

and report on the best modes of developing and operating the New England railroad system; the members of said conference to serve without compensation, but their necessary expenses to be paid by the State appointing them."

The Governors mapped out the work of the New England railroad conference as follows:

"The New England railroad conference will consider and report upon the general subject and in particular:

"1. The establishment of a permanent conference composed of the heads of the State commissions having supervision over railroads.

"2. The question of creating State directors in the management of the railroad system, and the general question of the participation of the public in the ownership and operation of transportation facilities, and the form of such participation.

"3. The consideration of means whereby the projected Grand Trunk extensions may be completed.

"4. Means of providing through transportation by way of Boston, and the consideration of the best means of accomplishing this, whether by tunnels or belt lines, or both.

"5. The project of electrifying the terminals, and providing adequate electric traction throughout crowded urban and suburban districts.

"6. A reasonable plan of interchangeable mileage, to be applied over the entire New England railroad system.

"7. A plan of uniform legislation providing for the unification of the corporate entity which manages the railroads in a manner which will make the legal fact of unification correspond with the actual control now exercised. This will involve a consideration of the whole question of whether the Boston & Maine shall remain a part of the New Haven system or can better serve New England as a separate system; the question of the elimination of the Boston Railroad holding company and the question to what extent, so far as the federal laws and the fixed policy of the several States permit, the railroads shall own and operate steamship and electric railway lines.

"8. In connection with such unification a plan to co-ordinate and unify all lines and services.

"9. The reduction of all leases of lines to absolute ownership.

"10. The consideration of means to make the railroad corporation amenable in its entirety to public control, in the manner of a domestic corporation doing business in each State.

"11. The consideration of uniform charters to the railroad corporation in each of the States in which it operates lines, with uniform reservations of power of control by the State."

#### Electrification of Chicago, Milwaukee & Puget Sound Railroad

While nothing definite has been decided in relation to the engineering details of the electrification of the main line of the Chicago, Milwaukee & Puget Sound Railroad between Harlowton, Mont., and Avery, Idaho, it is said to be not unlikely that 2400-volt direct-current motors will be used on the electric locomotives, energy being supplied to them by means of an overhead system. As previously stated, electricity will be purchased by the railroad from the Montana Power Company, Butte, which will generate it, normally, at hydroelectric plants. These generating stations are, or will be, located at Great Falls, on the Missouri River; at three sites on the same river near Helena, at a site on the Madison River, in the Rocky Mountains, and at Thompson Falls, on Clark's Fork. With a diversity of sources and excellent reservoir possibilities in some of the mountain sites, continuity of operation is anticipated.

The energy will be transmitted at 100,000 volts or thereabout and transformed to a lower voltage for distribution, and also probably changed to direct current, as mentioned. The electric zone of the railroad embraces 439 miles of single track with 11 or 12 miles of sidings. It includes that portion of the railroad extending from the plateau of eastern Montana over the passes through the main ranges of the Rocky Mountains. The railroad is excellently built, but in some cases grades of 2 per cent are encountered. The electric locomotives will haul both freight and passenger traffic.

The electrification will be carried out under the direct supervision of C. A. Goodnow, vice-president.

**New Line Opened in New York.**—The Manhattan & Queens Traction Corporation placed in operation on Jan. 29, 1913, the portion of its line from Fifty-ninth Street and Second Avenue, New York, at the Manhattan end of the Queensboro Bridge, across the bridge, to Winfield, Long Island.

**Fines Imposed in Heating Cases in Detroit.**—Judge Connolly, at Detroit, Mich., recently assessed a fine of \$100 on each of four counts against the Detroit United Railway on the charge of operating cold and unsanitary cars. Sanitary Engineer Williamson testified that it would be impossible to maintain the temperature above 45 deg. Fahr. in the side-door cars, some of which are still in operation.

**Offer to Operate Toronto Civic Line.**—Works Commissioner Harris of Toronto, Ont., has reported that the Toronto Railway is prepared to operate the St. Clair Avenue civic car line if paid 20 cents per car mile. This is the same rate the city pays for the operation of the Queen Street East line. By a vote of three to two the Board of Public Works has decided not to operate the cars of the Gerard Street civic line on Sundays until the Legislature has passed an act legalizing such operation.

**Electrification of London & Port Stanley Railway.**—The London (Ont.) City Council at its inaugural meeting named only one anti-electrification alderman on the board of the London & Port Stanley Railway, which consists of eight men. Seven of those whose names were on the electrification slate in the recent municipal elections were elected to the Council. Alderman Moore, upon whose motion the Council accepted the board as named by him, declared that the seven who were pledged to submit the question of the electrification of the line to the people were entitled to positions in direct charge of the line.

**Mayor Recommends Compulsory Electrification of Buffalo Terminals.**—Mayor Louis P. Fuhrmann, of Buffalo, N. Y., has recommended the passage by the City Council of ordinances to compel the railroads which operate into Buffalo to electrify their terminals and to exclude coal-burning locomotives from the city. The Mayor said recently: "I fixed the area of electrification between Fillmore Avenue and Ontario Street so that it would include all the railroads and still permit of coal-burning engines in the freight yards. There are reasons why it would be impracticable to attempt the use of electric locomotives for switching purposes in these yards."

**Home Rule of Public Utilities Recommended in Seattle.**—A. L. Valentine, superintendent of public utilities of Seattle, Wash., in his annual report to Mayor Cotterill, declares that general ordinances regulating public utility construction, maintenance and operation have met with continued reverses during the past year, and for this reason it is necessary that the power of control over these public utility companies be taken from the Public Service Commission either through the Legislature or by initiative petition. He suggests that the Mayor urge the City Council to send representatives to Olympia at the next session of the State Legislature to aid in securing home rule.

**Indeterminate Grant Suggested in Cincinnati.**—At a meeting of city officials and representatives of the Cincinnati Traction Company at the City Hall, Cincinnati, on Jan. 27, it was suggested that the company surrender its fifty-year franchise and accept an indeterminate grant, with all its property rights safeguarded and guaranteed. W. Kesley Schoepf, president of the company, agreed to make the proposal a basis in working out the details of a plan at future conferences. The proposition made at the meeting provides for the purchase of the property by the city, if that is deemed desirable. The city was represented by Mayor Hunt, John W. Peck, Public Service Director Priece, City Solicitor Bettman and Councilman Heilker, while W. Kesley Schoepf, president, and Walter A. Draper, secretary, represented the company. R. W. Harris, who prepared the re-routing plan, and William Cooper Proctor were also present.