BURLINGTON ..... 

Moses Smith and William Whiting were the first men to stake out a claim upon the present site of Burlington on December 15, 1835. They then left and returned on December 27 or 28 with Lemuel Smith and Benjamin Perce. These four men built a shanty in the grove of trees in the river bend on the east side of the Fox River. They then built another shanty on the east side of the same river some distance south, on land that later became the Bushnell farm. This gave them access to water power for a mill. During the summer of 1836, arrivals of settlers became more numerous. Enoch Woodbridge had arrived in January and claimed a quarter section of land at the fork of the Fox and White River. Daniel Rork arrived in July, 1836, and claimed a fraction of the land upon which the greater part of Burlington's downtown business district now stands, but later sold the land to Silas Peck. Other settlers to arrive from 1836 until the early 1840's included: Ruel Nims, who opened the first hotel in 1837; Origen Perkins, Pliny Perkins and his father, Ephraim; Doctor Edward Galusha Dyer; Caleb Barns and Lewis Royce, lawyers; Henry Edmunds and James Nelson, blacksmiths; David Bushnell; Liberty Fiske; Thomas Toombs; and William P. Lyons, a lawyer who later became a Wisconsin State Supreme Court Justice. The first Post Office was established in the village, then known as Foxville on March 21, 1837. Moses Smith was the first Postmaster and he distributed the mail to the settlers from his cabin. The village's name was changed to Burlington on July 15, 1839. German immigrants were attracted to this area because of the similarity of the climate to that of their homeland. The mixture of Germans and English elements determined the cultural life of Burlington to a great extent. In 1843, Pliny Perkins built a wooden mill on the banks of the White River opposite the grist mill. He leased it to James Cattan. In this factory was made the first roll of cloth made in Wisconsin. After five years, Cattan built his own mill downstream. The first church building built in Burlington was the St. Sebastian's Church erected in 1844. This formed the nucleus of St. Mary's Catholic Church holdings.

The first railroad built through Burlington was the Racine and Mississippi in 1855, but its growth potential was hampered by the times of the Civil War. In 1866, it became the Western Union railroad which later adopted the name of Chicago, Milwaukee and St. Paul railroad. The Wisconsin Central, coming in 1882, made industry boom.

The first village newspaper was published on April 8, 1858, and was called the Weekly Burlington Gazette, owned by H.W. Phelps. In the 1860's, M. Bachmeyer began another paper, The Political Judge, a hand written copy. In 1889, Henry E. Zimmerman purchased the Standard Democrat and became editor and publisher of the weekly newspaper which had been established by Lathrop E. Smith in 1863.

The first electric lighting plant in Burlington was established in 1888. It consisted of two 12½ kilowatt Edison bipolar generators connected by belts to a 40 horsepower Atlas engine. Steam was furnished by a 60 horsepower tubular boiler. The Burlington system cost $7,000 and was financed by Leonard J. Smith. The poles were short, bare wires ran through trees and often in storms the wires came together. Lightning arrestors were of the saw tooth type which arced so violently during a discharge that the operator frequently would run out and leave the station during a thunderstorm after putting some coal under the boiler. The dynamos ran at high speed and sometimes the bearing got so hot that the operator applied ice from the nearby mill pond to keep the temperature down until the run ended, which was at midnight except on dance nights when it was 3 A.M. The plant made no money the first four years and Mr. Smith decided to employ an idle water power across the river. A banker named Eugene Hall, who owned the water power, was given a half interest in the electric company for it and thus the Hall and Smith Electric Company was formed. The plant was improved with two new 30 kilowatt dynamos and 45 and 50 inch water wheels were installed.
This improvement provided all night service and other businesses started to take off. Some of these were the Burlington Blanket Company, makers of horse blankets; Wisconsin Condensed Milk Company, which made the famous "Lion" brand of condensed milk; Multiscope and Film Company, manufacturers of the Al-Vista panoramic cameras; McCanna-Fraser Company, who were wholesalers of butter and eggs; Burlington Canning Company, who specialized in the canning of sweet corn and tomatoes; and the Burlington Brass Works, which manufactures brass plumbing fixtures.

On September 28, 1886, the village was incorporated. Within two years, Burlington inaugurated plans to build a suitable municipal building—a joint village and township hall which was erected in 1889. By February 27, 1900, the Village of Burlington had qualified to receive a charter to incorporate as a fourth class city because its population then reached 1,500 and the charter was granted by the state.

When the T.M.E.R.& L. Co. was building the right-of-way across Frank J. Ayers' property, he had an injunction served to halt all work. That was done in May of 1909. It took more than four months to work through the litigation. The two parties could not come together on a fair market value for his property. Just west of the retaining wall on the Fox River was where the William Leach family lived. The right-of-way cut was over 10 feet deep and during the construction an Indian skeleton was found (behind Adrian's Custard store). The bridge crew, headed by Mr. Swain, had just completed the abutments and was working on the four caissons for the support of the bridge. This delayed the opening day from June to some unknown date.

On July 2, 1909, the first three car interurban train arrived in Burlington at 6:10 P.M. Since the bridge construction was not completed, the special train stopped at Second and Fox streets. About 3,000 people attended the grand opening, factory whistles blew and a parade of about forty automobiles paraded Mr. Beggs and special guests around the City of Burlington. The celebration continued at the Hotel Burlington, just in time when a thunderstorm rolled in and a downpour of rain compelled all to seek shelter. After supper, the people assembled at the Burlington Business Men's Association Club house. Mayor Zimmerman greeted Mr. Beggs and other special guests with a hearty welcome. John I. Beggs outlined his plans for future expansion to Lake Geneva, then to Delavan by Williams Bay, connecting at Delavan with the line to be built through Elkhorn. From there it would continue to Beloit, north to Janesville and finally to Watertown. The evening lasted to about 9 P.M. when a special train carried the Milwaukee visitors back to their homes.

When an agreement was reached with Mr. Ayers, the construction started on the bridge. The iron arrived on September 17th and by the end of the month the last piece of track was laid. Since the company was already working on Geneva street going northeast, the line was ready when the bridge construction had been completed. On October 1st at 8 A.M., the first car made its trip to the West Limits (St. Mary's Cemetery). The first waiting station was in the Badger Hotel at the corner of Geneva and Chestnut streets.

Once the T.M.E.R.&L. Co. entered into Burlington, it also brought 25 cycles alternating current. The existing Burlington Power Plant was direct current. As more local industry demanded alternating current, the plant was converted. In October of 1912, the power plant was purchased by North American Co., owners of the T.M.E.R.&L. Co. Also in that same year, Wisconsin Gas & Electric was formed as a subsidiary of the T.M.E.R.&L. Co. with its office in Racine. William Leach was the general manager of the Burlington office. William Leach started back in 1896 with the first power plant in Burlington. He was station operator until 1901, leaving for a short period of time. He returned in 1905 and stayed on as general manager until 1940 when he retired.
Freight service was started on December 1, 1915. Two trips were made daily with all the deliveries and pick-ups done from the electric power plant at Burlington with stops between there and St. Martins. In August 1916, the T.M.E.R.&L. Co. purchased the Ayers mill property on the south side of the White River for $16,000. It was done for several reasons: the first, to provide a connection with the Soo line railroad and secondly, for future expansion of the interurban service. In 1919, the T.M.E.R.&L. Co. was beginning the feel the effects of the automobile. In an attempt to extend its electric railway, it added a motor bus service. The first line ran from Burlington to Lake Geneva, a popular resort 12 miles from Burlington. Service began in June or early July of 1919, just in time for the busy Independence Day holiday. The first bus was numbered #16 and was a Reo-Speed Wagon chassis on which was mounted a Curtis Automobile Co. bus body. Beginning in 1919, the interurban network began to be supplemented with an extensive motor bus service. This was later named Wisconsin Motor Bus Lines and stretched over 1000 miles during the early 1930's. By the mid to late 1930's, bus service was cut back and when the decision was made to abandon the line, Midland Coach and Greyhound were taking over much of the service.

In September, 1925, T.M.E.R.&L. Co. had plans prepared for a new terminal building to be located on the old mill property the company had purchased in 1916. The building was to be 80 x 36 feet with offices, showroom and waiting room on the first floor and the second floor was largely devoted to a hall for the Employee's Mutual Benefit Association. It would also house interurban trains and Wisconsin Motor Buses. A "Y" with the Soo line would provide for handling freight connections. The City of Burlington council passed the ordinance to allow the company to tear up the tracks on Geneva Street once the building was completed. Bus service would replace the train from downtown Burlington to the West Limits.

On December 4, 1926, the new terminal was dedicated and the public was invited to inspect the building. Sandwiches and refreshments were served and the terminal was decorated for the Christmas season. A demonstration was given on Westinghouse Electric ranges on baking cakes and pies. There was a complete display of electrical fixtures and home appliances shown. William Leach, the local manager of the new terminal, gave a short talk followed by a radio and music program with dancing from 10 to 12 midnight. William Leach, being the general manager of the Burlington terminal, was also the meter-reader for the electric services. A horse, Tessie, and buggy would be used for traveling from home to home. Tessie was sheltered near the power plant and when Richard Leach would forget to water the horse, he would break out of the stall and wander over to the public fountain. The horse was in service for 8-10 years and after that a Model T was used. The electric company had the horse on its books until the early 1950's, long after the horse was gone. Sometimes this meant using a ladder to reach the meter in the attic. Mr. Leach would take small electrical appliances, like irons, toasters, etc. on his route to promote the use of electricity. People were given credit on the item till the next time he would come through. He was also the bookkeeper and handled the daily receipts, taking home the money and placing it under his pillow till the next day for deposit at the bank. Wages were 50c an hour for 10 hour day and 6 day week. One dollar a month was paid to the EMBA which paid all medical costs. During the Christmas season, the electric company would provide a red and green bulb dye. People could bring in Christmas tree lights for coloring at no charge.

Don Reed remembers that Motor Transport trucks would back up to the flat car and with a cable and winch device, would pull the containers off the flat car onto the truck. Then the truck would go on its daily route to deliver the freight. He was also a Milwaukee Sentinel dealer in Burlington and then newspapers would be dropped off at the terminal very early in the morning. The Motor Transport drivers, reporting in early to await arrival of the loads of freight on the railroad, would grab papers from the bundles and sit around the waiting room reading them. After they left, he would have to gather up the newspapers, reassemble them and get them to the carriers for delivery.
The movie theatre was a few doors away from the terminal. Every time the train would make the curve, a squealing sound was heard, and sometimes the projectionist would have to turn off the projector until it passed.

On November 22, 1937, the Wisconsin Public Service Commission gave notice that it would conduct a public hearing on the abandonment of the Burlington Line as requested by the T.M.E.R.&L. Co. The progress made in the development of the modern automobile, motor truck and concrete highways had provided many social and economic advantages; but it had also taken away most of the business once enjoyed by outlying interurban railway lines. As a result of that trend, the Company found it necessary to discontinue operation of the Burlington line south of St. Martins, a distance of 20 miles with the close of business on Sunday, May 1, 1938. The last scheduled northbound trip left Burlington at 7:20 P.M. About 50 people gathered about the Burlington terminal as red flares placed by some of the citizens brightened the surroundings. Torpedoes placed on the rails seemed to sound a farewell salute as the train pulled out. There were 26 passengers, that particular Sunday night trip having been popular compared with many other trips carrying only one or two people. Clarence Schumann was the motorman and Willard Schoeffling, conductor. The final southbound trip left Milwaukee at 9:15 P.M. with about 30 passengers, most of whom rode no further than Hales Corners. Only one revenue passenger rode as far as Burlington. George Burg was the conductor and Emil Schwabke, the motorman. The company's public relations department needed a photo of the last trip. (see bottom page 99) The photographer did not have enough people for a photo shot, so he went down to the movie theatre a few doors away and recruited the people for the last photo. When it was all over, the car returned to Milwaukee with only company people.

Salvage of the Burlington line started on May 19, 1938. A rather ingenious method of salvaging rails was used. They equipped a flat car with an "A" frame and a simple hoist at one end of the car, the hoist being operated by a gas engine. Following the car described above were two flat cars for receiving the rails and one for loading the joint bars and the cross arms. The train was pulled by a gasoline locomotive. A gang of eight men and a foreman pulled the spikes in advance of the removal of the rails, except the spikes at the rail joints and at the center points of the 66 ft. rails where the base of the rail for about one-half its width was cut with an acetylene torch. As the train advanced, the joints were unbolted and placed alongside the track with the scrap joint bolts. The spikes, which had been previously pulled out, were assembled in piles for loading. The derrick picked up one-half of a rail length, which was loaded onto the dolly at the end of the runway and two men pushed the rails along the runway to the second car, where a stop was arranged at about the center of the car and where the rail was unloaded. The several operations of pulling spikes, cutting base of rail, picking up rail and loading rail on cars for shipment, also the loading of spikes, angle bars, mast etc., was so perfectly timed and coordinated that each crew had to move at top speed to keep pace with the other operations. Roadmaster H.J. Grosskopf selected the ties which the company wished to retain; all others were pulled out and were sold to owners of adjacent farms for firewood. The salvaged ties were loaded onto trucks and hauled to St. Martins, where they were transferred on company flat cars for shipment to Cold Spring Yards. The entire salvage operation lasted until June 9, 1938. The bridge over the White River remained until June of 1943, when it was removed and sold to the Silver Iron and Steel Co. as scrap to aid the war drive.

In December of 1974, the Burlington substation was demolished since it no longer served a purpose for Wisconsin Electric Power Co. In the spring of 1984, the Wisconsin Electric Power Co. sold their building that they had owned since 1925 to the Burlington Standard Press. With the sale of this building, the last remnant of T.M.E.R.&L. Co. had disappeared.
SWAIN'S CONSTRUCTION CREW AT WHITE RIVER BURLINGTON SEPT. 1909

CONSTRUCTION CREW AT WHITE RIVER BRIDGE BURLINGTON 1909
BRIDGE CONSTRUCTION OVER THE WHITE RIVER  SEPT. 1909

CAR 1107 NORTH OF THE WHITE RIVER  BURLINGTON  1909
PEOPLE AWAIT ARRIVAL OF 1ST INTERURBAN 2ND & FOX ST. JULY 2, 1909

FIRST THREE CAR TRAIN ARRIVED 6:10 P.M. JULY 2, 1909
LAYING TRACK & STREET BRICK  CORNER OF GENEVA & CHESTNUT

LAYING TRACK GENEVA ST. AT LIBERTY (COMPLETED 10/1/09, ABANDONED 1926)
GENEVA & CHESTNUT--WAITING STATION BADGER HOTEL KITTY CORNER  1909

NEW TERMINAL AT BURLINGTON OPENED DEC. 4, 1926
BURLINGTON STATION AND TRAIN SHED JAN. 17, 1927

CAR 1108 TURNING FROM PINE ST. TO SHORT ST. CRYSTAL THEATRE ON RIGHT
MOTOR MAN EMIL SCHWEBKE RECEIVING TRAIN ORDERS FROM CONDUCTOR GEORGE BURG FOR LAST TRIP TO BURLINGTON 1938

PUBLIC RELATION SHOT, SUNDAY, MAY 1, 1938, 10:45 P.M. AT BURLINGTON. THE LAST SCHEDULED TRIP IS ENDED. HERE, AT BURLINGTON, ARE LEFT TO RIGHT: HAROLD EBBERT, MRS. FRED J. HAGER, JUSTICE OF THE PEACE IRVING FOAT OF WATERFORD, GEORGE BURG, MRS. A.T. JASTROW, DON REED OF BURLINGTON, GEORGE W. BEAUFROY OF BURLINGTON, CHARLES GUSCHL, C.F. MEHRING, J.B. BRADLEY AND H.E. BRAAZ, ALL OF WATERFORD; MR. WHITE AND MR. JASTROW.
Dismantling Fox River Bridge North of Burlington May 24, 1938

Fox River Bridge Dismantling
The following information is from the Standard Democrat (SD), which was published on Fridays and the Burlington Free Press (FP), which was published on Wednesdays.

APRIL 2, 1909 (SD)
Commissioners John Trumbull, of Caledonia, W.F. Lewis, of Racine, and George Meadows, of this city, met at the city hall in this city last Monday afternoon to hear interested parties in the condemnation proceedings brought by the Milwaukee Light, Heat, & Traction Co. to gain title to the land wanted for a right-of-way between Waterford and this city. Mr. Trumbull is president of the commission, and Miss Smith, of Milwaukee, is stenographer.

First testimony was in regard to the land and damages of the Ela Co. on a piece of 62 acres just outside of Waterford. Emerson Ela of Madison, appeared for the land owners. Attorneys Wm. Sanders, of Waterford, E.R. Hand, of Racine, Mills and Walter, of this city, have appeared for various land owners. Attorneys H.A. Cleaver and C.A. Dean, of Milwaukee, and Louis H. Rohr, of this city are representing the street railway company.

The first award made by the commissioners was made Thursday morning. They awarded the Micklisch estate $750 for taking a part of lot 6 in block 11 of the original plat. This is for the land taken and for damages to the property. The piece taken is 17 feet long on the east side, 49 feet on the west side, and 66 feet wide.

After taking testimony Monday afternoon, the commissioners adjourned till Wednesday afternoon in order to allow Mr. Trumbull to attend the meeting of the town board in Caledonia, of which he is clerk. It will require several more days before all the parties can be heard.

MAY 7, 1909 (SD)
The T.M.E.R.&L. Co. have practically finished the cement retaining wall in the cut back of W. Leach's place in this city. Work will now be commenced on the bridge across the White River and this will be pushed to an early completion. Several hundred men went through this city last Saturday to work with grading crew between here and Waterford.

JUNE 18, 1909 (SD)
The Milwaukee Light, Heat & Traction Co. commenced work on grading Geneva street last Saturday morning, starting at the Jones house corner and going west. The dirt is being used to fill up streets and lots. The company places its ties on a six inch concrete foundation, and fill in between the ties with concrete. A rail weighing 95 pounds to the yard will be used on Geneva street where the street is paved, the rail being of the modern city type. It is expected the grading will be completed by the end of next week, when the ties and rails will be laid and the concrete work will commence.

JUNE 30, 1909 (FP)
The official car on the electric road reaches Rochester Friday afternoon at 5:45. It will make a short stop here and Mr. Beggs will give an address. The T.M.E.R.&L. Co. band will accompany the party. The regular schedule between here and Burlington will begin Friday afternoon, the first car following the officials' car. The fare to Burlington will be ten cents each way.

On account of washouts on other divisions of the line, and various other reasons, John I. Beggs announces that the opening of the new electric road to this city has been delayed until Friday, July 2nd, and regular trains will run from Milwaukee to Burlington commencing Saturday morning, July 3. The following letter from President Beggs to Mayor Zimmerman is self-explanatory:
Milwaukee, Wis., June 25.—Dear Sir: Confirming my advice of this morning to you over the long distance phone would say that because of the interruption to car construction work by train and the breaking down of one of our construction lines, we will not be able to open the line to Burlington on June 30th as had been arranged for, and have therefore postponed the opening until the afternoon of Friday, July 2. Our special train will leave Milwaukee at 4:15 in the afternoon and reach Burlington about six o’clock. I have promised to halt the train a few minutes at Rochester en route to Burlington.

As promised to you over the long distance phone, I will have our employees’ band participate in the opening trip and as near as I am able to estimate there will be about one hundred in our party.

Regretting the necessity for making a change in the program and thanking you and the other officials and good people of Burlington for their kindly good will and good word for the new line, and trusting that it may be a great and ever increasing benefit to the city of Burlington. I beg to remain, Yours &c., JOHN I. BEGGS.

A great many will no doubt be disappointed over the change as it had been generally advertised for this evening. The program as announced in last week’s paper will be carried out. On arrival of the special train in this city at a few minutes before six o’clock President Beggs and the other visitors will be treated to an automobile ride around the city, followed by supper at the different hotels to the invited guests. At 8 o’clock in the evening President Beggs and others will address a meeting at the grounds of the Burlington Business Men’s association.

Following is the route of automobile parade: Form in line on the corner of Second and Fox streets, with leading machine on this corner facing south. Start on Second street, going across White River bridge; then on Chestnut street to Pine street, on Pine street to Jefferson street, on Jefferson street to McHenry street, on McHenry street to Liberty street, on Liberty street to Conkey street, on Conkey street to Lewis street, on Lewis street to James street, on James street to Chestnut street, on Chestnut street to Pine street, on Pine street to Hotel Burlington, where guests will be left for supper.

