



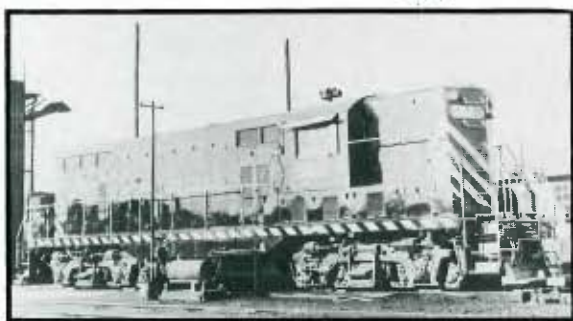
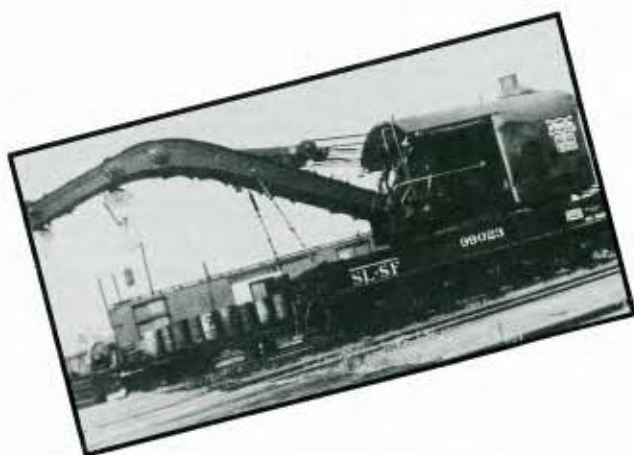
All Aboard



OCTOBER-NOVEMBER

1992

Special *Edition*



In
Pensacola, FL



VOLUME 7

October-November, 1992

NUMBER 3

FEATURES

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Our special *Pensacola* edition begins with a brief historical profile of Frisco Florida predecessor lines.

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On January 15, 1935, the *Pensacola* Sleeper-Buffer-Coach was christened and placed into service. An historical, construction, & assignment profile of the car is the topic of this article.

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It was only 7.5 miles long, yet *The Pensacola Bay Shore Railroad* was an important link in the development of Pensacola & the Naval Air Station. Rare photos of equipment accompany this historical sketch of the *Dummy Lines*.

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A photo scrap-book of diesel power in service at Pensacola.

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
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The *All Aboard* is published bimonthly for members of the FRISCO FOLKS organization of THE FRISCO RAILROAD MUSEUM Inc. The museum facility is located at 500 Walker St. in Ash Grove, MO. The museum offices are located at 100 E. Main St., Ash Grove, MO. All correspondence should be addressed to P.O. Box 276, Ash Grove, MO, 65604. The *ALL ABOARD* and its contents are copyrighted by The Frisco Railroad Museum Inc., and may not be reproduced or duplicated in any manner or form without the expressed written consent of the museum President. The Frisco Railroad Museum Inc. is not supported by, nor affiliated in any way with, the Burlington Northern Railroad Company, its subsidiaries or affiliates.

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FRISCO FOLKS

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
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Eric Fogg.....Switchman
Iowa
Bonnie Trail.....Switchman
Missouri
Ed Adams.....Switchman
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Missouri
Michael Hasbargen.....Switchman
Missouri
Robert Eckert.....Switchman
Missouri
Pat Pipkin Farmer.....Switchman
Connecticut
Richard Schmidt.....Switchman
Kansas
Elizabeth Benson.....Switchman
Oklahoma
John Sanders.....Switchman
Missouri
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 Hessi, 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/MsRuben Brooks.....Switchman
Missouri
Kendall Bills.....Switchman
Missouri
Joanne 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 

Frisco's Florida Connection

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.

Pensacola, Mobile, & New Orleans Railway Co.

In June, 1907, the Pensacola, Mobile, & New Orleans Railway Co. was incorporated in Alabama. On February 26, 1917, it was sold to the Gulf Ports Terminal 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 Railway 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.

Muscle Shoals, Birmingham & Pensacola Railroad Co.

On July 9, 1925, the Muscle Shoals, Birmingham, & Pensacola Railroad Co. was incorporated in Florida. On December 1, 1925, its entire stock was purchased by the Frisco and it operated as a separate part of the Frisco System until July 24, 1928, when it was officially absorbed into the Frisco through foreclosure sale.

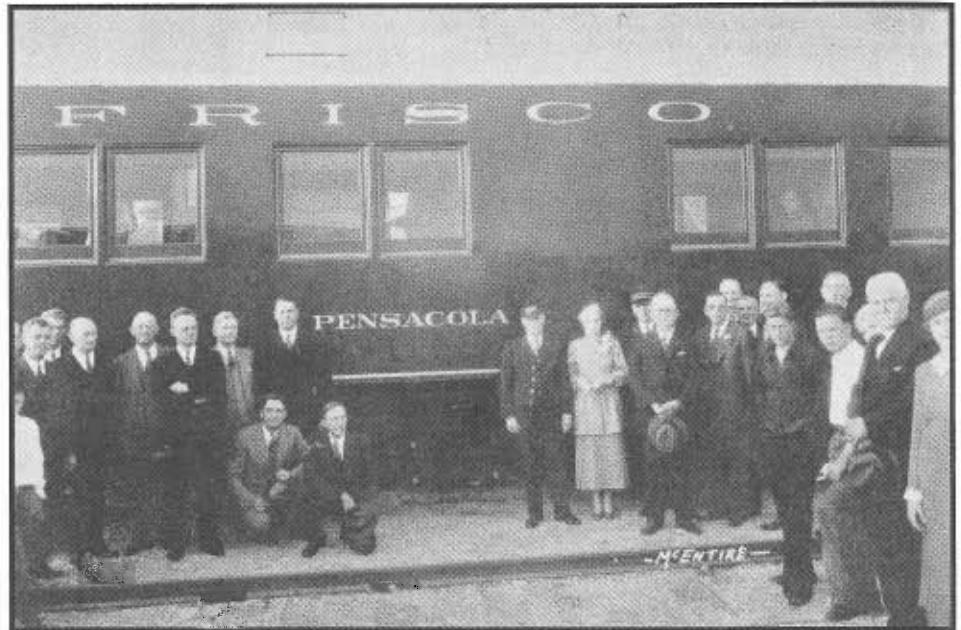
It should be noted that the **Frisco's Florida Connection** was officially opened for service in July, 1928, with the completion of 123.35 miles between Columbus, MS and Kimbrough, AL. The former M.S.B. & P. became the Pensacola Sub-Division, Southern Division of the Frisco, the designation it carried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

New Sleeper-Buffer-Coach Cars Placed In Service

Part of the group which met to christen the Pensacola Car, January 15, 1935. Dorothea Kurn, niece of J.M. Kurn, is standing between the two uniformed trainmen shown in the photo below.

Frisco photo

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-buffer-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.

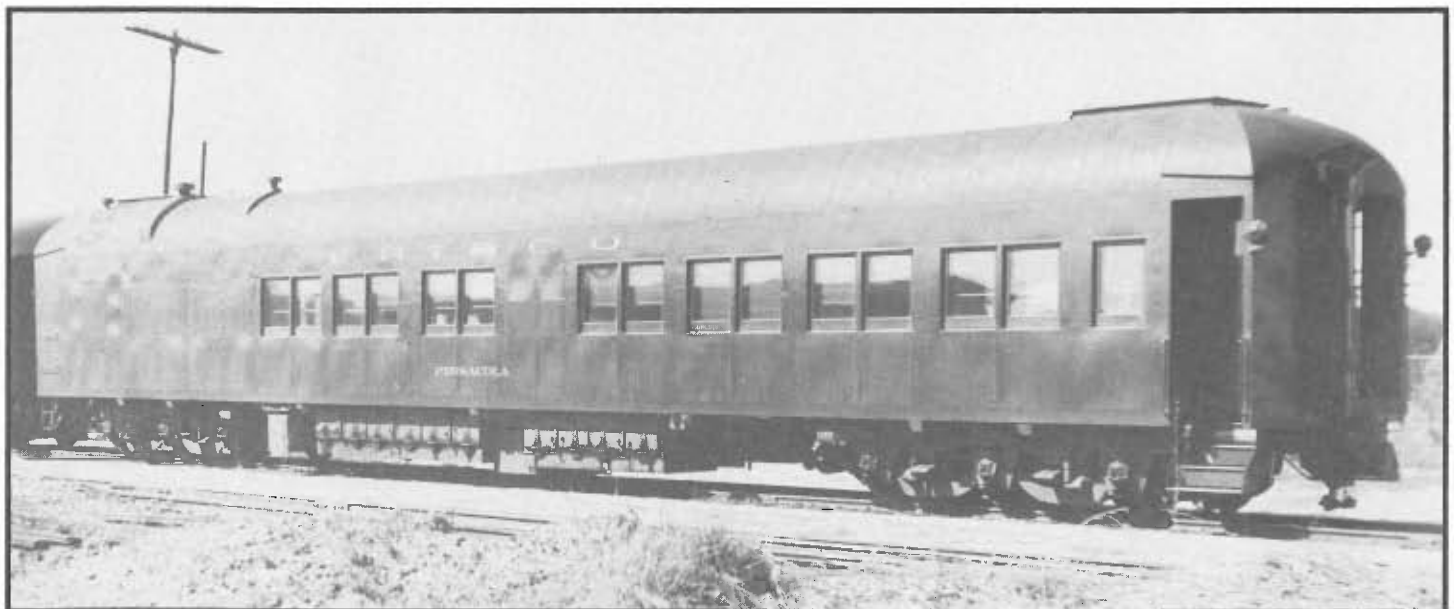
In ceremonies at Pensacola, FL, on January 15, 1935, Dorothea Kurn, niece of J.M. Kurn, then Trustee of the Frisco Lines, officially christened the *Pensacola* Sleeper-Buffer-Coach.

