

William Siebert, superintendent of surface transportation of the Brooklyn (N. Y.) Rapid Transit Company, was entertained recently at a dinner given by members of the transportation department, the occasion being his thirtieth anniversary in the service. Colonel T. S. Williams, president of the company, in behalf of Mr. Siebert's associates, presented him with a silver loving cup.

Francis L. O'Bryan, formerly electrical engineer of the Boston & Worcester Street Railway, Boston, Mass., has joined the staff of the Edison Electric Illuminating Company of that city. Mr. O'Bryan is well known in the electric railway field of New England for his original work in the development of the motor-driven semaphore-type signals in use on the Boston & Worcester. He will be engaged in the purchasing department of the Edison company.

George A. Harris, general auditor of the Fonda, Johnstown & Gloversville Railroad, Gloversville, N. Y., the Adirondack Light & Traction Company and the Edison Electric Light & Power Company of Amsterdam, N. Y., has been appointed auditor and treasurer of the three companies to succeed Lyman K. Brown, who has resigned as treasurer. This promotion is in recognition of his services with the above companies in the treasury and auditing departments for twenty-five years. Mr. Harris is also secretary and treasurer of the East Creek Electric Light & Power Company of St. Johnsville, N. Y., and four other companies allied with the Fonda, Johnstown & Gloversville Railroad.

G. M. Cameron, who has been master mechanic and engineer of buildings for the New York State Railways, Rochester Lines, during the last nine years, has located in Cleveland, Ohio, to become associated with David W. Morrow in general engineering work, with electric railway building design and construction as a specialty. While Mr. Cameron was connected with the New York State Railways he designed and constructed a number of railway buildings, power houses, substations, central station buildings, etc. He was graduated from Ohio State University in 1904 with the degrees of mechanical and electrical engineer. Soon afterward he entered the service of the Jeffrey Manufacturing Company of Columbus, in the mine locomotive department, and resigned one year later to accept a position with the Electric Controller & Supply Company in Cleveland. In 1906 he was appointed draftsman, as applied to power plant and equipment design, for the Cleveland Electric Railway and two years later became chief draftsman and engineer of buildings of the Rochester Railway. He was appointed master mechanic of that company in January, 1910.

Frank I. Hardy, who, as reported last week, has been appointed general superintendent of the Northern Ohio Traction & Light Company at Akron, Ohio, has been general manager of the Chicago, South Bend & North Indiana Railway, South Bend, Ind., for the last year. Mr. Hardy has been actively engaged in steam and electric railway work for the last twenty years, serving successively in different capacities the Southern Pacific Railroad, the New York Central & Hudson River Railroad, the Union Traction Company of Indiana and the Fort Wayne & Northern Indiana Traction Company. He was employed by the last-named company in 1905 as division superintendent and later became superintendent of transportation. In July, 1911, Mr. Hardy was appointed superintendent of transportation for the Chicago, South Bend & Northern Indiana Railway, with entire charge of operation and traffic matters. Five years later he was promoted to the position of general manager of the company, the position he has just relinquished, to succeed C. D. Emmons, who became vice-president and general manager of the Boston & Worcester Street Railway, Boston, Mass.



F. I. HARDY

C. A. Goodnow, assistant to the president of the Chicago, Milwaukee & St. Paul Railway, has been elected vice-president of the company. Mr. Goodnow is widely known for his work while in charge of the St. Paul electrification, the Seattle division of which is now under way. He was born at Baldwinville, Mass., in 1853 and entered railway service at the age of fifteen as a telegraph operator for the Vermont & Massachusetts Railroad. He became superintendent of construction of the Chicago, Milwaukee & St. Paul in 1886 and later became general superintendent of the road. From 1902 till 1913 he held executive positions with several other steam roads and since that time has been assistant to the president of the Chicago, Milwaukee & St. Paul.

R. B. Stearns, vice-president of the Milwaukee Electric Railway & Light Company, has been elected senior vice-president in charge of operation of the Bay State Street



R. B. STEARNS

Railway, Boston, Mass. In commenting upon this appointment President P. F. Sullivan made the following statement: "New conditions have placed such a heavy burden upon the officials of our company that it has been necessary to divide some of the work. Mr. Stearns has been asked to come with us because of the conspicuously successful work he has done in the West. In Milwaukee he had charge of a property with 450 miles of track, doing a business in excess of \$6,000,000 a year. During his six years with that company

he won not only the loyalty of his employees but the friendship of the public. Under his management practically all the cars were rebuilt and standardized maintenance was adopted, two new car stations were designed and finished, many miles of new track were laid, and other improvements of service made. His dealings with the employees were particularly successful. He inaugurated the Employees' Mutual Benefit Association and the Employees' Mutual Building, Savings & Loan Association, and carried through other plans which developed the co-operative spirit and produced desirable results for both employees and company." President Mortimer of the Milwaukee company, in announcing Mr. Stearn's resignation, said: "When Mr. Stearns made known to me the nature of the position with the Bay State Street Railway I could only advise him to accept it as an act of simple justice to himself. He will be in direct charge of the operation of all the departments of the company, and while his work in Massachusetts will probably be no more difficult than his work here, his responsibilities will certainly be greater. No man having direct charge of any street railway can ever be a hero in the eyes of the public; the only hero is one who attacks. Mr. Stearns here has had the most difficult of tasks and despite it all he was never known to lose his temper or answer attacks in kind." After graduation from Purdue University in 1889, Mr. Stearns' first activities were in Chicago in connection with the Columbian Exposition, the Drainage and Hennepin Canals and the elevated railroads. At one time he was chief engineer of the Northwestern Elevated Railroad and later general manager of the Chicago & Milwaukee Electric Railroad. He became assistant general manager of the Milwaukee company in 1911 and vice-president a few months later.

Obituary

Dr. Levi T. Durbin, company physician for the Denver (Co.) Tramway, recently died suddenly at the age of fifty-nine. He was one of the veterans in the Tramway service, having been in its employ for twenty-six years. Mr. Durbin was born in Wooster, Ohio. He was graduated from the University of Denver School of Medicine in 1884. Later he became an instructor at that institution and had been connected with the Denver Tramway since 1891.