Citizens along the route are requested to decorate their places of business and residences.

Beginning Friday afternoon, July 2nd, regular train service will be inaugurated over the new line, the first car leaving Milwaukee for Burlington at 4:15 p.m. and every two hours thereafter at 15 minutes after the hour with the exception of what would be the 10:15 p.m. car. This will be held until 11:15 p.m. to give those who wish an opportunity to attend the theater and get home the same night. The first car will leave Milwaukee at 6:15 a.m. From here to Milwaukee cars will leave every other hour from 6:20 a.m. to 10:20 p.m.

JULY 7, 1909 (FP)
The first electric cars of the T.M.E.R.&L. Co. reached here Friday evening. The first three cars contained the officials and their friends. The last three were for passengers. Geo. Ela introduced John I. Beggs, after which Mr. B. made a short address. A large crowd witnessed the opening and many went to Burlington to witness the grand opening there also.

JULY 9, 1909 (SD)
"BURINGTON" is what you read on the interurban cars now. These cars commenced leaving Milwaukee at 4:15 Friday afternoon, July 2, 1909.

President John I. Beggs, accompanied by a party of 150 Milwaukeeans and his street railway
company employees band of forty pieces, left Milwaukee just ahead of the regular train at 4:15 last Friday afternoon. They were met at Waterford by Mayor H.E. Zimmerman, President Sam Jacobsen, of the Burlington Business Men's association, C.B. McCanna, Louis H. Rohr, Ald. John H. Uhen and City Attorney E. John Wehnhoff. A stop was made at Rochester, where a platform had been erected, and where Chairman Geo. Ela welcomed Mr. Beggs and the railway line. Mr. Beggs responded briefly, and then the party continued on their way to Burlington. The trip was made from Rochester in ten minutes, and, by the way, all were surprised at the smoothness of the roadbed, and were delighted with the scenery, the Fox river being in sight a good part of the way.

At Burlington the train was met by about 3,000 people, the music of the band and the blowing of factory whistles, and it was indeed a generous and a noisy welcome. Several car loads of Rochester and Waterford people followed the special train to Burlington. Mr. Beggs and his party were loaded into about forty waiting automobiles and given a short ride about the city. They were unloaded at the Hotel Burlington, and none too soon, as an extremely hot day was ended with a thunderstorm and a downpour of rain that compelled all to seek shelter. The crowds of people at the terminal marched to the city, preceded by the railway band and the Burlington Harmony band. All business places and many residences were nicely decorated for the occasion, and several arches of colored lights were strung across the downtown streets.

After supper and general greetings, the people assembled at the Burlington Business Men's association club house and grounds. When Mayor Zimmerman called the assembled ones to order there were fully two thousand people present. Mayor Zimmerman extended a hearty welcome to all the visitors, not forgetting to tell them that Burlington was a live, wide-awake progressive city, and the fairest one in Wisconsin.

The first speaker to be introduced here seemed more appreciated than they were in his home city. He denounced the social democratic party in the strongest language he could command, and warned the people against them and their teachings. He blamed social democracy for fostering a spirit to antagonize capital, when capital was trying its best to develop the country and its resources, and said they were trying to tear down where others are trying to build up.

In outlining his plans for the future, Mr. Beggs said he hoped in a few years to continue this line from Burlington to Lake Geneva, then to Delavan by Williams Bay, connecting at Delavan with the line to be built through Elkhorn. From there the line would be continued to Beloit and then north to Janesville and to connect with the line now being built south from Watertown.

Addresses were made by Mayor A.J. Horlick, of Racine; Mayor D.E. LaBar, of Delavan; Mayor S.C. Goff, of Elkhorn; Editor F.M. Higgins, of Lake Geneva; Alderman Chas. Lang, of Racine; and T.W. Guell, of Milwaukee. Other speakers were down for talks, including President Schenkenberg and Ed. Malone, of Waterford; President O'Connor and L. Clancy, of East Troy, Supt. E.W. Walker, of Delavan; C.B. McCanna, G.C. Rasch and Rev. T. Jacobs, of this city; City Attorney Kelly, of Milwaukee and others. But the special train carrying the Milwaukee visitors was scheduled to leave at 9:10, and at that time many left and the jollification came to an end.

Many were kept from coming here by the rain, and many started for home when they noticed the threatening weather. In spite of this, there was nearly a Fourth of July crowd out. Everything passed off in an orderly manner, and the committee having the arrangements in charge is to be commended for pulling off so good a celebration on so short notice. The new electric line runs from Milwaukee to this city over the following route: Cars leave the public
service building at Third and Sycamore streets, run out West Water and Reed streets to
Greenfield, then out on Greenfield avenue through West Allis, Hale's Corners, St. Martins,
Waterford, Rochester to Burlington. At present passengers are transferred at St. Martins to
and from Burlington, taking the East Troy cars there. Trains leave Burlington at 6:30 every
morning, including Sunday, and run every two hours hereafter. Trains leave the public
service building in Milwaukee at 6:15 every morning, including Sunday, and every two hours
thereafter, except that the 10:15 train at night is held till 11:15 to accommodate those who
wish to remain for theatres or other entertainments. Transfers will be given to and from
city cars. The fare from Burlington to Milwaukee is 70 cents, and a round trip ticket costs
$1.25, being good till used.

JULY 14, 1909 (FP)
The electric cars are proving a great benefit to the village (Rochester) and also to the city
people.

The fact that a party of surveyors have been at work in this vicinity during the past week
running a line in a northeasterly direction Milwaukee looks as though the Soo line might
contemplate running a line into Milwaukee from here.

JULY 21, 1909 (FP)
That the offer of a Milwaukee department store to Burlington ladies of a free trolley ride and
a free feed was so very eagerly accepted that it displayed the feminine trait to a very marked
degree of getting something for nothing. On Friday of last week a party of over one
hundred and fifty of Burlington's fairest were conveyed to Milwaukee by a special over the
new electric line and were made the recipients of many courtesies, including a fine luncheon
in the grill room tendered with the compliments of the firm. In view of the loyalty shown by
those Burlington ladies to home institutions, we are constrained to say if they came home
troubled with anything it must have been plain indigestion and nothing more. However it
was a new and novel advertisement for a store and a very good one too. Now it's up to the
Burlington merchants to go them one better. A trolley ride supplemented by a lake
excursion and a famous Burlington fish fry at Brown's lake with a bath thrown in ought to
be a very taking proposition.

OCTOBER 15, 1909 (SD)
Jake Mass and Matt. Miller, both of this city, have secured employment with T.M.E.R.&L.
Co. in Milwaukee as conductor and motorman. They had their furniture loaded on flat cars
and shipped to Milwaukee via electric Wednesday night, where they will make their home.

FEBRUARY 4, 1910 (SD)
A broken axle on the electric car due to arrive here at 8 o'clock Wednesday morning delayed
traffic until 4 o'clock in the afternoon. The car had reached the Ayers farm just north of the
city when the broken axle was discovered on the rear end. Passengers walked to the city,
and the wrecking crew had to be called to take the car to the shops in Milwaukee.

MAY 6, 1910 (SD)
Last Friday evening the substation of T.M.E.R.&L. Co. was tested for the first time, but it
was found that a wrong connection has been made somewhere. This was repaired Saturday.
Saturday night the power was turned on and everything found in good working order when
the current of electricity generated at Kilbourn City had set the huge machinery in motion.
The current from Kilbourn City of 40,000 volts and is the one used by the substation. The
current goes into transformers where it is reduced to 440 volts. From the transformers it
goes into rotaries, where it is brought up to 1200 volts and sent out onto the wires. In case
of necessity 1500 volts can be secured. That is double the former power and ought to
furnish ample power for all purposes for years to come, even when the electric road carries
The new cars, which have long been promised, were put into commission Tuesday morning. They are the same size but have steel sides and the floors are made of a rubberized concrete, thus being strictly sanitary. The seats are a trifle larger but have an outside arm, which gives the conductor more room in the aisle.

With the increase in power and the new cars it would be an easy matter to cut down the running time from this city to Milwaukee and vice versa. The run from this city to St. Martins could easily be made ten minutes faster and this would reduce the time to Milwaukee to one and one-half hours. It appears that for the present at least the operation of cars from this division will be handled as in the past. Passengers from this line will be obliged to change onto the East Troy cars at St. Martins.

The substation here has taken on active work and will be running continuously from now on, half of the machinery being kept in motion, while the other is on reserve and can be started on a minutes' notice in case of a breakdown. Two men will be required to take readings and report hourly; one during the day and the other at night.

**JUNE 10, 1910 (SD)**
The Greek laborers have finished the ballasting on the Waterford–Burlington line and struck camp last Monday. They have secured employment on the C.M. & St. P. R.R. but expect to return to T.M.E.R.&L. Co. as soon as Pres. Beggs orders more extensions built on his interurban system.

**APRIL 7, 1911 (SD)**
The residents of Burlington who are employed by T.M.E.R. &L. Co. went to Milwaukee last Thursday evening to attend the farewell reception President John I. Beggs gave to his employees in the auditorium of the public service building. The auditorium was crowded to the doors.

As a token of their regard, the employees presented Mr. Beggs with a gold headed cane, a painting and an album containing the autographs of 3,000 employees of the company. Mr. Beggs was deeply affected by these tokens of good will. In his speech he showed the way the company has been raised from bankruptcy to its present efficient condition through the efforts of working together. Mr. Beggs left after the meeting for St. Louis where he will act as general manager for the St. Louis Car Co. He is succeeded in Milwaukee by James Mortimer of New York.

**JANUARY 12, 1912 (SD)**
W.D. Corrigan, of Milwaukee, attorney for Barney Reesman in the suits against T.M.E.R.&L. Co., has notified Mr. Reesman that he has made a settlement with the railroad company in which Mr. Reesman will receive $750 in settlement of the suits. The cases will be finally settled in court in Racine later.

There were two suits against the railroad company resulting from injuries Herbert Reesman received in jumping off the electric car while the same was in motion. Mr. Reesman bringing one as guardian and another on his own account.

**MARCH 1, 1912 (SD)**
A genuine old-fashioned "northeaster" visited this section of the country Monday and crippled traffic of all descriptions. The storm started about 1:30 Monday morning and from then until six o'clock that evening great gusts of snow were driven about by a gale which registered forty-two miles an hour. And there was plenty of snow, it being estimated that
from twelve to eighteen inches fell on the level, the high wind kept the open places nearly
clear of snow while in the shaded nooks and cuts drifts as high as eight feet were piled up.

It was impossible to keep trains on schedule although the railroads through here did better
than expected. Morning trains on the Soo were only from fifteen minutes to half an hour
late and afternoon trains little worse. The afternoon C.M. & St. P. road trains were from
two to three hours late. By Tuesday the roads had resumed fairly regular schedules.

Freight service has been practically at a standstill since the blizzard a week ago Wednesday.
City freight yards refuse freight because of the difficulty in handling it and instead of a car
coming regularly from Chicago and Milwaukee on each line every day, it has come most
irregularly.

The storm crippled interurban service, the cars making no trips after noon. The Burlington
car went out on time at 6:20 and returned on schedule at 8:00 o'clock. It was nearly noon
when it returned from the next trip and their orders then were to stay here. Motorman
Taylor said there was no snow bank big enough to stop his car but the cars on the
Milwaukee and East Troy division were unable to get through.

Country roads were blockaded, none of the rural mail carriers covering their entire routes.
Monday morning the Wisconsin Condensed Milk Co. received only about two-thirds of its
usual quantity of milk, any number of large loads being unable to get through. It was
Wednesday before tracks were broken through all the roads.

Old settlers are already speculating on what will become of the bridges, etc., when the spring
 thaw comes. If the water from this snow breaks up the twenty–four inch ice on the rivers
and drives it in large flows against bridge supports, there promises to be some trouble.

NOVEMBER 29, 1912 (SD)
The Milwaukee Electric Railway & Light Co. sub–station just north of North street is a busy
place at present, a force of men being at work remodeling the interior and installing new
machinery, which in the near future will enable the company to furnish the electricity used
for lighting and power in the city of Burlington.

When the Burlington Electric Light & Power Co. united with the North American Co. about
a month ago it was expected the change would be made, but few expected it so soon. While no
definite announcement has been made whether the local plant will continue to run or not,
local officials are of the opinion that it will continue to operate as a unit of the larger
system.

A force of men has just completed work at the sub–station rewiring the transformers so that
the electric current could be reduced from 38,000 to 13,200 volts, in order to fulfill the
company's contract to supply the county agricultural school at Rochester with light and
power. This change also made it necessary to change all the lightning arresters.

A large generator and motor were received at the local substation nearly a month ago, but it
was not until last Friday that Wm. Leach, who will continue to serve as manager under the
new control received the blue prints for the changes and installation.

The plans call for numerous changes at the substation. A heavy brick partition wall must be
be moved, as well as several of the present machines, to make room for the new machinery.
The motor generator to be installed is of 500 K.W. power and the motor large enough to
run it. This is equal to about 700 horsepower. The substation will furnish a current of
4,000 volts for power purposes and 2,300 volts for lighting.
While work is being pushed it will not be completed and ready for use before the first of next year.

SEPTEMBER 19, 1913 (SD)
The postponed hearing of the Wisconsin railroad rate commission, held in Milwaukee Monday, developed nothing new and no decision was reached by the commission.

The hearing was a continuation of the one two weeks ago over the application of T.M.E.R.&L. Co. to adjust the fares on its interurban lines. The electric road wants to charge at the rate of two cents per mile and patrons objected to this on the grounds that the move would raise the present rates. President Mortimer answered that no fixed rate had been asked by the railroad, but that it was left to the commission to fix a just and equitable rate to all. The hearing two weeks ago developed into a great demand for freight service on the interurban, but this question was not mentioned at the hearing Monday. The whole matter was taken under advisement and a decision will be rendered soon.

JANUARY 14, 1914 (FP)
A copy of the decision of the state rate commission on rates to be charged on the interurban lines out of Milwaukee has been received by City Clerk E.W. Beller. With a flat rate of two cents per mile and a minimum charge of five cents a number of changes are made on the line between here and Milwaukee.

The following table gives the local rates between the Public Service building in Milwaukee and the end of line to Burlington:

<table>
<thead>
<tr>
<th></th>
<th>Mileage</th>
<th>Charge</th>
</tr>
</thead>
<tbody>
<tr>
<td>St. Martins</td>
<td>15.60</td>
<td>.24</td>
</tr>
<tr>
<td>Durham Hill</td>
<td>18.14</td>
<td>.29</td>
</tr>
<tr>
<td>Channel Road</td>
<td>19.97</td>
<td>.32</td>
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<tr>
<td>Muskego Dam</td>
<td>21.03</td>
<td>.34</td>
</tr>
<tr>
<td>Wind Lake</td>
<td>23.22</td>
<td>.39</td>
</tr>
<tr>
<td>Edgewater</td>
<td>23.62</td>
<td>.40</td>
</tr>
<tr>
<td>Waukesha</td>
<td>24.30</td>
<td>.41</td>
</tr>
<tr>
<td>Norway</td>
<td>25.18</td>
<td>.43</td>
</tr>
<tr>
<td>Town Line</td>
<td>26.29</td>
<td>.46</td>
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<tr>
<td>Waterford</td>
<td>28.54</td>
<td>.49</td>
</tr>
<tr>
<td>Dover Road</td>
<td>29.12</td>
<td>.51</td>
</tr>
<tr>
<td>Rochester</td>
<td>30.20</td>
<td>.53</td>
</tr>
<tr>
<td>Bellwood</td>
<td>32.75</td>
<td>.58</td>
</tr>
<tr>
<td>Burlington Limits</td>
<td>34.09</td>
<td>.61</td>
</tr>
<tr>
<td>End of Line</td>
<td>36.38</td>
<td>.66</td>
</tr>
</tbody>
</table>

According to the above table the one way rate between the public service building in Milwaukee and the end of the line in this city will be 66 cents one way or $1.32 for round trip, as against the old rate of 70 cents one way or $1.25 for round trip.

The fare between here and Rochester will be 13 cents and to Waterford 17 cents, with double those amounts for the round trip. The new rates will go into effect next Sunday and same will be published in our next week's issue. Children under three years of age will be carried free as heretofore. Children between the years of three and ten will pay half fare. Transfer privileges continue as heretofore.

The company are also ordered to sell through their conductors and at all their ticket offices non-transferable 300 mile books at 1.8 cents per mile, or $5.40 per book, good for the payment of any interurban or suburban fare.
FEBRUARY 3, 1915 (FP)
One of the worst storms of snow and sleet that has visited this section of country for years took place last Sunday and Monday. A rain that fell Sunday froze toward night and encumbered telephone wires with such a heavy weight that they came down in all directions and Monday the only outside lines in working order were between here and Rochester and Waterford. The service was crippled the worst in years and all day Monday Burlington was practically cut off from outside communication by telephone and telegraph.

Work was started at once toward making temporary repairs on the rural lines. A great many poles and wires were down in all directions. On the Rochester line along forty poles were broke and a car load of new poles has been ordered to replace those broken on that line and the other rural lines. In some places it will be several weeks before the rural lines can be used again, the damage being so great. The telegraph service was also more or less demoralized and difficulty was had in establishing communication with other cities.

The interurban line between here and Milwaukee was hit the hardest of any since it was put in operation. Trouble began on Sunday evening, the slush packing the rails. Wires and poles were also down between here and Milwaukee and it was impossible to run any cars. Gangs of men were put to work at once and by Tuesday evening it was possible to run cars again on schedule time.

MAY 21, 1915 (SD)
There is a persistent rumor afloat that the Milwaukee Electric Railway & Light Co. is building new cars for use on its interurban lines. The rumor states that the cars are designed to furnish comfort for the passengers. Whether the invasion of the jitney bus prompted the company to make the move or whether they have at last come to the conclusion that as they are charging two cents per mile, as is done by the steam roads, they should furnish some of the accommodations furnished by the steam roads.

It is reported that two of the new cars will be put on the Waukesha line June 1. The new cars will be the same length and a few inches wider than the cars now in use. The seats will be of plush and more roomy than those now in use, and the smoking compartment will be larger and more convenient. When asked why the Waukesha line was to be given the new cars first it was said emphatically "because the patrons of that line are the biggest kickers."

JULY 21, 1915 (FP)
The Wisconsin Gas and Electric company, which increased its capital stock from $2,000,000 to $2,750,000, will use the additional capital in purchasing the electric lighting plant at Burlington and the gas and electric plants at Watertown. The transfer will be made as soon as passed on by the state railroad rate commission. Part of the money will be used to wipe out the company's debts incurred making improvements in 1912. In addition to the gas and electric plants at Watertown the deal will take in the 18 miles of transmission lines in that city. There will be no change in the management or policy of the local plant.

JULY 23, 1915 (SD)
Burlington employees of T.M.E.R.&L. Co. and their families were at Waukesha beach Wednesday or Thursday to attend the tenth annual picnic arranged by the company. The affair was bigger and better than ever and it is estimated that fully 10,000 people attended.

The picnickers were taken to the beach in special trains and when they got there they found many special games and outdoor amusements on land and water. There were exhibition drills, baseball, basketball, races and contests of all kinds with liberal prizes for the winners. The company served free refreshments and 25,000 cones were prepared for the occasion,
filled with 800 gallons of ice cream. To make lemonade, 6,000 lemons were used and 600 pounds of sugar.

SEPTEMBER 22, 1915 (FP)
The Burlington Electric Light & Power Co. has transferred all its property to the Wisconsin Gas & Electric company for a consideration of $60,000, papers to that effect having been filed on Monday in the register of deeds office at Racine.

The Wisconsin Gas & Electric company is purchasing all of the independent concerns in the state as rapidly as possible.

OCTOBER 29, 1915 (SD)
The continued effort of inland towns to get T.M.E.R.&L. Co. to haul freight on its lines to commencing to bear results. The Merchants & Manufacturers association, of Milwaukee, has taken up the project and a delegation of their officers, business men of Milwaukee and officials of the railway company visited Burlington, Monday, while on a trip over the East Troy and Burlington lines to learn the sentiment of the people toward the hauling of package freight.

