

Railway Construction

ABERDEEN RAILROAD (ELECTRIC).—Incorporated in South Dakota to construct an electric railway and capitalized at \$250,000. Incorporators: S. C. Hedger, Charles A. Howard, Charles N. Harris.

CHESAPEAKE & OHIO.—Under the name of the Pond Fork Railway, plans have been made to build a line up Pond Fork of Coal river in Boone county, W. Va., to the head of Pond Fork, about 20 miles. The principal commodities the new line will carry are lumber and coal. (See Pond Fork Railway, Sept. 17, p. 547.)

CHICAGO, MILWAUKEE & ST. PAUL.—The report of this company for the year ended June 30, 1915, shows that the Seattle, Port Angeles & Western has under construction a line from Fairmount, Jefferson county, Washington, west via Port Angeles to Earles in Clallam county, 62 miles. The section of this line west of Port Angeles, about 24 miles, has been completed and was put in operation in January, 1915. The construction of second main track and grade reduction work on the Chicago & Council Bluffs division, in Iowa, was completed in June, 1915, between Green Island and Manilla, 270 miles. The work which was temporarily suspended on the Hastings & Dakota division has been resumed and 178.70 miles was finished and put in operation in June, 1915. New sections of second main track were completed and placed in operation on the Chicago & Council Bluffs division, from one mile east of Delmar, Iowa, to Lost Nation, 12.80 miles; Elberon to Capron, 40.46 miles; Coon Rapids to Manilla, 31.90 miles, a total of 85.16 miles, and on the Hastings & Dakota division, from Hopkins, Minn., to Cologne, 23.87 miles; Minnesota Falls to Great Northern tower, 5.80 miles; west of Montevideo, to double track switch, 10.09 miles, a total of 39.76 miles. The work of depressing the tracks from Hiawatha avenue to Hennepin avenue, in Minneapolis, Minn., about three miles, was delayed during the past year. It includes the elimination of 37 grade crossings. About 64 per cent of the work has been finished and the company plans to complete all this work during the season of 1916. Work on the elevation of the tracks along Bloomingdale road, in Chicago, 2.4 miles, is finished on about 95 per cent. This work includes the elimination of 35 grade crossings. The elevation of tracks in Milwaukee, Wis., from Kinnickinnick avenue to Fowler street, and from Clinton street to First avenue, 1.4 miles, was finished on 30 per cent and it will take about two years to complete the work which includes the elimination of 14 grade crossings. Considerable progress has been made in connection with the elevation of tracks on the Chicago & Evanston division from Montrose avenue to Howard avenue, Chicago, 4.4 miles. Of the total work 30 per cent is finished, and it will probably take about two years to complete this work, which will eliminate 36 grade crossings. The line from Lewistown, Mont., to Great Falls, 137 miles, was completed and opened for operation early in September, 1914. The grading of the Choteau line, from Great Falls, Mont., to Agawam, 70 miles, is completed, but track laying has been temporarily suspended. Construction work on the Newwood River line, a logging road extending 18.25 miles northwesterly from Merrill, Wis., was completed and the line was placed in operation in December, 1914. The construction of the Snoqualmie tunnel at the summit of the Cascade mountains was completed, and the tunnel placed in operation in June, 1915.

CUDAHY PACKING COMPANY'S LINE.—Cameron, Joyce & Co., Kansas City, Mo., has been awarded a contract by the Cudahy Packing Company for grading, bridge construction and track laying from Fowler, Kan., to silicate beds, eight miles distant.

DOVER, MILLERSBURG & WESTERN (ELECTRIC).—Grading will soon be begun on this road, which will extend from Canal Dover, Ohio, to Millersburg, a distance of 37 miles. Ben George, secretary and treasurer, Canal Dover, Ohio; D. F. A. Wheelock,

on about 36 miles in Lake, Porter and La Porte counties, Indiana, as soon as the work is authorized. This work when finished will complete the double-tracking of the Chicago & Erie. (December 18, p. 1165.)

