

**BOSTON TRANSIT COMMISSION ISSUES SPECIAL REPORT**

Acting by the authority of the Massachusetts Legislature of 1905, the Boston Transit Commission issued a report on Jan. 20, presenting the results of an exhaustive study of the transportation problem in Boston. The Commission summarized its conclusions as follows:

1. The subways already authorized will provide sufficiently for the future so far as concerns the traffic to the south.

2. The subways already authorized will provide for a considerable increase in the traffic capacity toward the north. The capacity of the bridges across the Charles River will limit the traffic in this direction.

3. In order that all tracks may be used to their full capacity, the East Boston Tunnel tracks should not be permanently connected at grade with the present subway tracks at Scollay Square, thereby diminishing by one-half the capacity of its own tracks and that of the through tracks in the present subway north of that point; but eventually these East Boston Tunnel tracks should either end in a loop under Scollay Square station or be extended to the west as a part of some east and west through line.

4. The act providing for the East Side subway (for surface cars east of the Washington Street Tunnel) should be amended so as to allow that subway to be built at a greater distance from Washington Street, so that it may pass over, rather than under, the East Boston Tunnel.

5. The Cambridge Street subway should not be connected at grade with the Tremont Street subway, but should either end in a loop or form part of some through line to the east. If ending in a loop, further study may indicate that it is desirable to carry this subway toward the neighborhood of Park Street.

6. Additional provision should be made without delay for the traffic toward the west. The Commission recommends that the present subway under Boylston Street and the Public Garden be extended immediately to Copley Square, or to some other point or points farther west, as further study may determine, separating the grades of the Boylston Street and Huntington Avenue tracks. A new line should also be constructed from a point near the junction of Commonwealth Avenue and Beacon Street to a new station at Park Street.

7. In laying out any comprehensive subway or elevated transportation scheme, grade crossings should be avoided as far as possible. Every such crossing reduces the traffic capacity of the tracks involved. The construction of a subway or an elevated road is so expensive that the capacity should be kept if possible at a maximum. Stub ends should be avoided if practicable, and loops should be provided, which do not reduce the capacity of the tracks.

8. The danger to surface structures now erected or to be erected is not such as to be a barrier to the further construction of subways. It is not probable that in the future greater difficulties will have to be surmounted than have already been overcome in the construction of the East Boston and Washington Street Tunnels.

The Commission estimates that in 1915 the Boston Elevated Railway Company will carry 394,000,000 revenue passengers, and in 1925, 628,000,000. It appears probable that in the next ten years the street-car traffic in Boston will increase normally some 60 per cent, and will double in from fifteen to twenty years. Additional facilities are needed for the traffic already existing. The Commission states that while the transportation facilities have been doubled within the past ten years, yet the cars are now uncomfortably crowded in the rush hours and not infrequently in the middle of the day. The Commission proposes that the cars now running on Washington Street be diverted into the Tremont Street subway when the Washington Street Tunnel begins operation. The Washington Street Tunnel will not be completed in less than a year and a half. The Commission believes that the business district will be well provided for with the Atlantic Avenue elevated, the Tremont Street subway, the Washington Street Tunnel and the East Side subway in operation. South Boston and Dorchester can be cared for if necessary by an extension of the Atlantic Avenue elevated. The report states that the present congestion on Boylston Street and on Massachusetts Avenue cannot be avoided while the trackage is limited as at present. On Boylston Street from the entrance of the subway to Berkeley Street there are now scheduled in the maximum hour 220 cars. The Commission suggests that the reasonable capacity of a surface track should be about 160 cars per hour. By utilizing both the surface trackage on Boylston Street and by extending the subway, the Commission believes that 400 cars per hour could be handled on and under Boylston Street.

Several routes are suggested for the Back Bay subway work; the Commonwealth Avenue line, the new Charles River embank-

ment route, and a subway loop from Columbus or Huntington Avenue to the South Station, and a Park Street-South Station subway under Winter and Summer Streets. A loop is planned beneath the surface at the North Station for cars using the present subway. This would enable the easy extension of the subway northward in the future and would give a higher traffic capacity than a surface loop hampered by grade crossings.

**DATES SET FOR SALE OF APPEYARD PROPERTIES**

The decrees have been entered in the United States Court for the sale of the Dayton, Springfield & Urbana Electric Railway; the Urbana, Bellefontaine & Northern Railway, and the Columbus, London & Springfield Railway, respectively, at Springfield, Bellefontaine and Harmony, on Feb. 16, and of the Central Market Street Railway and the Columbus, Grove City & Southwestern Railway in Columbus on Feb. 17. These several properties will probably be turned over to the new owners about March 1. The upset prices are fixed as follows:

For the Dayton, Springfield & Urbana, \$300,000, subject to bonds of \$750,000; for the Urbana, Bellefontaine & Northern, \$175,000; for the Columbus, London & Springfield, \$250,000, subject to bonds of \$1,500,000; for the Central Market, \$150,000, subject to bonds of \$500,000; for the Columbus, Grove City & Southwestern, \$35,000, subject to bonds of \$208,000. No competition is expected generally, except in the case of the Dayton, Springfield & Urbana. The chief bidder, if not the only one, it is thought, will be A. E. Locke, of Adams & Company, Boston, chairman of the reorganization committees, who holds practically all of the floating indebtedness, having purchased it from the creditors of the roads.

The liabilities of the various companies over and above the bonded indebtedness are substantially as follows, namely: For the Columbus, London & Springfield, \$1,100,000, including 208 Columbus, Grove City & Southwestern bonds guaranteed, but not including 500 Central Market bonds guaranteed; for the Dayton, Springfield & Urbana, \$1,300,000, including 500 Urbana, Bellefontaine & Northern bonds guaranteed, and 155 Springfield & Western bonds guaranteed, but not including 600 Kenton & Southern bonds; for the Urbana, Bellefontaine & Northern, \$35,000 of notes issued are included in the Dayton, Springfield & Urbana liability; for the Columbus, Grove City & Southwestern, \$117,000, and for the Central Market, \$362,000. These liabilities in each case are exclusive of the bonded indebtedness, except that of leased companies as hereinbefore described.

**CHANGES IN CLEVELAND COMPANY**

At the annual meeting of the Cleveland Electric Railway, held last week, several important changes were made in the personnel of the company. J. J. Stanley, general manager, was given the additional office of vice-president and will be the active head of the company, as it has been announced that President Horace Andrews will in the future spend the greater portion of his time in New York, managing the affairs of the New York Central traction properties. C. F. Emery was made second vice-president. All other officers and directors were re-elected, except that W. D. Rees was elected a director in place of the late L. W. Prior. George Radcliffe, heretofore division superintendent, was made general superintendent, and A. E. Doty, another division superintendent, was made assistant general superintendent.

**THE MILAN CONVENTION OF THE INTERNATIONAL STREET & INTERURBAN RAILWAY ASSOCIATION**

The committees to report on two more questions to be considered by the International Street & Interurban Railway Association (Union Internationale de Tramways et de Chemins de Fer d'Intérêt Local) at its Milan convention next September, have been announced by the secretary. They are as follows:

Ninth Question.—Track construction for urban tramways. Committee: Messrs. Dubs, manager of the Marseilles Tramways, and Busse, chief engineer of the Grosse Berliner Tramways.

Eleventh Question.—The use of wattmeters on city cars. Committee: Mr. Wattman, manager of the municipal tramway system in Cologne.

A complete list of the topics to be considered was published on page 837 of the STREET RAILWAY JOURNAL for Nov. 4, 1905.