Among the prominent men in the party were: T.W. Rogers, John I. Klingeler, R.L. Frost, Frank Barry, president, vice-president, assistant secretary and chairman traffic committee, respectively, of the Merchants & Manufacturers association; John LeFeber, president of the Gridley Dairy Co.; George Kuenmerlein, J.E. White and Chas. Lamb, transportation superintendent, interurban district superintendent and publicity agent, respectively, of the electric line.

The party arrived here in a special car about 1:30 and were met by C.E. Partee, local representative, who escorted them to the rooms of the Business Mens association. There they were met by a representative group of business men and the question discussed from all angles. Ed. Malone, to whom the credit of everlastingly pulling for freight service must be given, and Henry Halbach, of Waterford, accompanied the party to Burlington.

The sentiment expressed in Burlington was decidely in favor of hauling freight, that is if a yard was established in a convenient place and no freight cars run on the business streets. The party said the sentiment all along the line was strongly in favor of freight hauling.

There is a noticeable change in the attitude of the Milwaukee company regarding the hauling of freight on its interurban lines. Waterford, East Troy and other inland towns have been trying to get package freight since the line was established but have received little or no encouragement. The past year, probably through the milk supply trouble, the matter has been brought to the attention of the Milwaukee Merchants & Manufacturers association and they have taken it up with the railroad company.

President Rogers said in the discussion at the Business Mens association rooms that Milwaukee had been growing at the rate of 10,000 people per year for twenty years and if the growth continues the city must look to nearby territory for its food supply. This section is rich and with package freight service farmers could realize a big sum from their farm produce.

The street railway is at present prevented from carrying freight by its local franchises. The franchise granted in Burlington permits the hauling of freight cars on the city streets during the night, while the franchise in Milwaukee does not mention freight hauling.

The present plan of the Merchants & Manufacturers association is to develop sentiment in
favor of the proposition so new franchises can be secured. The visit of the officials, Monday, will be followed shortly by a big booster trip of Milwaukee business men over this line. It is expected that 200 men will make the trip and they will have dinner in Burlington.

NOVEMBER 17, 1915 (FP)
The Merchant and Manufacturers' association of Milwaukee has been notified by the Milwaukee Light, Heat and Traction company that it is ready to inaugurate the freight carrying traffic on the Burlington and East Troy suburban lines. The company intend to inaugurate the new service about Dec. 1st.

The Merchants' and Manufacturers' association is planning a booster trip over the electric line on Tuesday, Nov. 23. A large delegation will make the trip. Stops will be made in every town and village between Milwaukee and East Troy and Burlington and meetings will also be held to discuss the benefits to this part of the country through the new freight carrying service. Among the speakers on the trip will be several officials of the M. and M. association, who have been largely instrumental in getting the service.

NOVEMBER 24, 1915 (FP)
Freight service will be established over the electric line between here and Milwaukee and intermediate points on Wednesday, Dec. 1. There will be two trips made each way daily, a car for the present being attached to the regular passenger car. Freight will be received and delivered here at the local electric light plant. There will be a city delivery made from there, the same as is done by the express company. The scale of charges for carrying freight will be the same as those made by express and the freight handled will be very similar to that carried by the express companies. The business will be started in on a fair sized scale and gradually worked up, so that it can be handled in a satisfactory manner. There will be several stations established in Milwaukee for the handling of freight, but the most of it in the start will go and come through the Public Service station.

DECEMBER 1, 1915 (FP)
Beginning today, Wednesday, Dec. 1, the T.M.E.R.&L. Co. will inaugurate the freight and express service over its system between Milwaukee and East Troy and Burlington. The following relative to the service may be of interest:

There will be two classes of service. Class A will include collection and delivery, as well as transportation. Shipments under this class are limited to Milwaukee, Waterford, Burlington, Mukwonago and East Troy. Class B does not include collection or delivery. Shipments under it may be made to or from any point where passenger to or from any point where passenger cars stop. Where there are no agents, goods must be delivered to the conductor, and the consignee at such points must be on hand to receive the goods from the conductor, or they will be left on the platform at the owner's risk.

Goods that will be accepted for shipment are divided into two groups: (1) Commodities, including a list of articles printed in the tariff sheet, together with everything, liquid or solid, raw or prepared, that is used for food. (2) General merchandise. Goods of either group may be shipped under either rate class A or B.

Charges for service are based upon the distance the goods are carried. There are three distance zones: 1 cent fifteen miles or less; 2 cents, fifteen to thirty miles; 3 cents, forty-five miles.

The general custom prevalent among express companies of handling empty milk cans, etc., free of charge will be followed, but owners will have to take these to the stations. Under
rate class A there will be a minimum charge of 21 cents where there is no return of empties; 30 cents with return. Under class B the minimum charge will be 20 cents without return; 25 cents with... The rates for milk shipments are based upon those now charged by steam railroads, and will make it to the advantage of the producers to send their milk to Milwaukee rather than to Chicago, because of the shorter haul.

As noted elsewhere, the handling of freight in freight cars is confined to points west of West Allis. The cost for handling car lots will be materially decreased under the new tariff. The basis of the new tariff is 5 cents per ton mile of haul for fifteen miles or less; 4.4 cents per ton mile from fifteen to twenty miles; 3.8 cents from twenty-one to twenty-five miles; and 3.2 cents from twenty-six to thirty miles; with a minimum rate of $10 per car. Under these rates a car weighing twenty tons, Mukwonago to Waterford, will cost $17.51; under the old rate it would have cost $ 32.80.

JULY 28, 1916 (SD)
Practically all of the Burlington employees of T.M.E.R.&L. Co. with their families were at Waukesha beach either Wednesday or Thursday to attend the annual picnic given by the company. The picnic is given on two days so all get a chance to attend without interrupting service and thousands attended each day. In spite of the extreme heat all enjoyed the affair.

Officers of the company mingled with their employees, and altogether it was a happy family gathering President J.D. Mortimer, with a number of friends, arrived at the beach in his private car. He remained until the last of the picnickers left for home. Vice President and General Manager S.B. Way, Vice President and Assistant General Manager R.B. Stearns, Dr. C.H. Lemon and several departmental heads were in the crowd M.G. Jeffris, Janesville, drove out to the beach in the afternoon and met many of the picnickers.

Swimming and eating were popular pastimes. Nearly everybody brought huge baskets filled with good things to eat. The feasting began early and never ended. Piers leading from the bathhouses were crowded, and the shore line was black with spectators. A long legged youngster, brown as an Indian, entertained the crowd with fancy diving. He was popularly dubbed Deutschland because he remained under water so long.

The big pavilion where the company gave away lemonade and ice cream was one of the popular spots. Nearly 3,000 gallons of lemonade and at least 600 gallons of ice cream was given away during the outing. Because there was a shortage of drinking cups many picnickers bought pop and then visited the refreshment pavilion and had the bottles filled with lemonade. Thirty thousand ice cream cones were given away during the outing.

AUGUST 9, 1916 (FP)
An important deal was closed here on Tuesday by which F.J. Ayers sold to T.M.E.R.&L. Co. his interest in the mill pond, flouring mill, Pine street lots, etc. The consideration was $16,000. Mr. Ayers retains the privilege of cutting ice on the mill pond.

The new purchasers intend to repair the mill dam at once and will restore the millpond again to its former state of water.

The purchase of the property of T.M.E.R.&L. Co. is largely due it is said to a desire on their part to show their friendly interest in Burlington and also to improve the property and make it one of the beauty spots in this part of the state. The old flouring mill, which has been any eye sore for some time, will probably be torn down. The property sold has been owned by the Ayers for the past 38 years.
JANUARY 10, 1918 (FP)
One of the worst blizzards for years visited this section of country the first of the week. It came from the southwest and struck here about midnight Saturday. For hours the wind blew at the rate of forty miles an hour and packed the snow into large mounds and billows. Sunday the city was practically deserted and no automobiles were to be seen anywhere. The fall of snow amounted to nearly two feet on the level, and in many places drifted into depths of from four to six feet. No attempt was made on Sunday to keep the sidewalks clear of snow, as they would soon fill up again.

The electric line was the least handicapped by the storm. Service between here and Milwaukee was kept up until 8 o'clock Sunday evening and the only trips that were missed were those after that hour and the early one Monday evening.

JANUARY 18, 1918 (SD)
The second big snow storm of January, 1918, struck Burlington and this section of Wisconsin last Thursday and Friday, right on the heels of the storm of Sunday, January 7.

It caused a worse tie-up of railroads, interurbans and country roads than did the storm earlier in the week, and the weather was much colder.

Just when the country was recovering from the first storm, along comes the second one, attaining its fiercest period on Friday afternoon. Snow fell all day Friday and the high wind filled the roads where they had been dug out and piled the drifts higher.

The electric line abandoned its schedules between Burlington and Milwaukee Saturday afternoon, chiefly because the lines in the city of Milwaukee could not be kept clear of snow. The snowplow kept at work on the Burlington and East Troy lines and kept the road open. The first train left here for Milwaukee at 12:30 Sunday noon and the service has been regular since then.

FEBRUARY 1, 1918 (SD)
Burlington people, after working heroically for two weeks to dig the city out of two big snow storms, awoke Monday morning to find that they had the same thing to do again. The weather man seems to have no regard for railroads or the caloused hands of the shovel brigade.

There were practically two storms in this vicinity—one Saturday and one Monday. The storm Saturday started early that morning and while not a great deal of snow fell a strong northeast wind piled it into every cut or shoveled space. Train service on all lines was severely crippled.

The interurban line kept to schedule fairly well Saturday and Sunday up to the last trip Sunday night when the car was delayed and did not reach here until nearly 3 o'clock Monday morning. The car made no effort to go out Monday morning until 10:20 after the snow plow had made a trip out here clearing the track.

OCTOBER 4, 1918 (SD)
Regular meeting of the common council called to order by Mayor H.A. Runkel. Roll call showed the following present: Barry, Edwards, Forge, Jacobson, Peterson, Rewald, and Rueter.

The matter referring to T.M.E.R.&L. Co. and the following letter was read:
Milwaukee, Wis., Sept. 25, 1918. C.O. Bergener, city attorney, city of Burlington, Burlington, Wis. Dear Sir: Storage of cars on tracks in city streets. Referring to your
letter of August 29, addressed to our Mr. Kuemmerlein, we wish to report that the matter of avoiding the storage of passenger and express cars on the end of the double track on Geneva street has been carefully investigated with a view of providing some other method of disposing of these cars which it is necessary to leave in Burlington overnight. The avoidance of the practice of which you complain involves some track changes, including the installation of some additional switches and cross-overs, which should be located east of the river. Incident to these changes, we desire to change our tracks from a double track to a single track, beginning at a point on Geneva street east on Pine street so as to eliminate the double track crossing of the Soo Line railroad between Pine street and the river. If this change in tracks on the east end of Geneva street is agreeable to the city of Burlington, we will proceed to make the necessary changes as rapidly as possible and thus place ourselves in a position to avoid the storage of cars on the west end of Geneva street. May we hear from you at your early convenience? Very truly yours, S.B. Way, Vice President and General Manager.

The city attorney was instructed to take up this matter, upon motion of Ald. Barry, seconded by Ald. Peterson. Motion carried, all voting aye.

JANUARY 3, 1919 (SD)

For the first time since the electric line was built to this city eleven years ago there were no cars running on New Years day. Employees of T.M.E.R.& L. Co. went on a strike for higher wages the night before and as a result people who had planned New Years trips were obliged to remain at home. A compromise was reached New Years night and cars resumed regular schedules Thursday morning.

The strike had been promised for some time. Street railway employees had asked for an increase in wages from 36 to 42 cents an hour to 39 to 46 cents and the company refused the increase, claiming that the present five cent fare in the city of Milwaukee would not permit them to make the raise. The company promised the increase provided the rate commission would allow them to increase their fares, but this the rate commission refused to do.

The strike was called at 6:30 a.m. New Years morning, exactly as the men had threatened in case their demands were not met. Thirteen hundred men stopped work. Not a car went out in the city of Milwaukee or on the interurban lines until the strike was called off.

At the insistence of the Milwaukee Association of Commerce that 200,000 wage earners in the city should not lose their wages in whole or in part through inability to reach their work, and that the strike must be settled at once, the company agreed to give its men a reasonable increase beginning January 2, to continue until January 31, the association pledging itself in the interim to use its efforts to secure a permanent settlement of the question of revenues from the Wisconsin railroad commission.

The raise granted is 4.5 cents to 5 cents an hour, depending upon the class of employees. The old scale was 32 to 42 cents an hour and this will make the scale 36.5 to 47.5 cents an hour, for the present.

JANUARY 31, 1919 (SD)

Burlington people, especially patrons of the electric line, were interested in the announcement made in Milwaukee, Saturday, that there would be no strike of T.M.E.R.& L. Co. employees on February 1, the company agreeing to continue the wage increase granted January 2 until March 15.

It will be remembered that after the strike on New Years day the company granted a thirty day wage increase, pending a decision of the rate commission on an increase in fares. The
rate commission has reached no decision and at a meeting of all interested in Milwaukee, Saturday, the company agreed to continue the new wage scale until March 15.

James D. Shaw, attorney for the street car company, said the company would be guided by any request of the committee as long as it was understood that any loss incurred by the company, if such could be shown, would be taken into consideration in the decision of the railroad rate commission on the petition for a higher fare and that the increased wages would be regarded as a legitimate part of the operating expense.

Railroad Commissioner Carl D. Jackson said these factors would be taken into consideration. During the past two weeks a special legislative committee and the rate commission have conducted hearings in Milwaukee and all evidence introduced showed close cooperation between company and employees in fostering the strike.

Bert Hall, secretary of the Employees' Mutual Benefit association, was on the stand Saturday and testified relative to events which led up to the strike. At the meeting on December 27, at which the strike resolution was passed, Mr. Hall testified, there was no opposition from any of the eleven directors of the association who represented the company.

"You do not recall any protest against the strike by any of the company's directors?" Mr. Bender asked. "I do not," Mr. Hall replied.

On December 29 a referendum was taken among the employees. The ballot, it was brought out, did not contain the word "strike". It was merely asked whether the voter upheld the efforts of the association and the labor adjustment committee to secure an adjustment of wages.

"Why was not the word strike used on the ballot?" asked Mr. Bender. "It was believed that the matter was well enough understood among the men," was the reply. Other question sought to determine the method of voting.

Mr. Hall described it as follows: Each man on entering his station received a ballot. His number and sometimes his name was taken and noted, this forming the polling list. The voter then went into the men's rest room and marked his ballot at any convenient place, after which he deposited it in a regular ballot box provided.

"Did the men hand the ballot to anyone or did they themselves place them in the boxes?" Mr. Bender asked. "I saw men place the ballots in the boxes themselves while I was present," said Mr. Hall. "On other occasions they may have handed them to members of the committee to deposit in the boxes."

Mr. Hall testified that the ballots were printed on presses belonging to the company and that he knew of no arrangement to make any payment for them.

APRIL 11, 1919 (SD)
Burlington faces another tie–up of its interurban railroad and Milwaukee faces another tie–up of its city street car system.

The Wisconsin railroad rate commission last Saturday handed down a decision refusing to grant T.M.E.R.&L. Co. permission to raise its city fare, claiming it could make sufficient return on its investment with the present 5 cent fare.

It will be remembered that the strike which tied up all Milwaukee and interurban travel on New Year's day was caused by the company refusing to grant employees an increase on
wages claiming it could not afford to under present rates. It appealed to the rate commission to increase the rates, and granted the employees the increase in wages asked until a decision was handed down by the commission.

The agreement between the company and employees expires April 1 and to date no agreement has been reached. Employees say they will not go back to their old wage scale and the company claims it cannot afford to pay the increase. Unless an agreement is reached by next Tuesday there will be another strike.

The belief is held in many circles that the company fostered the strike on New Year's day to force an increase in city fares. This was denied by Attorney James D. Shaw, representing the company, in final argument on Monday before the special legislature committee at Madison appointed early in the session to investigate the Milwaukee car strike.

Attorney Shaw's statement that witnesses have shown that the company neither inspired, nor moved, its employees to strike was made in answer to the charge of Attorney Walter Bender, representing the railroad commission, that the company had prostituted the Employees' Mutual Benefit association to the purpose of coercing the railroad commission into granting the company higher street car fares in Milwaukee.

Attorney Shaw and Attorney Walter Drew, who represented the Employees' Mutual Benefit association, defended the actions of the company and its employees respectively.

Last Saturday's decision of the railroad commission, denying the company an increase in fares, was described by Attorney Shaw as being "based on prophecy" because it predicted that the price of coal would go down. He also charged that the state had put the control of its public utilities into the hands of a "soothsayer". He said that the company took the position that it was not getting a fair return and that it could not take from the investors their just return to pay the demands of the men, and consequently the company refused to pay the increased wages.

T.M.E.R.&L. Co.'s recommendations for finds, which were laid before the committee by Attorney Shaw contained the following statements:

"Witnesses testified that they were in no way inspired to strike; that they did not entertain the conviction that the company was willing, or desired, to have them strike; that they were actuated solely by the desire to secure higher wages and that the strike weapon was employed as a last resort.

"After about twenty of such witnesses had been called the committee refused to allow the company to call additional witnesses for the purposes of showing that all the men were actuated by the same purpose, and that none of them were in any way inspired or moved by the company. There appears to exist a deplorable lack of cooperation between the local and state authorities and the company. Such cooperation might increase the usefulness of the company facilities to the public, and would tend to minimize the cost of service."

Attorney Bender's final arguments before the committee included the following finding of fact which he asked the committee to accept:

"The Employees' Mutual Benefit association is a praiseworthy organization and serves many laudable ends in connection with the public service activities of the company. But it has been purposely prostituted by the company to the improper, reprehensible purposes of attempting to coerce the railroad commission to hasten unduly its consideration of the various petitions presented by the company and to give to the company increased returns before wage increases necessitating them had been made by the company."
MAY 29, 1919 (FP)
The prospects are that a large number of Knights Templars will go to Milwaukee next Sunday on the interurban to attend services to be held in the Auditorium there. They will leave here at 10 a.m. in special cars on the interurban and the price for round trip tickets will be $1.50. All Masons and their ladies are invited to go and should let M. McLaughlin know by Saturday at noon so as to ensure suitable accommodations.

SEPTEMBER 18, 1919 (FP)
There is no doubt but that interurban electric lines in various sections of the country have had their business largely curtailed during the past few years by the growing use of automobiles. Probably that is one of the reasons why the T.M.E.R.& L. Co. is going into the interurban freight business so extensively. Another reason is said to be the unsatisfactory service that the steam roads have been giving for several years past.

The service the company has inaugurated lately between this city and Lake Geneva, Elkhorn and Delavan is way beyond the expectations of the company and some days five or six tons of freight are brought here over the electric line consigned to those points. Arrangements are also being made to put on new trucks with pneumatic tires that will carry heavier loads at a higher rate of speed.

The latest addition to the company's already large freight business is an express service between Milwaukee and Madison starting Sept. 22. Freight will be taken from Madison to Watertown by large auto trucks and carried from there to Milwaukee over the electric line.

Farm and city express freighting will be carried by the new line. Farmers desiring to ship produce to Milwaukee or Madison may do so by hanging cards which will be provided them on the mail boxes. The company hopes to help combat the high cost of living by allowing farmers to ship their produce direct to the city on a C.O.D. system with the company, making the cash collections at places of consignment.

Summer and winter traffic is assured by means of an efficient road patrol. In the winter it is the plan to have a road repair car constantly at work with a special truck equipped for keeping the road cleared of snow.

At an early date the traction company will install a similar express service from Kenosha to Chicago, thus opening a direct express service line from Madison to Chicago.

"We are not going into business merely to haul shipments to and from Milwaukee," said J.W. Reeve of the T.M.E.R.& L. traffic department today. "We are in business to sell service. Equipment will be provided to insure keeping of schedules to allow shippers to depend on our new truck line."

OCTOBER 9, 1919 (FP)
Mrs. A. S. Peterson of Union Grove, a widow lady about 68 years of age, was the victim of a distressing accident last Monday afternoon about 2 o'clock when she was ran over and killed by the auto bus on the electric line running between here and Lake Geneva.

