

RAILROADS ALL BRANCH OUT

Lines Entering Omaha Make Great Show of Activity During the Year.

COMING OF THE CHICAGO GREAT WESTERN

Entrance of the Independent Line in the City and its Effect on the Local Situation.

While the year 1933 was thought to be one of wonderful achievement in the railroad world in the way of broadening out, extending and improving lines, 1933 has cast its shade. The feature of earnings and dividends paid to stockholders in the various companies has also been notable. The net increase in the earnings of all the lines of the country for the past year over 1932 has been \$24,000,000. These figures measure the additional dividends that have been paid to stockholders over and above what they received during the preceding year.

The lines running through Omaha had their full share of the general prosperity which has visited the great carrying corporations of the country. There is not one but what reports an exceptionally prosperous year, and the general report is one of a satisfactory condition and an expression of the hope that the year 1934 will be as prosperous.

The really important feature of the year, so far as Omaha is concerned, is the entry of the Chicago Great Western. The presence of this independent line has already begun to become more influential for good.

The extensive improvements in the nature of straightening lines, reducing curves, building permanent bridges, which were begun by the Union Pacific during the past few years, have almost all been completed the past year. During 1933 23.23 miles of new track were completed by the company. The land department sold during the year 1,100 acres of land at an average price of \$1.77 per acre, the total amount of cash received for lands during the year being \$1,951,556.

For the improvement of the Omaha shops \$29,188.87 was spent. Immense wood-preserving plants were built at recent places along the system. These plants have capacity for treating 1,400,000 ties annually. Changes made in the line during the year amount to \$21,971.30. The gain in the transportation receipts over the preceding year amounted to \$3,575,013.12, or 7.57 per cent. The annual receipts from the Union Pacific for the year 1933 is said to have been the most satisfactory ever issued by that company. It showed a substantial improvement over the preceding year in almost every department of the great system.

What the Burlington Has Done. During the year the building of the double track between Chicago and Omaha has been continued by the Burlington, and at the present time the line is about thirty-five miles of rails to lay to complete the doubling of the line to the Missouri river. The end of the double track is now at Red Oak. During 1934 the rails of the second track will be laid to the river. The signs of the system, which have improved in all the district covered by the double track and the grades have been reduced from a maximum of sixty-nine feet to the mile to thirty-five feet.

During the year the Burlington added new equipment as follows: Two thousand fifty-ton cars, 11 locomotives, 100 freight cars, 100 Rogers ballast cars, 24 gondola cars, 40 chair cars, 40 coaches, 100 box cars and 20 switch engines.

Record of the Northwestern. The greatest single transaction of the Northwestern during the year was the absorption of the Fremont, Elkhorn & Missouri Valley railroad, quite a large system in itself. The taking over of this distinctly Nebraska railroad has no detriment to Omaha, as the headquarters are still maintained here, and it is practically conducted as a separate and distinct line, although belonging to the Northwestern and under the control of the executive officers of that system. Indications point to extensive improvements to be made on the Nebraska and Wyoming division of the system during the coming year, though just what the nature of them will be has not been made public.

Achievements of the Wabash. The Wabash has made very extensive improvements during the year, the largest of which is the extension of the line into Pittsburg. A large amount of this extension has been completed and the grading on the last portion of it, from Jewett to Pittsburg, has been finished. The steel bridges which will enable the line to enter the smoky city have all been completed, and work on the depot in that city, which it is said will be completed in the United States, is well advanced. It is interesting to note the fact that the city council of Pittsburg would not allow the Wabash the use of the streets if it had been found necessary to build the station a double-decker. The trains will enter on the second floor, and all trains will be through the depot. All of the work attendant upon this extension will probably be completed during 1934.

Rock Island's Expansion.

The Rock Island has developed wonderfully during the year and has added extensive improvements. The following lines have been built: Chickasha to Lincoln, 33.5 miles; Guthrie to Chandler, 33.5 miles; Fort Worth to Dallas, 33.1 miles; Yarnall to Amarillo, 17.10 miles.

Missouri Pacific's Growth.

Extensive improvements of a permanent nature have been made by the Missouri Pacific on its southern branches. Some of these improvements have been under way since 1929, and a number of them were completed during 1933. In all about 700 miles of new lines were built in the south.

Chicago Great Western's Efforts. During the year 1933 the Chicago Great Western railway relaid fifty-three miles of road with new eighty-five-pound steel and seven miles with seventy-five-pound steel rails. The Winston tunnel between Durbin and Chicago is 2,900 feet long, lined with brick and concrete. One hundred and thirty-three miles were constructed between Council Bluffs and Fort Dodge, twenty-eight miles on the new "cut-off" between Oelwein and Waverly and forty-two miles between Waverly and Hampton were reconstructed. Five miles of new side-tracks were added. The Oelwein yard was doubled in size. Ballast to the amount of 200,000 yards was placed. Thirty stations were built, thirty wooden bridges replaced by permanent structures. Six freight houses and Chicago is a new forty-stall roundhouse at Oelwein, this being one of the largest single roundhouses in the country. Six interlocking plants were placed at crossings with other roads. Two of these are electrical plants throughout. All the semaphores being lighted at night with electric light. The total number of levers required to operate the signals and switches controlled by these machines is 115. The company has also equipped over 400 miles of track with block signals—35 miles with manual block.

