

SOUTHERN PACIFIC

How Its Desert Road Is Being Steadily Improved

Now that the Southern Pacific Company is putting the finishing touches on its main line across the desert, it is probable that within a few weeks a portion of the laborers will be brought to Imperial to extend this branch of the road, at least so far as the international line, and possibly through to a junction with the main line at Pilot Knob, thus giving the company a double line across the desert. It is also among the possibilities that one or more spurs will in due time be built in this section.

The Los Angeles Herald thus tells of work on the main line: "Before another month has passed the Southern Pacific Company will have a practically new road for its transcontinental travel between this city and Yuma. Nearly 150 miles of new track has been under construction across the Colorado desert since the beginning of the new year, and the last twelve miles of the stretch of new steel from Indio to Yuma is being rushed to completion by a force of 500 men.

"In replacing the old sixty-two pound rail with the standard eighty-pound steel, the Southern Pacific is making its overland line the very best that money and engineering skill can provide, and the completion of these improvements, which also include new ties, will enable the Harriman road to cross the desert in two and one half hours, against the present schedule of four hours and five minutes.

"Not only will the heavy rail permit of faster time, but it will allow the use of heavier rolling stock without increasing the liability to accident. Heavy engines are now being run over this line, but at reduced speed where the light rails are still in use. Only day before yesterday orders were issued to engineers to keep within thirty-five miles an hour between Drylyn and Knob.

"Another important improvement to the overland line has just been determined upon as a result of the recent visit to the locality by Chief Engineer William Hood. It is planned to abolish seven or eight bad curves between Knob and Araz. Some of these curves are as high as 10 degrees, and although the change will necessitate a lot of expensive grading, the orders are to go ahead regardless of expense, and this week the new route is being staked out and construction work will begin as soon as material can be landed. By cutting down the curves the running time will be still further lessened. It is in such betterments as these that all the profits of the Southern Pacific for the past eighteen months have been eaten up. There has been some grumbling because of the outlay, but Harriman's aim is to make the railroads over which he has control as near perfect as it is possible to make them, and to that end money is being expended almost lavishly. Heavy rails are already in use from this city to Ontario, and steel has just been ordered for use from Ontario east."

Rev. H. C. Mullen will preach on the Eastside at the home of J. S. Bridenstine Sunday morning at 11.

Mrs. Arthur Edge was given a hearing before Justice Hoffman of Calexico Monday on the charge of assault with a deadly weapon on T. P. Banta. She claimed the gun she drew on Mr. Banta was not loaded, and the charge was dismissed.

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SOUTHERN PACIFIC TIME TABLE

SOUTH BOUND		NORTH BOUND	
Lv. 3:30 p. m.	Old Beach	Ar. 9:00 a. m.	
3:48	Estelle	8:36	
4:06	Bernice	8:18	
4:24	Rockwood	8:00	
f 4:44	Brawley	f 7:40	
5:04	Keystone	7:20	
5:30 Ar.	Imperial	Lv. 7:00	

Registering stations: Old Beach and Imperial.

Distances from Imperial: Keystone 5 miles, Brawley 9.4 miles, Rockwood, 14.2 miles, Bernice 18.5 miles, Estelle 23 miles, Old Beach 27.5 miles.

Trains pass Old Beach as follows: West bound, 11:38, arriving in Los Angeles at 6:50 p. m.; east bound, leaving Los Angeles at 7:30 a. m., arrives at Old Beach at 2:23 p. m.

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