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-Buffer-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

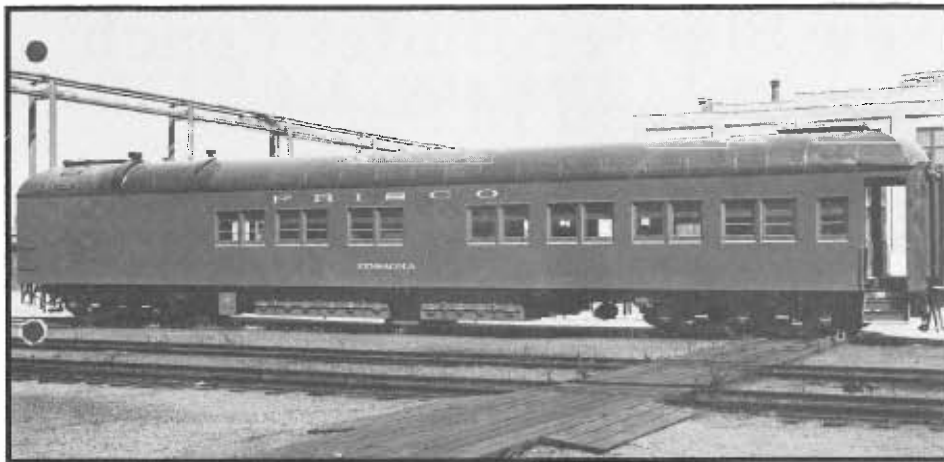


The "Pensacola" in Pensacola, May 13, 1951. Elliott Kahn collection

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.

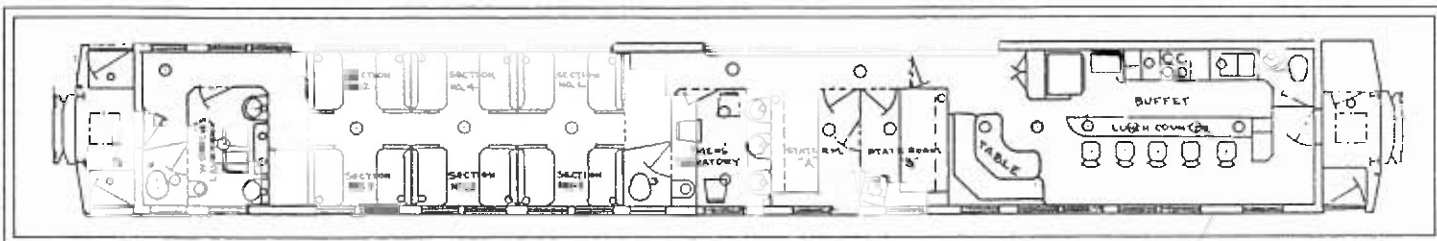
The coach end was painted two tones of buff and tan, with cream ceiling and *fleur-de-lis* pattern of green plush on the seats. The carpet was a toupe color with flower design. The sash and doors were all walnut color.



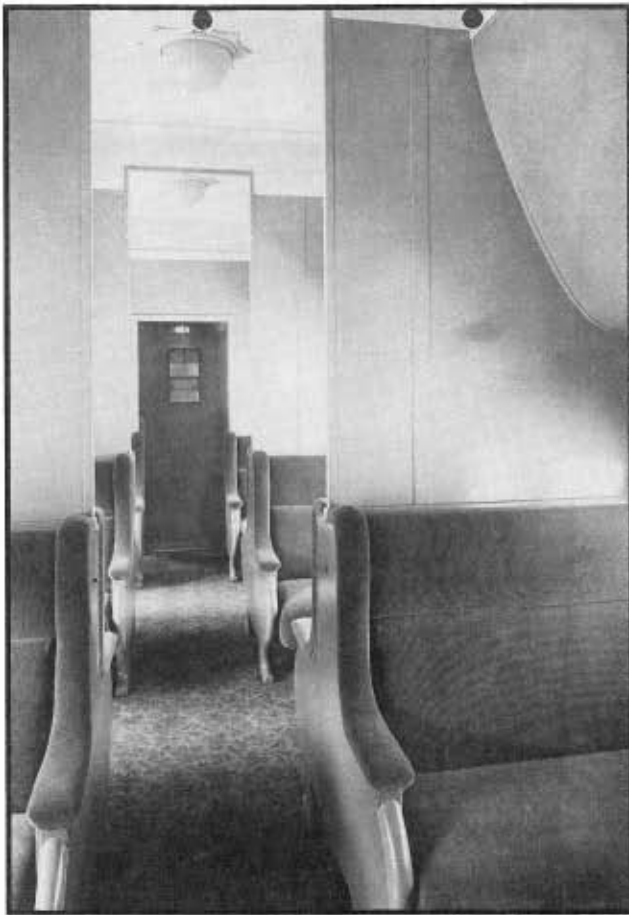
The Pensacola Sleeper-Buffer, West Coach Shops, August 23, 1949. Frisco photo

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. 



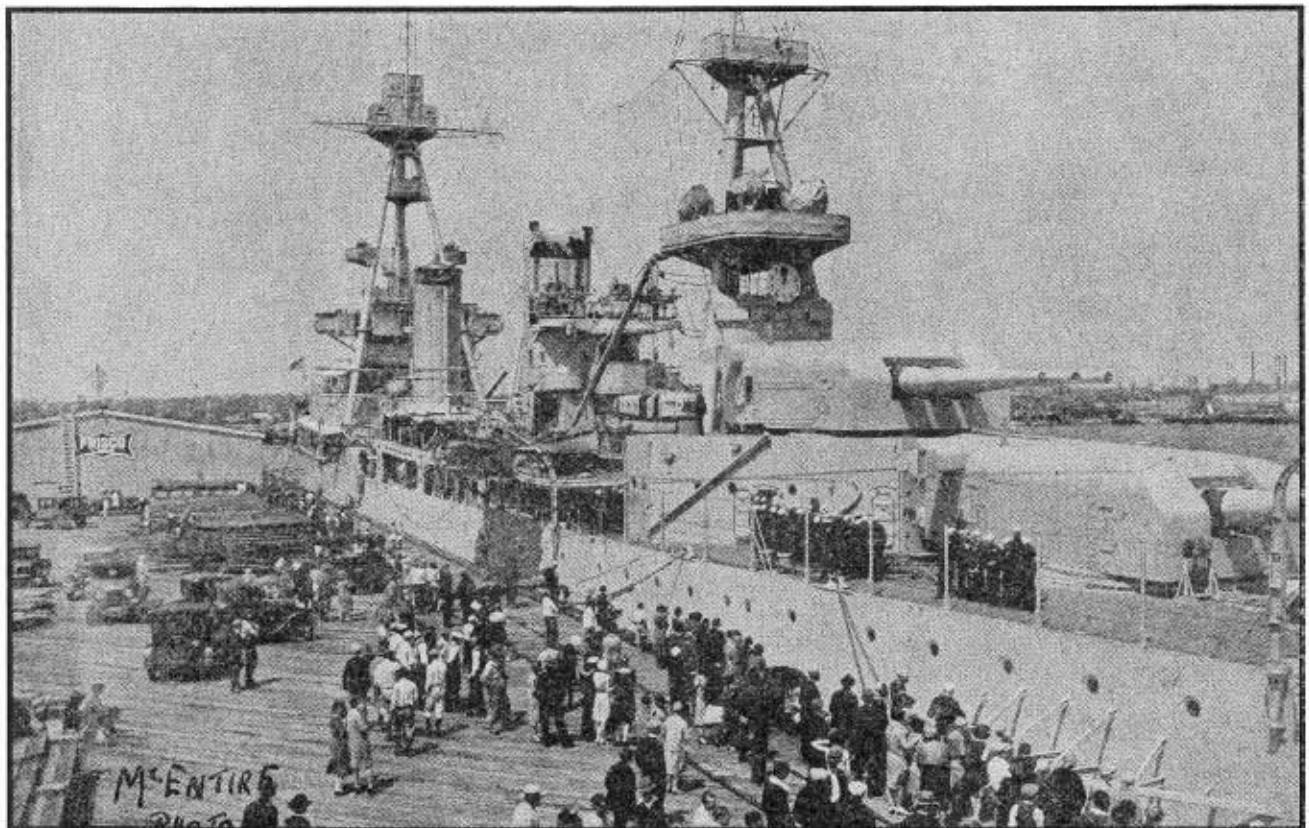
The Pensacola Sleeper-Buffer, showing Buffet section, August 23, 1949. Frisco photo



Pensacola Sleeper section, August 23, 1949. Frisco photo



Pensacola state room interior August 23, 1949. Frisco photo



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.

