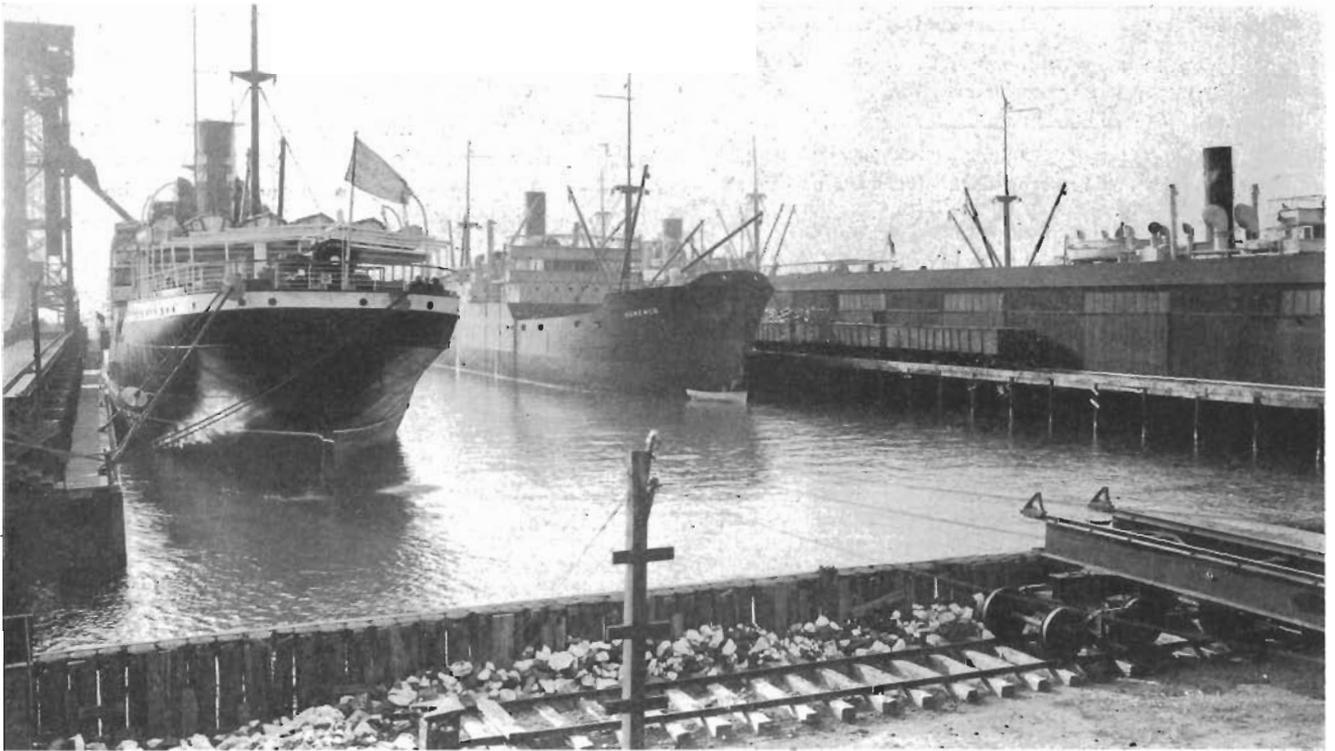
"In the 1,800 square miles of territory which the Pensacola road serves there are 750,000 acres of choice agricultural lands, only twelve and one-half per cent of which is now in cultivation. The five counties which it serves have a population of 152,544 people, and the road itself serves 42 towns and cities with an aggregate population of 61,639 people. There is an abundance of bunker coal in Alabama which has a logical terminus at Pensacola where ships coal it, but

Two Connecting Routes Proposed

In his statements to the newspapers, President Kurn declined to comment upon the route likely to be followed in constructing north of Kimbrough, Ala., to a connection with the Frisco main line running from Memphis to Birmingham.

One proposed route is from Kimbrough north through Tuscaloosa to Jasper, Ala., on the Frisco main line, and another north from Kimbrough to Aberdeen, Miss., through Demopolis, Ala. Surveying parties from Chief Engineer Jonah's office have been in both territories for some time and a decision is expected soon.

With the purchase of the Muscle Shoals, Birming-



Close up views of Docks No. 1 and No. 2 of the M. S. B. & P. Railroad at Pensacola. Ships are being loaded. Note working coal tippie at extreme left.

the road has been forced to refuse it for many months because of the condition of its properties. This we will remedy, of course.

"We believe the advent of the Frisco into Pensacola will remedy, also, the lack of business at the port. Although the finest gulf port, Pensacola has had no increase in port business in the last five years. It is served by only one other trunk line railroad and that road has other seaports to care for. With the tremendous volume of business which the Frisco handles out of the West, Southwest and South, we confidently expect to bring Pensacola into her own as a premier shipping center of the Gulf of Mexico."

ham and Pensacola, the Frisco also came into possession of the marine terminals owned by the road—the most modern and efficiently planned ocean terminals on the Gulf or Atlantic seaboard, south of Newport News.

