

The Toledo, Fostoria & Findlay (Electric) has ordered four interurban motor cars from the Niles Car & Manufacturing Co.

The New York City Railway has ordered 100 double-truck street cars of the "pay-as-you-enter" type from the J. G. Brill Co.

The Virginian is reported to have ordered 10 steel dump cars of 60 tons capacity from the Atlas Car Manufacturing Co., Pittsburgh.

The Wisconsin Steel Company has ordered 15 steel underframe gondola cars of 100,000 lbs. capacity from the Western Steel Car & Foundry Co.

The Detroit & Toledo Shore Line denies having ordered 400 coal cars from the American Car & Foundry Co., as reported in the *Railroad Gazette* July 26.

The San Pedro, Los Angeles & Salt Lake, as reported in the *Railroad Gazette* of August 9, has ordered 100 tank cars of 100,000 lbs. capacity from the Pressed Steel Car Co.

The Erie is reported to have re-entered an order for 3,000 box cars placed last February with the American Car & Foundry Co., as reported in our issue of Feb. 15, and which was canceled in June.

The Chicago, Milwaukee & St. Paul is turning out 24 steel underframe box cars a day at its West Milwaukee shops, these cars being a part of an order for 3,000 cars placed last spring, as reported in our issue of March 15.

RAILROAD STRUCTURES.

AUSTIN, TEX.—Local reports state that the Missouri, Kansas & Texas has plans made for extensive terminal improvements in a number of cities in Texas, including Fort Worth and Dallas, where about \$600,000 is to be spent enlarging the present terminals. Two-thirds of this will be used for repair shops and a roundhouse, and for laying yard tracks at Fort Worth.

CHICAGO, ILL.—Preliminary work on the Chicago & North-Western's new passenger station has been begun. One-half of the property for the site has been bought, and the rest will be bought this year. Actual construction work will be begun early next year. The buildings are being removed between Canal and Clinton streets and north of Madison street, where the station will be built.

GLOBE, ARIZ.—The Southern Pacific has plans ready for putting up a new passenger station, for which a site has been bought. The station is to be used by the Gila Valley, Globe & Northern. The cost of the improvement will be about \$100,000.

TRINIDAD, COLO.—Final arrangements have been made by the Atchison, Topeka & Santa Fe to make improvements here at a cost of \$60,000. The work includes a new freight house, a roundhouse and a coal chute. A new side track will also be laid.

RAILROAD CONSTRUCTION.

New Incorporations, Surveys, Etc.

ATLANTA, BIRMINGHAM & ATLANTIC.—This company is to build from Bone's Gap, Ala., to Adamsville, penetrating a coal district. This line is a companion to the line from Bessemer to the new coal town of Mulga, and the proposed line from Birmingham to Gate City, where a rolling mill district is entered. The Birmingham district branches of the A., B. & A. will cover about 25 miles, and will give an entrance into many important industrial centers.

CENTRAL KENTUCKY TRACTION.—This company has issued \$300,000 bonds and executed a mortgage for \$250,000 to secure funds to finish the construction of its lines from Lexington, Ky., east to Winchester, 20 miles, and south to Nicholasville, 15 miles.

CHICAGO, BURLINGTON & QUINCY.—According to reports, this company has filed plans for its proposed extension in Wyoming. The route is from Guernsey northwest along the North Platte river to Douglas, thence west to the Shoshone Indian Reservation, about 200 miles. Surveys reported under way.

CHICAGO, MILWAUKEE & ST. PAUL.—President Earling is quoted as saying that work on the Pacific extension will be pushed to completion as fast as men and machinery can accomplish the task. Several thousand additional men are to be put on work to have the line finished to Butte next May. He does not say when work will begin on the Seattle division. The company is soon to begin work on the 8,000-ft. Bitter Root tunnel and on the 10,000-ft. tunnel in Snoqualmie Pass.

CHICAGO, ROCK ISLAND & PACIFIC.—The Carrolton-Irving cut-off, it is expected, will be finished and ready for operation in a few weeks. The new line will be 11 miles long and will connect Irving, Tex., which is on the Fort Worth-Dallas line of the Rock Island, with Carrolton, on the St. Louis & San Francisco. (July 26, p. 111.)

CORVALLIS & ALSEA RIVER.—Incorporated in Oregon with a capital of \$150,000 to build a line from Corvallis, southwest via Alsea, thence south to Blachly in the Lake creek district, about 40 miles. Stephen Carver, B. W. Johnson, V. E. Watters, A. Fischer, E. R. Bryson and F. L. Miller, of Corvallis, are directors.