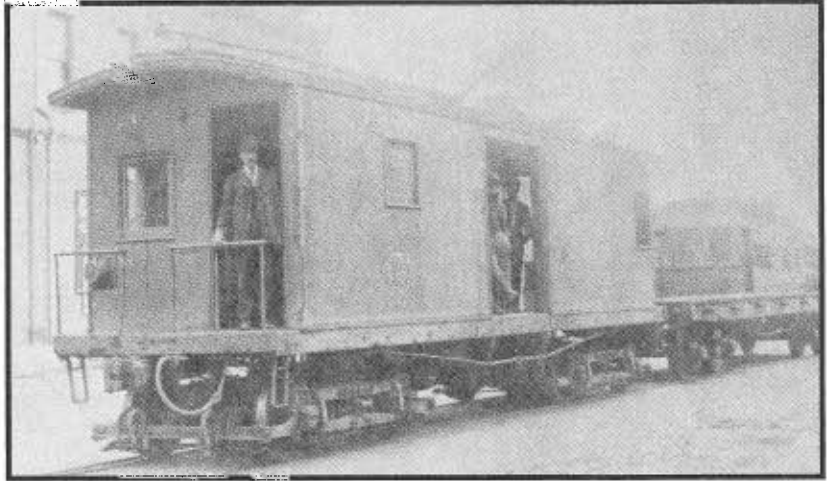
The "Dummy Lines"

The Pensacola Bay Shore Railroad

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.

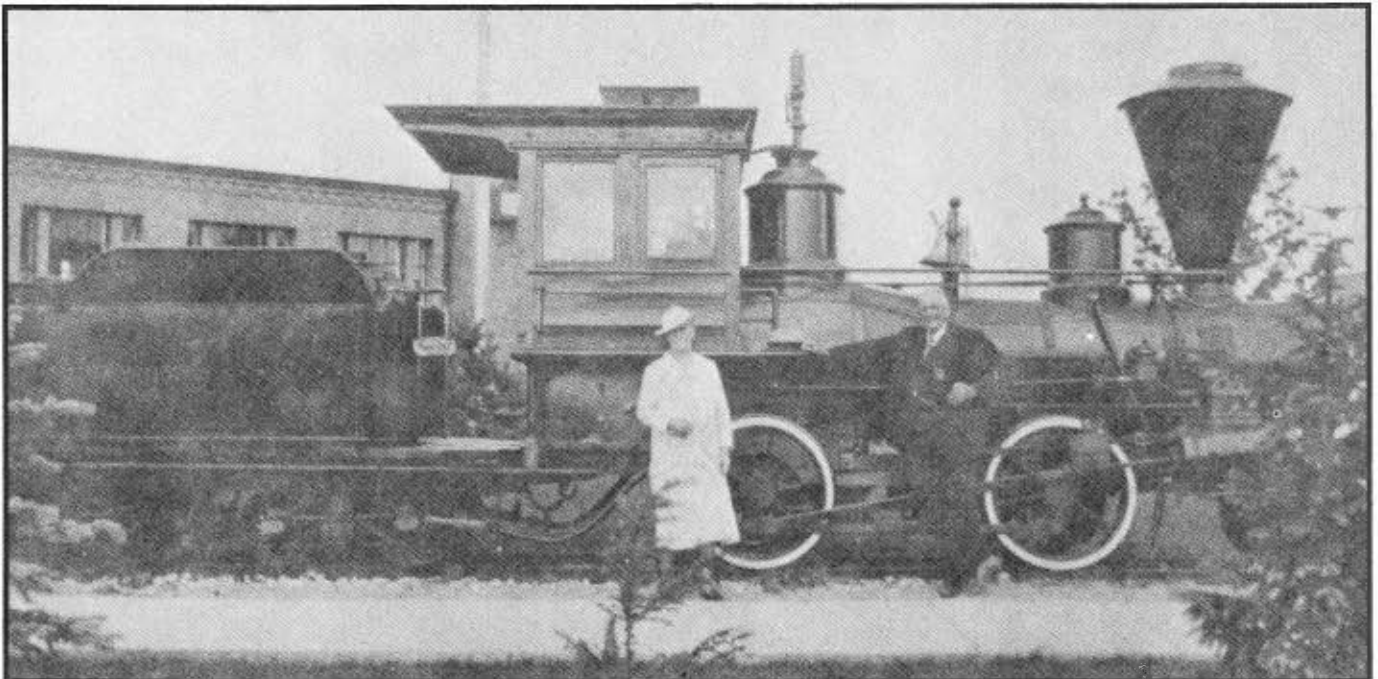


*A rare photo of the "Bucking Bill," a butt-headed car used on the Bay Shore line during electrified days.
Frisco photo*

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. ☐



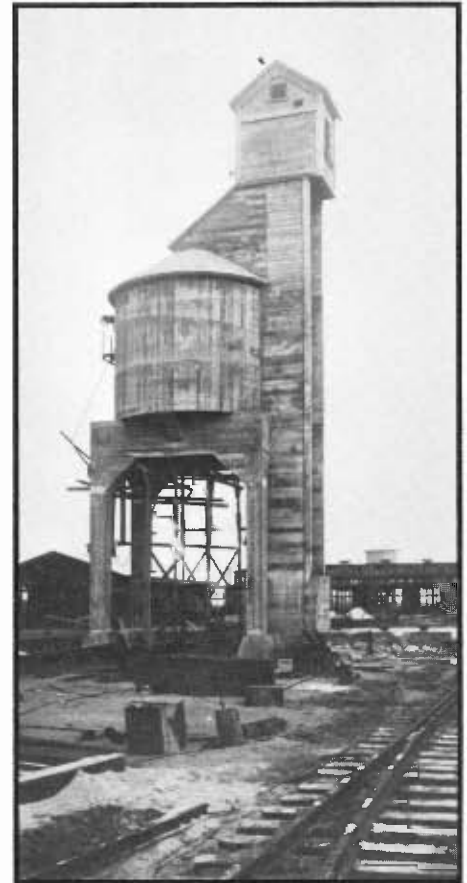
*4-4-0 Bay Shore "Dummy Lines" steam locomotive, pictured at Pensacola's Main & Jefferson Streets, circa. 1901.
Frisco photo*

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



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



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



Penyard Facilities, May 31, 1949. Photo taken from Coal Chute. A. Johnson collection