These terminals consist of a tract of 30 acres, extending into the bay, originally under water and reclaimed by back filling. They have storage capacity for 600 cars, with a frontage of approximately one-quarter of a mile in the business center of Pensacola.

Of these 30 acres, 23 acres in the marine terminals are available for open storage.

Splendid Marine Terminals

From these terminals and storage yards three piers



A general view of the M. S. B. & P. docks at Pensacola, note large steamer moored at docks.

extend, at which six vessels may be docked for loading and unloading at same time. The piers are designated as Pier I, Pier II, and Pier III. The track layout is so designed that each pier is served by such track and yard facilities that in anticipation of a ship's arrival, the complete cargoes for these ships may be concentrated in properly distributed "loading" yards, with an adjacent "empty" yard for each pier.

Pier No. I is an electric coal pier with a capacity of 1,200 tons an hour. It is electrically operated and a huge hoist travels the full length of the pier, distributing the coal evenly into the bunkers to prevent listing. This pier is the best of its kind in Pensacola, and it is as adequate as any on the gulf coast.

Pier No. II is 800 feet long and 100 feet wide, and has 36,000 square feet under cover and 21,600 feet in the open, while Pier No. III is entirely open, with three tracks on the outboard end, allowing ships to load or discharge cargoes from either side of the pier.

A huge 20-ton electric and self-propelled locomotive crane is used for the loading and unloading of various classes of material for storage in the marine terminal yards, and adequate freight and passenger stations care for each type of transportation.

The road will be operated as a subsidiary system, and at a meeting on December 12 in Pensacola, the following officers were elected:

Messrs. J. M. Kurn, St. Louis, president and director; J. E. Hutchison, St. Louis, vice-president and director; B. T. Wood, St. Louis, vice-president and director; W. B. Harbeson, Pensacola, vice-president and director; F. H. Hamilton, St. Louis, comptroller and director; J. W. Malone, Pensacola, director; J. H. Sherrill, Pensacola, director; Dr. C. E. Hutchinson, Pensacola, director. The following were vice-presidents: J. R. Koontz, St. Louis, and C. W. Michel, New York City.



Long lumber train loaded at north end of M. S. B. & P. Railroad on its way to transfer yard for export.

From Lingerie to Leases Is Scope at Annual Sale of Lost Baggage

*O. D. Chalmers Auctions Trunks, Love Letters, Trappers' Outfits, Etc.,
Nov. 20, at Springfield—Total Six Hundred Dollars*

AND now we come to a discussion of auction day!

Most of us know that once every year the Frisco has an auction at the Springfield, Mo., station where the accumulated lost baggage of a year is sold.

This old baggage for some reason is referred to as "Old Hoss," and Springfield, Mo., is the central point

order the trunk delivered, and so it would stay in the baggage room. Not being successful in the oil business he found he had not enough money to redeem it, and he sold the baggage check to an interested purchaser or simply decided to suffer the loss of the trunk and contents and it finally lands in the station at Springfield, Mo., to be sold at auction.

graph shows Mr. Chalmers in his role of auctioneer, and a part of the interested crowd of buyers.

The luggage of all kinds is sold sight unseen, and a bid of \$19.50 might secure for the recipient a trunkful of shoes, or a supply of dainty lingerie. There is a certain "gambling chance" that makes it rather fascinating, especially for the second-



O. D. Chalmers, chief clerk in the baggage department at St. Louis, is "doing the honors" in the above picture, taken at the annual sale of unclaimed baggage held at Springfield, Mo., November 20. Chalmers' persuasive auctioneering manner, together with a good choice of material to be auctioned, brought \$600.00. More than four hundred potential buyers attended.

to which it is shipped from over the entire Frisco System.

Someone sees a relative on the platform and in the excitement rushes off the train minus an umbrella; someone else leaves a wrist watch in the window. If this material is found by any of the Frisco crew it is given to the baggageman on arrival at the terminal at the end of the trip.

What seems to be the most stupid of all things to lose, is a trunk, but Mr. O. D. Chalmers, chief clerk in the baggage department, and the man who auctions off old baggage explains it in the following manner:

"We had many cases of lost trunks and luggage during the oil rush in Oklahoma. A patron of the road would have his trunk checked to Oklahoma or Texas. On arrival, of course, he would have no place where he could

"Before any of this baggage is sold, it is opened and every name and address contained in the trunk is secured and a letter written in an effort to locate anyone who knows the whereabouts of the owner. In nine cases out of ten the letters are returned, unopened. And so the unclaimed trunks are consigned to the auction block!" Mr. Chalmers continued.

This year the auction was held on November 20. Auction day is generally a rainy one, but this year it proved a balmy autumn day and the crowd attending was estimated at about four hundred people. The auction lasted from 9:45 a. m. until about 1:00 in the afternoon and the total receipts amounted to about \$600.00. The average is from \$500.00 to \$1200.00. The accompanying photo-

hand-store men who really find a sale for most of the "prizes" they draw.

The contents of this luggage contains a variety of love letters, samples, shoes, oil leases, deeds to property, clothes, insurance papers, trapper's outfits—in fact, if the imagination ran riot and it would more than likely hit on some of the articles included.