Mrs. Peterson came here from her home at Union Grove on the 1:50 passenger train on the Milwaukee road for a visit at the home of her brother-in-law, John Peterson, at 519 Geneva street. She walked up from the depot and had crossed the double track of the car line in front of Mr. Peterson's residence when she was hit by the electric line bus which was on its return trip to Lake Geneva. Jos. Brozosky, the driver, stopped as soon as possible. It was found that Mrs. Peterson had sustained injuries which caused instant death. Her skull was fractured, a hole on the left side of her head and one of the limbs was badly crushed. The
driver of the bus claims he did not see Mrs. Peterson until she stepped in front of it and was hit.

OCTOBER 23, 1919 (FP)
The Soo Line has also purchased of T.M.E.R.& L. Co. a strip of land twenty-two feet wide adjoining the mill pond and will fill the same in so as to give them another large side track in addition to the present ones they have. It will not be put in until next year.

JANUARY 23, 1920 (SD)
THE INTERURBAN SITUATION: The Electric Company, Eager to Render Good Service at Its Fair Cost, Funds This Task In Part Made Difficult and in Part Made Impossible, Because of Conditions Imposed by City and State Government Agencies.

The Electric Company wants its customer, the people of Milwaukee and The Milwaukee suburban and interurban district, to know the facts of the interurban situation, in order that so far as possible an informed public opinion may help to enforce a settlement in accordance with the controlling facts. These facts, as the Company sees them, will be set forth in this advertisement.

Before stating the facts, The Electric Company wants its customers to know that it means to make every effort in its power to save them from discomfort, loss of time and extra expense which the Milwaukee city government's present policy threatens to impose upon them, on and after February 1. The 4,300 men and women workers and the 15,000 investors who make up The Electric Company realize that our duty to serve and satisfy our customers, so far as we can possibly do it, is our first and highest obligation. Anybody who tells you we are asking more than a fair wage for our time, labor and savings employed in this service, or that we are loafing on the job, or that we are indifferent to our customers' comfort or their rights, either does not know the facts, or deliberately misrepresents them. We believe we can trust you to credit us with the same degree to intelligent self-interest, and the same decent regard for the rights of our customers and of the community, that any equal number of you who read its advertisement would feel if you had our job. Now for the facts:

1. The Wisconsin Railroad Commission, fixing single fare limits beyond the Milwaukee city limits, and requiring us to issue universal free transfers to any point within the single fare limits, has made every customer of The Electric Company's city car lines potentially an interurban passenger. From 20,000 to 25,000 of you are actually daily interurban passengers--between Milwaukee and the suburban and interurban cities and towns on our lines.

2. The Milwaukee city government has procured a court decision that The Electric Company has no right to render interurban service on its Milwaukee city lines, without first obtaining a city franchise for that business, except on certain parts of our city lines where the court found that the Company has interurban franchise rights.

3. The interurban car service supplied by The Electric Company for over twenty years past has been a big factor in promoting the growth and prosperity of Milwaukee and the other cities and towns of the Milwaukee district. This service has never earned a profit for the company. For years past nobody has objected to it, except the Milwaukee city government.

4. The Milwaukee city government urged by the city attorney, brought suit as a property owner to stop the interurban service. The city attorney urged this suit as a club to compel the Company to supply free electric energy for moving city brieges which our cars do not use. He knew, when he sued, that the Company cannot supply such free service except in
violation of State law. The city attorney misrepresented the facts to the city council, in his letter of Dec. 13, 1918, asking the council for permission to sue. In that letter (which you can find on pages 718 and 719 of the Common Council Journal of Proceedings, Dec. 16, 1918), the city attorney named the Broadway, Buffalo, Huron and Chestnut street bridges, and stated that the Company has asked the Wisconsin Railroad Commission to "determine the propriety of its continuing to furnish the electric current to swing these bridges in accordance with its franchise." The city attorney knew, or should have known, that the Company did not ask the Railroad Commission to pass on the question of free current for the bridges named, which our cars do not use, but did ask for a ruling as to free current for bridges which our cars do use. The city attorney knew that the State indeterminate permit law of 1911 set up a new rule in place of the old franchise provisions, and prevented the Company from supplying free service of the kind demanded by the city attorney. The city attorney knew that the Company had and has a suit pending in the courts to collect $23,533, from the city for current supplied, to move the bridges which he named. The city attorney was unwilling to try that case on its merits. Instead, he undertook to blackmail the Company into dropping its suit to collect for service rendered, and to compel the Company to render that service free in violation of the State law. His method was to attack the interurban service. He figured that he could force the Company to ask for an interurban franchise, in which free current for city bridges, and perhaps other expense burdens, would have to be assumed by the Company.

5. The Company, operating its suburban and interurban car service for many years past at less than a bare interest return on investment, cannot afford to ask for or accept the interurban franchise which the city attorney insists upon. The Company cannot afford it for the reason that if we accept such a franchise, we will become liable to damage suits by over 100,000 owners of property fronting on streets traversed by our cars. The city government has just won a suit against the company in which the court, following an old decision of the State Supreme Court in a similar case, has indicated that damages might be collectable, so doing the city government has set an example which thousands of other owners of abutting property might be expected to follow. If the company, accepting a franchise should expose itself to that danger. Operating without a formal franchise, as it has done for twenty years past, without profit to itself but with great profit to the community, the Company cannot be sued for damages. All that it can be made to do is to discontinue supplying interurban service over city streets. This, under the court's finding in the city's suit, we are required to do, beginning February 1. The Electric Company is eager to serve, but cannot risk being bankrupted by thousands of damage suits, in order to continue serving for no profit.

6. Having, for the reasons just stated, to stop supplying interurban service in city streets after February 1, the Electric Company will do everything in its power to make the necessary changes with minimum discomfort, loss of time and extra expense to its customers. The details of change in this service have not yet been fully arranged, but will be announced in plenty of time so that all affected by them may make your plans accordingly.

7. The city attorney, having misstated the facts to get the council's permission to wreck the interurban service, is now misstating the facts to the public in order to escape blame for the vast amount of discomfort to the riding public, which must result from his policy. He is telling the public that he attacked the interurban service in order to save the city from paying the Company $8,000,000 of "severance damages" if and when the city buys the Milwaukee city car lines and cuts off "the arms and legs" of the suburban and interurban feeder lines which are now part and parcel of the city system. As a matter of fact, the entire investment in the suburban and interurban car lines is only about $7,000,000. As another matter of fact, any time the city buys the urban car lines it will of course want to buy also the suburban and interurban feeder lines. The city will want to do this in order to control the conditions of its outward growth, and to promote its trade with the suburban and interurban
districts. No city government with a lick of practical business sense will ever wish to cut off "the arms and legs" of its electric railway system, and in that way build a Chinese wall around this community. As another matter of fact, the only organized group of Milwaukee citizens that seriously advocates municipal ownership fully recognizes that the city, when it buys, will need to take over the city, suburban and interurban traction system in an organic whole, for the sound business reasons just stated.

The Electric Company is ready to sell any time the people of Milwaukee get ready to buy. Meanwhile, if we are to render the kind and quantity of service you all want, and which we wish to supply, we must have more cooperation from your city and state governments, and less of destructive nagging done by public officials for their own political promotions. This, as we see it, is the plain English of the interurban situation. THE MILWAUKEE ELECTRIC RAILWAY & LIGHT CO.

FEBRUARY 6, 1920 (SD)
Get right out, turn around, pay seven cents and get right back in again. This is the procedure passengers on the interurban cars are now obliged to go through before they can get into Milwaukee. This inconvenience and extra fare because T.M.E.R & L. Co. will not take out a franchise to run interurban cars into Milwaukee is being universally condemned by patrons of the line.

In speaking of the cause of the action on the part of the railway company the Wisconsin News says: Get this straight. If the trolley corporation takes advantage of the interurban injunction to make you change cars at the city limits and to charge you an extra fare, it will be because it wants to do it, not because it is compelled to do it.

In other words, if it makes you get out in the mud and come across with an extra nickel, it will be because this corporation would rather have that nickel and subject you to discomfort than take out an interurban franchise as the law demands.

Remember, it can have that franchise for the asking, and with but two or three reasonable conditions for the protection of your interests.

If the traction crowd did not secretly welcome this opportunity to dump you at the city limits and then shake you down for another fare, why has it not appealed from the decision of the court?

You know its record. For over ten years, the street car company has appealed from practically every decision that crossed its purpose, and fought some of them up to the Supreme Court of the United States.

But when the recent injunctive decree was handed down, it couldn't break into print fast enough with the announcement of its acceptance. Why?

Because it thinks it can badger you and bleed you into letting it resume its illegal operation of interurban cars without a franchise, while increasing its revenues in the bargain.

Are you going to let a corporation that has hectored and ill-served you for years put over this piratical policy at your expense, at the expense of your future control of municipal transportation?

You know why the trolley crowd does not wish to accept an interurban franchise and obey the law that it has violated for years.
You know that it is trying to put Milwaukee in a position where it cannot municipally acquire the city street car system without buying the interurban system as well, or paying prohibitive severance damages.

That is why it "scrambled" the city and interurban systems last February and placed them under one ownership.

That is why it does not wish to accept a franchise one of whose conditions would be a waiver of its claim to such severance damages.

In a recent statement to the public the company says that any time the city buys the urban lines it will "of course" want to in the interurban lines too. "Practical business sense," it adds, would dictate such a course.

If the trolley crowd is sure of that, why did it "scramble" the two properties so as to compel Milwaukee to buy its interurban lines or pay heavy damages.

The fact is that Milwaukee would no more think of taking over the interurban lines of T.M.E.R.&L. Co. with its city system, than of acquiring the interurban lines of the Milwaukee Northern or Chicago & Lake Shore at the same time.

This for the self–evident reasons that it could not afford it, and that these systems would be a burden rather than a help to the development of the urban service.

But whatever the city's policy in that respect might be, it wants to be free to make its choice in its own interest, not compelled by crafty tactics to take a course in the corporation's interest.

Which shall rule in Milwaukee, the law of the state or the private will of the traction trust?

Who shall control the future of Milwaukee's transportation, the people of this city and their government or the officials of an arrogant and greedy corporation?

Those are the issues at stake in the interurban controversy.

Don't let the press agents and organs of the trolley interests, with their crocodile tears over the prospective plight of suburban passengers, becloud those issues.

Don't let them distract you from the fact that the street car crowd alone will be responsible for any inconvenience and expense it may inflict upon you; that it wants to inflict this inconvenience and expense as part of its game to coerce Milwaukee than take out a franchise and obey the law.

**FEBRUARY 13, 1920 (SD)**

For ninety days at least rural patrons on the interurban line will not have to change cars and pay an extra fare before they can get into Milwaukee.

At the request of the Milwaukee city attorney Judge Fairchild issued an injunction restraining T.M.E.R.&L. Co. from running interurban cars into the city, effective February 1. The injunction caused such a universal protest that at the last minute the city attorney and officials of the street car company appeared before Judge Fairchild and asked that a stay of execution of the court order for ninety days be granted and the request was heeded.
City Attorney Williams agreed to the stay of execution upon condition that special committee headed by Attorney Olwell would during that time make a thorough investigation of the controversy and outline, if possible, some constructive program looking toward a solution of the problem.

Vice President Way, of the Electric company said: "It is greatly to be hoped that the citizens' committee will find some method during the next ninety days that will relieve the public of the apparent necessity of subjecting itself to the annoyance, inconvenience and in many cases actual hardship involved in any method of actually breaking interurban service at the city limits or other points.

"The company will gladly cooperate with the committee or any other body in making a full and complete investigation of all the facts and circumstances involved in the interurban and city service."

MAY 7, 1920 (SD)
A report in Milwaukee the first of the week said John I. Beggs is again going to take the position of general manager of T.M.E.R.&L. Co. succeeding J.R. Mortimer who resigned.

Burlington citizens, and those interested in the growth of the interurban system hope the report is true for they think that if he assumes control there is some chance of getting electric line extensions. Mr. Beggs planned and built the present interurban system and it is a well known fact that other extensions had been planned when he resigned to make room for Mortimer, who was a light man, and under whose reign the lighting system was enlarged so it covers all of southeastern Wisconsin.

Burlington people feel that should Mr. Beggs accept the place there is a bright chance that the interurban line will be extended to Lake Geneva, and possibly Elkhorn and Delavan. The success of the company's freight business will be another factor to be considered.

In reply to a question as to whether or not he was to become chairman of the board of directors Mr. Beggs said: "There is probably some foundation for it. Since the resignation of Mr. Mortimer, direction of the company's affairs has been largely in the hands of the executive committee, of which I am chairman. A proposal has been brought forward to create the position of chairman of the board of directors, on condition that I would accept the place.

"The electric system as it now exists, and especially the interurban system, was largely created by me. For years it was my pet, I brought it into being, and it put Milwaukee on the map. It brought the surrounding country into touch with the city. It forwarded Milwaukee's prosperity and growth."

APRIL 22, 1921 (SD)
A belated snow storm, which commenced last Friday evening, broke all records for severity in this section.

Railroad lines, interurban lines, the country roads and city streets were impassable, and traffic was greatly delayed or abandoned altogether.

The snow storm followed a drizzling rain which fell most of last Friday afternoon. It commenced "spitting" snow about 8 o'clock and the wind commenced to break loose. The snow and wind increased until this entire section was in the grip of a veritable blizzard. The wind was from the northeast and drove the snow before it in a gale. By Saturday noon railroads and the interurban line were out of commission.
Country roads were so blocked by 8 o'clock Saturday morning that rural mail carriers who attempted to make their trips were turned back. The star route between Burlington, Rochester and Waterford was abandoned, and there was no Sunday service over this route. Monday morning's mail was carried over the electric line that is, the first class mail, and the other mail was sent up by wagon later.

The Soo line kept up pretty fair service south of here, but to the north the line was hard hit around Waukesha. Trains were from one to six hours late. The Milwaukee road did not have a train through from the time the 10:47 train went east Saturday morning till Sunday afternoon. A freight train became stalled between Union Grove and Corliss and delayed all traffic. North of Oshkosh there was no storm.

In this city streets were blockaded by the heavy fall of snow, piled up in drifts from two to six feet deep. The automobile was put out of commission early on Saturday.

Milk teams coming to the city that usually reached here by 9 o'clock in the morning were abandoned altogether or their loads divided and hauled in with two or three teams. And then they were from one to three hours late in reaching here and were forced to go through fields and break roads. Saturday and Sunday loads were hauled to this city in sleighs, but by Monday the snow had melted so that wagons were better than sleighs, although snow drifts were from two to six feet deep.

The electric line between here and Milwaukee was put out of commission Saturday forenoon, and it was Sunday afternoon before traffic was resumed. The weather bureau in Milwaukee reported that fifteen inches of snow on the level fell during the time the storm lasted.

The east side of Pine street, from Mill to Jefferson, contained a snow bank such as it had not seen since the memorable storm of March, 1881.

Coming after several weeks of spring-like weather, the belated storm caught many people with their gardens made, farmers with their seeding of wheat and oats completed. Trees were leaving out and there were buds on fruit trees.

Just how much damage was done is hard to determine, but most people are of the opinion that fruit trees were not far enough along to be seriously damaged. A Milwaukee paper said the hay crop in southern Wisconsin would be a total loss, the city writer's opinion differing from the average farmer who has it figured out that the resulting water from the snow was of untold value to the hay crop.

The snow disappeared almost as rapidly as it came. The sun came out warm Sunday and the banks started to dwindle away. It was just below freezing Sunday night, but warmed up again Monday and Tuesday, and by Wednesday practically all the snow was gone. The resulting water snaked into the ground, doing as much good as a two days rain.

**APRIL 28, 1921 (FP)**
As the result of the continued rains of the past few days and an especially heavy fall last Monday afternoon between the hours of four and six, when several inches fell, the White and Fox rivers have been on a rampage and have overflowed their banks in a great many places. Much of the low lands is inundated and it may be several weeks before farmers can get on the ground to do their spring work.

Last Monday afternoon's downpour was the heaviest one experienced in years and was accompanied by severe thunder and lightning. The downtown streets were flooded with water, the sewers being unable to carry the water away fast enough and cellars in many
places were more or less filled with water. The overflow from Fox river covered the street car tracks to the depth of several feet between Second street and the sub-station Tuesday so that difficulty was experienced in getting cars through and finally passengers had to be transferred by bus on Tuesday afternoon and Wednesday meeting the cars from St. Martins near the substation. The express service was also somewhat inconvenienced on account of difficulty experienced in moving the cars. Wednesday the water had gone down about a foot and it is thought that the worst is over.

The water has gone down so that interurban cars were enabled to again resume their regular schedule this morning.

MAY 27, 1921 (SD)
Changing the time of leaving one hour, adding an extra morning car and running cars through from Burlington to Milwaukee, are three changes in the interurban service which T.M.E.R.&L. Co. will put into effect Saturday, notice of which is given in a new ad elsewhere.

Changing the schedule is the most important. Ever since the line was established the cars have left both Milwaukee and Burlington after the even hour. Commencing Saturday they will leave after the odd hour, from 7:20 to 9:20, there being two morning cars leaving at 5:30 and 6:20 and the last car at night leaving at 11:30. But, it must be remembered that the cars are running on Milwaukee, or daylight schedule, which is one hour ahead of our time, so if your watch is set to standard time the cars, during the summer months, will leave on the even hour, according to your watch, the same as they have in former years.

The company will add an extra morning car to Milwaukee, making it convenient for those desiring to get to the city early in the morning.

A change that will be greatly appreciated is the elimination of the change of cars at St. Martins as hereafter the cars, with the exception of the early morning one and the last one at night will run through to Milwaukee.

NOVEMBER 4, 1921 (SD)
T.M.E.R.&L. Co. put into effect on Tuesday, November 1, a new time schedule on the interurban line, which is practically a return to the schedule in effect here for several years.

The change is that the running time is cut down to one and one-half hours enabling the cars to leave a few minutes later or arrive earlier. Cars leaving Burlington or Milwaukee after 8 a.m., 12 noon, 4 p.m. and 8 p.m. make the entire trip, while passengers on the other cars are obliged to transfer at St. Martins.

Cars now leave Burlington at thirty minutes past every even hour, commencing at 6:30 a.m. to 8:30 p.m., the last car leaving at 11:30, arriving in Milwaukee on the even hour.

Cars leave Milwaukee at fifteen minutes past every even hour 6:15 a.m. to 8:15 p.m. and arrive in Burlington at fifteen minutes before the even hour. The last car leaves Milwaukee at 11:30, fifteen minutes later than usual, and arrives in Burlington at 12:54.

The change was put into effect Tuesday without country people being given notice and many passengers stood around in the cold an hour waiting for their car.
JANUARY 12, 1922 (FP)
According to the Racine papers motor bus service between Burlington and Racine is included in tentative plans of the Boulevard Transportation company, probably to be inaugurated early in the spring.

MARCH 9, 1922 (FP)
Fifteen thousand dollars is the amount demanded by Miss Emma Rasmussen, a professional nurse of East Troy, in an action brought against the Milwaukee Electric Railway and Light company for injuries sustained while riding in a motor bus owned and operated by the company.

MARCH 23, 1922 (FP)
Officials of the T.M.E.R.&L. Co. were in Elkhorn Friday afternoon investigating the possibilities of starting a passenger bus line to connect with East Troy and Burlington during the coming summer. The busses will meet all trains at both terminals, Burlington and East Troy, and will run on regular schedule time, which will mean that there will be almost continuous service in and out of Elkhorn, Delavan and Lake Geneva.

NOVEMBER 9, 1922 (FP)
Last Saturday evening the annual reunion of the Veteran Employees association of T.M.E.R.&L. Co. was held at the Hotel Pfister in Milwaukee. The association includes all who have worked for the company twenty years or more. Edwin Walters and Geo. E. Taylor of this city are members of the association, but Mr. Walters was the only one who attended. Mr. Taylor was out of the city at the time. Both are employed as motormen and have been with the company since they opened the line to this city fourteen years ago. Mr. Taylor has been with the company 26 years altogether and Mr. Walters 24 years.

At the annual banquet 370 took part and 49 new members joined.

MARCH 16, 1923 (SD)
Thirty people were killed, many were injured, and huge property damage was caused by snow and sleet storm which swept the entire country from the Rocky mountains to the Appalachians late Sunday evening and Monday.

Burlington, along with the rest of cities and towns in the storm center, was isolated from communication with the outside world for nearly thirty-four hours. Telephone, telegraph and light wires were down, roads were blocked, trains were unable to get through, and traffic of all kinds was suspended.