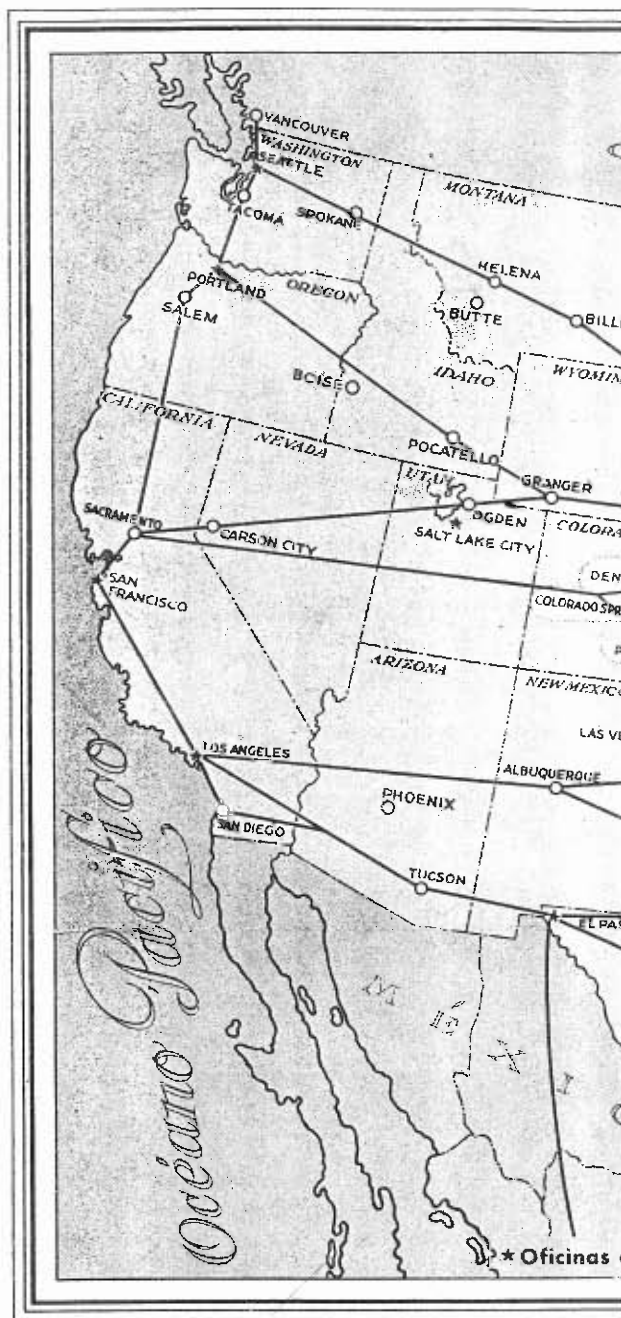


RUTA RAPIDA QUE SIRVE EL CENTRO
DE LOS ESTADOS UNIDOS
VIA EL PUERTO DE PENSACOLA
DESDE Y HACIA

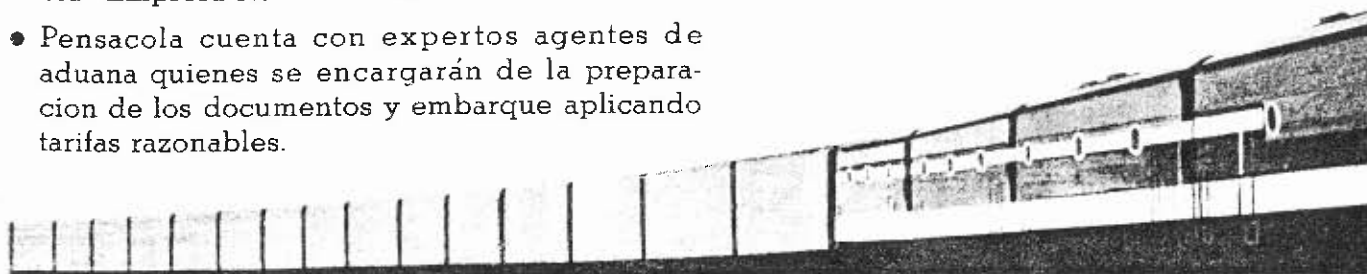
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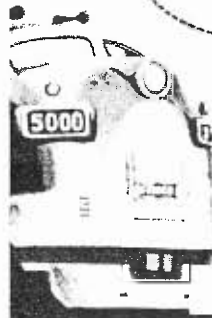
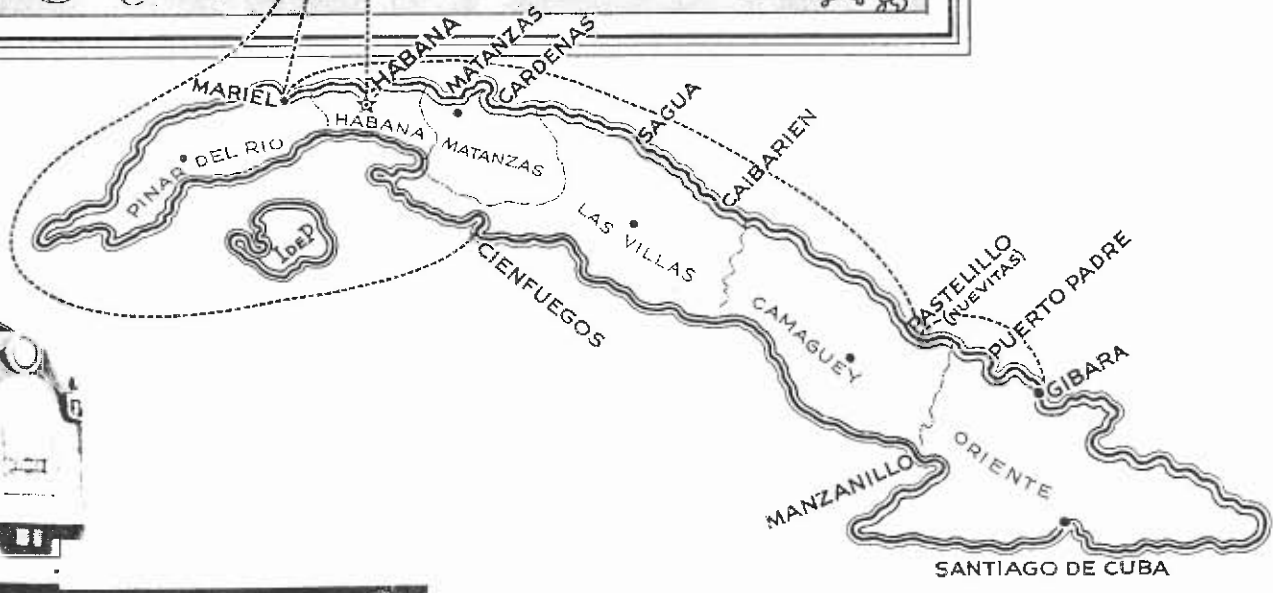
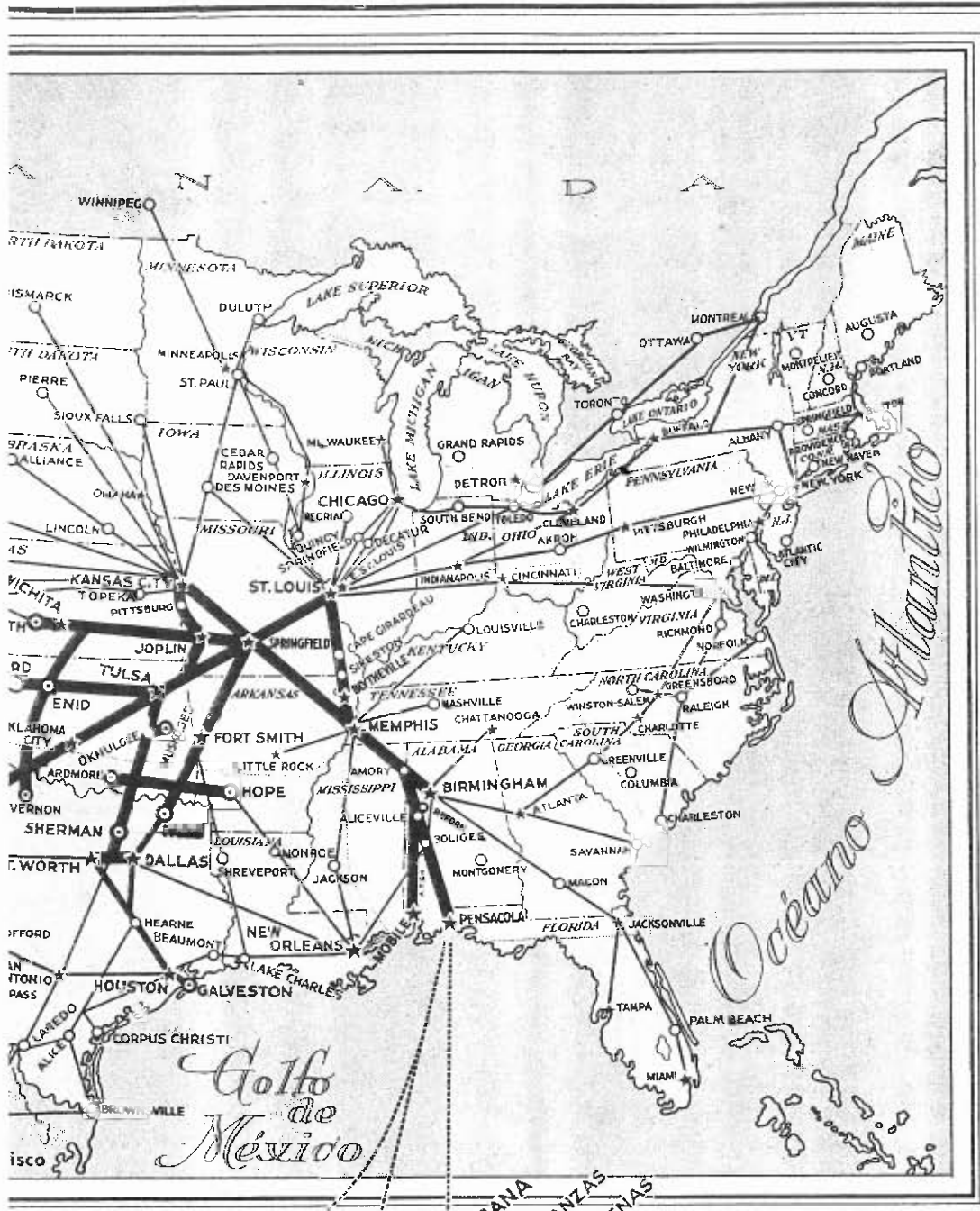
ANTES DE ORDENAR SUS EMBARQUES CERCIO-
RESE DE LAS VENTAJAS QUE EXISTEN POR
EL PUERTO DE PENSACOLA:

- 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 via 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 via "Cubamar Lines."
- Servicio quincenal entre Pensacola y Cienfuegos via "Cubamar Lines."
- Servicio quincenal entre Pensacola y Gibara via "Cubamar Lines."
- Servicio quincenal entre Pensacola y Pastelillo (Nuevitas) via "Cubamar Lines."
- Servicio quincenal entre Pensacola y Habana via "Empresa Naviera de Cuba."
- Pensacola cuenta con expertos agentes de aduana quienes se encargarán de la preparacion 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.







"Pensacola" Wrecker #99023, April 14, 1951.
Elliott Kahn collection

Pensacola Work Train

In the early 1950's, when the below photos were taken, the Pensacola Work Train included the following:

- 99023:** 60 ton steam wrecker
- 102918:** Bunk Car. ex-40' box car #123890
- 102292:** Dining Car. ex-40' box car #?
- 105063:** Tool Car. ex-40' box car #126628
- 105064:** Derrick pins. ex-43' flat car #93934
- 105902:** Water Car. ex-locomotive tender
- 101864:** Rail Car. ex-43' flat car #94620

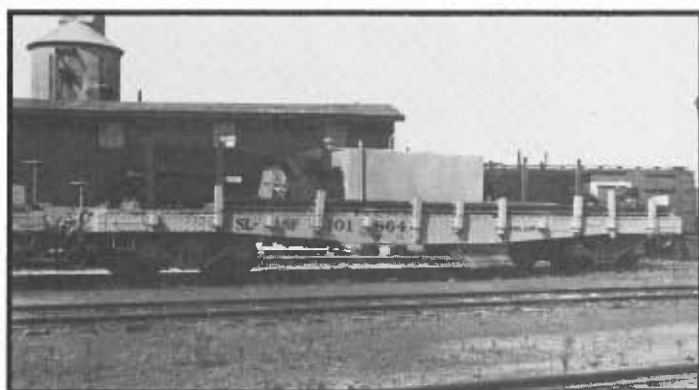


Pensacola Work Train awaiting its next assignment, April 14, 1951.
Shown from left to right: Bunk Car #102918, Dining Car #102292,
Tool Car #105063, Derrick Pin Car #105064, & Rail Car #101864.

Elliott Kahn collection



Pensacola Tool Car #105063, April 14, 1951.
Elliott Kahn collection



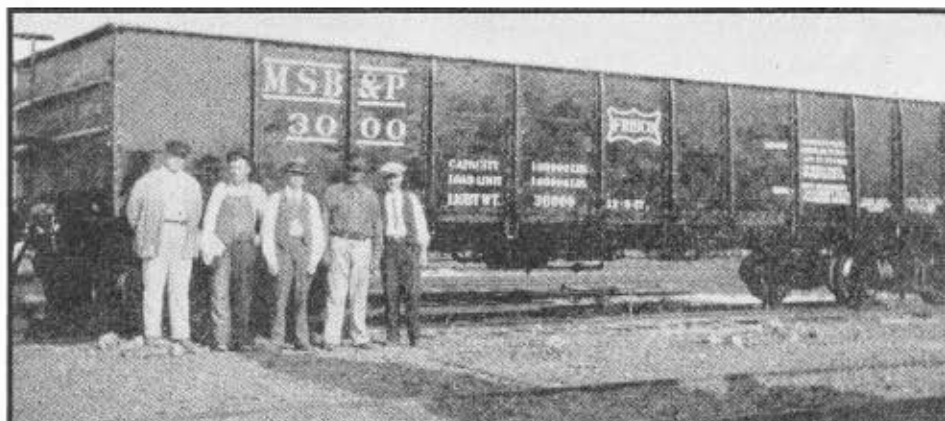
Pensacola Rail Car #101864, April 14, 1951.
Elliott Kahn collection

Treasures From The Deep

When the **Muscle Shoals, Birmingham, & Pensacola Railway Co.** purchased the **Gulf, Florida, & Alabama Railway Co.** in April, 1922, they inherited twelve locomotives, eleven passenger cars, and 262 pieces of freight equipment, twenty two of which were sitting on the bottom of Pensacola Bay!

While attempting to dock during a June, 1920, storm at the G.F. & A. company's Pier No. 3, the steamship John Adams plowed through the dock, dragging down the outboard part of the dock containing thirteen cars of lumber, nine cars of export coal, three parallel tracks on the outboard part of the dock, and 500 feet of rail on the trestle part of the approach to the outboard dock.

The ship also sank several small vessels which happened to be in its path during the rampage and damaged Pier No. 2, finally going ashore near the Baylen St. wharf.

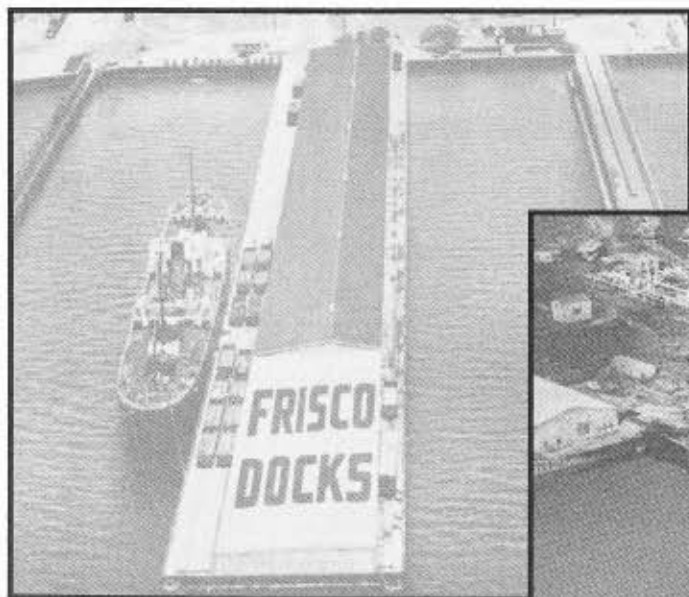


Rebuilt M.S.B. & P. coal car #3000, placed into service December 14, 1927. The men standing beside the car are, from left to right, J.R. Hirsh, General Foreman; G. Lynn, Piecework Checker; A.N. Beck, Storekeeper; G.P. Pittman, Car Foreman and O.O. Oleson, Chief Clerk to the General Foreman.

Frisco photo

The ship was coming into the docks for 12,000 tons of coal and caused the damage in docking due to there being such a hard rain that objects could not be seen but a few feet ahead. The accident occurred at 9:00 p.m. the night of June 18, 1920.

