



# Railroads



## OMAHA IS A GREAT RAILROAD CENTER

Ten Large Systems Run Lines Into This City from All Points.

### CHIEF CITY ON THREE ROADS

Union Pacific Lets \$1,000,000 Contract for Building.

### ALL ROADS SPEND VERY HEAVILY

Vast Sums Are Being Expended on Improved Facilities Here.

### NOW TALK OF A BIGGER DEPOT

Union Pacific Seeks to Have Union Station Enlarged Because Present One is Too Small for Immense Passenger Traffic.

Among the cities of the great west Omaha stands pre-eminent as the railroad center. Ten systems run their lines into this city, the spiderlike web of their rails radiating into all directions and covering the greatest grain and produce valley of the world.

Since the first slender line was first projected into the immense Missouri valley three roads have made Omaha one of their chief points, and today they handle the bulk of the traffic passing into and through here. They handle trains from Chicago to San Francisco over a wide breadth of territory, developing the country that directly bears on Omaha in shipping and trade interests.

The Union Pacific has manifested the importance that it considers Omaha on its road by just letting the contract for their new \$1,000,000 headquarters building, work on the twelve-story structure, to hold their office force, having started at Fifteenth and Dodge streets.

A total mileage of 2,886.54 miles is owned by this system in single track lines, and added to this are 524 miles of double track, making a total of 3,410.02 miles.

There are at the present time over 175 miles of double track being constructed in points west of here, chiefly in western Nebraska. Block signals are already placed on 1,525 miles of this and additions are being made all the time.

### Has Many Short Branches.

The road has a number of short branch lines in Nebraska and Kansas directly running into Omaha, handling a large grain trade every year and bringing immense trade to Omaha.

Expenditures made by the road through the Omaha office amount to enormous yearly sums. For the year ending June 30, 1909, a total of \$19,000,000 was spent in wages alone, approximately 22,000 men, not including the contractors' forces, being kept busy. In the Omaha shops alone 2,100 men at a yearly salary of \$1,500,000 are employed. Last year \$200,000 was placed on improvements in the shops. On the improvements and in building of new lines a sum of \$2,427,000 was laid out.

Nearly 100 miles of new track, exclusive of second track work and sidings, was laid

down by this company during the year 1909, at a cost of \$2,365,000. This trackage covers eight miles in Nebraska, from Kelley to Northport; thirty-three miles from Omaha to Marysville, Kan.; twenty-six miles Greeley to Briggsdale, Colo.; and in the same state, eighteen miles from Sand Creek to St. Vrain, and thirteen miles from Cleverly to Hungenford. At the present time about twenty-five miles of trackage is being finished up in Colorado.

**U. P. Wants Bigger Station.**  
The Union Pacific road is trying to get the Union station in Omaha enlarged, as it is far too small for the amount of travel coming through here. By an average made by the station authorities, over 15,000 people pass through the station each day. This does not mean that that many go away, but many visit the station to meet friends or see them off. The enlargement will cost over \$600,000, but as it is necessary to get the consent of the eight other roads using the station, the Union Pacific road cannot go ahead until word from them is received.

Over 5,000,000 people travel over the Union Pacific trains each year, and the problem of caring for the safety and lives of its passengers has become one of paramount importance among the officials of the road. No railroad anywhere has a better system of train dispatch than is shown in the rush hours over the "Gate to the West," the big railroad over the Missouri river leading into the Union station. Hundreds of trains a day pass over the stretch of tracks between Council Bluffs, Ia., to Summit, Neb., where the Lane Cut-Off comes off from the old Union Pacific and practically no accidents are had on the line.

Millions of dollars have been spent by this road on block signals and other safety devices, and now it is the proud boast of the Union Pacific that it has the "Safe" route to the Pacific coast. The entire line from Colorado to San Francisco is covered by means of an elaborate system of signals, and each train passes its progress is reported by the silent hands that signal following trains to stop until the first train has left the block.

### U. P. Has Big Block System.

One-third of the block system of the United States is on the Union Pacific lines, nearly 2,000 miles being placed on its lines. Installation costs about \$1,500 per mile, and the annual cost per mile for maintenance is \$120. Prevention of accidents by no means covers this cost, according to one railroad official, but the added safeguard that the public knows it has, more than recompenses the roads, and the volume of business in passenger travel makes up for the expense incurred.