"There has been some pretty valuable papers found in some of this stuff and strangely enough a negro will invariably draw the only 'find' of the day. Some of the oil leases found in the past, have proven quite worth while," Mr. Chalmers remarked.

When an empty trunk is up for sale Mr. Chalmers tells the crowd. The only reason for such an auction is to repay the railroad company some
(Now turn to Page 31, please)

Methods of Efficient Boxing and Packing Taught in Forest Products Class at Madison, Wis.

Frisco Transportation Inspectors Attend Recent Meeting and Write of Tactics and Instruction—Attention of Shippers Directed to Improved Methods

By H. C. HOLMES and L. L. BANGERT

ONE of the most important subjects which confront the shippers and carriers of freight today is how it can best be handled without loss or damage. One great source of claims is from freight which has been improperly prepared for shipment. Such claims are a constant drain on the revenue of the carriers and if they are to be reduced in proportion to claims from other causes, more attention should be given to this particular feature. Not only will the railroads profit by their reduction, but it will reflect to the shipper's advantage, for when freight is in good condition for ultimate delivery to the consignee, it means a pleased and satisfied customer. Shippers now recognize that the necessity of filing claims for a loss of or damage to shipments handled by the railroads is a source of considerable inconvenience, correspondence and expense.

Recognizing the need for some definite action toward enlisting the cooperation of the shippers in a campaign for better freight containers, most of the trunk line railroads have made some headway to this end. Even some of the larger shippers are making a thorough study of the subject, a few of them maintaining research laboratories where testing and experimental work is going on. One of the most outstanding moves that has been made in the right direction is the Container Investigations carried on at the Forest Products Laboratory, Madison, Wis., maintained by the United States Department of Agriculture, Forest Service, Washington, D. C., in co-operation with the University of Wisconsin. Here lectures are arranged for classes of shippers' representatives and twice a year a class for railroad and express company representatives is arranged for a week's period, giving the results in boxing, crating and other experiments pertaining to shipping. It was the privilege of the writers to attend a recent class as representatives of the St. Louis-San Francisco Railway Company.

Well Equipped Laboratory

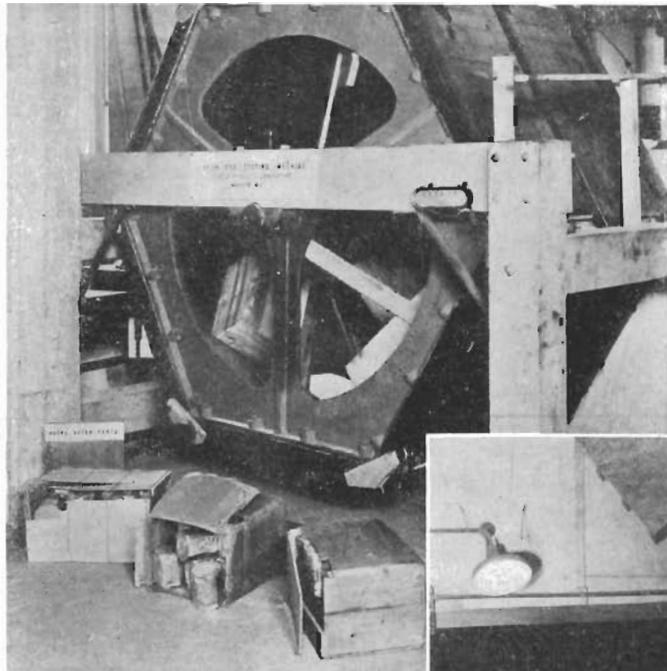
The Forest Products Laboratory is well equipped with extensive machinery and other equipment for testing all types of shipping containers. The results of these tests are always available upon application to the United

States Department of Agriculture, Washington, D. C.

Two of the most interesting machines are the hexagonal revolving drums, the larger being fourteen feet in diameter. These drums are for the

vibrating test machine "reproduces the weaving action and shocks to which a shipping container is subjected by the swaying of a moving freight car and the starting and stopping of a train."

Tests are also made "in which containers are dropped from various heights on an iron block," which "provides means of comparing their ability to resist sudden shocks and distortion and brings out characteristic weaknesses of the various types of containers."



Portion of inside of large revolving hexagonal drum testing machine showing the conditions of a strapped and an unstrapped box each of which had received the same amount of tumbling.

Photos courtesy of U. S. Department of Agriculture, Forest Service, Forest Products Laboratory, Madison, Wisconsin.

purpose of giving "the containers drops and knocks which simulate the actual stresses, shocks and rough handling a package encounters in commercial service."

Another machine, known as the compression machine, demonstrates "the relative ability of different kinds of containers to resist crushing or distortion and is of particular value in studying the design of containers for the shipment of commodities, requiring rigid casing."

Still another machine, known as the



There are various other machines for making further tests and the following subjects are also handled: Nailing of boxes and crates, holding power of nails, effect of varying the number of pieces in boxes, effect of

(Now turn to Page 27, please)