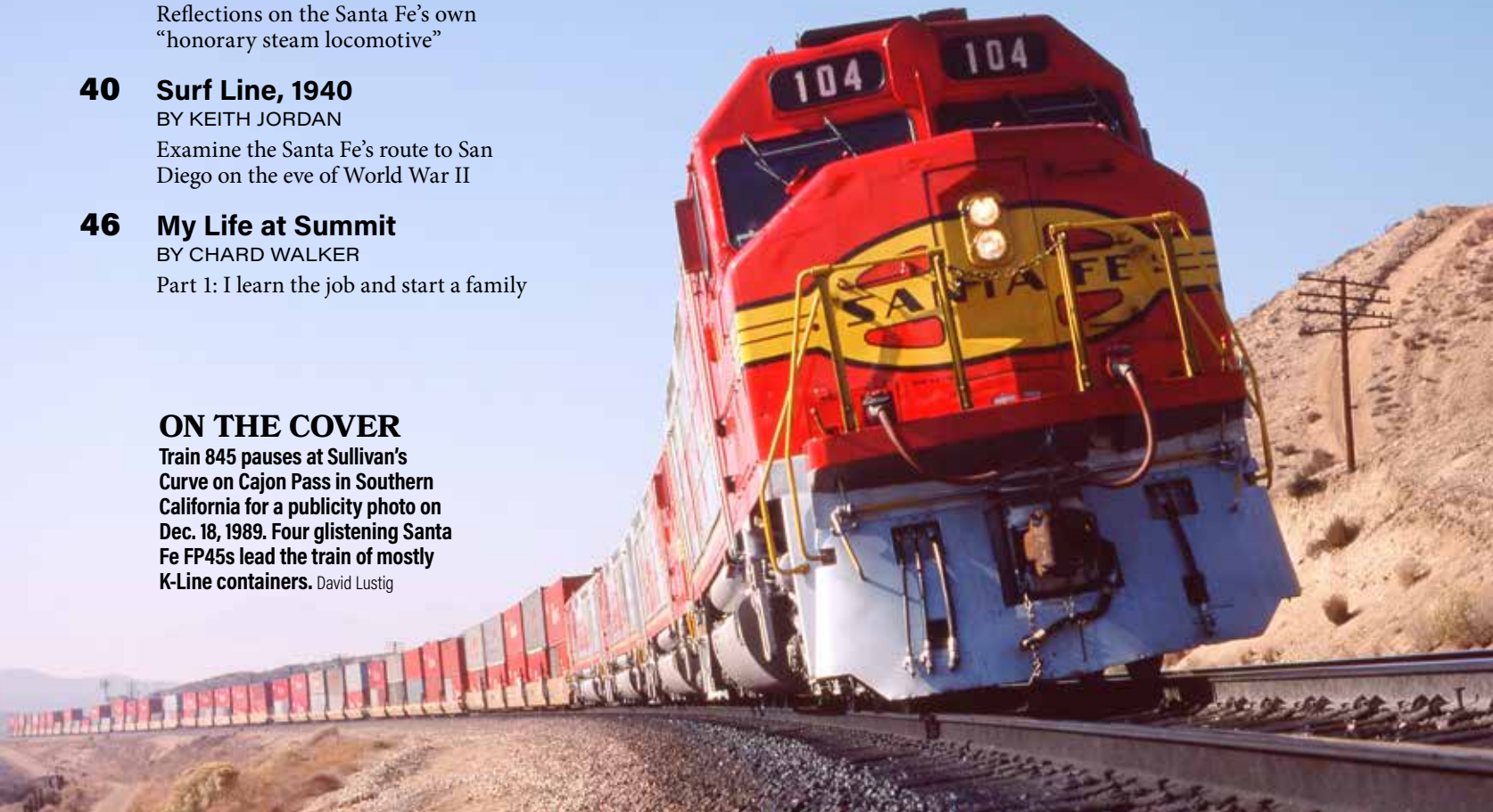


