

DARLING LEAVES THE ST. PAUL

He Will Now Be Chief Engineer of a
Competing Railroad.

W. L. Darling, who a short time ago resigned as Chief Engineer of the Rock Island Company, to take charge of the construction of the Pacific Coast extension of the Chicago, Milwaukee and St. Paul, has left the employ of the latter company. It was learned yesterday that he will soon enter the service of a line with which the extension of the St. Paul will compete.

It was variously reported that this road was the Northern Pacific, which runs to the Pacific Coast about 125 miles north of the proposed line of the St. Paul, and the Western Pacific, which is now building a line to the Pacific Coast further to the south. The resignation of Mr. Darling caused surprise in railroad circles, owing to the fact that he had so recently gone to the St. Paul. At the Northern Pacific office it is said that nothing was known there of Mr. Darling's having entered the service of the company, or rather re-entered it, since he was formerly Chief Engineer of that road. He resigned from that position to take a similar position with the Rock Island system.

In some quarters the fact that Mr. Darling's services had been engaged by another line almost before he had undertaken his task with the St. Paul Road was regarded as indication that some of the railroads whose territory is being invaded by the St. Paul are attempting to interfere with the plans of that road.

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