Probably no other road in the world has put so much money into the construction of its roadbed for the mileage obtained, and it is safe to say that in recent years the Union Pacific has built works of engineering of a magnitude never undertaken by a railroad before.

The first of these is the famous Lane Cut-Off, saving nine miles of travel and costing \$2,000,000. About 4,000,000 cubic yards of embankment were built in it. Other great works not so near Omaha were the Sherman Hill cut, the Dale Creek crossing, the Ash tunnel, and the greatest work of all, the Great Salt Lake Cut-Off. The last is 102 miles long and saves forty-three miles in the road and thousands of dollars in the yearly operation of trains.

### Irrigation Helped Roads.

When the idea of a road to the Pacific was first proposed it was thought that it

could never succeed because of the desert through which it would run. But in the years which followed the untiring efforts of irrigation experts and of hopeful railroad anxious for the development of the country have changed it into a land of the greatest prosperity. Crops worth millions of dollars are grown and the shipping and jobbing interests of the new country are centered in Omaha, which is steadily becoming recognized as a real factor in the trade of every great commercial house of the west.

In the network of the Burlington railroad system, Omaha is placed in what is the geographical and the real center. One of the two headquarters of the road is situated in this city, some 1,500 persons being given employment by the road in Omaha.

From Omaha the Burlington radiates everywhere, reaching points in twelve states, and connecting directly or through their connections all of the great commercial centers of the country. The Missouri river valley from Sioux City to Kansas contains the greatest part of their trackage, although their lines from Billings, Deadwood and Denver to Omaha are, of course, the long ones. Between Omaha and Chicago a network of lines through Iowa and Illinois carry a grain trade that is not equaled by any such amount of mileage in the country.

### Burlington Handles Much Traffic.

Although the Burlington in Iowa, and, indeed, all east of the Missouri, does a large shipping and passenger trade, it is the division west of the Missouri that has developed the trading and jobbing interests of Omaha greatly during the last few years. Omaha and South Omaha together handle what is approximately one-tenth of what is the entire trade of this immense system, 25,000 cars of grain and 35,000 live stock cars a year being handled by the road in the two cities.

When the point is considered that there is a car loading of 1,500,000 cars a year and that Chicago is the only center which has a larger tonnage than Omaha, it can be seen that Omaha is really in need of the road. An average working day of the Omaha freight house is about 2,000,000 pounds, all put through the freight house itself.

A look at the passenger station of the Burlington at Omaha in one of the rush hours, perhaps 9 in the morning or better at 3:30 to 4 in the afternoon, forces one to realize the immense amount of travel coming into here from both east and west. Four fast trains to and from Chicago are run daily, and as a standard of excellence and in service the mail from Chicago to Omaha is carried by the Burlington, and also from Omaha to Seattle on the western service.

One of the most remarkable records of train service on record was made by the Burlington system during the month of June, 1910. For the thirty days of that month the four trains appeared on time every day in the case of two of them, one train once and another late three times. The record in detail is as follows:

Fast mail No. 7 on time every day.

Post mail No. 15 late one day out of the thirty.

Passenger train No. 5 late three times in the thirty days.

Passenger train No. 2 on time every day.

A record like this reflects without further proof the condition of the road and the service and shows the perfect organization behind it. An equally good July record was made also.

### Road Always Improving.

Improvements are always going on on the road, the greatest one of the last year being the new line from Guernsey to Thermopolis, Wyo., opening up a new water level line from the great northwest to Omaha and connecting this city with the Big Horn Basin country, a land that is sure to draw an immense amount of trade to the Omaha markets through this new connection. Another connection between the Burlington and the Northern Pacific line just being finished is the Scribner-Fromberg line, affording additional transportation from the Omaha markets and the jobber to the northwest country. Several extensions on the eastern section are being considered, on a southerly line into Paducah, Ky., being one of the most important. The Hudson-Greeley line, to be a airline route between Denver and Cheyenne is now under course of construction.

In Omaha the new Burlington freight depot, an improvement which the Omaha officials have hoped for for some time, is already started, and it will undoubtedly improve the freight service of the road in this city and make it possible to handle any amount in the quickest manner known. The building will run from Farnam to Jackson streets along Eighth, and will entail a cost of over \$1,000,000 to the road.