The snow commenced falling about eight o'clock Sunday evening, large, heavy flakes. In a short time a driving easterly wind sprang up, soon developing into a thirty-mile gale, which continued throughout the night, piling up the snow in drifts from three to six feet high and completely paralyzing transportation.

Cars on the electric line were unable to get through from Milwaukee after eight o'clock Sunday night and it was nine o'clock Monday night before the first one came through.

It was unable to get across the Soo line tracks, however, and passengers were compelled to alight at Second street. The tracks in town are still covered with hard packed snow and so far the car has been able to get only as far as Pine street.

All motor bus line service between Racine, Lake Geneva, Delavan and Burlington was discontinued.
The Soo line train due here at 3:30 Monday morning was stalled near Kolze, due to wires being down, and did not reach here until four o'clock Monday afternoon. It was followed shortly afterwards by the one due here at 11:25 a.m. St. Paul trains ran from two to three hours late. Service was resumed Tuesday morning and trains have been fairly on time since then.

Rural mail carriers, driving teams, started out on their routes Monday morning but were forced to turn back before going very far. Milk teams could not get through.

Damage in the city was confined to trees which were blown down. The ground was covered Monday morning, with limbs and branches, and in many cases entire trees were blown down. Pine trees, particularly, were weighted to the ground with the heavy snow. Despite the havoc it wrought, one could hardly help but marvel at the beautiful sight the snow made. Trees, fences, wires, and buildings were completely blanketed and glistened and sparkled in the sunlight.

Many incidents are heard of people who were snow bound. Parties of young people who motored to Milwaukee, Chicago or Racine to spend Sunday, were unable to reach home until Tuesday. One party got as far as Schaefer's inn at Wind Lake and had to remain there Sunday night. Another party which was in Chicago started out early Monday morning and after varied experiences and a great deal of shoveling, finally pulled into the city at 6 o'clock that evening.

Many an out of town gentleman making the usual Sunday night call on his sweetheart was compelled to leave his car at the curb and seek lodging in the city. And several Burlington gentlemen who started home after making similar out of town calls were forced to leave their cars beside the road and hike home or to the nearest farmhouse for refuge. Roads in the country were lined with abandoned cars.

Cars which ventured out Monday managed to get around the city fairly well, but were all shovel equipped, and it was a common sight to see cars being shoveled out, even on the downtown streets.

MARCH 23, 1923 (SD)
Last Saturday this section commenced to believe that the spell of blizzards was over.

After almost daily storms for a week, it cleared up that morning and the bright sunshine started melting the snow. With sighs of relief snow shovels were brought into play for the last final clean-up.

But, Oh! such a disappointment. Sunday, another storm broke in all its fury.

Not a great deal of snow fell, but what did come down was driven by a forty-mile-an-hour northeast gale that whirled it in every direction and filled up every crack and crevice.

The storm started about nine o'clock Sunday morning and kept it up with unabated fury until late that night. Needless to say that only those obliged to be out ventured away from the home fireside. There was more snow on the ground Monday than this section has had in several years.

Railroads, which had just begun to get back to regular schedules were again completely tied up. The Soo Line through south bound trains Sunday night did not get here until Monday afternoon. The Milwaukee road abandoned attempts Sunday and had difficulty in opening the
road Monday.

The electric car kept bravely at it until Sunday afternoon, when a car became stalled on the east side of the river. They gave up then until Monday afternoon when the snow plow and shovels opened a right of way. The electric car has not been running into the city since the snowstorm nearly two weeks ago. The first heavy snow packed and froze so that the plow could make no impression on it and cars have stopped at Pine street, passengers being obliged to walk the rest of the way.

As to country roads, there hasn't been any. Farmers, the latter part of last week had just commenced to get trails broken through, when Sunday's storm undid all their work. Drifts are all the way from two to twenty feet deep and the continued winds has made it almost useless to try to work on them. In many places temporary paths go right over the tops of fences.

Rural mail carriers have been able to cover only part of their routes. Farmers delivering milk have experienced no end of difficulty and a great number were unable to get their product to the factory at all.

The auto received the biggest set back it has had hereabouts in a number of years. A few of the more venturesome have continued to drive around the city, but no one has attempted trips into the country. Many cars are having their first rest in years.

To add to the discomfort Sunday night, the thermometers dropped some thirty degrees and Monday morning it registered eight below.

But Monday was clear and everyone pitched in to dig out from under the snow. Warmer weather this week has made a big hole in the snow banks and all are hoping that the storm Sunday was the last of the season.

AUGUST 24, 1923 (SD)
T.M.E.R.&L. Co. is ready to tear up its tracks on Geneva street beyond its present waiting room at the Hotel Badger providing the city is willing to release it from the part of its franchise which specifies it shall run cars to the west city limits.

This was brought out at a conference of company and city officials in this city, Monday. The officials came to Burlington to see about their tracks in the new concrete pavement on the west end of Geneva street. Their tracks at present extend to the west line of the Catholic cemetery and an agreement was reached whereby they will tear up the tracks in front of the cemetery making their west terminal at the end of the present brick pavement.

In discussing possible extensions company officials stated there was little or no possibility of their ever extending the line westward and they favored a plan whereby they would tear up the tracks beyond the Hotel Badger waiting room. City officials promised to investigate public sentiment regarding the move and take some action at the next meeting of the city council.

To discontinue the service on Geneva street would necessitate the circulating of a petition and there is some doubt as to whether enough signers could be secured.

It is rumored that the company is considering plans whereby it will erect a modern terminal building on the old mill property on Pine street, adjoining the Jerome Mutchler store. This would be used for both passenger and freight service and would enable the company to connect with the Soo Line for freight shipments.
AUGUST 31, 1923 (SD)
The rumor that T.M.E.R.&L. Co. was going to ask the Burlington city council for permission to tear up its tracks on Geneva street beyond the Hotel Badger aroused a storm of protest from residents along that street and during the past week petitions have been circulated and freely signed asking that the present service be maintained.

The petitions, which are being made in duplicate, one to be presented to the city council and the other to the railway company ask that the company live up to its franchise and provide car service to the west limits of the city. They also go a step further and ask that the company establish a ticket office and waiting room on the Hillside for the convenience of the many people who take the car from that point.

The large number of signers to the petition asking that the present be maintained is almost a guarantee that it will be. As the Standard Democrat understands it, before the company could discontinue the service it would have to go to the Wisconsin railroad rate commission with a petition signed by a majority of property owners on the street favoring removing the tracks.

The tracks have already been torn up in front of the Catholic cemetery, preparatory to the new concrete paving and whether they are replaced or not depends upon the action taken by the city council at its meeting next Tuesday evening.

SEPTEMBER 7, 1923 (SD)
The city council at its regular meeting Tuesday evening unanimously voted that T.M.E.R.&L. Co. replace its tracks in front of the Catholic cemetery on Geneva street and maintain service as in the past. The action came after a petition bearing over 100 signatures had been presented and various property owners had spoken in favor of replacing the tracks. The city clerk was instructed to notify the street railway company of the action.

OCTOBER 19, 1923 (SD)
A huge new Westinghouse regulator arrived over the Soo line tracks from East Pittsburg, PA., Monday, and will be installed in T.M.E.R.& L. Co. sub-station by Sunday if everything goes well.

With the installation of this great voltage regulator, the large scale of improvements made by the electric company in their plant in this city will be practically completed and when the regulator is put into operation next week, the current supplied by this station will be sent out evenly regulated as far north as Jefferson. Up until this time the current has been sent out unregulated.

The transformer is so large that it could not be brought over T.M.E.R.& L. Co. tracks from that company's Y at Mukwonago. It had to be brought from the east in a car made especially for machines of unusual height and weight, called a drop center car.

These cars will not carry anything over sixteen feet high and the Westinghouse came very close to reaching that minimum as it stands fifteen and one-half feet high. Its weight was sixteen tons requiring an expert engineer to transfer it to the wagons that took it from its place on the tracks back of the Burlington Ice Co.'s office to the sub-station a half mile away.

D.G. Evan, electrical engineer of Racine, was here to see that everything went right and remained to see the regulator installed. Mr. Evans stated that although the area served by the sub-station here had not been enlarged upon so very much, the current used had been more than doubled in the last five years.
FEBRUARY 8, 1924 (SD)

Burlington people no longer believe that it makes any difference whether the groundhog sees his shadow or not on February 2. Saturday they were drawing sighs of relief because they thought the winter was over. The groundhog had not seen his shadow.

Sunday night, however, their faith was shaken as a sleet storm the like of which many have never witnessed, started. Driven with the fury of a raging northeast wind, the sleet quickly covered sidewalks, streets, wires, and every other exposed object with a mass of ice, crippling power and telephone service throughout the country. The wise immediately took to the shelter of their homes and only the brave, either of necessity, or from moral courage, ventured out again until late Tuesday afternoon or Wednesday morning.

Inestimable damage was to the electric power and telephone wires by the heavy coating of ice and the constant fierce whipping of the wind. Practically all day Monday the reserve Burlington power wheels furnished the only electric power this city had. The two feeders from West Allis and the one from Racine, that usually supply Burlington, Wilmot, Lake Geneva, Delavan, and Elkhorn with power, were rendered completely useless by the sleet of Sunday night and Monday. As far as electricity is concerned we were out of touch with all our neighbors until Tuesday afternoon.

The same was true of telephone and telegraph service. Tuesday morning no greater distance east than Union Grove could be reached and only four of the more than 20 toll lines out of here were still to be used. Waterford, Union Grove, Wheatland and Wilmot were the only towns that could have responded to a call from Burlington. The storm was even more damaging to telephone lines around Waukesha and Janesville. Reports say that Lake Geneva had not talked to Delavan, only six miles away for a period of forty-eight hours. Continual reports are coming in of poles and wires down on farmers' lines and as soon as toll lines are again in normal order the farmer lines will be attended to. Mr. Goodwin, manager of the telephone company here stated that everything should be in a least temporary repair by today.

About Monday noon the sleet turned to snow, heaping more trouble on the already burdened public officials shoulders. The high northeast wind still raging, forced the rapidly falling snow into packed drifts in every open space. The white masses reached a depth of eight to ten feet in many places and four and five feet in most places. Every road in and out of the city was rendered impassable at some place and the damage done to electric and telephone wires was harder than ever to remedy because of drifted roads.

The snow played havoc with train schedules and it was not until 3:03 Tuesday afternoon that No. 8, usually due here at 9:01 a.m., pulled in. It had only come from Janesville. At 4:20 p.m. No. 4, usually due here at 7:17 a.m., came through, but it was not until 4:24 Wednesday morning that the first through train from Duluth since the snowfall, came in. St. Paul road trains ran pretty close to schedule.

Andrew Krug, rural mail carrier for route 1, from the post office here, was the only carrier who came anywhere near supplying his route Tuesday. All the men had started out, but were forced to turn back just outside the city. Conditions were little better Wednesday.

The interurban cars between here and Milwaukee have been running schedule time since 2:27 Tuesday afternoon. The first trip the car made to Milwaukee Tuesday took approximately four hours.

The high banks of snow lining the downtown streets are quickly diminishing since as many men and trucks as could be found are busy shoveling and hauling away the snow.
APRIL 10, 1924 (FP)
At a regular meeting of the Burlington Club last Thursday evening, the matter of a mail service every two hours between Milwaukee and Burlington came up for discussion.

At present more or less trouble is experienced in getting the early morning mail from Milwaukee, which comes via Waukesha, where it is transferred to the Soo Line. Other mail later in the day comes over the C.M. & St. P. R.R. While a two hour service might not be necessary still if Burlington could arrange for a closed pouch service over the electric line at convenient hours in connection with Rochester and Waterford, the service might be improved over that existing at present without too great an expense. H.R. Pruemers, acting postmaster, thought that the mail service in the morning especially might be bettered by the change and also the latter part of the day, when Burlington people would receive later editions of papers and also more mail.

A committee consisting of H.R. Pruemers, T.A. Waller and S. L. Dudley was appointed to investigate the matter.

APRIL 24, 1924 (FP)
The matter of securing better mail service between Burlington and Milwaukee was taken up and it was stated that a closed pouch from there on the 8 a.m. car and also to Milwaukee on the 10 a.m. car would help solve the problem. H.R. Pruemers and S.L. Dudley, members of the committee who had charge of the matter, drafted the following resolution, which the club adopted:

"In view of the fact that some of our neighboring cities are enjoying the benefit of direct mail service via the T.M.E.R.& L. company with the city of Milwaukee, and also in view of the fact that the present service is irregular, and whereas a great deal of business is transacted between the business people of this city and those of Milwaukee, and we feel it is necessary that the business men and women of Burlington should have the very best postal service into and from the city of Milwaukee, therefore we, the Burlington Club, do request that some action be taken toward having the additional service established.

MAY 29, 1924 (FP)
The plan of securing early mail service from Milwaukee over the Milwaukee Electric Railway & Light Company is not considered very favorable by postal officials in Milwaukee, according to an official letter received by H.R. Pruemers, acting postmaster.

The higher cost more than outweighs the advantages, the chief clerk writes in the letter.

Consequently nothing will be done in regard to the proposition at the present time.

But the chief clerk says he will come to Burlington at an early date to see Mr. Pruemers.

"At that time, if there is any angle of the case that I have not got at the present time, I will be pleased to consider it," he states.

The Burlington club instructed Pruemers to take up the matter with the postoffice department. The postmaster here first wrote to Postmaster Peter F. Piasecki of Milwaukee to procure his view of the case. Piasecki replied that the Milwaukee post office did not believe the service to Burlington would be improved by having the mail dispatched at 6 a.m. each day via electric cars.

Pruemers again wrote to Piasecki telling of the train delays that often result in the mail getting here late, especially in the winter times.
Piasecki referred this letter and the other correspondence to the mail service.

"The mail complaint of your business men, as I understand it, is of the few months of inclement weather when train number 4 is running late, but I believe the merit of your present service should be considered on the basis of railroad trains, operating under normal conditions which presumable we will have for the next six months.

"Your efforts now, as always, to secure the best possible service for the patrons of your office is appreciated here and this office will be pleased to go along with you if we can do so, consistently, but I fear that this particular case your patrons have an exaggerated idea of the advantages of this proposed service."

SEPTEMBER 11, 1925 (SD)
Two men suffered serious injuries in a terrific wind storm that struck Burlington Wednesday afternoon, causing a property damage that will run into thousands of dollars and which will leave its scars upon the many beautiful trees of the city for many years to come.

Shortly before 3 o'clock a dark cloud appeared in the west and before citizens had time to reach cover the storm broke in all its fury. It didn't seem to have the twisting effect of the usual cyclone. The wind came from almost straight west and trees and buildings give no evidence of a twister.

With a crash and a bang, trees and telephone poles went down, windows were caved in, chimneys were blown off, while humanity looked on and shivered. Autos parked on the streets were jammed into each other or into curbs and buildings, and the roof of practically every open car was torn to ribbons. Rain and hail driven by the high wind added to the confusion. Sheets of water, filled with leaves, limbs, and debris, made it impossible to see across the streets and made being out of doors impossible.

The storm lasted less than five minutes and fifteen minutes later the sun was shining.

Telephone, electric light and interurban service is at a standstill. Some twenty poles were blown down in the city and this together with the hundreds of trees falling across the wires made a tangled mass that will take days to straighten.

The storm seemed at its worst in the city although crippled wire service prevents reports from outside reaching here.

SEPTEMBER 25, 1925 (SD)
T.M.E.R.& L. Co. has plans and specifications prepared for a fine new terminal building it proposes to erect on what is known as the old mill property adjoining the Jerome Mutchler cold storage plant on Pine street. Erection of the building hinges to a certain extent upon the city relieving the company of running the interurban cars to the end of Geneva street.

This information was gained from General Manager S.B. Way, District Manager D.B. Callendar and Construction Engineer Pinkley, who were in the city Wednesday, showing plans of the new building, going over the land and interviewing interested citizens.

Plans provide for a building large enough to house a suitable waiting room, local office and display room for the Burlington office of the electric company, freight office, as well as house the interurban cars and the motor buses which have Burlington as their headquarters.

The company proposes to build a loop, using Pine street from Geneva street to the building
and then back onto their tracks in the rear of the buildings. Plans for the future provide for a Y with the Soo line for the handling of freight.

The company would like to make the new terminal its headquarters in Burlington and discontinue running cars up Geneva street to the city limits. They have figures to prove that very few people use the facilities beyond the business district and that these people could be accommodated with motor buses. They point out that the tracks would be taken up, relieving the traffic congestion on Geneva street and lessening the danger of accidents. All of the interurban and motor bus business, passenger and freight, would be handled under one roof. Building of the loop would enable them to use a more modern type of interurban car, with the motive power at one end, instead of the present cars which, because there is no loop or turntable here, have power units at both ends of the car.

The franchise of the company provides that it run cars to the west city limits. The city council alone has power to change the franchise and the company will present the entire proposition to the council at an early meeting.

OCTOBER 9, 1925 (SD)
At the regular meeting of the city council Tuesday evening T.M.E.R.&L. Co. presented a franchise for service in Burlington as outlined in the Standard Democrat two weeks ago. The company would discontinue running cars on Geneva street and would erect a new terminal on Pine street, making that the headquarters for all activities in Burlington.

The council decided to allow two weeks time for people to express their opinions and will then meet as a committee of the whole on October 20 at which time representatives of the company will be here to explain company plans and to answer questions.

OCTOBER 23, 1925 (SD)
At a special meeting of the city council Tuesday evening the ordinance granting T.M.E.R.& L. Co. a franchise on Pine street and allowing them to tear up their tracks on Geneva street, was given a second reading.

Considerable time was spent in the discussion of the proposed franchise. A petition bearing the name of forty-one property owners objecting to the franchise, was presented. Several appeared asking that the franchise be granted, and R.H. Pinkley and Attorney Shaw, of the Electric Co., were present and told the council of the company plans for Burlington. Following the discussion a motion was carried and advancing the ordinance to third reading, and it will come up for final disposition at the regular meeting November 3.
NOVEMBER 6, 1925 (SD)
The city council at its regular meeting Tuesday evening passed the ordinance granting T.M.E.R.& L. Co. permission to tear up its tracks on Geneva street west of Pine street and granted them a franchise to lay a single track on Pine street from Geneva to Mill street. The company agrees to erect a new terminal building on what is known as the Ayers property on Pine street and maintain bus service on Geneva street to replace the present car service, offering to give a $25,000 bond to assure this service. The tracks will not be torn up until the new building is completed and the company will replace the paving on Geneva street. A number of citizens appeared in favor of the ordinance and it was adopted by a vote of 7 to 1, Alderman Porter voting no.

NOVEMBER 26, 1925 (FP)
Work was started the first of the week by T.M.E.R.& L. Co. in getting the grounds on Pine street between the city pumping station and Jerome Mutchler's cold storage warehouse in shape for their proposed new terminal station, track, etc. It is estimated that some 4,000 square yards of dirt will have to be hauled in to fill up and level off the grounds.

Plans for the new terminal station and track have been received here by W.J. Leach. The former will be a two-story brick building about 80 x 36 feet in size, fronting on Pine street. The basement will contain the heating plant, stock and storage rooms, etc. The first floor the waiting and sales rooms, with smoking and rest rooms, and the second floor local offices and an assembly room for the E.M.B.A. There will also be a freight office and room for housing the motor buses and interurban cars. A loop track will encircle the building entering from Pine street next to the Jerome Mutchler building. In the rear of the terminal building there will be a covered platform for loading and unloading express.

A side track of the Soo line in the rear of the city water works can be extended to connect with the loop so that cars can be switched to and from the Soo line.

Work on the proposed improvements will be pushed as fast as the weather permits. The street car track on Geneva street will not be taken up until they are finished.

Burlington will be a big gainer in the end by the improvements the company have under way. Instead of having their different activities scattered as at present the company will have them altogether and it will be much more convenient for their patrons. It will also enable the company to put in service larger and more commodious interurban cars between here and Milwaukee.

DECEMBER 31, 1925 (FP)
Rural electric lines to supply current to between 1,200 and 1,300 farmers will be built by the Milwaukee electric company and its associates during the next year, it was announced last week by F.A. Coffin, sales manager. About 200 miles of rural lines will be built, he indicated.

