



*The Spirit that Won the West*

**S**outhern Pacific Lines is an integrated, full-service transportation network providing national and international carload, container, TOFC and distribution services.

SP's rail network directly serves fifteen states with 15,000 miles of track. Efficient run-through connections with other North American railroads offer continent-wide service. In addition, SP serves more West coast and Gulf Ports, and more interchange points with Mexico, than any other rail carrier.

With transcontinental routes via both the central and southern corridors, connected by a Pacific coast corridor from Portland to Los Angeles, SP is a major hauler of international traffic. An example of SP's dedication to international traffic is its new Intermodal Container Transfer Facility (ICTF) located

close to the ports of Los Angeles and Long Beach. In its first five years of operation the ICTF has handled two million containers - far surpassing initial projections.

On line intermodal traffic is handled through a network of 25 hub terminals. SP's intermodal traffic has grown steadily and, combined with international container traffic, has exceeded more than one million intermodal units every year since 1990.

SP is committed to quality and customer responsiveness. More than \$2 billion have been put into roadway improvements in recent years. In 1992 SP's new Burnham locomotive rebuilding shop opened at Denver and it has already won the American Railroad Conference productivity award. Other recent examples of this commitment are the extensions of SP Lines to Chicago from both Kansas City and St. Louis.



**W**elcome aboard! Today's special train is made up of a number of classic railroad cars, each with a rich heritage and uniqueness of its own.

**SP 290** The *Audubon Diner*. Built by Budd for Southern Pacific's famed *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*. Another car built for the *Sunset Limited*, and retaining its original interior color scheme of Sunset pink, this car features a barber shop, showers and sleeping accommodations for a crew of three.

**Dome Sleeper** *California*. Built by Budd in the mid-1950's for Northern Pacific's famed *North Coast Limited*, this car is the only one of its type presently operating in the world that combines the unparalleled view of the "Vista Dome" with eight individual double bedrooms. Acquired by ANSCO in 1985, the car was extensively renovated by James Park of London.

**SP 150** Business Car *Sunset*. Commissioned by Donald J. Russell, a former chief executive of Southern Pacific, the car was delivered from Pullman in November 1955. It was aboard this car that General Eisenhower journeyed to the Cow Palace in San Francisco to receive the nomination for the Presidency.

# SOUTHERN PACIFIC LINES



## Coast Line Special

Oakland to Los Angeles

March 25, 1993

# AGENDA for the Coast Line Special

## Oakland to Los Angeles

Thursday  
March 25, 1993

7:30 am  
Coast Line Special departs  
Oakland 16th Street

8:45 am  
Coast Line Special departs San Jose

10:06 am  
Coast Line special departs Salinas

1:10 pm  
Coast Line special departs San Luis Obispo

3:45 pm  
Coast Line special departs Santa Barbara

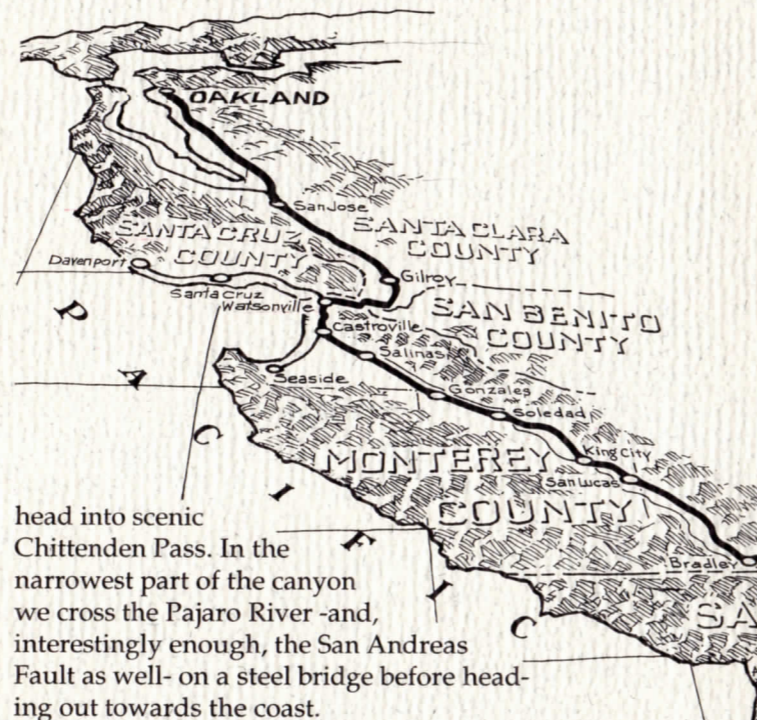
6:45 pm  
Coast Line Special arrives  
Los Angeles Union Passenger Terminal

