

Railway Construction

ATCHISON, TOPEKA & SANTA FE.—This company, through the El Dorado & Santa Fe Construction Company, which is building a new line from El Dorado, Kan., to Ellinor, has purchased a 200-acre tract near Cassoway, Kan., as the site for a 800,000,000 gal. storage reservoir. Plans include the construction of a concrete dam on the Walnut river to be 2,200 ft. long with a 250 ft. spillway.

ATCHISON, TOPEKA & SANTA FE.—This company has awarded a contract to the Watson Construction Company, Dallas, Tex., for the construction of a 19-story steel and concrete office building, a 10-story brick and steel warehouse and two, 8-story brick and steel warehouses at Dallas, Tex. The office building will be 200 ft. by 135 ft. and will contain display rooms and offices for supply companies as well as general offices for the road. The 10-story warehouse will have 335,290 sq. ft. of floor space and will be occupied by transfer and dry storage companies. One 8-story warehouse will be 245 ft. by 100 ft. and will be used for the handling of merchandise. The third warehouse will be 171 ft. by 150 ft. and will be devoted to cold storage commodities. The total cost of the project is estimated at \$5,000,000.

COLORADO, COLUMBUS & MEXICAN.—The Interstate Commerce Commission has made public a tentative report of Examiners Agate and Gray recommending a denial of this company's application for a certificate of public convenience and necessity for the construction of some 600 miles of line in New Mexico, Texas and Arizona. The company had proposed to build a main line of 395 miles from the Mexican boundary near Columbus, N. M., with branches making an estimated total of 550 miles, and had also proposed to build 1,200 miles in Mexico. It was proposed to finance the construction by the sale of \$20,000,000 of 5 per cent bonds and the estimated cost as set forth in the application was \$12,323,658. The report says that location surveys have been made for less than one-third of the route, the estimated cost was based on pre-war prices and very incomplete examination of the country, and that the mileage estimated at 550 miles would probably reach 575 or 600 miles. The conclusion of the examiners was "that the project has not been well studied, that the engineering conditions are not sufficiently known, that the construction cost has been much underestimated, that the financial plan is unsound, that the line would have no considerable value as a through route, that it would not have enough traffic to justify its construction in whole or in part, and that no certificate should be granted."

HOUSTON BELT & TERMINAL.—This company has awarded a contract to List & Gifford, Dallas, Tex., for the construction of a car classification yard at Houston, Tex., to cost \$121,000.

LOUISIANA RAILWAY & NAVIGATION COMPANY.—This company has been ordered by the Louisiana Public Service Commission to construct a new freight and passenger station at Mansura, La. The plans for the building are to be completed within 90 days.

MISSOURI PACIFIC.—This company plans the construction of a branch from Charleston, Ark., to coal fields in that vicinity, a distance of approximately four miles.

MOFFAT TUNNEL.—The Moffat Tunnel Commission has rejected all bids submitted for the construction of a tunnel through the continental divide west of Denver, Colo., reported in the *Railway Age* of September 1, and has invited all bidders to submit offers on the project on a "cost plus" basis.

NEW YORK, CHICAGO & ST. LOUIS.—This company plans the construction of a new repair shop and other terminal facilities at West Frankfort, Ind., in addition to the roundhouse, reported in the *Railway Age* of September 1.

PRESCOTT & NORTH WESTERN.—This company has applied to the Interstate Commerce Commission for a certificate authorizing the construction of an extension from Prescott, Ariz., for a distance of 26 miles in Nevada County.

SOUTHERN PACIFIC.—This company will construct a one-story freight car repair shop and wheel shop at Brooklyn, Ore.; an

addition to its steel foundry at the Sacramento, Cal., shops to cost \$30,000, with a new woodworking plant and planing mill to cost \$210,000 with machinery, and an acetylene generating plant to cost \$50,000; and a new power plant at San Luis Obispo, Cal., to cost \$50,000.

SOUTHERN PACIFIC.—This company is constructing rock crushing plants at Santa Margarita, Cal., Palisade, Nev., and Lucin, Utah, the total cost of which will be approximately \$600,000. This company is also extending its yard tracks and rearranging its main track at Nutglade, Cal., at a cost of \$110,000. A line change of more than one-half mile is being made near Mott, Cal., at a cost of \$135,000. Another line change costing \$110,000, which involves the construction of a mile of new track, is being made near Crockett, Nev.

SOUTHERN PACIFIC.—This company has been ordered by the Louisiana Public Service Commission to construct new umbrella type train sheds with a total length of approximately 350 ft. at its passenger station at Lake Charles, La.

SOUTHERN PACIFIC.—This company is preparing plans for a new passenger station at Redlands, Cal., to cost approximately \$200,000.

SPOKANE, PORTLAND & SEATTLE.—This company will construct a new blacksmith shop, 50 ft. by 90 ft., at Vancouver, Wash., to cost \$30,000.

UNION PACIFIC.—This company has awarded a contract to the Campbell Construction Company, Ontario, Cal., for the construction of a reinforced concrete packing house at Ontario, Cal., to cost approximately \$48,000.

WABASH.—This company will construct extensions to its tracks near St. Louis, Mo., at a cost of approximately \$139,000. Included in the project is a 2½-mile spur track from the main line at Granite City, Ill., to the plant of the St. Louis Coke & Chemical Company.

WACO, BEAUMONT, TRINITY & SABINE.—This company has applied to the Interstate Commerce Commission for a certificate authorizing the construction of an extension from Livingston to Beaumont, Port Arthur, and West Port Arthur, Texas. The total distance is 101.1 miles, of which it is proposed to construct 80.94 miles and secure trackage rights for 20.16 miles, if possible, over the Gulf, Colorado & Santa Fe and the Beaumont, Sour Lake & Western.

WESTERN FRUIT EXPRESS.—This company will construct a general car repair shop at St. Paul, Minn., to cost approximately \$150,000.

Signaling for New Subway at New York

The New York Rapid Transit Corporation (formerly the Brooklyn Rapid Transit Company) has ordered from the General Railway Signal Company apparatus for the complete signaling of a subway now under construction in Fourteenth street, Manhattan, New York, extending from Sixth avenue on the west to Montrose avenue, Brooklyn (running beneath the East River), approximately four miles, double track. This contract includes 46 color light signals, automatic, 3 indication; 19 color light signals interlocked; 64 automatic electric trips (automatic train stops), and 4 interlocking plants. The interlocking plants are Model 2, unit lever type, with Model 5 switch machines. The interlockings are at Sixth avenue, Third avenue, Bedford avenue and Montrose avenue. The last named is at the end of the line and is to be arranged for automatic operation, controlled by the use of track circuits.

The illuminated diagrams at Sixth avenue, Third avenue and Bedford avenue will each be arranged to repeat all track circuits on the entire line. All interlocking plants will be equipped with complete route, sectional and approach locking. There will be two feeder lines throughout the length of this installation, one for ordinary use and the other to serve in case of emergency. These feeder lines will be installed by the Rapid Transit Corporation's forces, but all of the other work is to be done by the signal company.

Other special features of this installation include: a-c, 110-volt, dynamic indication interlocking; automatic means for feeding from a duplicate power line in case of failure of the regular power supply, and speed control signals to restrict speed on curves.