

the organizing and chartering of what afterward became the Atlantic, Valdosta & Western Railway.<sup>9</sup>

Upon the failure of the negotiations with the Plant System, Walton Ferguson, father of the junior partner of Baxter & Company, offered to furnish the money to build a railroad from Haylow westward to Valdosta, 22 miles, and extend it easterly 88 miles to Jacksonville, and for the equipment of the same. Construction of the road was placed in the hands of the resident partner of the firm, E. C. Long. It was completed from Jacksonville to Valdosta in 1899, and opened for passenger service July 13, 1899. This was usually considered the best built and equipped road in Florida up to that time, and it was the first in the State to lay 70-lb. steel rails. Its rolling stock was first-class in every particular and thoroughly up-to-date. The engines were equipped with electric headlights, among the first, if not the first, used in this section of the country.<sup>9</sup>

This road was named the Atlantic, Valdosta & Western. It proved to be a successful enterprise and opened a new field to both Valdosta and Jacksonville. The A. V. & W. Railway was sold to Samuel Spencer, president of the Southern Railway, in May, 1902, for an amount that was entirely satisfactory to the promoters of the enterprise. That part of the road between Valdosta and Grand Crossing (near Jacksonville) was conveyed by Mr. Spencer to the Georgia Southern & Florida Railway Company, the Southern Railway gaining control of the G. S. & F. in the transfer. The balance of the property, from Grand Crossing into and around Jacksonville, was transferred to the St. Johns River Terminal Company.<sup>9</sup>

#### **Jacksonville, Mayport & Pablo Railway<sup>s</sup>**

With an idea of creating a fish and phosphate business from Mayport and at the same time develop a seaside resort at Burnside Beach (just north of the present Manhattan Beach) a company headed by Alexander Wallace as president and chief owner was chartered in 1886 to build a narrow gauge railroad from Arlington to Mayport and Burnside Beach. It was chartered as the Jacksonville, Mayport & Pablo Railway and Navigation Company.

Grading for the roadbed began early in 1887. While this was in progress it was decided to change the gauge to standard; the part between Burnside Beach and Mayport had al-