FORT WORTH & RIO GRANDE.—See St. Louis & San Francisco.

GULF, COLORADO & SANTA FE.—Plans reported made for extensive improvements at Port Bolivar, Tex., which is to be an important lumber exporting point. A pier 300 ft. wide and 1,200 ft. long is to be constructed and barges are to be used to transport passenger trains across the bay to Galveston. The Gulf & Interstate division, which runs from Bolivar to Beaumont, connecting at this point with the line north to Center, is building a connecting line from Center to Timpson, which will give a connection with the Texas & Gulf. Plans are ready for extending the T. & G. north from Longview to a connection with the Santa Fe's Kansas City line at a point in the Indian Territory. When these connecting links are finished the Santa Fe will have a shorter route from Kansas City to Galveston.

GULF, PLAINVILLE & NORTHERN.—This company, chartered to build 60 miles of line from Plainville, Kan., north to the Nebraska state line, and which has an office at Plainville, is reported recently to have given a contract to the W. C. Ross Company, of Chicago, to build the line. It is said that sub-contracts for grading will shortly be let. (March 15, p. 384.)

LOUISVILLE & NASHVILLE.—The work carried out by this company since January 1 of this year is as follows: Revision of line, Knoxville division, Corbin, Ky., to Saxton, Ky., 1.60 miles; revision of line, Henderson division, Greenbrier, Tenn., to Guthrie, Ky., 1.80 miles; Meadow Spur, Knoxville division, 1.30 miles; Chenoa branch extension, 1.82 miles; Skelton Creek extension, 6.25 miles, mine spurs, 3.33 miles. Extensions under way: Savoy, Ky., to coal mines, 19 miles; Mount Pleasant, Tenn., to Mayfield, Tenn., 17 miles; completion of work of revision of line, Greenbrier, Tenn., to Guthrie, Ky., 25.70 miles; revision of line, Kentucky division, Corbin, Ky., to Livingston, Ky., 31.70 miles.

MEXICAN ROADS.—The concession granted to W. C. Palmer to build railroads in the state of Zacatecas, Mex., has been modified to include a line from a point between Gutierrez and Canitas, on the Mexican Central, west to Sombrerete, 60 miles. Surveys must be started within two months and the work finished for 30 miles within 18 months. Permission has also been granted to build a line from Sombrerete, or a point on the above line, south to Chalchihuites, 35 miles, on which surveys must be started within six months, and the line finished within four years. The other stipulations of the concession as originally granted remain in force. (March 15, p. 396.)

MISSISSIPPI ROADS (ELECTRIC).—A company is being organized with a capital of \$90,000 in Mississippi to build an electric line from Scranton northeast via Orange Grove and St. Elmo, Miss., and Grand Bay, Ala., to Mobile, about 40 miles. The proposed line will parallel the Louisville & Nashville for most of the way. M. J. McDermott, S. Lowenstein, of the Bank of Mobile; J. D. Willoughby and R. C. Harris, of Scranton, are interested.

PENNSYLVANIA.—An additional section of the Kensington branch of this road in northeast Philadelphia, which now extends from Frankford Junction to Front and Narrow streets, 2.9 miles, is to be elevated, contract for the work having recently been let to the James McGraw Co. The work includes raising three tracks over six streets. It is expected to have it finished next spring, when additional contracts will be let. The track elevation, which will cost when completed about \$2,500,000, was begun in 1900 and continued to a point south of Venango street and then discontinued for about four years pending negotiations with the city. The city is to pay \$900,000 towards the cost of the work.

This company, it is said, will spend \$1,500,000 in the construction of a new yard at Williamsport, Pa. The new yards will be adjacent to the large yards of the Philadelphia & Reading and the New York Central, and also the new yards of the Susquehanna & New York.

PENSACOLA, ALABAMA & WESTERN.—Bids are wanted by the Interstate Contract Co., 224 Brent building, Pensacola, Fla., for grading, masonry and bridges on 105 miles of railroad as mentioned on advertising page 22. At a meeting of the promoters of this company and the Pensacola & Northeastern the bids recently submitted by contractors to grade 20 miles of roadbed of each of these proposed roads were rejected. The work for which bids are now asked includes grading all of the Pensacola & Northeastern from Pensacola, Fla., to Andalusia, Ala., 85 miles, and also for 20 miles on the Atmore division of the Pensacola, Alabama & Western. (June 28, p. 949.)

PENSACOLA & NORTHEASTERN.—See Pensacola, Alabama & Western.

ST. LOUIS & SAN FRANCISCO.—Announcement is made that the Fort Worth & Rio Grande is to be extended from Brady, Tex., south-