JANUARY 8, 1926 (SD)
There may still be a hitch in the agreement between the city and T.M.E.R.& L. Co. regarding the tearing up of street car tracks on Geneva street. The council granted the Electric Co. a franchise with the provision that they file a bond to continue service to the end of the present tracks. The company filed a personal bond, which the city rejected, demanding a surety bond. At the regular meeting of the city council Tuesday evening the company presented a communication stating that a surety bond would cost $350 a year, which they claimed was excessive and setting out that their personal corporation bond was good. The council again refused the personal bond, instructing the city attorney to demand a surety bond.
APRIL 2, 1926 (SD)
March went out like a lion. It roared most of the month and wound up with a series of roars in the form of a blizzard every day for six days, capping the climax with the worst storm of the winter on Wednesday.

Mail carriers abandoned their routes, motor buses could not get through and steam and electric road trains were delayed.

DECEMBER 2, 1926 (FP)
In a large ad elsewhere in this issue the Wisconsin Gas & Electric Co. by D.E. Callender, vice president and general manager, extends an invitation to all their customers and friends hereabouts to attend the formal opening of their new building on Pine street in this city on Saturday, Dec. 4. The public are also invited to inspect the new display rooms and offices and the conveniences provided for patrons of T.M.E.R.& L. Co. interurban cars and Wisconsin Motor Bus lines.

The days activities include a demonstration of electric cooking, refreshments will be served free and there will be many interesting displays.

Interurban cars and busses will begin running in and out of the new station on Saturday, Dec. 4. There will be a slight reduction in the running time between here and Milwaukee.

Ground was broken for the new terminal building just a year ago. It is 80 x 36 feet in size, two stories in height, with basement and is said to be one of the finest terminal stations in the state outside of Milwaukee and has all the latest conveniences.

The company also express their sincere appreciation of the cooperation shown by the officials, business men and citizens generally of Burlington.

DECEMBER 9, 1926 (FP)
The formal opening of the new terminal building of the Wisconsin Gas and Electric Co. and the T.M.E.R.& L. Co. last Saturday was a big success. Though the day was stormy and threatening about 4,000 persons from this city and vicinity availed themselves of the opportunity of inspecting the fine new building. Over 3,000 sandwiches were also served the visitors who thronged through the beautiful building.

Prominent officials of both companies were visitors during the day.

A profusion of flowers banked the lobby of the main floor. Bouquets and congratulatory letters were received by the score from local and outside business men. The terminal was decorated with holly and the green and red of holiday time and miniature pine trees lined the paths between shining displays of electrical goods.

In the lobby demonstrators baked cakes and pies on Westinghouse Electric ranges that attracted the attention of crowds of admiring housewives. There was also a complete display of electrical fixtures and home equipment shown on the main floor.

The interior of the building presented a beautiful appearance. The dark mahogany woodwork and furniture presented an attractive contrast with neutral white walls and light hardwood floors. There are three entrances, the main door and employees' entrance on Pine street and a side entrance leading to the train shed.

Everyone was loud in their praise of the new building, which is one of the finest in the state outside of Milwaukee. Burlington is indeed fortunate in being selected by the company as
headquarters for such a building, as by doing so they show their faith in the future growth of the city, as the building is far ahead of the present necessities of the company.

The new E.M.B.A. hall in the Terminal building was dedicated on Thursday evening. The local employees of the Wisconsin Gas & Electric Co. together with a number from Racine and Kenosha, and all the state officials and state board were present. W.J. Leach, the local manager, was present and gave a short talk in which he spoke of the big development of electrical power here since 1888, when but two 12-kilowatt Edison dynamos were in operation. Mr. Leach also publicly thanked those who gave a great deal of their time and work to making the building what it is today.

Other speakers included officials of the E.M.B.A. and General Manager Callender of Racine.

A radio and musical program was also given, with dancing from 10 to 12.

DECEMBER 10, 1926 (SD)
The fine new home of the Wisconsin Gas & Electric Co. and its allied company, The Milwaukee Electric Railway and Light Co., in Burlington was formally opened to the public last Saturday and during the afternoon and evening fully 3,000 people visited the building, tendered congratulations to company officials, partook of the refreshments provided and were shown through the building.

Local Manager Wm. J. Leach and his co-workers put in a strenuous time last week moving to the new quarters and having them in readiness for the opening. But they succeeded and everything was converted into a flower fairy land by many bouquets of flowers sent with the well wishes of various business houses and friends.

Around the waiting room were placards and maps which gave interesting information regarding the growth and activities of the company. One of these told that 473 Burlington people are shareholders.

Saturday also marked the centering of company activities in the new building. During Friday night a crew of men cut over the rails at the intersection of Pine and Geneva streets and that morning cars made the building their terminal, discontinuing the running up Geneva street to the Catholic cemetery, where they have operated since the line was built here in 1907.

The green bus activities, which since their establishment, have been operated from the Hotel Badger corner, moved to the new building. The freight department was moved from the Second street plant, and office and sales activities from the Pine street office.

All are now housed under one roof, in a building that Burlington is proud of and in a home that is a fitting one for this growing public utility.

A large part of the second floor of the new building is devoted to a hall for the E.M.B.A.--the Employee's Mutual Benefit Association. All employees of the companies are members, and while it is primarily for welfare work, the social side is not neglected and the company provided a fine assembly hall in the new building.

"For 26 years I have been associated with the Wisconsin Gas & Electric Co.," said D.E. Callender in his talk, "and the company is growing larger and finer all the time. Now we have a suitable hall in Burlington for good social times by the people out here. Let me tell you something about the company's growth. The Wisconsin Gas & Electric Co. was founded in Racine. It was mighty quiet, almost like deadwood, until 1912. From that time things have been popping. We started with a capitalization of $500,000, and now we have
$19,000,000.

"In the last 14 years the company has been making great strides. We first bought up the Kenosha Gas & Electric Col., and the Kenosha Railway Co., two rival firms, and consolidated them. We had a terrible time the first year before they were finally put on a paying basis. Then we took over the Watertown plant. One of the last we bought was the Waukesha company, one of the few properties we have ever acquired that was in good condition and on a satisfactory financial basis.

"Today the company is in better, sounder financial condition than is any other public utility in the United States. Four hundred and fifty thousand persons in southern Wisconsin own our preferred stock. Our success is due, of course, to our employees, the finest group in the world."

JANUARY 14, 1927 (SD)
A short cut-off connecting West Junction on the Rapid Transit line with Fruitland station on the Burlington-East Troy interurban line is being planned by the Electric Co., it was announced Tuesday by S.B. Way, president.

The proposed new line will be 5,000 feet long, and will bring reduction of 20 minutes in the running time of electric trains to Burlington, East Troy and intermediate points. Its cost will be $175,000, Mr. Way said.

The company's application for a certificate of convenience and necessity and approval of line and grades was considered by the railroad commission at a hearing at Madison on Wednesday.

The shortcut, Mr. Way explained, will be built entirely on private right-of-way, will avoid grade crossings, and will require closing of no streets or alleys.

Construction work will be started immediately if the commission's approval is obtained and will be pushed to completion by mid-summer.

When the line is opened, Burlington-East Troy trains will operate over the present Rapid Transit route, it is proposed.

According to the construction plans, bridges will be built to avoid crossing three railway lines and two highways of grade.

Leaving the present Rapid Transit route at West Junction, where the rails swerve to the west toward Waukesha and Watertown, the new cut-off will proceed almost due south.

It will rise to a height of 40 feet and by means of a bridge 200 feet long will cross over the West Allis-West Junction electric line and the Sparta and Madison divisions of the North Western railway. The right-of-way will be depressed under Lincoln avenue, and elevated over National avenue, the plans show. Coaches similar to those in use on the Waukesha line will be built for the new service.

FEBRUARY 3, 1927 (SD)
Milwaukee is going to put on metropolitan airs and will have a subway which, while intended primarily for city development, will also further improve transportation service between Burlington and Milwaukee. This will be made possible by construction of a local Rapid Transit railway line and subway in Milwaukee, according to plans announced Tuesday by S.B. Way, president of the Milwaukee Electric Railway & Light Co.
The proposed local Rapid Transit line will extend, underground, from a station under the Public Service building to a point near Eighth street and St. Paul avenue. From that point the new line will proceed on private right-of-way, entirely free from grade crossings, to a junction with the present Rapid Transit route at Fortyieth street. The route is generally along the north bluff of the Menomonee valley.

The new project is intended to become the downtown link for local east and west traffic between the heart of Milwaukee and the great area to be developed to the west. It will also accommodate the Rapid Transit interurban trains, it is planned.

According to tentative estimates, at least six minutes can be cut from the schedule time of the interurbans and, consequently, of the motor bus lines with which they connect.

In addition, closer adherence to schedules will be made possible by avoiding operation of the trains on more than two miles of busy downtown streets. Approximate estimates of the cost of the entire project are in excess of $4,000,000.

MARCH 10, 1927 (FP)

Long timber trestles rising 40 feet into the air, trains of dump cars bearing tons of earth; pile drivers placing foundations for a great steel bridge; crews of workmen busy at various tasks.

This is the scene of activity that has replaced the midwinter slumber of the rolling farm land at West Junction, where construction of a cut-off for the East Troy-Burlington interurban line of the electric company is under way. Recent mild weather has given the project a flying start.

The cutoff will connect West Junction on the Rapid Transit line with Fruitland station on the Burlington-East Troy line, permitting trains of the latter line to enter Milwaukee directly from the west instead of through West Allis as at present, it is explained.

Branching off of the Rapid Transit line at West Junction, a huge temporary trestle 450 feet long rises to a height of 40 feet. Its blank end marks the place where a steel bridge, 283 feet long, is to begin, carrying the new line over paralleled rails of the electric company and the Northwestern railway, Mr. Archambault said.

The timber trestle itself is already beginning to disappear under tons of earth brought from the company's gravel pit near Waukesha. It is planned to make a solid earthen embankment, burying the timbers upon which the work trains now travel. The operation will require 54,000 cubic yards of earth, Mr. Archambault declared.

South of the proposed steel bridge a permanent timber trestle will soon arise, and beyond that there has already been erected a lighter piece of trestle work. On the latter, narrow gauge dump cars will carry earth to form another solid embankment.

Earth for this fill and for another at Fruitland will be taken from a cut to be made through a long hill, Mr. Archambault explained. A total of 175,000 cubic yards of earth will be so moved, he said.

The new line, it is pointed out, will be free from grade crossings. It will pass under Lincoln avenue and over National avenue (Mukwonago road) the plans show.

Completion of the connection will save 20 minutes in running time of trains, Mr. Archambault said. Suburban development is expected to take place along the new route,
which at present passes through farm land.

MARCH 17, 1927 (FP)
The mammoth car shops of The Electric Co. at Milwaukee are resounding these days to the tune of hammer, saw and riveter as expert mechanics construct the deluxe, high speed coaches for the Burlington-East Troy interurban line. This equipment is to be placed in service on completion of the new rail cut-off early this summer, company officials announce.

Nineteen coaches of the most modern design and representing a total value of $442,000 are being built. Fourteen are to be motor coaches and five, trailers. The latter will be used in two or three coach trains, it is explained. The present car construction program will give the company a total of 45 deluxe coaches, interchangeable from one line to another and assuring the Burlington-East Troy and other Rapid Transit lines ample equipment for any occasion. Painted a pullman green with a wide, golden yellow band over the windows on which the words "Milwaukee Electric Lines" appear in gilt lettering, the coaches present a pleasing streamline effect. Unusual seating facilities and use of mahogany trim are the outstanding features of the interior. Individual seats arranged in pairs and upholstered with hand crushed, machine buffed leather just seem to invite one to travel. Except for the ceiling, which is coated in a soft, white enamel, the interior finish is all in mahogany. Even the vestibules and doors are of this material. The hot water boilers and coal bins are concealed in mahogany faced compartments. The motor coaches have auxiliary electric heaters, concealed under the seats.

APRIL 8, 1927 (SD)
T.M.E.R.& L. Co. had a force of men in Burlington bright and early Monday morning to start work tearing up the street car tracks on Geneva street. This is in accordance with the franchise granted a year ago at the time the terminal was built. The paving is to be relaid to the satisfaction of the city engineer and the city is working with the crew of men in filling up the holes in the pavement, lowering manholes, etc. to put the street in first class condition. The work will be rushed to an early completion.

MAY 13, 1927 (SD)
With men and machinery at work night and day, rapid progress is being made on the Rapid Transit cut-off for the Burlington-Milwaukee interurban line. Electric company officials expect the project to be completed about the middle of June. Where a few months ago the rolling farm land was unbroken by works of man, long high embankments and deep cuts now mark the route that high speed electric trains will take in less than six weeks. Grading work is fast nearing completion. High steam shovels are attacking the last cut, and picturesque narrow gauge work trains are carrying their last loads of earth to the embankments. Steel has already been erected. Highway 61 is spanned by a new bridge which will carry the Rapid Transit trains over the concrete road. At West Junction, where the new line will cross at a high elevation over Northwestern road and Electric company railway tracks, work is under way on a steel bridge 263 feet long. Reinforced concrete piers and abutments have been completed, and placing of steel has begun.

Work is also in progress at Lincoln avenue, where a bridge will carry highway traffic over the rail line. There will be no grade crossings on the new line. The bridges being placed contain 100 tons of steel. When the cut-off is complete 20 minutes running time will be saved, company officials point out.

JUNE 10, 1927 (SD)
June 20 has been set as the date for the opening of rapid transit service on the Burlington-Milwaukee interurban line, it is announced by R.H. Pinkley, assistant general manager of the
Milwaukee Electric Co. in charge of transportation. Beginning on that date trains will be operated over the new cut-off and will enter Milwaukee from the west, effecting a saving of 23 minutes between terminals. At the same time deluxe coaches will be placed in service. These coaches are luxuriously furnished and are specially motored for high speed operation. They were built in the company's shops at Milwaukee.

New schedules now being printed, it was revealed, call for the following running time: Milwaukee to Hale's Corners, 29 minutes; St. Martins, 34 minutes; Wind Lake, 45 minutes; Waterford, 53 minutes; Rochester, 55 minutes; Burlington, 65 minutes; Muskego Center, 41 minutes; Big Bend, 46 minutes; Mukwonago, 56 minutes and East Troy, 65 minutes. Hourly service is to be maintained between Milwaukee and St. Martins, while alternate trains will operate on the Burlington and East Troy divisions. Additional service is to be provided during rush periods, Sundays and on other occasions when traffic requires, it was stated.

JUNE 23, 1927 (FP)
Under the new rapid transit service inaugurated last Monday by the interurban line Burlington was brought 23 minutes closer to Milwaukee than heretofore. Cars now leave Burlington at 47 minutes past the even hour and arrive in Milwaukee at 8 minutes to the even hour. Leaving there at half past the even hour they arrive here at 35 minutes past the odd hour. The first day of the new service cars had no trouble in making the run. They now use the Waukesha line to West Junction and over the cutoff to connect with the Burlington-East Troy line. By so doing they save the time heretofore spent in going through the south side and West Allis.

JUNE 24, 1927 (SD)
The new service on the interurban line between Burlington and Milwaukee inaugurated on Monday, was made the occasion for a booster trip by some 125 members of the Milwaukee Chamber of Commerce. They left Milwaukee shortly after noon, going to Mukwonago and East Troy and then coming over on this division.

Their special cars arrived in Burlington shortly after 7 o'clock and the men were greeted by representative Burlington citizens and then, headed by their band, they paraded the downtown streets, going to the Hotel Burlington, where Proprietor Ed. Nussbaum had provided a splendid steak dinner. Because of the warmness of the evening the after dinner speeches were made on the street in front of the hotel.

After Mayor L.A. Forge had welcomed the visitors in behalf of the citizens of Burlington, R.H. Pinkley, one of the officials of the railway, was called upon. With becoming modesty he refused to praise the new service, saying that he wanted it to speak for itself. He said the service was the result of a well thought out plan of extensions which was started last when the company built five and one-half miles of track on private right of way, giving them entrance to downtown Milwaukee without a grade crossing. This year another mile of private right of way was added to provide better service for this division. The company spent over $2,000,000 in improving the service and made the investment because it believes in the future of the Milwaukee district, which he claimed would have a population of 1,000,000 by 1950. He said the company had provided the service and that it was now up to the public to make use of it.

President H.R. Pruemers, of the Burlington club, welcomed the visitors in behalf of the business men. He told how the two cities could work together, mentioning the mail service between the two cities, which at the present time is far from satisfactory. He urged that the interurban line carry the mail.

Harry Bell, executive secretary of the Milwaukee Chamber of Commerce, said the trip had a
two-fold purpose. One was to dedicate the new service and the other was to build good will between Milwaukee and the surrounding territory. He said we are all interested in Wisconsin and we sometimes need to be reminded of how many things we lead in, just as Milwaukee has to be reminded as to how many things it leads in. He assured the complete cooperation of the Milwaukee Chamber of Commerce in anything for the improvement of this section.

Clark Knight, president of the Rotary club, said the trip was a fine thing to cement friendly relations between the two cities and told how identical the interest were. Any city depends upon its surrounding territory and it is a wise city that develops friendly relations with its neighbors.

J.W. Fiske closed the program with the message that Milwaukee was not competing with Burlington and the trip was not made for commercial purposes. He said the interests of every community were identical and that the people of every community should support their home stores and industries. There are things not available in Burlington and then people go to Milwaukee, while on the other hand Burlington has attractions that Milwaukee hasn't and city people will come to Burlington. We can develop a friendship and neighborliness that will be beneficial to both.

SEPTEMBER 14, 1928 (SD)
Arrangements have been made by The Milwaukee Electric Railway & Light Co. to establish freight connections and car interchange between the East Troy-Burlington rapid transit line and the Chicago & Northwestern and The Chicago, Milwaukee, St. Paul & Pacific railroad systems. According to H. G. Monger, traffic manager for the Electric company, these new arrangements will save shippers upwards of $9.50 per carload of freight between points on the interurban line and points on the two steam railroads and their connecting lines.

Through freight tariffs to many points have already been agreed upon and construction of connecting tracks has been started in the vicinity of West Junction, Mr. Monger pointed out. The improved service, it is expected, will stimulate industrial development in the communities along these electric lines. All but two of these communities rely entirely upon the electric lines for rail transportation.

Completion of the track connections is expected to be accomplished within a few weeks. Shippers along the rapid transit line will then enjoy all the advantages of location on steam road tracks, Mr. Monger asserted.

Stations to benefit most from the new plan are East Troy, Big Bend, Muskego, St. Martins, Hales Corners, Wind Lake, Waterford and Rochester. Mukwonago, now served directly by the Soo Line, and Burlington, served by the Soo and Milwaukee roads, will also be able to ship via Milwaukee Electric and Northwestern or Milwaukee steam roads.

"When the track connections are made and necessary tariffs are filed and approved, commodities may be shipped to or from practically all points in the United States at through freight rates.

"Industry is looking for branch factory locations in the smaller centers of population, and it is not unreasonable now to expect the establishment of such plants along the rapid transit line. With an adequate supply of electric power at low rates, economic local express and frequent high speed passenger service plus the new through freight service, booster organizations will have ample basis upon which to invite new industries to their communities."
FEBRUARY 21, 1929 (FP)
Efforts to have a late night train service from Milwaukee to Burlington via the Milwaukee Electric Railway and Light company have apparently failed.

Prior to November, 1928, the company furnished service out of Milwaukee for Burlington at 11:30 p.m., but this service was discontinued and during the winter, when snow and ice made auto driving dangerous, renewed agitation began for the 11:30 p.m. train.

According to information received here by George Weller, secretary of the Association of Commerce, H.G. Monger, manager of the transportation division of the company, has found by check that the operating cost of furnishing this particular late night service far exceeded the actual revenue derived.

Checks during August, 1928, revealed that an average of only four persons a day used the 11:30 p.m. train to Burlington and that during November, 1928, only 7.5 passengers used the service.

APRIL 4, 1929 (FP)
Furious sleet storm that whipped through Burlington Easter Sunday paralyzed traffic, ripped wires, snappet off telephone and electric light poles, and closed factories.

It was the worst sleet storm to beat down upon the city in 20 years.

Stretches of wire and poles were down at frequent intervals north and west of Burlington and streets were littered with limbs and broken trees.

Interrupted power transmission forced the Burlington Brass works, the Futurist Garment company and other manufacturing plants depending on city current, to close down Monday, throwing several hundred workers into temporary idleness.