## Points of Interest...

Situated on the east bank of San Francisco Bay, **OAKLAND** (altitude 8 feet) with its well-developed port and manufacturing facilities, is one of the West's great international shipping and industrial centers.

Once under way, our special threads a number of suburban east bay communities in quick succession, crossing the mud flats of lower San Francisco Bay at **ALVISO** (altitude 14 feet) and presently we arrive at **SAN JOSE** (altitude 86 feet) thriving hub of the Santa Clara Valley.

Departing San Jose, we head south through the agricultural lands of the Santa Clara Valley passing **GILROY** (altitude 192 feet) home of the annual Garlic Festival, and



head into scenic Chittenden Pass. In the narrowest part of the canyon we cross the Pajaro River -and, interestingly enough, the San Andreas Fault as well- on a steel bridge before heading out towards the coast.

At **WATSONVILLE JUNCTION** (altitude 21 feet) we make a sweeping curve to the south, pass by Elkhorn Slough and head for **SALINAS** (altitude 45 feet). Salinas is the thriving capital of the Salinas Valley, a region known as the "Nation's Salad Bowl." Adjacent lands produce lettuce, sugar beets and vegetables in great abundance.

South of Salinas, we gradually climb toward the head of the Salinas Valley passing the agricultural communities of **SOLEDAD** (altitude 182 feet) and **KING CITY** (altitude 333 feet). We're following in the steps of the Padres now who, in the Spanish period, founded a string of missions along the *El Camino Real*, the King's Highway. If one looks carefully at **SAN MIGUEL** (altitude 616 feet), it is

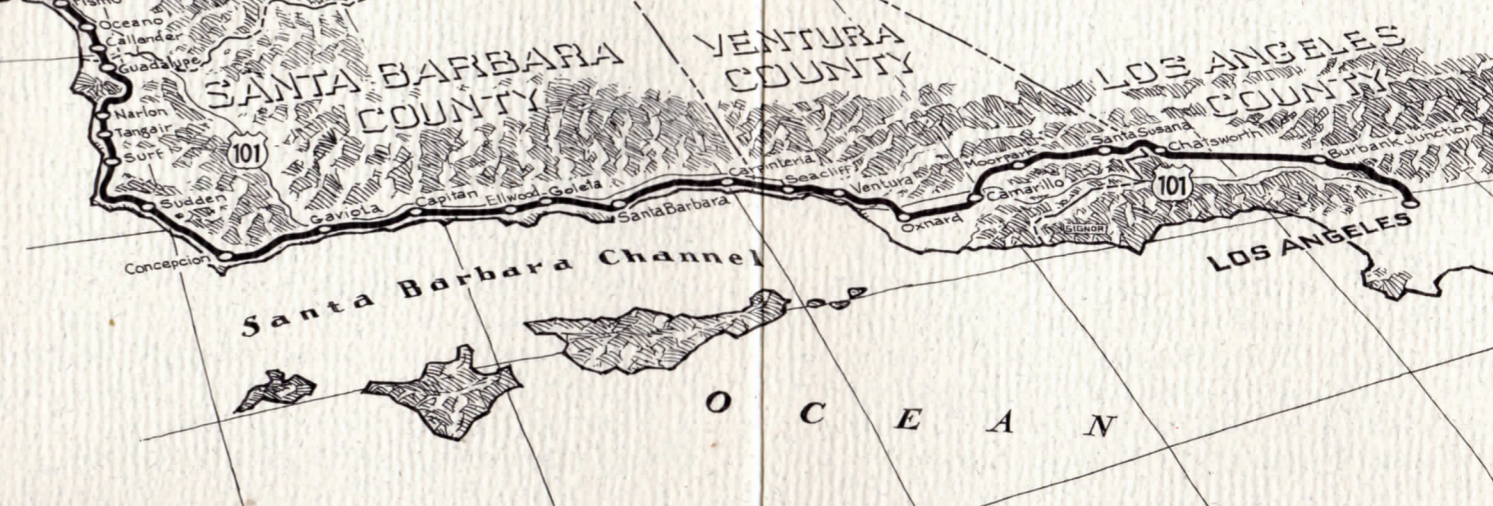
possible to catch a glimpse of the old mission built in 1797. It is on the west side of the train.