A few facts and figures taken from the annual report of the Interstate Commerce commission for the year 1933 will serve to show in a general way the condition of the railroads of the country at the present time and the success with which they have been operated during the year.

The preliminary income account shows passenger earnings for 20,475 miles of line, which is approximately 26 per cent of the entire mileage of the United States. Gross earnings amounted to \$1,890,150,678, or 32.82 per cent of line. Operating expenses aggregated \$1,248,520,603, or 66.17 per cent, leaving net earnings of \$641,630,075, or 33.15 per cent. Taxes to the amount of \$3,899,000 are not included in this statement of operating expenses. In 1933 the gross earnings averaged only \$6.12 and operating expenses \$4.10 per mile of line.

Details of the report on earnings follow: Passenger earnings amounted to \$69,533,000 and freight earnings to \$1,320,617,678. Miscellaneous earnings connected with operation were \$46,999,999. Of the gross earnings per mile of line \$2.53 were assignable to the passenger service and \$3.60 to the freight service. On the same mileage basis the net earnings averaged \$10 more per mile for 1933 than for the previous year. The dividends declared during the year amounted to \$159,310,013. This sum exceeds that representing the dividends of corresponding lines for 1932 by \$3,583,700. The

Money Spent by the Army

Almost a Million and a Half Dollars Required to Maintain the Department.

The disbursement from all appropriations by the chief clerk of the Department of the Missouri at Omaha, Neb., during the calendar year 1933, was approximately \$1,525,000.

The amount of total disbursements given for last year, 1932, was \$1,434,540. This total included balances left over and transferred from the previous year, and the actual expenditures for that year, which were in actual fact less than during the year 1933. The amount shown as expended during the year ending December 31, 1933, shows the actual expenditures for the maintenance of the department, including supplies of all kinds, transportation, purchase of horses, buildings, repairs and clothing and equipment. All salaries are paid direct from Washington and are not included in this estimate of \$1,525,000.

Teachers' Annuity Society

Some Information About a Local Association that is Doing Good Work.

In March, 1934, sixteen Omaha teachers held a meeting in the city hall and organized a Teachers' Annuity and Aid association, under the laws governing Nebraska charitable associations. The constitution of the Omaha association was modeled chiefly upon that of the Washington, D. C., society, but drew liberally from the constitutions of similar associations in Boston, Philadelphia and Cleveland. Its object is to provide a fund for the benefit of members incapacitated for active service by length of years. This fund is to be provided by yearly assessments of the members, by the proceeds of such enterprises as might be attempted from time to time, and by donations from public-spirited citizens who appreciate the work done by these quiet, unobtrusive teachers for the benefit of mankind. The Philadelphia association is the first one, we believe, to receive such a legacy, having been given \$250,000 by the late Mr. Elkins and while teachers' associations are of too recent origin to be widely known among business men, there is every reason to hope that others will follow Mr. Elkins' initiative.

The funds, which from this humble beginning seven years ago have reached nearly \$13,000, are invested in United States bonds, first mortgages on improved real estate and city warrants, and are producing an income of over \$600 yearly. As all the work of the association is performed by its members, the expenses are nominal, averaging less than \$40 a year. In all investments the society is assisted by its advisory board, Messrs. Herman Kountze, Thomas Kilpatrick and John C. Wharton. The society has grown from sixteen to 100 regular members and about thirty-five honorary members, of whom, representing as they do the highest type

Biggest in Its History

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RECEIPTS PASS FIVE MILLION MARK

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Federal Building Features

Cost of Construction and Maintenance of Uncle Sam's Palatial Headquarters.

Connected with the office of collector of customs of the port of Omaha is the very important office of custodian of the great federal building. The structure ranks with the most magnificent public buildings of the country and is practically completed. The cost of the building site and expenses incident thereto was \$400,000. There was expended in the construction of the building up to June 30, 1932, \$1,443,264.18. From June 30, 1932, to June 30, 1933, \$157,849.73, making a grand total up to the end of the fiscal year, June 30, 1933, of \$1,601,113.91. This is exclusive of the furnishing of the building as it now stands and the furnishings yet to follow in the new wings.

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Omaha Auditorium as it Stands

Some Facts About the Enterprise and an Appeal from the Directors.



THE OMAHA AUDITORIUM, AS IT STANDS AT THE BEGINNING OF 1934



THE OMAHA AUDITORIUM, AS IT WILL APPEAR WHEN COMPLETED.

The Omaha Auditorium company was organized September 24, 1930, and was the outgrowth of the Omaha Musical Festival association. The ground upon which the building stands was purchased in February, 1931. The contract for excavating for the foundation was let November 14, 1931, and ground was broken on November 13 of the same year. The cornerstone was laid July 6, 1932, with appropriate ceremonies. Contracts for the superstructure, viz., the brick, stone and iron and steel work, were let February 2, 1933. The first year the board of directors secured subscriptions to the stock of the company amounting to \$22,251, the second year the board was not so active or successful and secured but \$2,634.50 in subscriptions. The year just closed the directors have secured 125,123 in stock subscriptions, making a total of \$16,829.50 in stock subscriptions and stock donations. Conditional and uncollectible subscriptions amounting to about \$2,500, have been eliminated, leaving the total subscriptions still on the books \$14,329.50, of which there has been paid in and expended \$13,214.50.

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