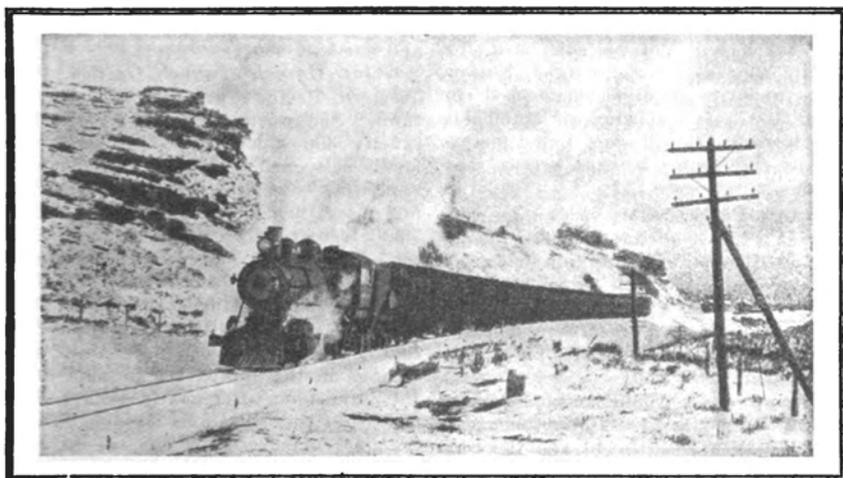


point, and another tunnel is being cut to carry two more tracks. On the main freight yards 25 miles of track have been already laid, and soon 30 miles will be completed.

New Station Just Completed.—A very handsome passenger and freight station has just been completed by the Southern Pacific Railroad at Berkeley, Cal. Work has been in active progress on this building for the past six months. The total cost has approximated \$40,000. All the front facings—north and south sides—are of California sandstone, handsome-

tal of the tunnel will be in the neighborhood of Dorsey, Idaho, and the eastern in the vicinity of the head of St. Regis River. The statement is made that the Northern Pacific's main line will be over this route and that Wallace, Idaho, will become a divisional point.

To Reconstruct the Line.—Over \$1,000,000 will soon be expended by the Santa Fe Railroad in the way of reconstructing 311 miles of its main line. This part of the road reaches from Point Richmond, on San Francisco Bay, to Bakersfield—extending along the full length of



ONE OF THE UNION PACIFIC'S "THUNDERBOLT" PASSENGER TRAINS LEAVING RAWLINS, WYO., BOUND WEST

ly worked. Brick and concrete and red tiling also enter largely into the construction material. The building is practically fireproof. This new and handsome station takes the place of an old wooden affair that stood on the same site for more than twenty years.

Will Bore a Big Tunnel.—According to well authenticated reports the Northern Pacific Railroad Company has recently purchased from the Chicago, Milwaukee and St. Paul line the latter's electric power plant located near Taft, Mont., paying therefor \$150,000.

The purpose, it is declared, is only a preliminary step toward commencing operations on a two-mile tunnel in the neighborhood of Lookout Mountain, Montana. This projected bore will be mainly to straighten and shorten the present Northern Pacific line. The western por-

tion will be very thorough, consisting of the laying of new and heavier steel rails, new ties, rebalasting, etc. When the reconstruction work has been completed the road will be oiled in order to keep the dust down.

The San Joaquin Valley part of the Santa Fe's road is the only bad stretch in the entire 9,430 miles of the system.

Active operations will begin on the work of reconstruction on the first of the new year, and will be crowded forward as rapidly as practicable. This work will not interfere with the regular passenger and freight traffic. This particular section of the road was originally built as the San Francisco and San Joaquin Railroad, but was later absorbed by the Santa Fe System.

Flower Lake Tunnel Completed.—The