At 9 p.m. Sunday Burlington was plunged into darkness that lasted for 25 minutes when electric power transmission lines from Racine and Milwaukee and Silver Lake were thrown out of commission by the force of the storm and Burlington depended upon current over a small line from Wilmot and Kenosha.

Crews of workmen and linemen from the Wisconsin Gas & Electric Co., headed by William J. Leach, and from the Wisconsin Telephone Co., headed by C.A. Goodwin, Jr., battled the storm from 5 p.m. Sunday until early Monday morning in efforts to repair the damages caused by the storm in the vicinity of Burlington.

JULY 26, 1929 (SD)
Twenty years ago this month the first electric train arrived in Burlington over the newly constructed railway line of the Milwaukee Electric Railway & Light Co., and rapid transit service between this city and Milwaukee became a fact.

Beginning with only passenger service between these two points the service of the electric line has been extended during these twenty years to include express service, a motor bus passenger service connecting Burlington with points south, and an auxiliary motor truck service to transport freight to surrounding points, not having railroad connections with Burlington.

The first electric train arrived in Burlington July 2, 1909, at 4:15 p.m., bearing President John I. Beggs and a party of 150 Milwaukeeans and a forty piece band.
A general celebration in honor of the occasion had been arranged by Burlington citizens. A special committee composed of Mayor H.E. Zimmerman, Sam Jacobsen, president of the Burlington Business Men's association, C.R. McCanna, Louis H. Rohr, Alderman John H. Uhen and City Atorney E. John Wehmhoff went to Waterford to welcome the Milwaukee party and escort them to the city.

Mr. Beggs' speech on that occasion outlined ambitious plans for the continuation of the electric line. He traced a proposed continuation to Lake Geneva and Delavan with the line to be built through Elkhorn and continuing to Beloit, north of Janesville and north to Watertown.

For many years the street car tracks ran out West Geneva street, but the extension was not made. With the building of the new terminal building and public service station on Pine street three years ago, the tracks were torn up on Geneva street and the original project was definitely ended.

On December 4, 1926, the new terminal station and public service building was formally opened, marking a new era in the electric transportation for Burlington. The road bed was improved and modern parlor coaches replaced the old cars.

Express service began on the electric line eighteen years ago. It provides fast transportation for many of Burlington's manufactured products to general distribution centers and carries a heavy incoming freight load each day.

Twenty-nine tons of freight is the average daily haul on the electric trains between Burlington and points north at the present time. An average monthly load of 697 tons of freight is handled, records show. Two expresses leave Milwaukee daily.

An auxiliary trucking service to Lake Geneva, Williams Bay, Delavan, Elkhorn, Genoa, Bowers, Lyons, Springfield and Spring Prairie handles on an average of eleven and one half tons express per day, with an average monthly load of 285 tons.

William J. Leach, local manager of Wisconsin Gas & Electric Co., maintains the record for longest length of service among the employees of the electric company. He began service with the Burlington Electric Light & Power Co. 23 years ago, was employed by the Hall & Smith Co., predecessors to T.M.E.R.& L. Co. and has served faithfully during the 20 years of the latter's operations here.

Other employees with long time service records are Ernest Walters, 30 years; Wm. Johnson, 16 years; Ed. Weeke, 16 years; Clarence Zimmerman, 15 years; Fred Mischke, 15 years; and Glen Adams, 15 years.

MARCH 27, 1930 (FP)
Burlington folks who last week were afflicted with advanced cases of spring fever awoke yesterday morning to find that winter had reinstated itself. One of the heaviest snow falls of the winter began Tuesday morning about ten o'clock in Burlington and continued unabated until late yesterday afternoon. Traffic on most of the highways was either blocked or seriously delayed by the drifts. Burlington people Tuesday and Wednesday were kept busy shoveling walks. A prediction of cessation from the blizzard at noon yesterday did not materialize until late in the day when the snow fall stopped.

In spite of the large amount of snow that fell and was swirled into impassable drifts in many places, moderate temperatures prevailed for the most part so that the severity of the storm was lessened considerable.
Interurban motor traffic was the most seriously handicapped during the storm. The Racine bus yesterday morning was tied up enroute here and had to be abandoned by driver and passengers until it could be reached by a snow plow. The Beloit bus was stalled by other cars which could not plow through the drifts ahead of it. Other busses were late and the T.M.E.R.& L. Co. cars were running behind schedule.

**SEPTEMBER 4, 1930 (FP)**
Wm. J. Leach appeared in behalf of T.M.E.R.& L. Co. in regard to the proposed change of grade on North street. After a general discussion it was agreed that the street railway should raise and replace the sidewalks if they intended to raise the street level.

**JANUARY 1, 1931 (FP)**
Final census figures as released by the department of commerce show the population of the state of Wisconsin as being 2,939,006, an increase of 11.7 per cent over 1920 when the population was 2,632,067.

Racine county records a population of 90,217. The population of the various units as compared with ten years ago is as follows:

<table>
<thead>
<tr>
<th>Unit</th>
<th>1930</th>
<th>1920</th>
</tr>
</thead>
<tbody>
<tr>
<td>Burlington</td>
<td>4,114</td>
<td>3,626</td>
</tr>
<tr>
<td>Burlington Town</td>
<td>999</td>
<td>1,133</td>
</tr>
<tr>
<td>Norway Town</td>
<td>1,044</td>
<td>888</td>
</tr>
<tr>
<td>Rochester Town</td>
<td>450</td>
<td>439</td>
</tr>
<tr>
<td>Rochester Village</td>
<td>246</td>
<td>220</td>
</tr>
<tr>
<td>Waterford Town</td>
<td>919</td>
<td>861</td>
</tr>
<tr>
<td>Waterford Village</td>
<td>739</td>
<td>668</td>
</tr>
</tbody>
</table>

The largest sum of public utility taxes is paid by the Wisconsin Gas and Electric company and amounts to $5,305.22. The Wisconsin Southern Gas company will pay a total of $3,274.05. The Milwaukee Electric Railway and Light company will contribute $1,765.42 into the local treasury.

**JUNE 18, 1931 (FP)**
On Monday to Friday nights inclusive beginning June 22, the Milwaukee Electric Railway and Light Co. will offer unlimited transportation over its entire rapid transit railway system for 50 cents a night, it was announced today by S.B. Way, president.

The plan is the first of its kind to be tried anywhere, it was stated. This "bargain" transportation is to be in form of a transferable, 50-cent summer night pass, with a similar pass for children under 12 yrs. old, to be sold for 25 cents.

The experiment, Mr. Way said, is intended to popularize interurban railway riding as a wholesome, low cost form of summer night recreation. The plan extends to July 31.

"The new pass will be good on the northbound train leaving Burlington at 6:55 p.m., and on the southbound train leaving Milwaukee for Burlington at 8:50 p.m.," said Mr. Way.

**MAY 6, 1932 (SD)**
Members of the Burlington Chamber of Commerce were given an interesting insight into the extensive operations of T.M.E.R.& L. Co. and associated companies on an illustrated talk by A.A. Englehardt at the Burlington terminal Monday evening following their regular dinner session at the Hotel Badger.
Mr. Englehardt stated that the three associated companies did about half of the light and power business of the state, giving employment to 6,500 people and paying about twelve and one-half million dollars in taxes, thirteen cents out of every dollar collected going for taxes.

He claimed that the political clamor about conserving and using natural resources is for votes only. He said government surveys showed 482,000 potential kilowatts in the state and that 250,000 of them are now being used. This is at least seventy five per cent of the practical horse power and if all of the unused were developed it would not equal the normal growth of the company in five years.

Mr. Englehardt displayed charts to show that the cost of electric service was only half of that of 1910 and that prices of electricity had declined 48% since 1914 and all other commodities only 29%. He said the average cost per family for those using electricity was nine cents per day.

He told how electric service is being extended to farm areas and plans the companies are carrying out for future development. He outlined the provisions made by the company for the training, health and morale of their employees to carry out the slogan, "Safety First."

SEPTEMBER 29, 1932 (FP)
A public hearing was held in Racine last Monday morning to act on a petition filed with the public service commission by The Milwaukee Electric Railway & Light Co. in which they petition the commission for authority to abandon bus service between here and Racine.

According to the company there were now two busses operated each way between Racine and Beloit, with three on Saturdays and Sundays. On an average only three or four passengers are carried per trip. That does not begin to pay operating expenses it is contended and for that reason the company wishes to take off busses between Racine and Burlington but continue the service between this city and Beloit.

The application does not affect the Racine-Sturtevant bus service, it was said, the electric corporation being under contract with the St. Paul road to carry the mail and passengers between those two points.

Burlington residents wishing to go to Racine and residents of the latter city desiring to come to Burlington will, in case the wishes of the company are granted by the commission, be obliged to transfer at Sturtevant from the train to bus or from bus to train. The service, it was pointed out by company's representatives, will be the same as existed before the bus line was established.

NOVEMBER 3, 1933 (SD)
Waterford and the territory just north of there has again been a nest of trouble in the farm strike which was called by officers of the Wisconsin Milk Pool on Tuesday. A gang in that vicinity started riding the roads Tuesday morning and several truck loads of milk were dumped in the Durham Hill vicinity.

The climax of the depredations was reached Wednesday evening when the gang descended upon a tank car of milk on the electric line tracks at Waterford. Not satisfied with dumping some 1,700 gallons of milk they wrecked two stainless steel milk tanks. These tanks cost around $3,000 each so if the county is liable it will cost the taxpayers $6,000.

The general farm strike started two weeks ago by the Farmers Holiday association was called off by the association on Monday, officers admitting they were receiving practically no
cooperation from farmers throughout the country. The Wisconsin Milk Pool called a strike on Tuesday just about the time the Holiday strike was being abandoned. It has caused considerable trouble throughout the state, resulted in one death at Madison, the dynamiting of a cheese factory and other damage that is doing more harm than good for the farmers' cause.

FEBRUARY 6, 1936 (FP)
Another heavy fall of snow, accompanied by a blizzard, swept in from the north last Monday.

Dozens of cities and towns were cut off from the rest of the world. Trains, halted by snowdrifts, were abandoned. Schools were closed. Blinded by the swirling snow, highway crews gave up their attempts to clear the roads. None of the Milwaukee or Racine dailies were received here on Tuesday on account of the trucks being unable to come through.

While dozens of cities and towns throughout the country faced the peril of a coal shortage, so far local dealers have been able to fill orders and no trouble is apprehended here.

No cars were run on Tuesday on the electric line between here and Milwaukee, but the track was cleared by Wednesday so service could be resumed again.

A new subzero wave overspread the country Tuesday night and on Wednesday morning the temperature registered all the way from 20 to 28 below zero.

MARCH 19, 1936 (FP)
The icy condition of the streets and sidewalks after a sleet storm made travel quite hazardous last Saturday morning for travelers and pedestrians.

Very few accidents were reported however, Dr. G. Warren Newall had the misfortune to have his auto badly damaged when it collided with a T.M.E.R. & L. car which was switching at the Second street crossing. Sleet on the windshield obscured the doctor's vision.

APRIL 16, 1936 (FP)
Passengers on the T.M.E.R. & L. Co. going to Milwaukee from here report that the company has started to work on building a new two and one-half mile spur track to carry materials to Greendale, the model suburban town near Hales Corners under construction by the RA (rehabilitation administration). About 200 men are now at work. It will be finished in about 45 days and will discontinued after the project is finished.

The spur track, connecting with the Electric Co. rapid transit line south of Layton avenue will run in a southeasterly direction to the approximate center of Greendale. Warehouses are now being built for materials to be delivered. It is said the electric line will effect a large saving in transportation costs, spare heavy traffic over county highways and avoid traffic hazards.

FEBRUARY 11, 1937 (FP)
A new bus line, proposing to travel from Milwaukee to Dubuque through Burlington, appeared before a state commission meeting in Milwaukee last week Tuesday asking for a franchise for such operation. The result of the hearing has not been made known. The new line is a merger of a line now in operation between Milwaukee and Peoria, Ill through Lake Geneva and Williams Bay and a line now in operation in Monroe county. The plan provides that the bus travel from Milwaukee to Union Grove, Burlington, Elkhorn, Delavan and Janesville, thence west to Dubuque, Iowa. Two busses a day are contemplated.
SEPTEMBER 30, 1937 (FP)
Among the cases to be tried at the present term of circuit court at Racine is that of the Milwaukee Electric Railway & Light Co. which has applied for condemnation of a parcel of land in the town of Burlington.

Property involved is owned by John F. Weggs and Nellie M. Weggs. The company contends it acquired the right of way over the land for interurban railway purposes and for use of a transmission line, but this is denied by the owners.

A commission appraised the damage at $700, but the company contends the amount is excessive, and has appealed from the decision of the commissioners.

OCTOBER 29, 1937 (SD)
Substitution of motor bus and truck service on parallel highways for interurban electric railway service between Burlington and St. Martins is planned by The Milwaukee Electric Railway and Light Co. according to announcement this week by R.H. Pinkley, vice president.

The Burlington branch covers a distance of 20 miles and was established in 1909. Waterford, Rochester and Wind Lake are other communities served by it. Petition is being made to the Public Service commission for approval of the proposed change.

"The patronage of this interurban railway line is not sufficient to justify its continued operation," said Mr. Pinkley.

"Substantial expenditures made between 1926 and 1930 to provide improved equipment and a faster rapid transit entrance into Milwaukee failed to revive the dwindling patronage on this line.

"For some years, revenues of the line have been less than the direct costs of operating the service. In addition, costly reconstruction of tracks and roadbed structures between St. Martins and Burlington is now necessary if operation of this line is to be continued. Present earnings and future outlook do not justify such capital expenditures.

"The only solution, in our opinion, is the abandonment of railway service and the substitution of motorized equipment.

"It is planned to operate substitute passenger service by motor bus between Burlington and St. Martins, where the busses will connect with interurban trains for Milwaukee. Freight and express can be carried by the Motor Transport Co., a subsidiary, which already serves the same stations.

"Modern concrete highways and the modern motor car have made sharp inroads into the interurban railway business. Nearly all of the interurban railways in the country have been abandoned except a few of those operating between large cities. T.M.E.R. & L. Co. has been almost alone in continuing to operate interurban railways having the characteristics of the Burlington line.

"The abandonment now proposed has been delayed for a number of years beyond the time when such a step should normally have been taken. During that time large amounts have been expended to improve the line and many other steps have been taken to attract traffic and place the line on a self-sustaining basis. We regret that these efforts have failed."
NOVEMBER 19, 1937 (SD)
The Wisconsin public service commission has given notice that it will conduct a public hearing at the Burlington city hall at 10 o'clock on Monday, November 22, on the application of T.M.E.R.& L. Co. to abandon its electric line between St. Martins and Burlington.

Since the company announced its intention to file application to discontinue the line considerable opposition has been developed, especially at Waterford and Rochester and these communities have organized to protest. It is expected that the company will present figures to show the line is no longer a paying investment.

NOVEMBER 26, 1937 (SD)
The hearing conducted by the public service commission on the application of T.M.E.R.& L. Co. to abandon its interurban line between Burlington and St. Martins attracted a large crowd to the city hall Monday.

After an all day hearing in which the Electric Co. gave figures to show the line was a losing proposition and shippers and patrons from Burlington, Rochester, Waterford and other places gave reasons why they thought the service should be maintained the commission took the case under advisement and will announce its decision later.

Examiner L.P. Atwood conducted the hearing with W.E. Bates as inspector. The Electric Co. was represented by Attorney J.D. Shaw, Vice President, R.H. Pinkly and Engineer C.F. Balch. Attorney Nettie Karcher represented the village and citizens committee of Waterford, E.J. Boyle the city of Burlington and John Wolf the Burlington Chamber of Commerce. Many shippers and users of the line were called for testimony.

The Electric Co. submitted a brief of revenues and expenses which was explained by Messrs. Balch and Pinkly under cross examination by Mr. Shaw. It showed that the number of passengers carried on the Burlington–St. Martins line had dwindled from 236,777 in 1920 to 136,662 in 1930 and to 46,646 in the twelve month period ending September 30, 1937. Passenger revenues dropped from $75,591 in 1920 to $13,203 in the last twelve month period.

The total operating revenue on the Burlington–St. Martins line for the twelve months ending September 30, 1937, was $32,864 and the operating expenses $40,687. This left a deficit of $7,823. Expenses included $10,472 for depreciation, but made no allowance for office overhead, interest on investment, etc.

It was pointed out that the Burlington–St. Martins branch paid better returns than the entire interurban system. Figures were given which showed the entire system sustained a loss of $23,924 without allowance for depreciation, while if no depreciation had been figured the local branch would have been in the black.

Figures were given to show that the company has $628,863 invested in the Burlington–St. Martins line against which there is an accrued depreciation of $302,797. They estimate there will be a salvage value of $118,346 with estimated removal costs at $103,121. This leaves an estimated loss on the abandonment of the line of $310,841.

On the witness stand Vice President Pinkly testified that he considered it against public interest to continue to operate the line at a loss. He outlined changed conditions that brought autos and trucks into competition and that a budget request by engineers for $32,000 to put the roadbed in safe condition had hastened the decision to abandon the line. He said that efforts of the company to retain and regain business by a private right-of-way
in Milwaukee, better cars, reduced rates, etc., had failed and he was convinced the line could never be made a paying proposition. He said interurban lines had been abandoned throughout the country and his company was one of the last to seek abandonment of unprofitable lines.

DECEMBER 10, 1937 (SD)
Three applications have been filed with the Wisconsin public service commission for the franchise to operate a bus line between Burlington and Milwaukee to replace the interurban railroad whose abandonment has been asked by T.M.E.R.& L. Co.

At the same time T.M.E.R.& L. Co. filed application to abandon the interurban railroad between Burlington and St. Martins it filed application for a franchise to operate a bus line. It already has the freight franchise in its Wisconsin Motor Transport Co. Now the Midland Coach Lines and the Peoria, Rockford Bus Co. are also seeking the franchise.

City Attorney E.J. Boyle protested the hearing on the grounds that officials and citizens of Burlington had not been notified. The commission heeded the protest and adjourned the hearing to a future date and promised to take the request that the hearing be held in Burlington under advisement.

At the time of the hearing in this city the public service commission refused to consider bus service, saying that the hearing was on interurban service, but it did promise that when a hearing was held all applications would be considered. This hearing was called at the court in Milwaukee Tuesday.

The Midland Coach Lines now operate busses between Beloit and Racine and want to extend to Milwaukee to cover southeastern Wisconsin.

The Peoria-Rockford Bus Co. now operates a bus line from Rockford, Ill., through Burlington to Milwaukee carrying only interstate passengers and wants to amend its franchise so it can carry local passengers between here and Milwaukee.

DECEMBER 31, 1937 (SD)
Attorney Nettie E. Karcher, representing the village of Waterford, went to Madison Monday to present oral arguments before the public service commission over the application of T.M.E.R.& L. Co. for permission to abandon its interurban line between St. Martins and Burlington. Attorneys E.J. Boyle and Stanley Kelly, who looked after the city of Burlington interest, started for Madison, but after slipping along on icy pavements as far as Whitewater decided it was not worth while and gave up the attempt.

The hearing was a follow up of the one held in Burlington at which evidence was received on the application. At Madison Monday the full commission heard the legal aspects of the case from counsel for the utility and a group of citizens opposing the abandonment. Miss Karcher presented figures to show how the abandonment would effect business places at Waterford, while James D. Shaw, attorney for the company, presented its claim that the line is not a paying proposition. Following the hearing the commission announced it would take the case under advisement and make public its decision in the near future.

JANUARY 14, 1938 (SD)
The public service commission has given notice that it will conduct a public hearing at the Burlington city hall at 10 o'clock next Monday, January 17, on the matter of providing bus service between Burlington and Milwaukee to replace the interurban. Three applications have been filed and will be heard. They are by T.M.E.R.& L. Co., the Midland Coach Co. and the Peoria-Rockford Bus Co.
JANUARY 21, 1938 (SD)

Following the hearing of applications to replace T.M.E.R.& L. Co. interurban service between Burlington and Milwaukee, C.J. Jasper, examiner for the Public Service Commission required that affirmative briefs be filed not more than 15 days after transcript. Applied briefs are due in the five days following.

The hearing was held Monday, in the Burlington city hall. Representatives were present for the T.M.E.R.& L. Co. the Midland Coach Co. Appearances were made by R. H. Pinkley, vice president and assistant general manager of the Milwaukee Railway and Light; Alfred Bramucci for the Midland Coach Co. and Milton Shosie, business manager of the Peoria-Rockford Bus Co.

