

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

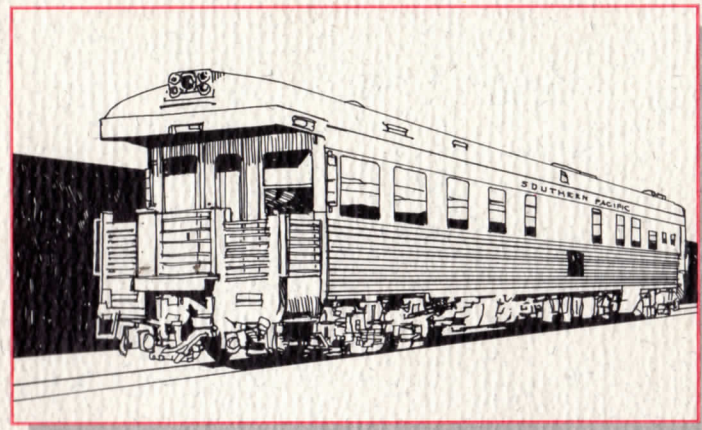
SP's rail network directly serves fifteen states with 15,000 miles of track. Efficient run-through connections with other North American railroads offer continent-wide service. In addition, SP serves more West coast and Gulf Ports, and more interchange points with Mexico, than any other rail carrier.

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.



Welcome 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

NFTA



1993

NFTA Special

West Colton to Phoenix

March 26, 1993

AGENDA for the NFTA SPECIAL

West Colton to Phoenix

Friday

March 26, 1993

8:30 am (PT)

NFTA Special departs West Colton

10:30 am (PT)

NFTA Special departs Indio

12:20 pm (PT)

NFTA Special arrives Yuma

1:30 pm (MT)

NFTA Special departs Yuma

2:07 pm (MT)

NFTA Special departs Wellton

4:45 pm (MT)

NFTA Special arrives Phoenix



Points of Interest...

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 enter San Timoteo Canyon and began to climb Beaumont Hill. Near **REDLANDS** we pass through miles of orange groves. The country flattens out as we approach **BEAUMONT** (altitude 2,569 feet) then, just beyond, we crest San Geronio Pass at **APEX** (altitude 2,591 feet).

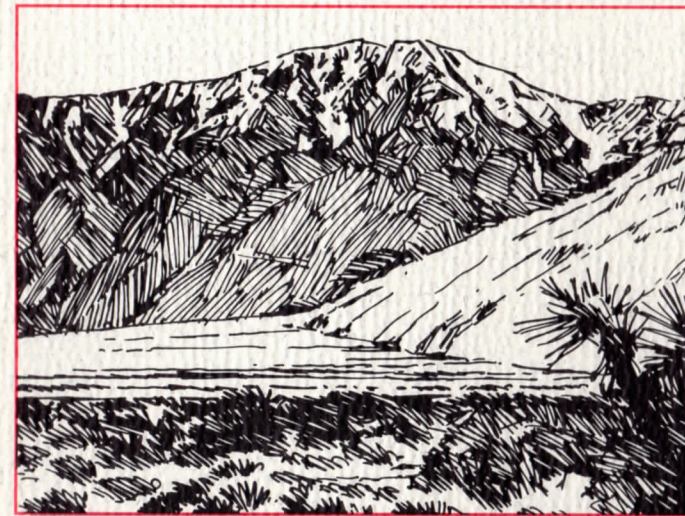
To the left (north) of the pass, in the San Bernardino Mountains, are the granite peaks of San Geronio (11,485 feet) and San Bernardino (10,630 feet) - snow capped most of the year. These, along with Mt. San Jacinto (10,805 feet) on our right (south) and Mt. San Antonio (10,800 feet) to the west, are the loftiest peaks in Southern California.

We begin our descent onto the floor of the desert passing quickly through **BANNING** (altitude 2,328 feet) and **CABAZON** (1,789 feet).

At **WEST PALM SPRINGS** (altitude 1,135 feet) we pass within six miles of 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.

Near **INDIO** (altitude -10 feet) we pass below sea level. Soon the **SALTON SEA** looms into view and we skirt its shores for many miles. In prehistoric times, this entire valley was the bed of the Gulf of California, whose waters rose high up the flanks of Mt. San Jacinto. The Colorado River which flowed into the gulf, 100 miles below its head, in time created a delta entirely across the basin with sand bars finally rising higher than the level of the gulf. The northern portion of the gulf was severed completely and with the passage of time, and the

Colorado River diverting to the south, the waters of this inland sea gradually evaporated until eventually the basin became a dry bed of 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 an expenditure of more than \$3 million, returned the runaway river to its old channel and saved the farms and communities of the Imperial Valley. Now the Salton Sea serves as a sump into which drains the water that irrigates the Imperial Valley.



Mt. San Jacinto

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** (altitude 80 feet) 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 River, 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) we diverge from SP's main Sunset route and head towards the fertile Gila River Valley. At **SADDLE** (altitude 715 feet) we pass through Robertson Pass in the Gila Bend Mountains. Here, Arizona's distinctive barrel cactus grow in abundance.

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 Arizonian calls a man a *Hassayamp*, he is using a polite substitute for *liar*.

We speed through **BUCKEYE** (altitude 1,305 feet) and **LITCHFIELD**, cross the Aqua Fria River and soon we arrive at...

PHOENIX (altitude 1,084 feet). The capitol 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.