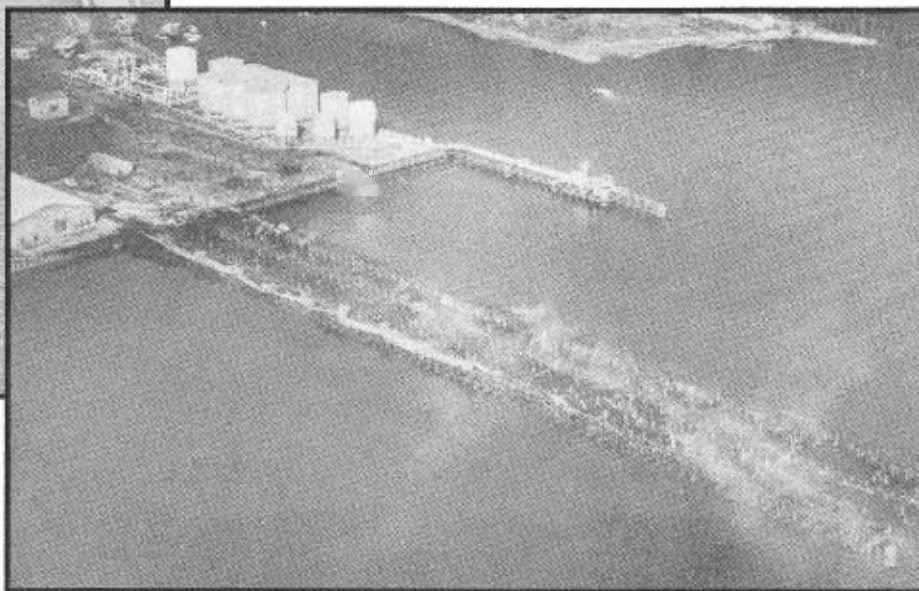
The freight cars rested at the bottom of Pensacola Bay for seven years. In July, 1927, these *Treasures From The Deep* were raised with the good and usable materials recycled into six new cars, as follows: **MSB&P 3000, 3001, 4000, 4001, 5000, 5001.** ☐



**Frisco Docks
Pensacola FL
circa. 1948
*Frisco photo***

Built shortly after 1900, the Frisco docks at Pensacola were sold to the Pensacola Port Authority in 1957. On December 17, 1966, they were completely destroyed by fire, as shown in the photo below.

Frisco photo



GULF, FLORIDA & ALABAMA RY. CO.

"DEEP WATER ROUTE."

JOHN T. STEELE, Receiver.

REPORTING MARKS—"D W R"

GENERAL OFFICERS.

JOHN T. STEELE, Receiver.....Pensacola, Fla.	C. W. THACKER, Traffic Manager.....Pensacola, Fla.	J. O. QUIMBY, Car Accountant.....Pensacola, Fla.
J. H. FRASER, General Manager...."	W. C. YONGE, General Agent....."	A. S. BUTTERWORTH, Chief Engineer...."
R. C. GREENAWAY, Asst. to Gen. Mgr. and Purchasing Agent...."	GEORGE REEDER, Auditor....."	HOWARD HUMPHREYS, Supt....."
	J. F. CRUTCHER, Cashier....."	M. G. BROWN, Master Mechanic....."

GENERAL OFFICES, PENSACOLA, FLA.

Miles of road operated, 151. Gauge, 4 ft. 8½ in. Locomotives, 12. Limit of load allowed to pass over this line in excess of marked capacity, 10 per cent.

FREIGHT EQUIPMENT.

Reporting Marks—"D W R"

The freight cars of this Company are marked "D. W. R.," and numbered and classified as follows:

KIND OF CARS.			DIMENSIONS.												CAPACITY.		NO.
M. C. B. DESIGNATION	CLASSES	NUMBERS.	INSIDE.			OUTSIDE.						DOORS.					
			Length	Width	Height	Length	Width at Eaves or Platform form.	HEIGHT FROM RAIL.			SIDE.		END.		Cubic Feet Level Full.	Pounds or Gallons.	
To Eaves.	To Top of Platform or Running Board.	To over all.						Width	Height	Width	Height						
			ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.			
SW..	Stock	500 to 574	36	8 5	7 1	36 10	9 6	.....	12 2	18 8	4 8	6 9	....	.....	2146	60000 lb.	73
FM..	Flat	1001 to 1130	.....	.....	.....	35 5	9 ....	.....	4	7 1	.....	.....	.....	.....	.....	60000 lb.	96
FM..	"	1131 to 1180	.....	.....	.....	37 2	9 ....	.....	4	5 6	.....	.....	.....	.....	.....	60000 lb.	46
GB..	Gondola.....	3001 to 3031	33 1	8 7½	3	35 5	9	7 1	.....	7 1	.....	.....	.....	.....	856	60000 lb.	20
IM..	Box	5001 to 5025	38 10	8 5	6 10	36 2	9 3	11 2	12 3	13 9	5 2	6 8	2 2	2 7	1946	60000 lb.	6
IX..	"	5026 to 5035	34	8	7	34 8	8 8	11 6	12 5	13 8	5 6	6 8	.....	.....	1904	50000 lb.	8
IX..	"	5036 to 5060	33 10	8 5	7 4	36 2	9 3	11 2	12 2	13 9	5 2	6 8	2 2	2 7	2088	60000 lb.	13
	Total .....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	262

The Official Railway Equipment Register, April, 1920

MUSCLE SHOALS, BIRMINGHAM & PENSACOLA RY.

W. B. HARBESON, Receiver.

REPORTING MARKS—"M S B P"

GENERAL OFFICERS.

W. B. HARBESON, Receiver.....Pensacola, Fla.	J. O. QUIMBY, Car Accountant & Claim Agent.....Pensacola, Fla.
R. C. GREENAWAY, General Manager and Purchasing Agent...."	A. S. BUTTERWORTH, Chief Engineer....."
R. W. MACHAM, General Freight and Passenger Agent....."	HOWARD HUMPHREYS, Superintendent....."
J. F. CRUTCHER, Auditor....."	M. G. BROWN, Master Mechanic....."
H. C. SARRA, Cashier....."	

GENERAL OFFICES, PENSACOLA, FLA.

Miles of road operated, 185. Gauge, 4 ft. 8½ in. Locomotives, 12. Limit of load allowed to pass over this line in excess of marked capacity, 10 per cent.

FREIGHT EQUIPMENT.

Reporting Marks—"M S B P"

The freight cars of this Company are marked "M. S. B. P.," and numbered and classified as follows:

M. C. B. DESIGNATION	KIND OF CARS.	CLASS	NUMBERS.	DIMENSIONS.												CAPACITY.		NO.	
				INSIDE.			OUTSIDE.						DOORS.						
				Length	Width	Height	Length	Width at Eaves or Plat- form.	HEIGHT FROM RAIL.			SIDE.		END.		Cubic Feet Level Full.	Pounds or Gallons.		
									To Eaves.	To Top of Platform or Running Board.	To over all	Width	Height	Width	Height				
																			ft. in.
SW.	Stock		500 to 574	36	8 5	7 1	36 10	9 6		12 2	18 8	4 8	8 9			2146	60000 lb.	71	
FM.	Flat		1001 to 1130				35 5	9		4	7 1						60000 lb.	101	
	Wood Racks		1131 to 1180				37 2	9		4	5 6						60000 lb.	32	
GB.	Gondola		3001 to 3031	33 1	8 7½	3	35 5	9	7 1		7 1					856	60000 lb.	31	
IM.	Box		5008 to 5015	38 10	8 5	6 10	36 2	9 3	11 2	12 3	13 9	5 2	6 8	2 2	2 7	1946	60000 lb.	4	
IX.	"		5026 to 5035	34	8	7	34 8	8 8	11 6	12 5	13 8	5 6	6 8			1904	50000 lb.	7	
IX.	"		5045 to 5053	33 10	8 5	7 4	36 2	9 3	11 2	12 2	13 9	5 2	6 8	2 2	2 7	2088	60000 lb.	8	
	Total																	249	

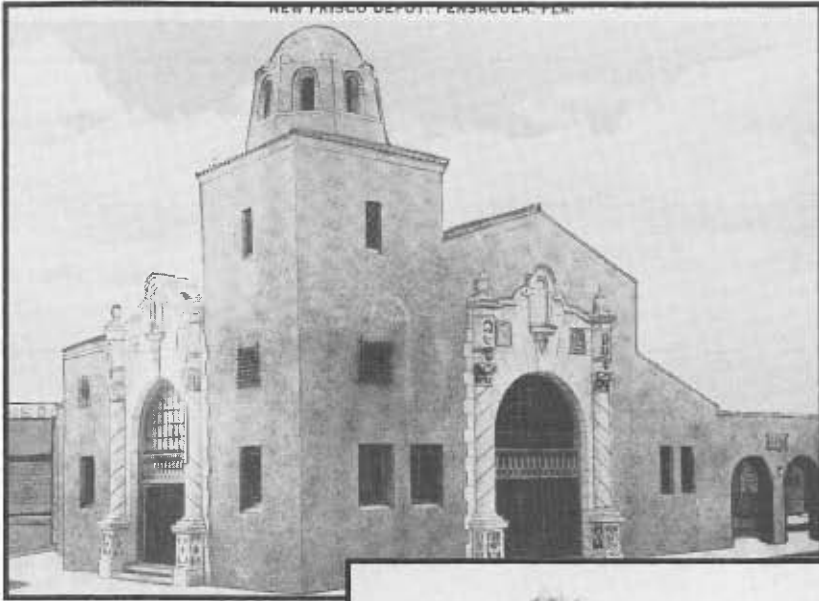
The Official Railway Equipment Register, September, 1925

