
CHICAGO, March 30.—A meeting of the officers of the Chicago, Milwaukee, and St. Paul, Chicago, Burlington and Quincy, and Davenport, Rock Island and Northwestern Railroads was held in Chicago to-day and details of operation were decided upon in connection with the joint traffic agreement reached some time ago for the operation of the Davenport road by the St. Paul and Burlington systems. B. R. Williams, General Manager of the Chicago, Milwaukee and St. Paul Railway, was elected President of the Davenport Road.

The practical absorption of the Davenport Road by the St. Paul and Burlington systems is regarded as one of the most important steps in the recent history of Western railroading. To the Burlington system it gives access for the first time to Davenport and brings that road into active competition for the traffic of that territory.

In addition, it will shorten the St. Louis-St. Paul route of that road by twelve miles.

General Passenger Agent Miller of the Milwaukee Road said to-day that his system will use the road in shortening its route between Chicago and Kansas City. It has begun the construction of a "cut-off" between Ottumwa and Columbus Junction, Ia., and this, with the newly acquired trackage of the Davenport, Rock Island and Northwestern, will shorten the run between Chicago and Kansas City by at least forty miles, and bring the St. Paul system into much sharper competition for passenger traffic between those points. Both the Burlington and St. Paul systems will begin the operation of trains over the Davenport Road on Monday.

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