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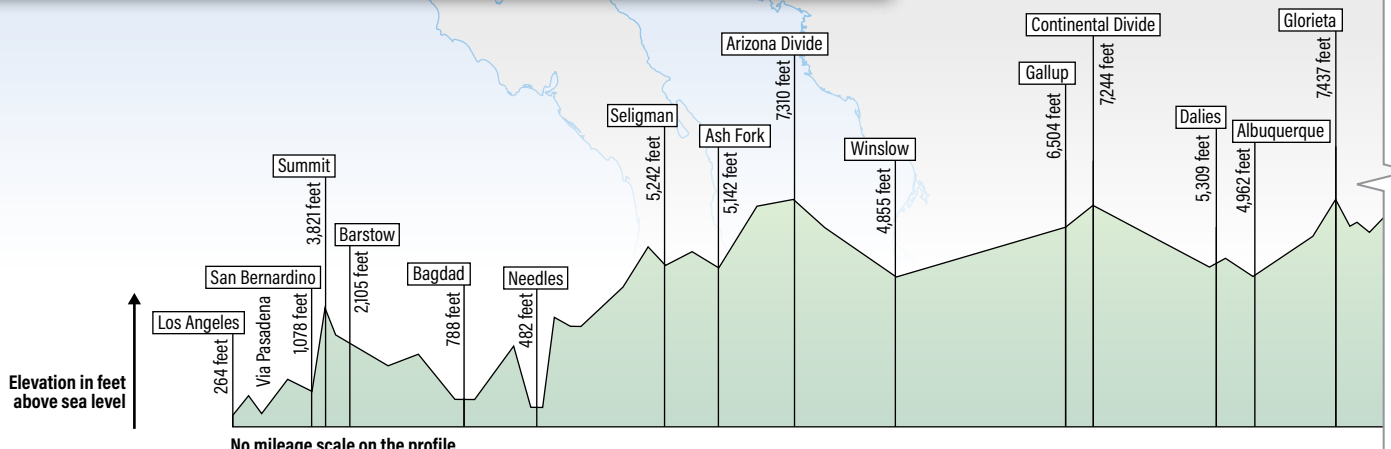