The broad vistas of the Salinas Valley give way to the famous oak woodland of the central coast as we wind our way past the prosperous cities of **PASO ROBLES** (altitude 722 feet) and **ATASCADERO** (832 feet). At **SANTA MARGARITA** (altitude 995 feet) we begin the ascent of the Santa Lucia Range finally piercing the summit at Cuesta Pass (altitude 1,340 feet) in a long tunnel. Other tunnels follow as we make our descent hugging the mountainside. Then, with a great turn around "Horse Shoe Curve," we are into San Luis Obispo.

Midway point on our trip, **SAN LUIS OBISPO** (altitude 238 feet), is an old Spanish town -its mission was founded in 1772- as well as home of the California State Polytechnic College. A quick stop and we are on our way south again. **GUADALUPE** (altitude 80 feet), is the shipping point for a rich agricultural district and it was on the sand dunes to the west of here in 1923, that Cecil B. DeMille erected "Babylon" for his epic *The Ten Commandments*.

At **TANGAIR** (altitude 209 feet) the blue Pacific looms into view and for the next 113 miles it is our constant companion. **SURF** (altitude 49 feet), is the junction of the Lompoc Branch and is at the heart of the vast Vandenberg Pacific Missile Range. Today the barren hills along the tracks are still dotted with active missile silos.

The rocky outcropping off to the west at **HONDA** (altitude 107 feet) is called *La Guijada del Diablo* - the devil's jaw- and it was on these rocks in 1923 that a flotilla of 14 Navy destroyers met their fate. Light houses, visible from the train, protect the coast at **Point Conception** and **ARLIGHT** (altitude 167 feet), but because of tragedies like these, this stretch of



Point Conception light house

coast has been known for centuries as the "Graveyard of the Pacific."

Passing through **GOLETA** (altitude 37 feet), home of the University of California at Santa Barbara, we are soon into **SANTA BARBARA** (altitude 7 feet) itself. This charming community was founded in 1786. The gigantic "Rubber Tree" to the north of the station, is actually a Morten Bay Fig, planted in 1872.

As we pass along the headlands near **VENTURA** (altitude 43 feet) four islands can be seen on the horizon. These are part of the Channel Group, first discovered by Cabrillo in 1542. He is buried on San Miguel Island; the others are named Santa Rosa, Santa Cruz and Anacapa.

Departing **OXNARD** (altitude 45 feet), we wind our way towards the summit of Santa Susana Pass and at **CHATSWORTH** (altitude 952 feet), enter the San Fernando Valley. **BURBANK** (altitude 555 feet), home of many of Hollywood's famous movie and television studios, and **GLENDALE** (altitude 425 feet) pass quickly and finally we are in **LOS ANGELES** (altitude 293 feet).