



Southern Pacific's proposed acquisition of the SOO Line's Kansas City/Chicago route will offer shippers a new competitive route to and from Chicago and across the nation.

Last year Southern Pacific purchased the CMW's 282-mile St. Louis-Chicago route giving our customers in the Gulf and Southwest direct access to Chicago. The SOO Line acquisition will give the same benefits to our West Coast customers via the central and southern corridors.

Southern Pacific, the Cotton Belt, and the Denver & Rio Grande Western were combined into Southern

Pacific Lines – the nation's fifth largest rail system – in October of 1988 when Rio Grande Industries purchased the Southern Pacific Transportation Company.

The combined system will extend 15,500 route miles and serve seventeen states. It already serves more West Coast and Gulf ports and offers more direct connections to the Mexican National Railways than any other railroad.



Today's train is made up of classic railroad cars, each with a rich heritage and uniqueness of its own.

SP 290 *The Audubon Diner*. Originally built by Budd for the Sunset Limited train in 1950, this car retains its original colors of soft bayou green, turquoise and gulf blue. As created by Gustav Ketterer of Philadelphia, the interior features designs inspired by the famous wildlife artist John James Audubon.

SP 291 Lounge Car *French Quarter*. Yet another car built for the Sunset Limited, and retaining its original interior color scheme, this car features a barber shop, shower and sleeping accommodations for a crew of three.

SP 289 Lounge Car *City of Angels*. A Pullman-built car similar to the *French Quarter* delivered in late 1949 and used throughout the SP system. Restored for the 1984 Los Angeles Olympics and named *City of Angels*.

Lounge Car *Utah*. Built for the Rock Island Lines in 1948 by Budd and christened *The Duncan*, the car was acquired in 1985 by ANSCO Investment Co. World renowned Orient Express designer James Park of London was commissioned to renovate the car, assisted by Denver architect James Waltz.

SP 100 Business Car *Airslie*. Built by Pullman in 1926 for the Southern Pacific in a traditional business car configuration.

SOUTHERN PACIFIC LINES



NATIONAL FREIGHT TRANSPORTATION ASSOCIATION SPECIAL

Los Angeles to Phoenix

March 31, 1990

AGENDA FOR THE NFTA SPECIAL

Los Angeles to Phoenix

March 31, 1990

6:45 am (PT)

Buses depart from the Sheraton Grande Hotel for Los Angeles Union Passenger Terminal.

7:00 am (PT)

Breakfast served on train.

7:30 am (PT)

NFTA Special departs Los Angeles.

8:30 am (PT)

NFTA Special arrives West Colton.

11:30 am (PT)

Luncheon served on train.

1:05 pm (MT)

NFTA Special arrives Yuma.

4:00 pm (MT)

NFTA Special arrives Phoenix.



Points of Interest

LOS ANGELES (altitude 293 feet). Metropolis of the Pacific Coast, was founded in 1781 as *Nuestra Señora La Reina de Los Angeles* (Our Lady Queen of the Angels).

CITY OF INDUSTRY (altitude 327 feet). Chartered in 1957 as a city primarily devoted to industry. Site of major automobile facilities. Major rail switching center for the Los Angeles Basin.

COLTON (altitude 964 feet). Named for David Colton, an associate of the *Big Four* who founded the Central Pacific, predecessor to the Southern Pacific. Here the Palmdale-Colton cutoff joins the SP San Joaquin Valley line with the Sunset Route. Completed in 1967, this cutoff speeds freight around the Los Angeles Basin.

From Colton we begin to climb up through San Timoteo Canyon. Near **REDLANDS** we pass through Orange Groves. Just beyond **BEAUMONT** (altitude 2569 feet) we crest San Gorgonio Pass at **APEX** (altitude 2591 feet).

North of the pass, in the San Bernardino Mountains, are the granite peaks of San Gorgonio (11,485 feet) and San Bernardino (10,630 feet), snow-capped most of the year. Along with Mt. San Jacinto (10,805 feet) to the south and Mt. San Antonio (10,080 feet) to the west, these are the loftiest peaks in Southern California.

We drop down through **BANNING** (altitude 2328 feet) and begin our descent to the desert.

At **WEST PALM SPRINGS** we pass six miles from the famous resort town and enter a surrealistic area of wind machines – an area of electrical cogeneration facilities that takes advantage of the consistent prevailing winds.

Now, we begin our descent below sea level as we enter the date-growing area of **INDIO** (altitude -22 feet). Agriculture in this area is sustained by irrigation from deep wells. To the north are the Little San Bernardino Mountains and to the south, the Santa Rosa Mountains.

We continue below sea level as we traverse the Coachella Valley and pass through **COACHELLA** (altitude -72 feet) and **THERMAL**, to reach **MECCA** – the lowest point on today's route – with an elevation of 197 feet below sea level.

Soon the **SALTON SEA**, some 30 miles inland, comes into view. In prehistoric times the entire valley was the bed of a vast inland sea whose waters rose high up the sides of Mt. San Jacinto which, flowing into the Gulf of California one hundred miles below its head, in time created a delta entirely across the basin, the sand bar finally rising higher than the level of the gulf, severing it completely and converting its northern end into an inland sea. Through ensuing centuries the waters of this sea gradually evaporated until eventually the basin became a bed of dry salt. In 1905 the Colorado River broke its banks and for a period of about 16 months poured its entire volume into this depression. Southern Pacific, by skillful engineering and expenditure of more than \$3 million, returned the runaway river to its old channel and saved the Imperial Valley. Now the Salton Sea serves as a sump into which drains the water that irrigates the Imperial Valley. The mountains on the north at Salton are the Ocotopia Mountains.



NILAND (altitude -130 feet) is Southern Pacific's gateway to the rich Imperial Valley, origin of much of the nation's winter produce. The rail line veering off to the south serves the Imperial Valley and connects with the National Railways of Mexico at Calexico/Mexicali.

Now we climb back up to sea level at **IRIS** and pass through an area of sand dunes, the site of many Hollywood movies requiring a desert setting. We leave California and cross the bridge over the Colorado River into Arizona. Now we're in the Mountain Time Zone. Set your watch ahead one hour.

YUMA (altitude 142 feet), located on the east bank of the Colorado, is the county seat of Yuma County and is surrounded by a large irrigated district producing citrus fruit, cotton, alfalfa and grain.

At **WELLTON** (altitude 255 feet) SP's lines split, and we take the northern one through **HYDER**. At **SADDLE** (altitude 715 feet) we pass through Robertson Pass in the Gila Bend Mountains. Here barrel cactus should be visible from the train.

Next we cross the Hassayampa River. An Arizona legend, variously attributed to pioneers, cowboys and Indians, holds that those who quench their thirst from the waters of the Hassayampa will never tell the truth again. If an Arizonan calls a man a *Hassayamp* he is using a polite substitute for *liar*.

We speed through **BUCKEYE** (altitude 1305 feet) and **LITCHFIELD**, to cross the Aqua Fria River and soon we arrive at...

PHOENIX (altitude 1084 feet). The capital city of Arizona and the center of an extensive desert resort region which annually entertains thousands of visitors from all over the world. Its ideal winter climate makes it a mecca for sun and pleasure seekers. Yet, unlike most resort centers, Phoenix has a thriving business life in its own right. It is the financial center of the state, the focal point of wealth derived from Arizona's great mining industry, agriculture, lumbering, cattle raising, manufacturing and processing, and is the Southwest's chief distribution center for imported goods.