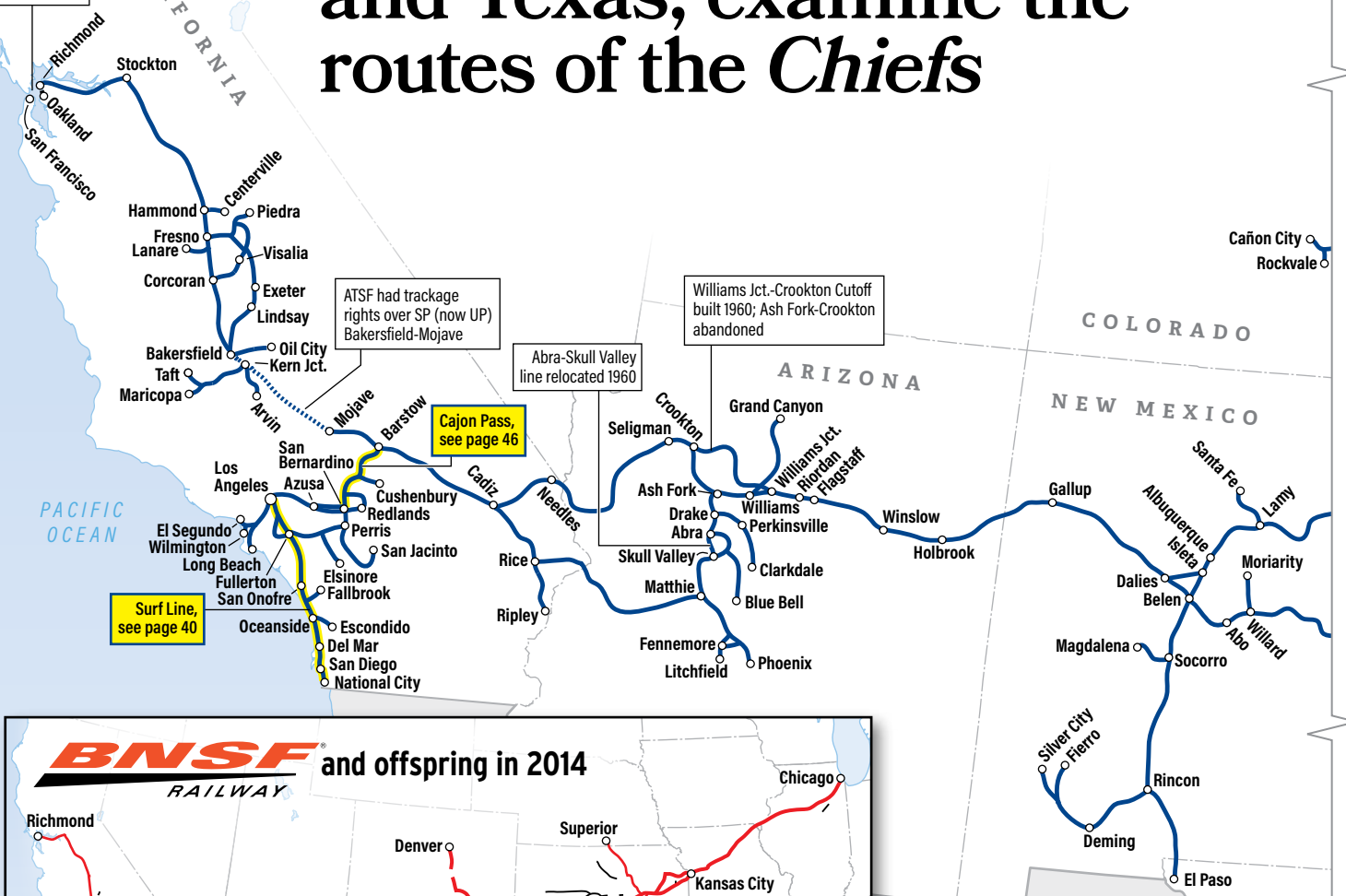
ON THE COVER