Down At The Depot

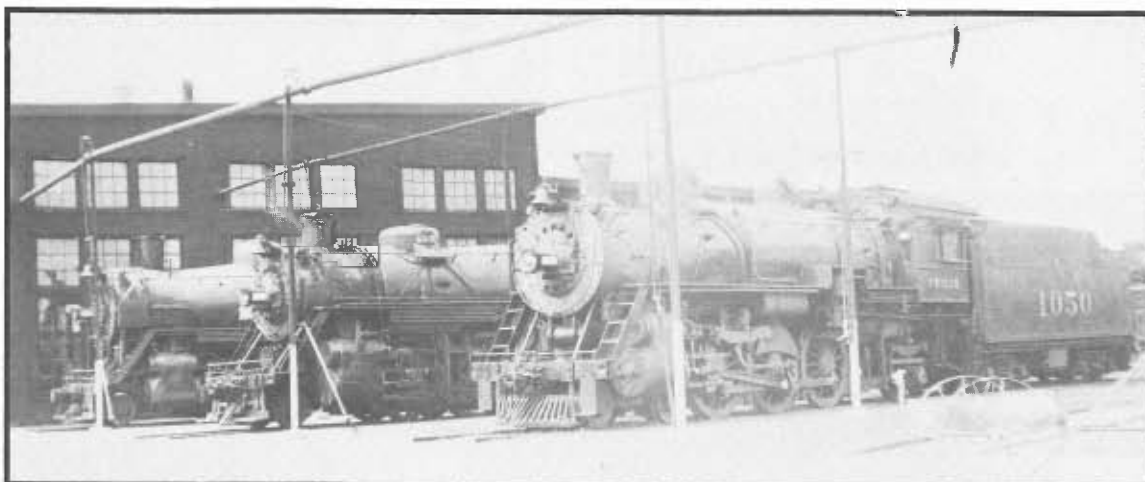
Pensacola, FL

Station R916

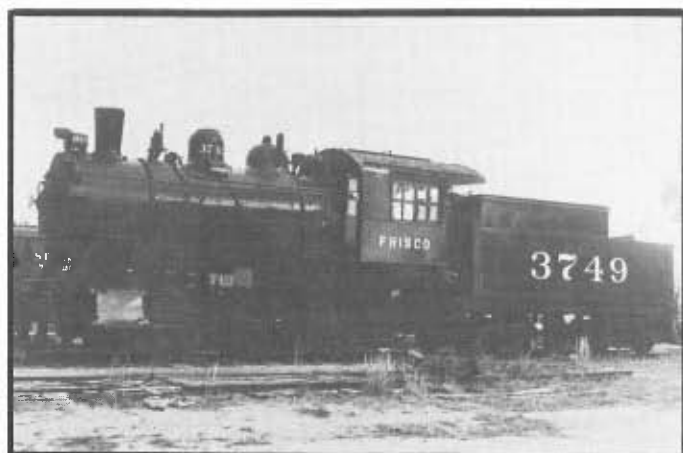
Pensacola Sub-Division - Southern Division



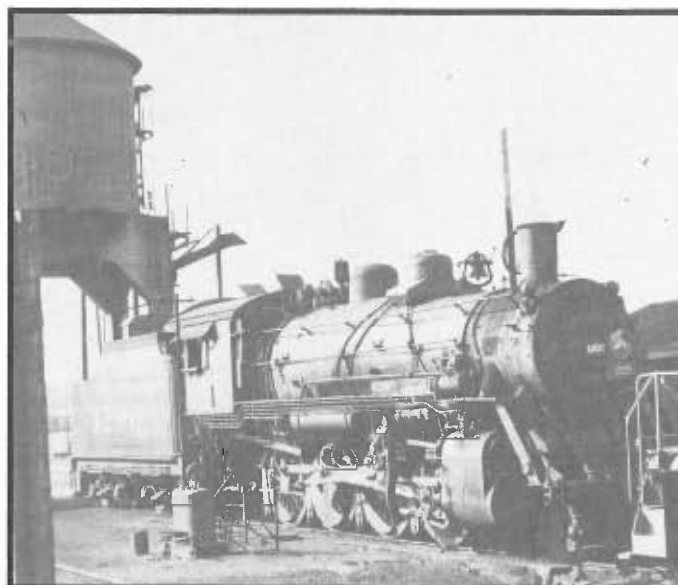
Pensacola Motive Power - Steam



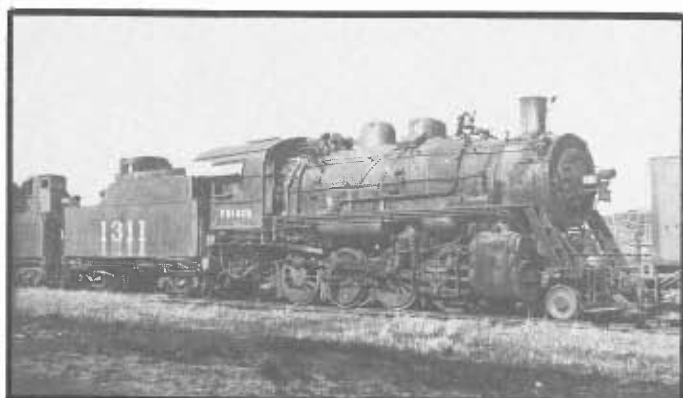
Frisko steam line-up, 4-6-2 #1050, 2-8-2 #4030, & 2-8-2 #1353, September 14, 1950. G. Roberts photo



Frisko 0-6-0 switcher #3749. R.W. Floyd collection



Frisko 2-8-0 #1290, July 2, 1950. G. Roberts photo



*Frisko 2-8-0 #1311, February 9, 1952.
Elliott Kahn collection*



*Frisko 2-8-2 #4030, September 4, 1950.
G. Roberts photo*

While most evidence of the Frisco in Pensacola is now in the annals of history, one shining example of its presence in southwest Florida is located on the median of Garden St., south of downtown Pensacola. It is steam locomotive #1355, **The Pride of Pensacola**.

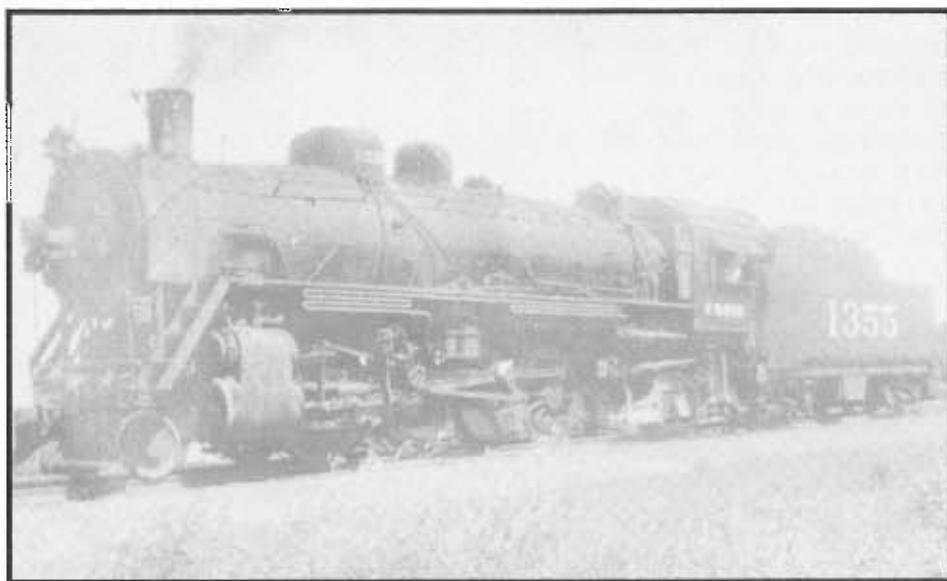
No. 1355 began its tenure of service on the Frisco in 1912, as #1318, one of forty 2-8-0 *Consolidation* type locomotives built by the Schenectady Locomotive Works, builder's No. 51817.

When first placed in service, the 1300 class were primarily assigned to the Eastern Division, Springfield to Monett, MO and on the Southern Division, Springfield to Thayer. They provided motive power for heavy local service, yard transfers, and thru freights.

Between November, 1943, and March, 1946, seven of the 1300 series *Consolidation* locomotives were rebuilt in the West Springfield Shops as 2-8-2 *Mikado* engines, series 1350-1356. In February, 1945, 2-8-0 #1318 entered the shops and in October, emerged as a 2-8-2, #1355. In March, 1946, #1356 was completed, the last in the series of 1300 *Mikado* conversions and the last steam locomotive to be rebuilt in the Springfield facilities.

