

two plans for improvement are listed as groups A and B. A third group C, is devoted to miscellaneous improvements, such as track elevation, block signaling, telephone dispatching and replacing bridges. This includes the improving of the Delray engine house, near Detroit, Mich.; the laying of new rails between Chicago and St. Louis and improvements at Fort Wayne, Ind., in compliance with recent enactments of the Indiana Legislature. Judge Dyer issued an order authorizing these expenditures also. In commenting on their recommendations in the exhibit attached to their petition the receivers say:

The cash for the foregoing expenditures, if the expenditures were authorized early in January, would be required in installments during the period of March to December, 1912. The double track work required could, with the possible exception of Item 12, be completed during the summer season, and in time to get the benefit of it for the rush of business next fall. The new equipment could be purchased in time for us to get the benefit of it after July 1. All of the expenditures would be for improvements which would make a handsome return, either in increasing our capacity to do business or in diminishing the cost of doing it, or both. The memorandum of the list of expenditures recommended as important to be undertaken this season if possible is as follows: Thirty additional engines, \$600,000 (this is in addition to twenty-five engines ordered last August and now being completed); 1,000 steel under-frame 80,000 capacity stock cars, \$850,000; 750 80,000 capacity automobile cars, \$675,000; 1,000 steel under-frame 40-ton box cars, \$900,000; 200 steel hopper cars, 50 tons, \$200,000; twenty passenger equipment cars, \$300,000; second track work—Oakwood to Romulus, Mich., eleven miles, \$134,000; Montpelier to Alvornton, Ohio, eleven miles, \$148,000; Decatur to Knights, Ill., three miles, \$48,000 (with gauntlet on bridge over Sangamon River); Taylorville to Litchfield, Ill., thirty-two miles, \$552,500; Clarke Junction to Gary Ind., five miles, \$51,000; Worth to Orland, Ill., five miles, \$370,000 (the double tracking in this case includes grade reduction and line revision); Bement to Lodge, Ill., thirteen miles, \$208,000; Bement to Tolono, thirteen miles, \$170,000; Fairmont to Danville, Ill., eleven miles, \$143,000; Danville, Ill., to state line Indiana, five miles, \$65,000; Poag to Worden, Ill., fifteen miles, \$210,000; Moberly to Clark, Mo., eleven miles, \$147,000; Moberly to Huntsville, Mo., six miles, \$84,000; Brunswick to Salisbury, Mo., eighteen miles, \$288,000; Excelsior Springs Junction to Birmingham, Mo., fourteen miles, \$237,000; Fort Wayne to New Haven, Ind., five miles, \$73,000; Fort Wayne to Hugo, Ind., two miles, \$30,000. Track elevation work in Fort Wayne, Ind., completing work already begun and required by ordinance to be completed within two years, \$125,000; block signaling and telephone dispatching, part of which is required by law of the state of Indiana, \$150,000; replacing bridges or strengthening existing bridges, first year, \$100,000; miscellaneous industry sidings and passing tracks, \$150,000; Delray engine house, property buildings and appurtenances, \$75,000. On account of miscellaneous improvements already in course of progress, authorized under the old management, not completed or paid for, \$250,000. Machine tools, various shops, \$100,000. New rail for replacing Chicago-St. Louis line. 100-lb. rail being suggested, in order to bring our track up to the condition of that of competitors, 10,000 tons, or, say, \$300,000; of this amount \$60,000 will be chargeable as a betterment and carried to capital account, \$50,000. The "Item 12" referred to in the receivers' comments is the second track work on the Worth to Orland (Ill.) stretch of five miles, to cost \$370,000.

Montana.

Surveys have been started from Dixon for an electric railway, the general route of which starts north of the Northern Pacific depot, follows the line to the mouth of the Jocko River, where it crosses and starts on a general northward course across the reservation. It is stated that the power to operate the road

will be secured from Hell Roaring Creek, west of the foot of Flathead Lake. The Flathead Power & Traction Co., of Dixon, T. Randolph Arnold, President, is projecting this line.

Surveys have practically been completed by engineers of the Butte, Anaconda & Pacific Ry. for the construction of the proposed branch from Anaconda to Georgetown, Mont. The contracts for the rock work will be let shortly, it is said. H. A. Gallwey, Butte, Mont., is General Manager.

Officials of the Gallatin Valley Ry., a branch line of the Chicago, Milwaukee & Puget Sound, have announced that work will be started this summer on the line surveyed a year ago between Three Forks and Helena, Mont., by way of Radersburg. The road will leave Three Forks from the north and run in a northerly direction toward Radersburg, swinging due north and crossing the Missouri River at a point between Toston and Townsend. It will then follow the river down the eastern side, crossing it again at Canyon Ferry, then connecting with the old Harlow grade and running into Helena. W. H. Penfield, Butte, Mont., is Chief Engineer.