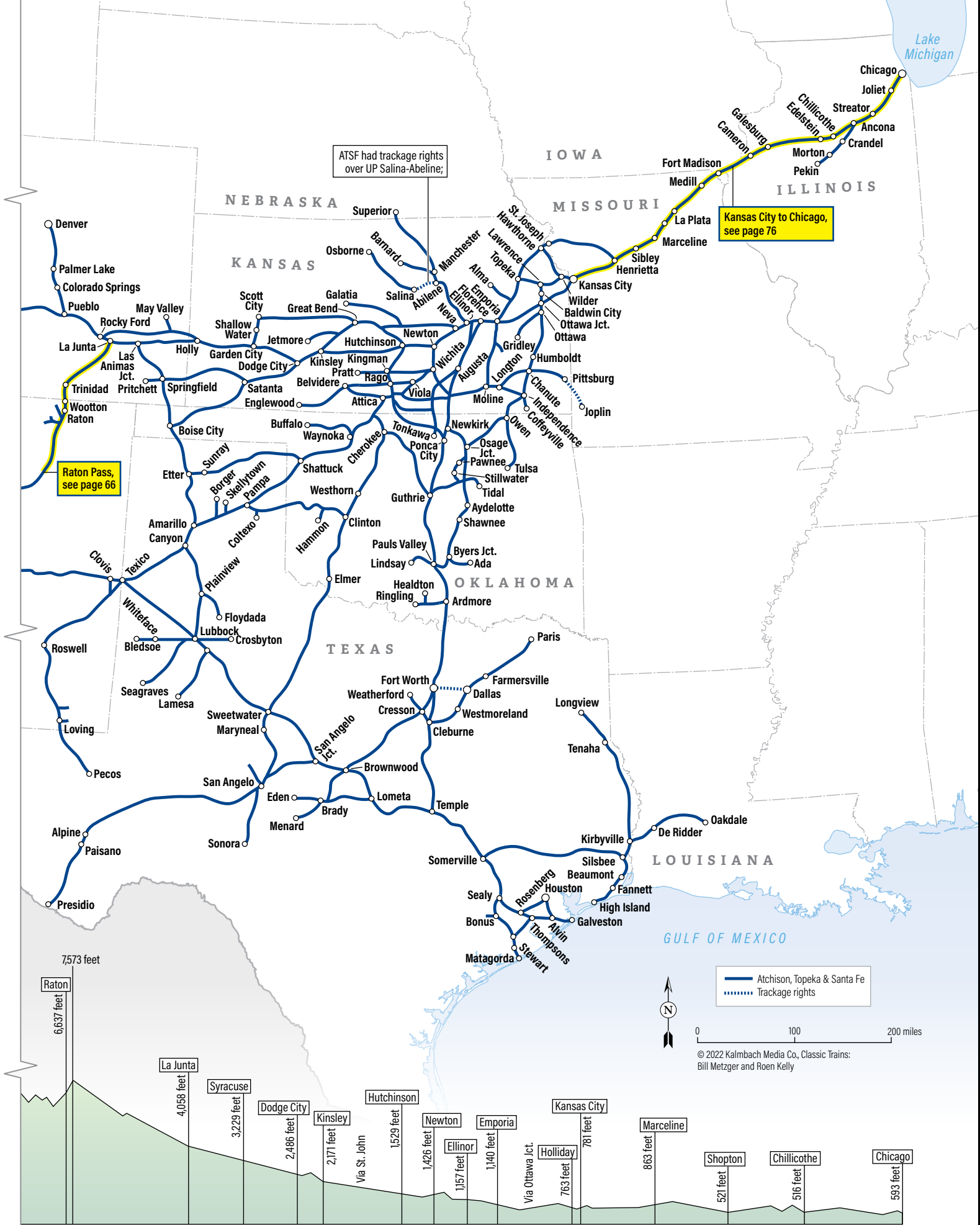
Train 845 pauses at Sullivan's Curve on Cajon Pass in Southern California for a publicity photo on Dec. 18, 1989. Four glistening Santa Fe FP45s lead the train of mostly K-Line containers. David Lustig