When returned to revenue service, the 1300 rebuilds, including #1355, were assigned to service on the River Division between St. Louis and Memphis, and the Southern Division from Amory to Pensacola. According to our records, No. 1355 operated on the River Division until June, 1948, when it was transferred to service on the Southern Division.

In May, 1952, #1355 was officially dismissed from service and placed in storage at Memphis, TN. In the fall of 1956, it was refurbished and donated to the City of Pensacola. On March 4, 1957, the deed to #1355 officially changed hands in ceremonies held at the Coyle & West Garden St. location.



Frisco #1355 in service at Macomb, MO, on the Willow Springs Sub, Southern Division, June, 1950. Howard Killam photo

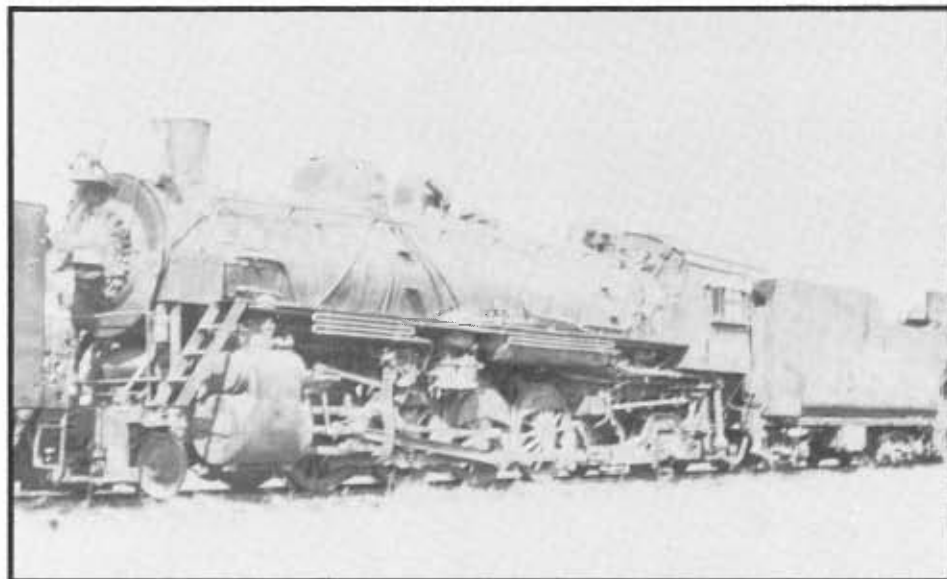
Time and the elements quickly began to take their toll on the engine and although efforts to maintain it were initiated over the years, by the spring of 1990 it was in a sad state of repair. Fortunately, something was done about it!

In the fall of 1991, the Naval Brig Staff of the Pensacola Naval Air Station took on the refurbishing of #1355 as a community service project. After over 600 hours of labor by thirty volunteers, the newly

restored locomotive was dedicated on April 28, 1992.

The Frisco Railroad Museum Inc. Research Service provided historical, technical, and photographic resources to aid in the project and the museum's president, Alan Schmitt, was one of many speakers at the April 28 festivities. The following is a portion of his comments:

... Pensacola has something to be proud of in locomotive 1355.



Frisco #1355 in storage at Memphis, TN, July 3, 1956. Howard Killam photo

It is by far one of the premier static restoration efforts that I have seen. ...the many folks who committed their time and efforts to the project stand as a shining example of Navy pride, community involvement, and historic preservation. ...You folks have done a first class job and on behalf of Frisco fans throughout the country, I congratulate you and I thank you!

No. 1355's service spanned over forty years and 1,000,000 miles on Frisco rails. Today, she is one of many Frisco survivors and proudly stands as a silent tribute to the Frisco in Florida!

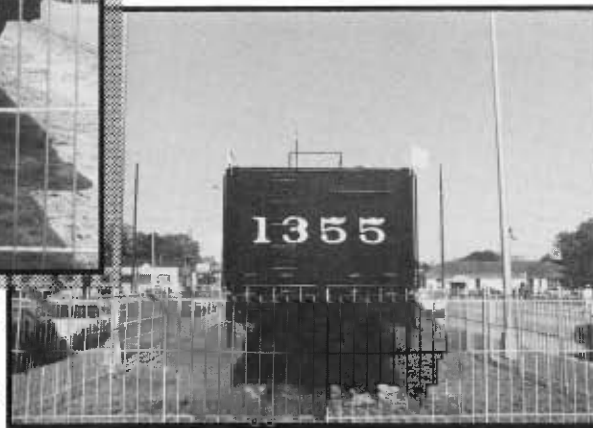
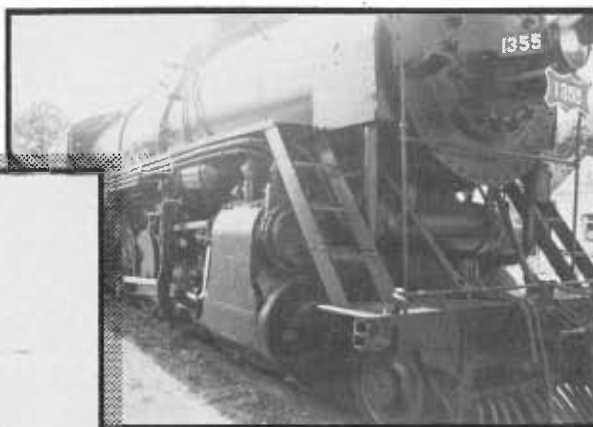


Frisco #1355 being moved to Garden St. location, March, 1957. Frisco photo

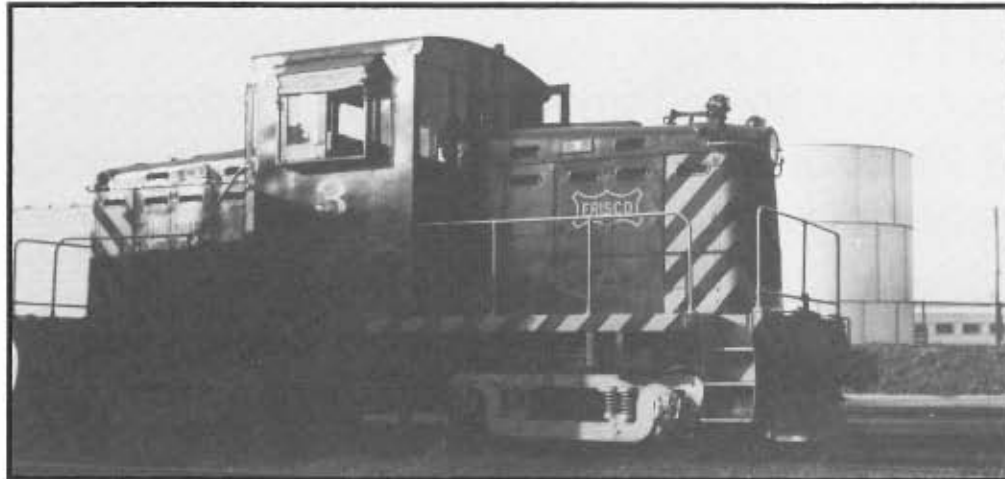
Steam locomotive #1355 is indeed...

The Pride of Pensacola

April 28, 1992



Pensacola Motive Power - Diesel



Whitcomb 44 ton switcher #3, May 25, 1951. G. Roberts photo



GP-7 #582, October 19, 1951. G. Roberts photo.



VO-660 #600, May 26, 1950. G. Roberts photo



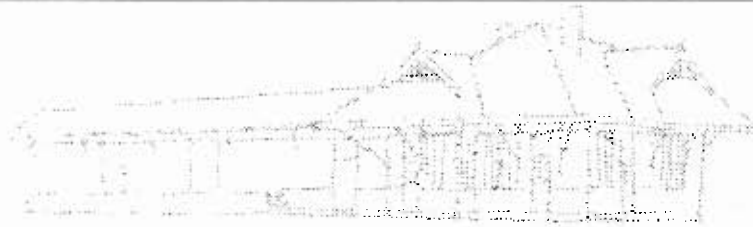
VO-1000 #208, August 26, 1950. Elliott Kahn collection



VO-660 #60, ex-#600, December 4, 1951. G. Roberts photo

Thanks!

...and a tip of the Frisco hat to Frisco Folk Jim T. Martin, and Steve Panzik, founder & Director of the **West Florida Railroad Museum, Inc.** for providing many of the photos featured in this *Special Edition* **Frisco in Pensacola**
All Aboard!



West Florida Railroad Museum, Inc.

L & N Depot, 206 Henry St., Milton, FL 32570

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