

Mr. Gus Peterson has been appointed auditor of the Minneapolis, Anoka & Cuyuna Range Railway, of Minneapolis, Minn., to succeed Mr. C. A. Brantnober.

First Lieut. Warren Harries, son of General George Herbert Harries, of Washington and Louisville, Ky., was killed in an automobile accident on July 25, in France, where he was on duty. Lieut. Harries has been acting as an aid on the staff of his father, who has charge of one of the debarkation zones for American forces in France.

Mr. Erwin W. Clapp, for the last eight years superintendent of the Bristol & Norfolk Street Railway, with headquarters at Randolph, Mass., has resigned to join the staff of the Bay State Street Railway, of Boston. In his new position Mr. Clapp has been assigned to the office of the manager of transportation, reporting to Mr. Ralph M. Sparks, head of that department.

Mr. E. J. Haines, first lieutenant of the United States Signal Corps, died of pneumonia recently at Camp Devens, Mass. Mr. Haines was formerly assistant to the superintendent of equipment of the Bay State Street Railway, of Boston, Mass. He was well known in the New England electric railway field and before joining the colors had begun making a reputation for himself as an expert engineering witness in street railway accidents.

Miss Grace Bullock will be placed in charge of welfare work among the women employes of the Brooklyn Rapid Transit Company, of Brooklyn, N. Y., in association with Mr. George W. Edwards, welfare administrator of the company. Miss Bullock is a sister of the late Captain Harry A. Bullock, secretary of the Municipal Railway Corporation and head of many committees of the Brooklyn Rapid Transit organization, who was killed recently while serving with the American forces in France.

Mr. William M. Casey, former superintendent of transportation of the Denver Tramway Company, of Denver, Colo., has been appointed superintendent of transportation of the Washington Railway & Electric Company, of Washington, D. C., succeeding Mr. William F. Dement. Mr. Casey, from the time of his leaving Denver at the end of 1916, until his new appointment, has been on the staff of John A. Beeler, consulting engineer, who is advising the Public Utilities Commission of the District of Columbia on the solution of its traffic problems.

Mr. T. F. Grover has resigned as vice-president and general manager of the Chicago, South Bend & Northern Indiana Railway and the South Michigan Railway Company, of South Bend, Ind. Mr. Grover was formerly manager of the Terre Haute, Indianapolis & Eastern Traction Company in charge of both the electric lighting and railway business for more than 10 years. He has been continuously connected with the public utility business for the last 28 years. During that time he has served as president of the Fond du Lac Gas Company and the Fond du Lac & Oshkosh Railway and was vice-president and general manager of the Eastern Wisconsin Railway & Light Company.

Mr. M. Bernard, assistant engineer of special work of the ways and structures department of the Brooklyn Rapid Transit System, of Brooklyn, N. Y., has resigned to enter the engineering department of Ford, Bacon & Davis, of New York. Mr. Bernard was graduated from St. Johns College of Brooklyn, in 1904, and the two following years was engaged in general construction work. The next year was spent with William Wharton, Jr., & Company, Inc. In 1907 he entered the way and structures department of the Brooklyn Rapid Transit Company as general engineering draftsman, and from 1910 to 1913 he served as general assistant to the engineer of elevated lines and assistant engineer of the surface lines. He was appointed to his present position in 1913.

Mr. A. C. Eddy, engineer of maintenance of way of the British Columbia Electric Railway, of Vancouver, B. C., is now a captain with the Fifty-fifth U. S. Engineers. He volunteered for service in May and left on May 31 for Camp Grant at Rockford, Ill.

Mr. William F. Dement has been appointed to fill the new position of superintendent of employment and instruction, of the Washington Railway & Electric Company, of Washington, D. C., which has been created in view of the extraordinary labor conditions prevailing. Mr. Dement leaves the position of superintendent of transportation to take up his new duties for which he is so well fitted, having been with the company since the horse car days and having organized and conducted the instruction department fifteen years ago.

Mr. Charles Allen Goodnow, vice-president of Chicago, Milwaukee & St. Paul, with offices at Chicago, Ill., died at Seattle, Wash., on July 26, following a brief illness. Mr. Goodnow had been in active railway work for nearly half a century and was well-known as the man who was in charge of the greatest railroad electrification project so far undertaken. This work is remarkable for the rapid progress made and the results achieved in a relatively short period. The contracts for equipment and material for the first unit of the project, the line between Three Forks, Mont., and Deer Lodge, were awarded in November, 1914. This was the first step in the scheme which involved the electrification of 440 miles of main line between Harlowton, Mont., and Avery, Idaho. The first 282-ton electric locomotive was placed on a test track in September, 1915, and in February, 1917, steam engines were removed from the entire electrified section. At the present time the electrification of the lines from Othello, Wash., to Seattle and Tacoma, is under construction. The electrification of this part of line is progressing very satisfactorily and may be expected to be in service within less than a year.

Mr. Goodnow was widely known in the north Pacific territory, as an operating officer. He made his first visit to Puget Sound in 1908, and developed an original plan for hauling cars on barges to nearby Puget Sound points. This installation proved so successful that it was extended to Bellingham, Wash., Port Angeles, and Port Townsend, so that now the St. Paul's peninsula business is handled entirely by the barge system developed by Mr. Goodnow.

Mr. Goodnow was born at Baldwinville, Mass., on December 22, 1853. He entered railway service in 1868 with the Vermont & Massachusetts as a telegraph operator. In 1875, he became train dispatcher of the Troy & Greenfield and four years later was appointed trainmaster on the same road. From 1881 to 1886, he was superintendent of the New Haven & Northampton and in the latter year went to the Chicago, Milwaukee & St. Paul as superintendent of construction. In 1888, he was promoted to division superintendent, with headquarters at Dubuque, Iowa. He was later assistant general superintendent and general superintendent of the same road, and in April, 1902, was appointed general manager of the Chicago, Rock Island & Pacific. In November, 1903, he became general manager of the Chicago & Alton, with which line he remained about four years. From January 1, 1908, to January 1, 1913, he was assistant to the president of the Chicago, Milwaukee & Puget Sound. In this position he was in charge of various projects in connection with the extension of the Puget Sound lines, chief among which were the entrance of the St. Paul into Spokane, Wash., and into Great Falls, Mont. In 1913 he became assistant to the president of the Chicago, Milwaukee & St. Paul, with headquarters at Chicago, and in July, 1917, he was appointed vice-president of the same road at Chicago, which position he held until his death.