The following information has been received from Lewistown, Mont., in regard to the construction of the Great Northern line between Lewistown and Great Falls, for which Sims-Carey, St. Paul, Minn., have the general contract: Three contractors are already on the ground with their outfits and other contractors are preparing to get in as soon as the weather will permit. Nels Roman, one of the contractors, has already started grading upon his allotment of the work, on Spring creek, about nine miles out of Lewistown. He is employing between 50 and 60 men and 15 teams, and already has been working upon his contract for about 4 weeks. Contractor Callahan, who has been given the job of making the cuts and fills at Judith River, about 12 miles from the Moccasin junction, already has several steam shovels at Moccasin, from where they are now being moved out to the work, and has several others on the road. There are several heavy cuts along the Judith River and Callahan expects to be operating his steam shovels at this task within a few weeks. Contractor W. H. Galusha has already unloaded his outfit, consisting of 20 teams and much machinery, at Moccasin, where he has been engaged for a week or more in moving to his camp. There is considerable heavy work along the proposed new line and the engineers do not expect to have the track laid into Lewistown before the first of December.

The Chicago, Milwaukee & Puget Sound R. R. is understood to be planning to begin work this spring on a line surveyed a year ago between Three Forks and Helena by way of Radersburg.

Nebraska.

Steel for the extension of the Kearney & Black Hills branch of the Union Pacific, from Callaway to Gandy, is being received at Callaway. Track laying will begin March 1, and it is expected by the company that the first locomotive will run into Arnold about April 1.

New Jersey.

The New Jersey & Pennsylvania Traction Co., now operating 40 miles of line, has been purchased by Battles & Co., of Philadelphia, Pa.

New Mexico.

The Navajo Lumber & Timber Co., backed by Chicago and English capitalists, will, according to advices from Albuquerque, N. Mex., commence early in the Summer, the building of the Navajo Southern R. R., a proposed 75-mile line from Holbrook, Ariz., on the Santa Fe, south to St. Johns, Ariz., tapping a large area of mineral, timber and agricultural resources. A big lumbering plant will also be erected probably at Holbrook, the northern terminus of the road. The railroad company is capitalized at \$3,500,000. F. H. Bowen is president, W. H. Clark, secretary, and R. W. Hill, treasurer. E. S. Clark of

Prescott, Ariz., being counsel for the concern.

New York.

The United Traction Co., Albany, N. Y., operating the street railway at Watervliet, is understood to be considering asking the council of the latter city for a franchise for the extension of its line to Temperance Hill, a suburb of Watervliet.

The State Public Service Commission has held a hearing on the proposed consolidation of trolley companies to complete an electric railroad between Buffalo and Rochester. The roads to be consolidated are the Buffalo, Batavia & Rochester Electric Ry., Buffalo & Williamsville Electric Ry., Buffalo & Depew Ry. and Buffalo, Genesee & Rochester Ry. Co. The application is for permission to consolidate and issue stock and bonds.

North Carolina.

©M. E. Elkan, Macon, Ga., has been awarded the contract for constructing about 8,500 ft. of belt line at High Point, N. C. Bids on this work were taken early in January, as noted in our Jan. 17 issue.

The Elkins & Allegheny R. R., which is building a line of railroad from Elkin, N. C., via Sparta, N. C., and Jefferson, N. C., to Mountain City, Tenn., has laid the rails and within 30 days will be operating regular trains on the first 14 miles. This takes the line to the heavy timber belt of the Blue Ridge Mountains. It is expected that the balance of the line will be completed as rapidly as possible.

The directors of the Raleigh, Charlotte & Southern Ry. Co., which was chartered by the last legislature to construct a line from Raleigh to Charlotte, have elected officials of the Norfolk Southern R. R. as the officers of the new company. It is believed that active construction work will now be started shortly. It is also believed that the Raleigh & Southport, the Aberdeen & Ashboro and the Durham & Charlotte Railroads, three short lines which have been acquired by Norfolk Southern interests, will be merged with the Raleigh, Charlotte & Southern. F. L. Nicholson, Norfolk, Va., is Chief Engineer of the Norfolk Southern R. R.

North Dakota.

©Foley Bros., Welch & Stewart, St. Paul, Minn., have been awarded the contract by the Minneapolis, St. Paul & Sault Ste. Marie Ry. to finish grading of its branch line from Fordville to Drake, a distance of 130 miles. Work is to be completed July 1 and track to be laid and line open for traffic by Oct. 1.

Officials of the Northern Pacific Ry. are reported to have announced that it is probable that the Pingree-Wilton line will be extended to Valley City, N. Dak., by way of Highline.

Ohio.

Plans have been prepared by the engineers of the Lake Shore & Michigan Southern R. R. for the extension of the company's yards at Air Line Junction at an estimated cost of \$2,000,000. The railroad officials have taken the matter up with B. Whitlock, Mayor of Toledo, O.

It is reported that plans have been completed for the reorganization of the Detroit, Toledo & Ironton Ry. Co. Radical reductions are said to have been made in the company's capital, bond and stock issues aggregating \$38,800,000, which have been cut down to \$20,000,000. Stock issues of \$25,000,000 are said to have been cut in half.

The Cleveland Ry. Co., Cleveland, has entered into a contract with the North Randall Ry. Co., for street railway service to Randall. The North Randall Co. is to build the tracks and the Cleveland Ry. Co. is to operate cars.

Oklahoma.

The Clinton & Oklahoma Western Ry., Guy V. McClure, Chief Engineer, Oklahoma City, now operating 22 miles of line, has started preliminary surveys for an extension from Butler, Okla., to Canadian, Tex., a distance of 100 miles.