

apolis, as freight traffic manager, succeeding J. N. Tittemore. Mr. Conn is now general freight agent of the Soo Line.

—At the annual meeting of the Western New York and Pennsylvania, Wm. H. Barnes was retired, and John P. Green, former vice-president of the Pennsylvania, was elected president to fill the vacancy. Captain Green was also elected president, of the Allegheny Valley, to succeed Mr. Barnes.

—Appointments have been announced on the Chicago Great Western as follows: Wilson E. Symons, superintendent of motive power and machinery, at St. Paul; W. P. Chrysler, assistant superintendent of motive power and machinery, at Oelwein, Iowa; C. B. Fiske, division freight agent, at Fort Dodge, Iowa, vice M. E. Newell, resigned.

—G. C. Manning, formerly traveling passenger agent of the Erie, at Buffalo, has been appointed division freight agent of the New York, Delaware and Wyoming division of the same road. He takes the place of Frank E. Smith, who has been made milk agent, and W. S. Cowle has been promoted to assistant general freight agent to succeed David L. Gray, advanced to assistant traffic manager.

—The following changes on the Canadian Pacific have been announced: Robert Kerr, who has been passenger traffic manager for many years, with headquarters at Montreal, is placed on the pension list. W. R. MacInnes, freight traffic manager, succeeds Mr. Kerr, having control of both freight and passenger traffic. W. B. Lanigan, who has been stationed at Winnipeg for the past year, will be appointed freight traffic manager under Mr. MacInnes, with headquarters at Montreal.

## CONSTRUCTION

**NEW ROUTES SURVEYED**—Engineers surveying for the St. Paul up the Blackfoot River and through the Clearwater country to Ovando, a place about 65 miles east of Missoula and 45 miles from Drummond, the nearest railroad station, are headed for Kalispell, and will follow a straight line northward up the Swan River to that place, 100 miles.

The Northern Pacific has a surveying party out for the same purpose, and both are to work along the east side of Flathead Lake, where, it is understood, the Great Northern has also been having surveys made.

**To EXTEND BURLINGTON**—Preparations have been made to begin work at the southern end of the Burlington's connecting link between the Big Horn Basin line and the Colorado Southern, building west and north from Orin Junction instead of south and east from Kirby.

The effect will be that the first of the new trackage completed will parallel the Chicago and Northwestern from Orin Junction to a point west of Casper. The Burlington will be able to compete for the business of this section much earlier than would be the case if the Kirby-Orin connecting link were built from the northern end.

**CONSTRUCTION ON HARRIMAN LINES**—Enormous amounts will be spent by the Harriman lines in Southern California as at present planned. Between Rocklin and Colfax \$4,500,000 will be spent, it is said, where the contractors for the work are about to place 3,000 men at work. The Utah Construction Company has the contract for the Clipper Gap-Colfax section, which will cost probably an equal amount, as it includes the boring of a 3,000 foot tunnel above Applegate. Work on this tunnel already has been begun. More than four years will be required to complete all the work in that section. The total cost of the Rocklin-Colfax cut-off will be in the neighborhood of \$10,000,000.

**NEW ROAD IN MINNESOTA**—Official confirmation has been received of a rumor that has been current for some time that a railroad would be built from Deerwood, Minn., to Duluth. It will be an ore carrying road and will open to the independent steel manufacturers a large deposit of low grade ore on the Cayuna range, which, it is said, will enable the independent steel men to compete with the United States Steel Corporation.

The road will be constructed this summer by a company of which Cuyler Adams, of Duluth, is the head. Behind Mr. Adams will be the Rogers-Brown Company, one of the largest furnace interests in the United States.

The new road will be less than 100 miles in length, having a terminus at Deerwood for the present. The terminals of other roads will be used in Duluth, but later it is planned to construct ore docks there. Work will be begun on the road this summer.

**NEW GULF LINE PLANNED**—That a new railroad extending from Kansas City to the Gulf of Mexico will be in operation within three years was the statement made by William Kenefick, who is constructing the Oklahoma and Gulf Railway from Wagoner, Okla., to Calvin, Okla., and who returned from France recently. Mr. Kenefick has secured the support of a number of French capitalists in the new venture. He announced that a bond issue has already been arranged abroad which will be sufficient to extend the line from Calvin to Denison or Sherman, Texas. Mr. Kenefick says he has the assurance that the funds necessary to build the line north from Wagoner, Okla., to Joplin, Mo., will be available as soon as the road is built to Texas. If

a connection cannot then be made with some existing railroad Mr. Kenefick will proceed to build his own line from Joplin to Kansas City.