### Purchases New Cars.

Other improvements in operating is the purchase of 6,751 cars and engines during the last year, the recent purchases of the Colorado & Southern, Colorado Midland, Fort Worth & Denver City, Wichita Valley and Trinity & Brazos Valley railroads. Altogether with the 548 miles of the Burlington proper and the 2,794 miles purchased, there are 11,742 miles of track which the road controls. On their own lines west of the Missouri, before these new roads were bought, there was an increase of 2230.2 miles of track. Over \$4,000,000 were spent by the road in ballasting track last year and another sum of \$2,000,000 spent in the Milford cut-off, near Lincoln. Improvements in the shops at Havelock mean an expenditure of \$800,000.

One of the interesting purchases of the road was the investment in 500 automobile freight cars the cars needed having to be especially wide and high for the shipment of these machines.

As an illustration of the trade opened to Omaha through the Burlington, take a glance over the development of Wyoming, a state tributary to Omaha trade. Ten years ago there were 1,000 farms, and property was of the assessed value of \$11,453,000, and now there are 20,000 farms of the value of \$186,000,000. The land in the dry basin, especially in the great Big Horn Basin, is rapidly being brought under the influence of irrigation methods, thus increasing greatly the number of people to the mile and the trade and produce of the region. The Burlington is spending thousands of dollars a year in simply placing people on these lands, in order to improve the country and incidentally their trade.

All Through Trains Via

# Burlington Route

## Now Electric Lighted

Throughout—from locomotive to observation platform

To inaugurate this service, it has been necessary to entirely re-equip, electrically, seventy-two complete trains and practically all the reserve passenger equipment of the entire Burlington system, consisting of locomotives, baggage cars, mail cars, coaches, chair cars, dining cars, sleeping cars and observation cars. In the history of American railroading no such extensive and costly improvement of coach lighting has ever been attempted up to this time.

These electric-lighted trains operate between Chicago, St. Louis, St. Paul, Minneapolis, Omaha, Kansas City, St. Joseph, Denver, Billings, Spokane, Seattle, Tacoma, Portland and intermediate points.

The dynamo system of electric lighting—the most satisfactory known—is used. An electric dynamo installed in the baggage car of each train generates the current and supplies the entire train with a brilliant, steady light, not only when the train is in motion, but also when standing still. Furthermore, a skilled electrician is on duty on each of these trains for its entire run, to see that the train is properly lighted, ventilated and heated, both by day and by night. On the trains of no other railroad are exclusive train electricians carried.

**L. W. WAKELEY, General Passenger Agent**  
OMAHA, NEB.

**Burlington Route**

**Burlington Route**

**Burlington trains run "on time" with astonishing regularity**

## W. M. Bushman

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Best trackage and storage building in Omaha.  
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We take great pride in saying what we know to be an absolute fact, and that is that we have the **FIREST AND SAFEST MODERN FIRE PROOF** storage houses in the west. When you store anything with us your worry and responsibility in regard to its safety ends. You are sure of careful handling, safe from **FIRE** or burglary and insurable in cost for your insurance.

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**Omaha Fire Proof Storage Co.**  
Call Douglas 1759; Ind. A-1333. 801-812 SOUTH 16TH STREET.

## Eight Trains to Chicago

Leave Union Station daily 7:00 a. m., 12:05 p. m., 5:20 p. m., 6:00 p. m., 6:05 p. m., 8:50 p. m., 11:45 p. m., 12:40 a. m. Convenient departures and arrivals. Fast schedules and unrivaled equipment; dining car service unequalled.

## St. Paul, Minneapolis and Duluth

Three splendid trains a day via the North Western Line leave the Union Station, Omaha, at 7:50 a. m., 7:00 p. m., and 9:00 p. m. There are hundreds of cool northern resorts in the woods and on the lakes in Minnesota, Wisconsin and the Lake Superior District.

## South Dakota Hot Springs

Located in the heart of the Black Hills, at an altitude of 3,000 feet. Its summer climate is charming and the medicinal waters and big plunge baths restore health and provide recreation. Good hotel accommodations. Endorsed by the U. S. Government as a National Sanitarium. Direct train service, through Pullman sleeping cars and free reclining chair cars to Deadwood daily, leave Union Station at 3:55 p. m.

## Summer Rates

Low rates to Black Hills, Wyoming, the lakes and resorts of Minnesota and Wisconsin and to Chicago and the seaside and mountain resorts of the East. Liberal return limits and favorable stopover privileges.

For tickets and full information apply at  
**Ticket Office**  
1401-1403 Farnam Street,  
Omaha, Neb.