When called as a witness, Mr. Pinkley stated that T.M.E.R.& L. Co. intended, after the abandonment of the interurban route from Milwaukee to Burlington, to supply a substitute passenger service. The present service consists of four round trips to Burlington from the Public Service Building in Milwaukee. The proposed substituted bus service would follow along highways 36 and 100. The new route would have as its terminal, either the present waiting station in Burlington or one of the hotels within the city.

Mr. Pinkley mentioned the fact that city transfers are issued to all in-coming city passengers. Also, the congestion of traffic is avoided by the private right of way of the rapid transit lines. Bus service would be conserved along the same lines to sustain the expense.

The Electric Co.'s opinion voiced by Mr. Pinkley was that there was no objection to another bus service if that service was good. The Electric Co.'s bus service would consist of four trips daily, operating on the same time schedule. Stops would be arranged at the cross roads to take on passengers. The buses would be furnished with mohair seats, and would be heated and lighted. Also this motor bus operation would be integrated with Milwaukee municipal lines. It was the opinion of the company that all the business obtainable was needed for operation with a fair return.

Mr. Bramucci, operator of the Midland Bus Line from Delavan to Lake Geneva and Burlington asked to continue his service from Burlington to Milwaukee. Under the proposed schedule, seven complete round trips would be offered. This bus company exchanges passengers with the interurban at present, the result of a sale of the Janesville, Lake Geneva, Burlington and Racine route to the Midland Bus Co. by the Electric Co. some years previous.

Milton Shosie, business manager of the Peoria-Rockford Bus Co., is at present operating a bus service of three vehicles from Milwaukee to Burlington. He stated that a schedule of five buses a day could be arranged at a slight increase in expense. Their operation from Burlington to Milwaukee would merely involve the removal of the exception on the present franchise. Mention was made of the fact that arrangements had to be made to run the bus line through Milwaukee, but it was concluded that no difficulties would be involved.

Numerous witnesses were called to testify as to the likes and dislikes of the public in regard to the transportation question. E. Gray, superintendent of the state school for the deaf at Delavan stated that it was very inconvenient for students of the school to be obliged to change from bus to interurban several times on their travels to Milwaukee. As the situation now stands, messengers are required to conduct the younger children from bus to car line. Mayor H.R. Pruemers remarked that as far as he was concerned, his interests were for the city, but he did state that if the bus were to stop at the Hotel Badger, it would considerably increase the traffic along the main district of town. Called to the stand by Miss Nettie Karcher, Walter Neil, president of the Village of Waterford, suggested that the present
interurban service be kept but he concluded that he has no set preference as to a new franchise.

MARCH 18, 1938 (SD)
Authority to abandon the electric interurban railway extending from St. Martins to Burlington was granted The Milwaukee Electric Railway & Light Co. through a decision of the Public Service Commission of Wisconsin, rendered in Madison Mar. 12.

At the same time the public service commission granted an amendment to the franchise of Alfred Bramucci of the Midland Coach Lines of Burlington to carry passengers between Burlington and Milwaukee. Applications of the Peoria-Rockford Bus Co. for similar service and that of T.M.E.R.& L. Co. for bus service to St. Martins were denied.

Certified copies of the decisions which will affect freight and passenger service between Burlington and Milwaukee, including Waterford, Rochester and other points north, were received by City Attorney E.J. Boyle early this week.

In summing up its finding based upon a public hearing on the application of the electric company for abandonment of the railway line held in Burlington November 22, 1937, the commission stated: "While it cannot be doubted that this abandonment will have some effect upon the industry along this line of railroad, the applicant is sustaining a continued loss and if the public as a whole can be reasonably served through other facilities, the abandonment must be authorized. The commission finds that the abandonment of the line of electric railway between St. Martins and Burlington by T.M.E.R.& L. Co. is consistent with the public interest and with the duties of the applicant to provide reasonably adequate service in the territory it serves."

Most objection to the abandonment came from Waterford and Rochester, which would be left without any carload freight traffic facilities, the commission noted in its decision. On the other hand, it quoted figures from the electric company report that for the twelve months ended September 30, 1937, revenue from carload freight originating or terminating between St. Martins and Burlington amounted to $2,277. Total freight revenues for the same period, including $17,000 package freight handled in conjunction with Motor Transport Co., amounted to approximately $33,000. The company's report indicated a loss of $7,823 for the period, not including depreciation charge of over $10,000.

The decision also considered the decrease in passenger service reported at the hearing, using the year 1920 and the year ended September 30, 1937, for comparison. In 1920 there were 236,777 passengers; in 1937, there were 48,646 passengers carried. Revenues showed a decrease from $73,591.06 to $13,203 for these two periods. The decision also quoted the company's testimony that an expenditure of approximately $30,000 would be required to rehabilitate half of the line.

"While motor carriers cannot with the same degree of satisfaction as in the case of less-than-
carload quantities, nevertheless a great deal of carload traffic has left the railroads for transportation by motor carrier," the decision continued, "and much of the carload traffic now moved via the applicant's line can no doubt with reasonable adequacy be handled by motor carriers. The remainder of the traffic moving to or from Rochester and Waterford and other points between St. Martins and Burlington would have to be trucked to Burlington, St. Martins or Honey Creek, at the most, about seven miles distant, to reach railroad facilities."

The bus route of Alfred Bramucci of the Midland Coach Lines was selected for service between Burlington and Milwaukee via highways 36 and 41 because of its present route and
the service it may render students at the state school for the deaf at Delavan.

"It is clear," the commission stated, "that public convenience requires the service of a common motor carrier of passengers between Burlington, Milwaukee, and intermediate points, in view of the abandonment of interurban electric railway service by the electric company. The only question here involved is as to which of the applicants can best meet the public need."

The Midland Coach Lines which now run continuous service from Beloit to Burlington, via Elkhorn and Lake Geneva, and from Burlington to Racine, will, in the opinion of the commission, "serve more communities and a larger portion of the population of the state," than the other applicants. The fact that many students from the state school for the deaf at Delavan could use the Midland bus service for transportation to their homes in Milwaukee and beyond, and that continuous service to Milwaukee without transfer would facilitate their travel, was also considered by the commission.

Principal objection offered T.M.E.R.& L. Co. on their proposed bus service to St. Martins for transfer to the electric car was the dual transfer necessary for passengers south of Burlington. The interstate route of the Peoria-Rockford Bus Co. would not, in the opinion of the commission, serve so great a portion of the Wisconsin population as the Midland Co. route.

MARCH 25, 1938 (SD)
Officials of the Midland Coach Lines, who were last week granted the franchise to operate the bus line between Burlington and Milwaukee to replace the interurban railway system, expect to have the new line in operation within 30 days. Orders for necessary equipment are being placed this week and necessary details being worked out. Operation will start as soon as the equipment arrives and schedules are approved. The bus line will follow highway 36 to highway 41 and on 41 to Milwaukee. It will not go through St. Martins, which will continue to be served by the Electric Co.s East Troy rapid transit line.

APRIL 7, 1938 (FP)
H.G. Monger, traffic manager for the Milwaukee Electric Railway & Light Co., made the following announcement: "Interurban railway service between Burlington and St. Martins will be discontinued with the close of Business on May 1. Abandonment of the line was authorized March 11 by the Public Service Commission after public hearings. Freight service now operated by Motor Transport company, a subsidiary of the Milwaukee Electric Co. will be continued. In another order also dated March 11, the Public Service commission authorized the Midland Coach Lines to establish motor bus passenger service between Burlington and Milwaukee over Highways 36 and 41. The abandonment of interurban railway service is scheduled to coincide with establishment of the new bus service."

APRIL 14, 1938 (FP)
Somewhat different from the opening of the electric line between here and Milwaukee on July 2, 1909, will be discontinued of service on Sunday, May 1, after serving the people of Burlington for nearly 30 years.

The opening of the line on July 2 was signalized by the arrival of three cars over the new line containing the general manager, John I. Beggs. Milwaukee citizens and public officials, also T.M.E.R.& L. Co. land. They were given a continued ovation at the various places along the line between here and Milwaukee.

On their arrival in this city they were served a splendid supper at the Hotel Burlington, after which a public meeting was held at the quarters of the Burlington Business Men's Association
at 645 Geneva street, where the Diener sisters now reside. Mr. Beggs was the speaker of the evening and short talks were also given by mayors and others present from neighboring cities.

The public service commission in an order dated March 12th last authorized abandonment of the service between here and St. Martins. The date of termination of service was made dependent upon the establishment of bus service between Burlington and Milwaukee.

Another order of the commission gave the franchise for the passenger bus service to the Midland Coach lines, who will be ready to operate Monday, May 2, from the Public Service station in this city. Freight shipments after May 1 will be handled by the Motor Transport Co.

Termination of service will affect Burlington in other ways than making a change to transportation facilities. Several families will leave the city, their heads, employed by T.M.E.R.& L. Co., having been shifted to other points because of the change. Some already have left town.

At Waterford the industries which are vitally affected have not yet made definite plans. Car load shippers will be the most seriously affected. More especially the Wilbur Lumber Co., who ship in coal, lumber, and cement, also the Vogler–Schilo Pickle factory and Waterford Mills. In all probability shipments will be made to Honey Creek via the Soo Line and thence hauled overland to Waterford and other destinations. No definite plans have been announced by any of the firms.

APRIL 22, 1938 (SD)
The Midland Coach Co. this week announced a schedule on which it will operate busses between the city and Milwaukee when it takes over the service at the discontinuance of interurban service on May 1.

Present plans call for the Burlington terminal at the Hotel Burlington and the Milwaukee terminal at the public service building. Seven round trips will be made daily, one hour and ten minutes being allowed for the trip.

Busses will leave Burlington for Milwaukee at 6:25, 7:30 and 9:50 a.m., and 1, 2:55, 4:15 and 6:55 p.m.

Busses will leave Milwaukee for Burlington at 7:45 and 10 a.m., and 1, 2:50, 4:30, 5:40 and 11:35 p.m.

APRIL 28, 1938 (FP)
The city will probably have a chance to purchase the T.M.E.R.& L. Co. bridge over the White river in this city if they desire to. The city was spurred to action by a report that the company instead of removing the tracks between here and St. Martins with its own labor had let the job to a wrecking company. Apparently the White river bridge was not included in the deal, since officials of the electric line advised that they had planned on using the bridge in another place.

Letters have also been sent to the state highway department on the possibility of rerouting state highways entering Burlington from the north to pass over the new bridge if it is to be constructed. Such a procedure would eliminate traffic hazards on Chestnut street near the Nestle plant.
APRIL 29, 1938 (SD)
Electric interurban traffic service which has operated between Burlington and Milwaukee for twenty-nine years will be discontinued on May 1. In its place motor bus and transport service will handle passenger and freight traffic between this city and Milwaukee.

The Midland Coach Co. will begin its bus service to Milwaukee on May 1, announcing a schedule of seven round trips daily. The first bus will leave Burlington at 6:25 a.m., and the last bus from Milwaukee at night will leave there at 11:35. The Burlington terminal will be at the Hotel Burlington.

The freight office in the terminal building will also be closed on May 1, and books and records moved to the Milwaukee office. Oscar Herman, freight agent, and Miss Helen Gardner, bookkeeper, will be transferred to the Milwaukee office. Harry Hoyle will be the only one of the motor transport force to stay in Burlington. He will continue to have charge of pick-ups and freight transfers here. Motor transport drivers whose former headquarters were here have transferred to Milwaukee.

The Milwaukee Electric Railway & Light Co. was granted permission to abandon its railway line between St. Martins and Burlington following a hearing before the public service commission in March. Through testimony and reports the electric company showed it had sustained consistent losses in operation over a long period of time.

A franchise to build and operate an electric railway line between St. Martins and Burlington was granted the Milwaukee Light, Heat & Traction Co. in 1908. An electric line was already built between Milwaukee and East Troy, via St. Martins.

John I. Beggs, president of the company, envisioned the Burlington extension as the first lap in a rapid transit branch that would eventually be extended to Lake Geneva, Williams Bay, Delavan, Beloit and Janesville. He disclosed this plan in his address at the celebration of the arrival of the first electric car in Burlington.

Grading on the right of way from St. Martins this way was started the latter part of August, 1908. On July 2, 1909 the first electric street car arrived in Burlington.

A special train carrying President John I. Beggs and a party of 100 Milwaukee people including company, city, and county officials inaugurated the new street car line. Leaving the Public Service building in Milwaukee at 4:15, the train arrived in Burlington at 6:10 p.m.

A delegation of 3,000 Burlington people was out to greet the arrival of the first electric interurban street car. The city was decorated, the band was out, factory whistles signalled the arrival of the car. A city-wide celebration was held with a public mass meeting presided over by Mayor H.B. Zimmermann. On the reception committee, besides the mayor, were Sam Jacobson, president of the Burlington Business Men's association, C.B. McCanna, Louis H. Rohr, John H. Uhen and City Attorney E. John Wehmhoff.

Officials and prominent citizens from Racine, Delavan, Elkhorn, Lake Geneva and Milwaukee took part in the open air mass meeting. President John I. Beggs gave assurance in his speech that the company was considering joining the principal cities in this section by a network of electric lines. It was with this in mind that the tracks were built to the city limits on Geneva street. No further building was ever done. In 1927, T.M.E.R.& L. Co. erected the large terminal building in Burlington and at the same time tore up the tracks, definitely abandoning the idea of extending the electric line.

When the street car line was first opened on July 2, the tracks ended at the electric light
plant across the White river, which was the street car terminal for several months. The franchise of the Milwaukee, Light, Heat & Traction Co. stipulated that the company pave its right of way within the city between the tracks. The city council began negotiations at once to pave the rest of Geneva street. Cape & Sons of Racine were given the contract to pave the street with vitrified brick, work to begin as soon as the railway company could get their paving in.

The street car company had its tracks in and its part of the paving finished the last of August. The city finished paving the street and had it open to traffic by the last of September. On October 1, the street car made its first run on Geneva street, the morning 8 o'clock car making the first trip to the west limits of the city.

Stations north of Burlington along the street car track had been renamed for the railway schedule. Caesar's Grove became Muskego Dam; the Wind lake crossing was named Edgewater; the road leaving Waterford near the cemetery was designated Dover Road; the Cunningham road became Bellewood and the Verhalen farm crossing was North Limits.

The building of the street car line between Waterford and Burlington in 1908 and 1909 is identified in the memories of many Burlington people with a lively court battle between land owners along the proposed right of way and the Milwaukee, Light, Heat & Traction Co. Because satisfactory terms could not be reached with seventeen property owners between here and Waterford, condemnation proceedings were started in circuit court in Racine in November, 1908.

Property owners contended that their property could not be condemned because the railway company was not following the route for which it had secured a franchise. Judge Belden's decision favored the railway company. Commissioners appointed to appraise the land values made their awards, only to have their awards appealed by most of the land owners. New commissioners were appointed.

The fight continued, especially bitter on the part of the Ela Co. of Rochester and N.H. Ayers. The latter had asked $5,000 for six and one half acres of land, was awarded $3,100 by the new commissioners and continued to fight the appraisal. Ela Co., based their fight on alleged irregularities. In the meantime the electric railway company appealed to the supreme court to reverse Judge Belden's decision on the commissioner's award on the Ela property and to reduce the commissioner's appraisal on the Niles H. Ayers property, which they considered too high.

Litigation did not stop the progress of the railroad, however. As soon as a portion of right of way was cleared building continued. The cement crew ran into a snag on the bridge construction across the Ayers' tail race in the White river. It had completed abutments and started building four caissons for the bridge across the tail race, where Frank J. Ayers had an injunction served and the work was halted. That was in May. It was not until September that the company finally got their bridge across the White river. Iron for the bridge arrived September 17. On October 1, the last piece of track was laid and the street car made its first trip the full length of Geneva street.

**JUNE 3, 1938 (SD)**

At its adjourned meeting last Thursday evening the city council decided to continue its investigation of the proposed purchase of the abandoned interurban railroad bridge and right-of-way from the foot of Geneva street to Second street. The Electric Co. has offered the bridge and right-of-way to the city for $2,500. Mayor H.J. Runkel and Aldermen Bary and Delano reported they had conferred with J.A. Stransky of the Kirsch, the department's bridge engineer.
Plans of the structure, obtained from the interurban company were checked, and a thorough examination made of the bridge by Mr. Kirsch. The examination revealed some difficulties not heretofore noted. One was that the north end of the bridge is not as wide as the south end. Since all space available would be needed, Mr. Kirsch pointed out that it might be necessary to widen the narrow part for vehicle traffic. He mentioned two ways in which this could be done.

Alderman Barry reported a conference with Electric Co. engineers regarding the one span which would have to be replaced. It is proposed to supply one from the bridge over the Fox river near Rochester and Mr. Barry was assured this was being moved to St. Martins before the rails were removed and could be shipped to Burlington by freight.

City Engineer Hoganson was instructed to secure information and estimates for rebuilding the bridge as necessary and City Clerk Zechel was instructed to secure proper descriptions of the land from the county engineer, who is now engaged in a WPA survey of county property.

At the conference Mr. Stransky brought up the matter of a grade crossing, which would be necessary at the point at which the proposed street would cross the Soo Line railway. He advised city officials to be sure this could be negotiated before taking final steps to secure the bridge property.

Mr. Stransky expressed a belief that from that standpoint the proposed new street and bridge would be preferable to the present routing of highways 36 and 83. The change, he said, relieve traffic congestion on that portion of Chestnut street, which now carries both highways 36 and 11, and give highway 36 a straight route through the city, in addition to eliminating a bad curve at the end of the Second street bridge.

**JUNE 10, 1938 (SD)**
The city council at its regular meeting Tuesday evening learned that it would cost over $10,000 to fix up the interurban bridge at the foot of Geneva street so that it would be available for regular traffic. Two estimates had been received. The above price does not include the $2,500 to the Electric Co. nor the cost of paving the streets up to the bridge or the building of sidewalks. Carrying the investigation further the city attorney was instructed to prepare an application to the public service commission for a protected crossing at this point.

**AUGUST 4, 1938 (FP)**
City Attorney O'Haire and City Engineer Hoganson reported the result of their conference with the electric company at Milwaukee relative to purchase of the proposed Short street bridge, in pursuance to direction of the Council, that they were unsuccessful in getting a reduction from the set price of $2,500 as contained in former minutes of the city.

**OCTOBER 27, 1938 (FP)**
The Milwaukee Electric Railway & Light Co. no longer exists, all of its holdings having been turned over to the Wisconsin Electric Power Co., which became the parent organization. The Milwaukee Electric Railway & Transport Co. is a subsidiary of the parent company and will operate the light and transportation business. The merger does not affect the Wisconsin Gas & Electric Co.

Deeds covering the transfer of the transportation holdings to Racine were filed Friday with Register of Deeds Julius Krenzke. A copy of a $20,000,000 mortgage and deed of trust given by the Milwaukee Electric Railway & Transport Co. to the First Wisconsin Trust Co., Milwaukee, also was filed in the Racine office. This mortgage and deed carried the notation
that $10,000,000 in revenue stamps are affixed to the original. Fees for the copy were $41. Papers filed in the Racine county office cover 115 pages, and list all legal descriptions of holdings.

After a discussion the city attorney was directed to offer the electric company the sum of $1,000 for the bridge and he sent the railway company a formal communication stating the council's stand.

JUNE 25, 1943 (SD)
One of the last remembrances of the former Milwaukee interurban railroad, the old bridge over White river, has disappeared and the iron has been sold to the Silver Iron & Steel Co. as scrap to aid the war drive.

The structure which spanned the river for many years was built in 1909 as a link in the Burlington to Milwaukee interurban line. When service was abandoned out of Burlington, the company tore up the tracks and removed rails along its right of way, but left the bridge, which was later partly dismantled.

At one time the city of Burlington tried to buy the bridge and the property on the east side of the river, with the idea of converting it into a vehicular bridge and thereby opening Short street. This would have provided another link to connect the business district with Second street and highway 36. Refusal of the state highway department to re-route highway 36, and because the bridge was hardly suitable for regular traffic, the plan was dropped.

HENRY KORTENDICK WAS KILLED
BY AN ELECTRIC CAR AT WATERFORD
OCTOBER 1, 1911 (BORN APRIL 29, 1889)