

## PERSONALS.

## FRANK THOMPSON.

The death of Frank Thompson, President of the Pennsylvania Railroad, removes one of the best of American railroad men. There are few men of his ability and high, strong character, and his death is a national loss. His life was a brilliant example. It was one unbroken effort to conscientiously serve the Pennsylvania Railroad, the only employer he ever had.

Mr. Thompson was born in Chambersburg, Pa., in 1841. His father was a lawyer and judge. He was educated at the Chambersburg Academy and went directly into the Altoona shops, where he worked four years until called to the government service under Thomas A. Scott, then Assistant Secretary of War, in special charge of transportation during the Civil War. At the age of 20 years his work was to put the Orange & Alexandria and the Loudon & Hampshire roads into serviceable condition after the destruction by the Confederate army. This restoration extended to the city of Washington and gave the necessary rail communication to the capital. His next work was near Nashville, where he was equally successful.

Returning to the Pennsylvania in 1864 he was appointed Division Superintendent and in 1873 was made Superintendent of Motive Power at Altoona. About a year later he was appointed General Manager of the lines east of Pittsburgh and Erie; in 1882 he became Second Vice President, and in 1897 he succeeded Mr. Roberts as President.

One of his chief characteristics was a thorough knowledge, gained through experience, of the details of railroad management. He was a good executive and a shrewd and careful organizer. While a master of detail he fully understood the relations between small and large questions. He was intelligent, energetic and sympathetic. He possessed the ability to succeed in a position of great responsibility and few men leave more and warmer friends.

Mr. A. J. Cassatt has been elected to succeed the late Frank Thompson in the Presidency of the Pennsylvania Railroad. Mr. Cassatt was born in Pittsburgh in 1839 and completed his education at the Rensselaer Polytechnic College, Troy, N. Y., where he graduated in 1859 as a civil engineer. His first railroad experience was in the location and construction of a railroad in Georgia. In 1861 he became a rodman on the Philadelphia division of the Pennsylvania Railroad and two years later was made Assistant Engineer. In 1864 he was made resident engineer of the middle division. A little later he served as Superintendent of the Warren & Franklin Railroad, and in 1866 was appointed Superintendent of Motive Power of the Philadelphia & Erie at Williamsport. In 1867 he went to Altoona as Superintendent of Motive Power of the Pennsylvania. In 1870 he became General Superintendent and the following year was made General Manager of the road east of Pittsburgh and Erie. He was appointed Third Vice President in 1874, where he remained until 1880. Upon the election of Mr. Roberts to the Presidency in that year Mr. Cassatt became First Vice President and in 1882 he retired to private life. He was elected Director to succeed Mr. Samuel M. Felton in 1883 and two years later became President of the New York, Philadelphia & Norfolk, which position he now retains. He was appointed by President Harrison to the Presidency of the United States Commissioners to the Intercontinental Railway.

Mr. Waldo H. Marshall has resigned as Assistant Superintendent Motive Power and Machinery of the Chicago & North Western to succeed Mr. G. W. Stevens as Superintendent Motive Power of the Lake Shore & Michigan Southern, with headquarters at Cleveland. All of Mr. Marshall's work has been in connection with railroads and his success as a motive power officer is largely due to his experience, unusual insight into mechanical and business matters, combined with good judgment.

He served his apprenticeship in the Rhode Island Locomotive Works and with the help of an education, which he secured by his own efforts, he made such progress on entering the drawing room that he was put in charge of that department upon the resignation of the late David L. Barnes. After leaving these works Mr. Marshall was engaged in mechanical engineering work in New York, and soon after went to Chicago to take up editorial work on the *Railway Review*, after which for several years he was editor of the *Railway Master Mechanic*. In 1896 he was associated with Mr. M. N. Forney in editing the "American Engineer." In June, 1897, he received the appointment of Assistant Superintendent Motive Power and Machinery of the Chicago & North Western and in the two years of his service on that road he showed such ability as to place him among the ablest mechanical railroad officers of the country. Our readers know him so well that it is unnecessary to say more except to congratulate the officers of the road upon the selection of so valuable a man, and Mr. Marshall upon the appointment to this important position.

Mr. E. E. Davis has just been appointed Assistant Superintendent Motive Power of the New York Central in charge of locomotive work under Mr. A. M. Walcott. Mr. Davis has had a wide experience in which he has shown himself to possess unusual ability in the management of shops and men, the chief characteristic of his work being systematic organization on an economical commercial basis. He has been very successful in securing good work at relatively small cost and is a thorough student of methods of arranging shops and machinery to save unnecessary handling of material. Mr. Davis is 44 years of age. He was born in Durham, N. H., and after working a year in a blacksmith shop he learned the machinist's trade and took up tool making. Later he spent several years in the employ of the Newmarket Manufacturing Co. at Newmarket, N. H. His railroad work began in the shops of the Boston & Maine at Boston in 1881, where he soon became foreman, and in 1885 was made general foreman. He also performed the duties of draftsman at this time. In 1886 he left the road to enter manufacturing and returned the next year as Master Mechanic at Boston. From 1891 to 1895 he was Superintendent of the Boies Steel Wheel Co., and from there, at the request of Mr. Theodore Voorhees, he went to Reading as Assistant Superintendent of Motive Power of the Philadelphia & Reading, the position which he has just resigned to go to the New York Central.

Mr. F. W. Brazier has resigned as Assistant Superintendent of Machinery of the Illinois Central to become Assistant Superintendent of Motive Power and Rolling Stock of the New York Central & Hudson River Railroad, with headquarters in New York. Mr. Brazier, while a comparatively young man, has had a very wide experience of 21 years in railroad work. He began on the Fitchburg Railroad in 1878, after serving an apprenticeship in house building in Charlestown, Mass. He remained on the Fitchburg for 15 years, for eight of which he held the position of general foreman of the car shops at Fitchburg, Mass. In 1893 he resigned to become Superintendent of the C., N. Y. & B. Refrigerator Company at Elsdon, Ill., and in 1896 he was appointed general foreman of the car department of the Illinois Central at Burnside, Ill. In seven months he made himself so valuable to the company as to receive the promotion to the position of Assistant Superintendent of Machinery, which he now leaves. Mr. Brazier is admirably equipped for his new position and we are reliably informed that all his promotions have come to him unsought, his advancement having been due to recognition of merit. It is understood that he will have direct charge of the car department of the New York Central system under Mr. Walcott.

Mr. George W. Stevens, who has just resigned as Superintendent Motive Power of the Lake Shore & Michigan Southern, was born at Concord, N. H., in 1847. He entered railroad service