KINSTON BELT LINE.—Incorporated in North Carolina with \$25,000 capital to build a belt line of steam railroad around the city of Kinston, N. C., and an electric car line through the city streets. The lines are to carry both passengers and freight. The incorporators are J. T. Deal, M. L. German, W. S. Spottswood and G. V. Cowper.

LAKE ERIE & EASTERN.—Double tracking work on about two miles of this road has been authorized to be carried out this year.

LUCERNE & AURELIA CROWN.—It is planned to begin work in the spring of 1916 on this line from Lucerne, Wash., to Aurelia Crown Mines, 16 miles. The final survey is now in progress and the average grade is to be less than 3 per cent. There will be six or seven bridges with an average length of from 50 to 60 ft. each and one tunnel about 400 ft. long. Among the structures contemplated in connection with the road are two stations, a warehouse, machine shop and wharf on Lake Chelan. The railway will serve the Aurelia Crown Company, by which it will be controlled, and its principal traffic will be about 2,000 tons of ore per day down grade and machinery and supplies for the mine up grade. O. Robert Dahl, president, Box 187, Seattle, Wash.

NEW YORK, CHICAGO & ST. LOUIS.—On September 1 this road began an extensive grade elimination project in Cleveland, Ohio, under the direction of A. J. Himes, engineer of grade-crossing elimination. The program includes the depression of tracks from Fulton road to Detroit avenue—a distance of about two and one-half miles, the construction of a four-track roadbed, and the erection of 13 reinforced concrete bridges and numerous retaining walls. About 1,600 tons of steel and 43,000 cu. yd. of concrete will be utilized, 750,000 cu. yd. of material will be removed from the excavations and 25,000 cu. yd. filled in at the street approaches. The work is being done by company forces, and will cost in the neighborhood of \$2,900,000.

NEW YORK SUBWAYS.—The War Department having granted a satisfactory form of permit for the construction of a tunnel under the East river from Fourteenth street, New York, in the borough of Manhattan, to North Seventh street, in the borough of Brooklyn, bids for the construction of the tunnel will probably be asked for in the near future.

PHILADELPHIA & READING.—An officer writes regarding the report that this company will build a short line from Wilmington, Del., to a point opposite the du Pont Powder Company's plant at Carney Point, N. J., that the matter is under way, but nothing definite has yet been decided upon.

POND FORK RAILWAY.—See Chesapeake & Ohio.

SOUTH DAKOTA SHORT LINE.—Incorporation has been asked for in South Dakota by this company with a capital of \$2,000,000 to build a railway from Mitchell, S. D., northwest to Pierre 130 miles. The proposed line will pass through the counties of Davison, Aurora, Jerauld, Buffalo, Hyde and Hughes. The farmers along the proposed route have been asked to subscribe to stock. G. W. Adams, Council Bluffs, Iowa, is the promoter. N. Johnson, Mount Vernon, S. D., A. J. Hughes, J. E. Ziebach, F. E. Swartout and J. Jorgenson, Gann Valley; G. M. Schumway, and E. H. Scott, Letcher, are directors.

SOUTHERN RAILWAY.—Contracts have been let for second track work between Greenville, S. C., and Easley, 11.5 miles, it is said to H. J. Dunavant & Co., Knoxville, Tenn., and from Easley to Central, 15 miles, to M. M. Elkan, Macon, Ga.

SOUTHWESTERN LIGHT, POWER & RAILWAY.—Contracts have been given to the Arbuckle Construction & Improvement Company to build this line, also for constructing a power station at Davis and repair shops at Arbuckle. The company was organized recently in Texas with a capital of \$12,000,000 to build an interurban electric line between Denison, Tex., and Oklahoma City, Okla., about 176 miles. W. T. Croslen, president; W. T. Croslen, Oklahoma City, Okla. (Sept.

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