## EQUIPMENT NOTES

**IMPROVEMENTS FOR MEXICAN CENTRAL**—It has been announced by the directors of the National Railways of Mexico that the sum of \$12,000,000 will be spent in the near future in improving the Mexican Central line and in changing the Inter-Ocean Railway between Mexico City and Vera Cruz into a broad gauge system. It is announced that bids will be called for in all the capitals of the world.

**EQUIPMENT FOR THE FRISCO**—The St. Louis and San Francisco has ordered a large amount of new equipment for the use of their company in Texas, the total amount of the contract being for \$920,187 of equipment and rolling stock. The equipment thus purchased consists of twenty-five baggage cars, valued per car, \$7,981, total \$199,525. Six baggage and mail cars, value per car, \$9,565, total, \$57,390. Thirty-seven passenger cars, value per car, \$11,827; total, \$177,405. Four cafe observation cars, value per car, \$17,950; total, \$71,800. Grand total, \$920,187. By the terms of the contract \$92,018 is paid in cash, balance in forty consecutive equal quarterly deferred payments of \$26,437.30 each, bearing 5 per cent interest.

**POWER PLANTS FOR ST. PAUL**—Contracts are about to be awarded by the Chicago, Milwaukee and Puget Sound road, the St. Paul's Pacific Coast extension, for two electric power plants in the Bitter Root Mountains, to furnish power for the operation of more than 100 miles of line on the Idaho Division between St. Joe, Idaho, and St. Regis, Mont. The plants as at first constructed will furnish 30,000 horse-power. They are to be located on the St. Joe River at St. Joe, and on the Missoula River below Missoula, Mont. The grades and curves over which the electric motors will operate are heavy, the grade running from 2½ to 4 per cent.

**NEW STEEL ORDERS**—The Carolina, Clinchfield and Gulf has ordered 5,000 tons heavy sections of the 11,000 tons under negotiation. It is claimed that Canadian mills have made lower prices on the 16,000 tons for the Cuba Railroad than have American mills.

The Cambria Steel Co. is to roll 10,000 tons of special section heavy rails for the Pennsylvania Tunnel and Terminal Co., to carry the electric current in the third-rail system.

The Erie Railroad Co. has placed a contract for a viaduct in New Jersey calling for about 3,600 tons of steel with the American Bridge Company, and is still negotiating for about 5,000 to 6,000 tons of bridge work for delivery over the remainder of the year. No awards have yet been made by either the New York Central or the Missouri Pacific. The Chicago Great Western has a small bridge inquiry out.

**BETTER SIGNALS FOR CENTRAL**—Within 30 days the automatic signal system on the Buffalo division of the New York Central, will be extended. Syracuse dispatches state that contracts will probably be awarded this spring for the installation of the service between Croton-on-the-Hudson and Buffalo, and that it is expected a third of the work on the Hudson, Mohawk and Western divisions, will be completed this year.

The frequency with which the signals will be placed along the line will make it possible to keep trains closer together with perfect safety and bring them into terminals in a more satisfactory manner. The most used tracks will be equipped first, and eventually the present tower system will be replaced by the automatic service, it is said. The majority of the signals will be one mile apart, and some a little less than a mile.

It is understood that the signals will be of the type known as the upper quadrant, which is said to be reliable in any weather. In this system the straight arm will indicate a stop, 45 degrees upper quadrant will denote caution and 90 degrees clear track.

**NEW EQUIPMENT FOR GRAND TRUNK PACIFIC**—Several large orders for equipment and rolling stock have been placed by the Grand Trunk Pacific Railway and will be rushed to completion.

The Montreal Locomotive Works has received an order for twenty-five eight-wheel engines to be delivered next July. The weight of these engines on drivers is 74,600 pounds, total weight of engine and tender loaded, 364,988 pounds. An order has also been placed with the Algoma Steel Company, Sault Ste. Marie, for 22,000 tons of eighty-pound steel for rails. These rails are intended for the prairie section of the line and are to be delivered at Fort William on the opening of navigation this spring.

In addition to this the Grand Trunk Pacific has ordered from the Dominion Steel and Iron Company, Sydney, N. S., 13,000 tons of sixty-pound steel rails, and 2,000 tons of sixty-pound rails, sufficient to lay twenty-one miles of track intended for sidings. This shipment will be moved entirely by boat around Cape Horn from Sydney to Prince Rupert.

The twenty-five mogul engines ordered by the Grand Trunk Pacific from the Canadian Locomotive Company, Kingston, are well under way. Delivery of the first two will soon be made, and the delivery of the total twenty-five will be completed by July this year.