

General Railway Signal Co., Rochester, N. Y., as Foreman, leaving this position in 1904 to become Signal Inspector of the Chicago, Rock Island & Pacific. In 1906 he was appointed Signal Inspector of the Illinois Central, which position he held until his present promotion. D. R. Morris is appointed Signal Inspector, succeeding H. F. Lomas. All appointments effective September 1.

E. W. Kolb, Supervisor of Signals of the Nebraska division of the Union Pacific, has been appointed Engineer of Electrical Signals of the Chicago, Rock Island & Pacific. He will have supervision over construction, changes and inspection of electrical signal apparatus. E. J. Relph, Inspector of Signals, has had his title changed to Interlocking Engineer.

W. L. Tracy, formerly Division Master Mechanic of the Louisville & Nashville at South Louisville, Ky., has been appointed Assistant Superintendent of Machinery of the Missouri Pacific, with headquarters at Kansas City, Mo. B. J. Peasley has been appointed Master Mechanic of the Missouri Pacific at Ferriday, La., succeeding J. Schumacher, transferred.

Special Officers.

Alfred Darrow, Advertising Manager of the Missouri Pacific, has resigned to engage in other business.

Purchasing Officers.

A. C. Merry, Purchasing Agent of the Chicago Terminal Transfer, has resigned, and his office has been abolished.

OBITUARY.

Adams Bardsley, former Master Mechanic of the Buffalo, Rochester & Pittsburg, died recently. Mr. Bardsley began railroad work in England, and when he was seventeen went to Egypt, where he worked in the mechanical engineering department of different railroads. Later he came to America and worked 20 years for the Northern Pacific. In 1903 he was made Master Mechanic of the Buffalo, Rochester & Pittsburg, and later was a salesman for the American Locomotive Co. His last position was as Master Mechanic of the Gulf & Ship Island, from which he resigned on account of poor health.

Elbridge H. Beckler, Civil Engineer in charge of construction of the Pacific extension of the Chicago, Milwaukee & St. Paul, died at Missoula, Mont., his temporary headquarters, on August 27, at the age of 54 years. He was born at Buckfield, Me., and was educated at the Maine State College of Agricultural and Mechanic Arts. He began railroad work in 1879 as transitman in a party locating the Fergus Falls branch of the St. Paul, Minneapolis & Manitoba, now part of the Great Northern. From 1880 to 1884 he was consecutively Assistant Engineer on location and Resident Engineer on construction on the Yellowstone and Rocky Mountain divisions of the Northern Pacific. He was Division Engineer of the Canadian Pacific from 1884 to 1885, and then for a short time was Resident Engineer of the Northern Pacific near Duluth, Minn. From 1886 until 1891 he was Resident Engineer, Assistant Chief Engineer and Chief Engineer of the Montana Central, and from the latter year until 1893 was Chief Engineer of the Montana Central and the Pacific Coast extension of the St. Paul, Minneapolis & Manitoba. In 1894 he was Chief Engineer in charge of construction of the United Verde & Pacific in Arizona, after which he became a Consulting Engineer in Chicago. Later he became associated with the Winston Brothers Co., Minneapolis, and has been with that company ever since. In 1897 he had charge of the double-tracking of the Madison division of the Chicago & North-Western, and in 1899 had charge of the extension of the Chicago & North-Western from Burt, Ia., to Sanborn, Minn. In 1901 he was connected with the construction work of the Verdigris extension of the Chicago & North-Western in Nebraska and South Dakota, and in 1905 was engaged in some heavy construction work in Louisiana. In 1906 and 1907 he worked on some extensive irrigation projects in the vicinity of Calgary, Alb., since which time he had been in charge of the most difficult construction of the Pacific Coast extension of the St. Paul, building that part through the Bitter Root mountains in Montana.

Railroad Construction.

New Incorporations, Surveys, Etc.

ALBUQUERQUE & EASTERN.—It is said that arrangements have been completed for building this line from Moriarty, N. Mex., on the Santa Fe Central, west via Frost to Albuquerque and thence northeast to Hagan, total distance about 75 miles.

ARKANSAS, LOUISIANA & GULF.—Permission given this company to change its proposed route from Monticello, Ark., north to Pine Bluff, on the line building from Monroe, La., north to Pine Bluff, Ark., 136 miles, of which the first 56 miles from Monroe are now in operation. A branch is also in operation from Rolfe Junction, Ark., west 5 miles to Crossett, on the Chicago, Rock Island & Pacific. (July 17, p. 553.)

ATLANTA, BIRMINGHAM & ATLANTIC.—Official announcement has been made in Birmingham, Ala., that the first regular scheduled train will reach that place on Sunday, Sept. 6, after which regular service will be maintained to Atlanta and to the Atlantic coast at Brunswick. (Aug. 14, p. 740.)

AUGUSTA & EDGERFIELD (ELECTRIC.)—W. P. Calhoun, Chairman, Edgerfield, S. C., writes that contracts for grading, track-laying, bridges, etc., are to be let as soon as the surveys are complete and the officers of the company elected. The permanent organization of the company will probably be effected inside of 30 days. There will be two bridges on the line. (Aug. 21, p. 787.)

CANADIAN PACIFIC.—The double-tracking work from Winnipeg, Man., to Fort William, Ont., 420 miles, will be all finished next month except on 25 miles. Work on the remaining section can be continued this coming winter. The company plans to have the line opened for traffic in time to carry this year's grain crop from the West to the head of the lakes. (June 26, p. 409.)

CHICAGO, MILWAUKEE & ST. PAUL.—Plans, it is said, will soon be filed at Olympia, Wash., for a branch line to serve the wheat sections of Waterville and Buckingham. The projected route is from the Pacific extension at the new town of Beverly, Wash., north on the east side of the Columbia river, about 120 miles.

COLORADO RAILWAY.—According to reports from Greeley, Colo., this company, operating a short line from a branch of the Colorado & Southern near Fort Collins, recently obtained a charter to build a number of lines in Colorado. The projected route of one is through Jefferson, Boulder, Larimer, Weld, Adams, Arapahoe, Douglas, El Paso, Pueblo, Huerfano and Las Animas counties. The plans also include a line from Denver north via Lafayette and Canfield to Fort Collins, 65 miles. It is said that work will be begun soon.

COLORADO SOUTHERN, NEW ORLEANS & PACIFIC.—General Manager Elliott is quoted as having said that trains will be running into Baton Rouge, La., before the first day of January. (Aug. 21, p. 787.)

GRAND TRUNK PACIFIC.—The Canadian Railway Commission has approved the revised location of this line from Prince Rupert, B. C., easterly to mile 10.64.

It is said that steps are being taken to cancel the contract with the Reynolds Construction Co. for building 150 miles of the Abitibi section of the National Transcontinental. The contract for construction was let to the Grand Trunk Pacific, which sublet to the Reynolds company. A good deal of preliminary work has been done by the latter, but it has failed to make adequate progress with the roadway. The National Transcontinental Railway Commission recently served notice on the Grand Trunk Pacific that 3,500 men would have to be put on the work in September or the contract would be taken off their hands, and the Commission would do the work itself, while the \$200,000 guarantee of the Grand Trunk Pacific would be confiscated.

HOUGHTON COUNTY STREET RAILWAY.—This company, with headquarters at Houghton, Mich., has given a contract to the Stone & Webster Engineering Co., Boston, Mass., for an extension from the present northern terminus to Mohawk, Mich.