it was not affected by the financial storms that beset most of the railroads in the South late in the 1880’s and the early 1890’s. It was included in the incorporation of the Florida Coast & Gulf Railway of May 28, 1892, which was changed to Jacksonville, St. Augustine & Indian River Railroad October 31, 1892, under a new charter granted H. M. Flagler for the purpose of extending the railroad down the coast from Daytona; and again September 13, 1895, when the Florida East Coast Railway Company was chartered to include the entire system from Jacksonville southward.

The general shops of the Jacksonville, St. Augustine & Halifax River Railroad were located in South Jacksonville until 1889, when they were moved to St. Augustine.

Jacksonville & Atlantic Railway.

The Jacksonville & Atlantic Railway Company was chartered in 1883, to build a line of railroad from South Jacksonville to Pablo Beach. The contract was awarded in October, 1883, for a narrow gauge railroad, and grading commenced soon afterward. The road was completed in December, 1884. All of the parties to the enterprise were local people; the original officers were: J. Q. Burbridge, president; H. S. Ely, vice-president; J. M. Schumacher, treasurer. The company acquired 1,700 acres of land along the right-of-way as a land grant and it also owned a large tract at the ocean terminus. Its beach property was platted into lots and put on the market in November, 1884. This was the first development at Pablo Beach, and the Jacksonville & Atlantic, completed a month later, was the first railroad to the Jacksonville beaches.

Considerable impetus was given to Pablo as a resort in 1886, by the building of Murray Hall hotel. About this time a competitor arose in the building of the Jacksonville, Mayport & Pablo railway that had in view the development of Burnside Beach several miles north of Pablo. Both places suffered set-backs when the hotels at Burnside burned in 1889 and Murray Hall a year later. The Jacksonville & Atlantic lost its depot and other property in the Murray Hall fire.

In the years following its completion officers and directors of the Jacksonville & Atlantic Railway Company changed a number of times. It had its financial difficulties, but its operation was continued. The Florida East Coast Railway