

Empire Railroad and the United Railways, with headquarters at Portland, Ore. Mr. Witchel has been connected with the North Bank System since its organization. The properties which he will now supervise were not taken over by the government when the Spokane, Portland & Seattle, Oregon Electric and Oregon Trunk line were federalized. A. E. Lupfer, chief engineer of the Spokane, Portland & Seattle lines under government supervision, will relinquish supervision of the Spokane & Inland Empire and United Railways lines.

## Obituary

Charles A. Goodnow, vice-president of the Chicago, Milwaukee & St. Paul Railroad, died at the New Washington Hotel, Seattle, Wash., on July 26, following a brief illness. Mr. Goodnow went to Seattle recently to confer with officials of the railroad company and to attend to business concerning the electrification of the railroad. Mr. Goodnow was born in North Adams, Mass., on Dec. 22, 1853. He began his railroad career as a telegraph operator on the Hoosic Tunnel route and was advanced to train dispatcher before leaving that road and going to the West Shore as trainmaster during the period of construction. He went West in 1883 to take a position as train dispatcher on the Chicago, Milwaukee & St. Paul Railroad, and later as superintendent of construction on the new lines into Dakota. He went to the Burlington in charge of construction when the Chicago, Burlington & Quincy line was extended to St. Paul and Minneapolis, returning to the Milwaukee as superintendent, and later as assistant general superintendent. After the reorganization of the Chicago & Alton he was made general manager of that company, and for a time held a similar position with the Chicago, Rock Island & Pacific. Returning again to the Milwaukee he was made assistant to President A. J. Earling, and had charge of the building of the Galatin valley road in Montana, the location and construction of the Milwaukee lines to Lewistown and Great Falls, Mont., and the securing of the exceptionally fine terminals which the Milwaukee has in Great Falls. For the past five years he had given exclusive attention to the electrification of the Milwaukee. He had seen his plans brought to successful completion on that portion of the road from Harlowtown, Mont., to Avery, Idaho, and the results had fully justified his expectations. On his return to Seattle just before his death Mr. Goodnow announced that the work on the western end of the road was progressing so satisfactorily that electric locomotives would be running into Seattle from Othello by July 1, 1919.

# Construction News

Construction News Notes are classified under each heading alphabetically by States. An asterisk (\*) indicates a project not previously reported.

## Track and Roadway

**Southern Pacific Company, San Francisco, Cal.**—It is reported that the Chino branch of the Southern Pacific Company will probably be electrified and extended to Corona.

**San Francisco, Cal.**—The Board of Supervisors of San Francisco has instructed the Mayor to assure the Emergency Fleet Corporation that San Francisco will take over the proposed road to Hunter's Point after the war. This action was taken in complying with the desire of the federal government for an authoritative expression from the city on the subject of the electric railway to the proposed ship repair plant at Hunter's Point, where 100 acres are to be used adjacent to the dry docks. The government is to advance the funds for the construction of the road.

**Detroit (Mich.) United Railway.**—Work on the Ferndale Avenue extension of the Detroit United Railway is progressing rapidly, and it is expected that the line will be ready for operation by September. The new Ferndale main line begins at the junction of Springwells and Ferndale Avenues, and runs west on Ferndale to Woodmere Avenue, where it branches off onto a private right-of-way, continuing to a connection with Dearborn Avenue. The line then runs over Dearborn Avenue to Fort Street connecting with the Fort line at Fort Street and Dearborn Avenue. There is also a branch running north from Ferndale Avenue to the northerly end of the Ford plant. The line intersects Baby Creek at two points and this necessitated the construction of bridges.

**Public Service Railway, Newark, N. J.**—It is expected that the extension of the Public Service Railway to the Submarine Boat Corporation plant and the United States Army Quartermaster's Depot, both at Port Newark, will be completed by Labor Day, Sept. 2. The extension will provide facilities for about 20,000 workmen.

**Cincinnati, Milford & Loveland Traction Company, Cincinnati, Ohio.**—The Public Utilities Commission of Ohio has denied the application of the Cincinnati, Milford & Loveland Traction Company, the property of which was recently sold to the bondholders' committee, to junk the road.

**Lake Shore Electric Railway, Cleveland, Ohio.**—The Lake Shore Electric Railway will complete its cut-off near Huron in September. All of the work except that within the corporation of

Huron has been finished. The cut-off tracks will reduce by ½-mile the traction mileage from Sandusky to Cleveland. The cost of the work is approximately \$180,000.

**Seattle & Rainier Valley Railway, Seattle, Wash.**—To provide a connecting link between Division A and the municipal elevated street railway lines, the city has asked the Seattle & Rainier Valley company to relinquish its abandoned tracks along Washington Street, from First Avenue South to Fourth Avenue. In a letter to John C. Higgins, attorney for the Seattle & Rainier line, Councilman Oliver T. Erickson, chairman of the utilities committee, states that "Under agreement on common-user rights, the city could use the tracks, but rehabilitation of the line involves big expense, and therefore it would be better for your company to surrender that piece of its franchise to the city and donate what is left of the old tracks."

## Shops and Buildings

**Pacific Electric Railway, Los Angeles, Cal.**—New quarters have been rented by the Pacific Electric Railway in the Odd Fellows' Building at Whittier. The first floor will be remodeled into a station which will more nearly meet the requirements of the city than have the old quarters in the Mason Building.

**New York, N. Y.**—A trolley station will be established on the Queensboro Bridge at Blackwell's Island for the use of persons visiting the hospital and prison on the island. The cost is estimated at \$10,000 and will be paid for by the Department of Charities of the City of New York.

## Power Houses and Substations

**Des Moines (Ia.) City Railway.**—This company is completing the construction of a new substation building at East Fourteenth Street at Des Moines Street. This is the last building to be erected in the substation plans of the Des Moines City Railway Company in connection with its rehabilitation plans.

**Portsmouth, Dover & York Street Railway, Dover, N. H.**—Work has been begun on the laying of the cable from the power plant of the Rockingham County Light & Power Company to Badger's Island. This cable when completed will furnish energy to operate the Portsmouth, Dover & York Street Railway.