From Chicago to California and Texas, examine the routes of the *Chiefs*

ATSF had trackage in San Francisco reached by ferry from Richmond, all of which is now abandoned

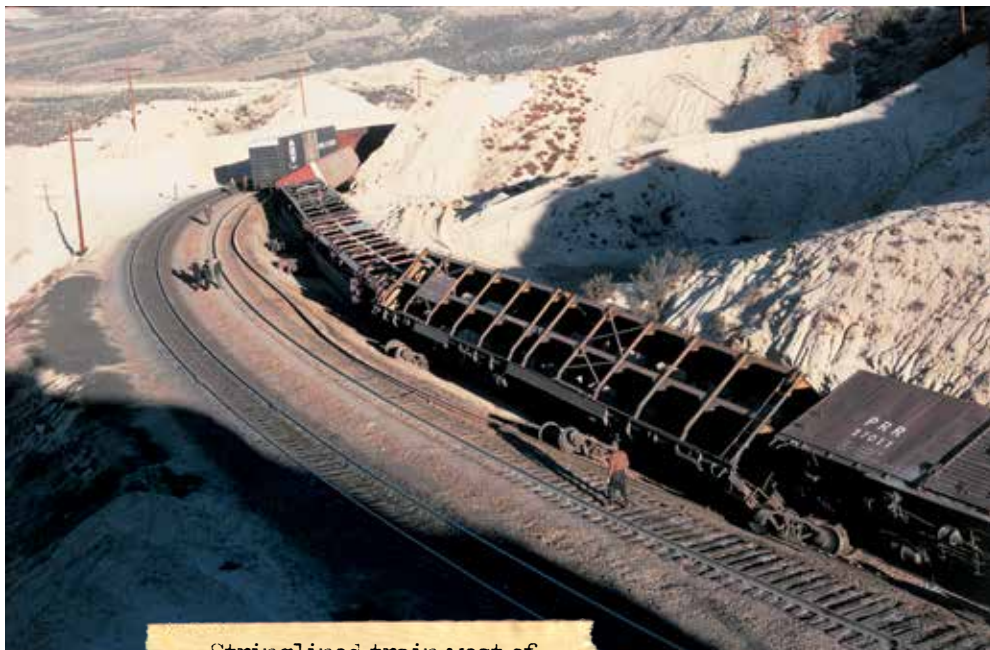




THE SANTA FE MODERNIZES



New and old alignments at Summit, Sept. 20, 1972



Stringlined train west of Summit, Jan. 19, 1967

The Santa Fe alignment over Cajon was for the most part unchanged after the eastward track was built in 1913. In the 1960s, 89-foot piggy-back flats and autoracks appeared, and the big 10-degree curve just west of the Summit wye on the eastward track started causing trouble. When light, long cars are empty and placed at the head end of trains, they're subject to "stringlining" on sharp curves on steep grades. The force of the locomotives pulling on one end of the car and the weight of the rest of the train hanging on the other end can lift them off the rails and topple them over on the inside of the curve. That's what happened to the eastbound train shown at left.

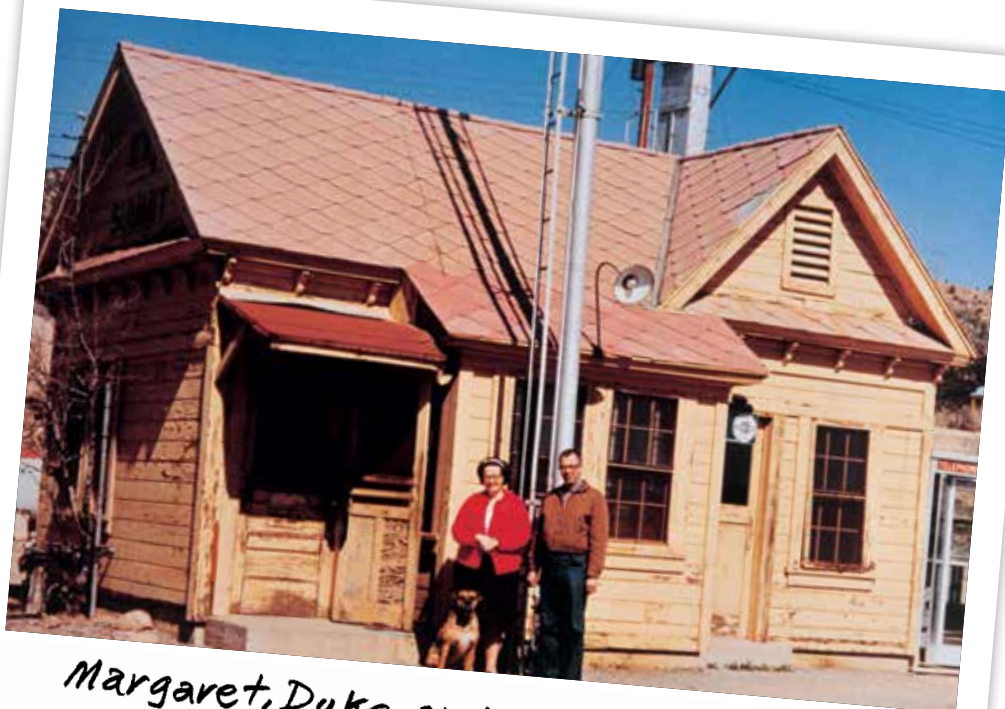
To solve this, the Santa Fe made a major line change in 1972 that broadened or eliminated the curves, moved Summit a few hundred yards south, and lowered the top of the pass by 51 feet. I took the photographs above on Sept. 20, 1972. A westbound hotshot is coming through what's left of Summit. It's running on the eastward track, because the westward track is being cut over to the new alignment and is out of service. The Southern Pacific line is visible just above the train and some parked outfit cars.

Meanwhile a ballast train works on the new line. The difference in curvature and elevation between the new and old tracks is obvious.

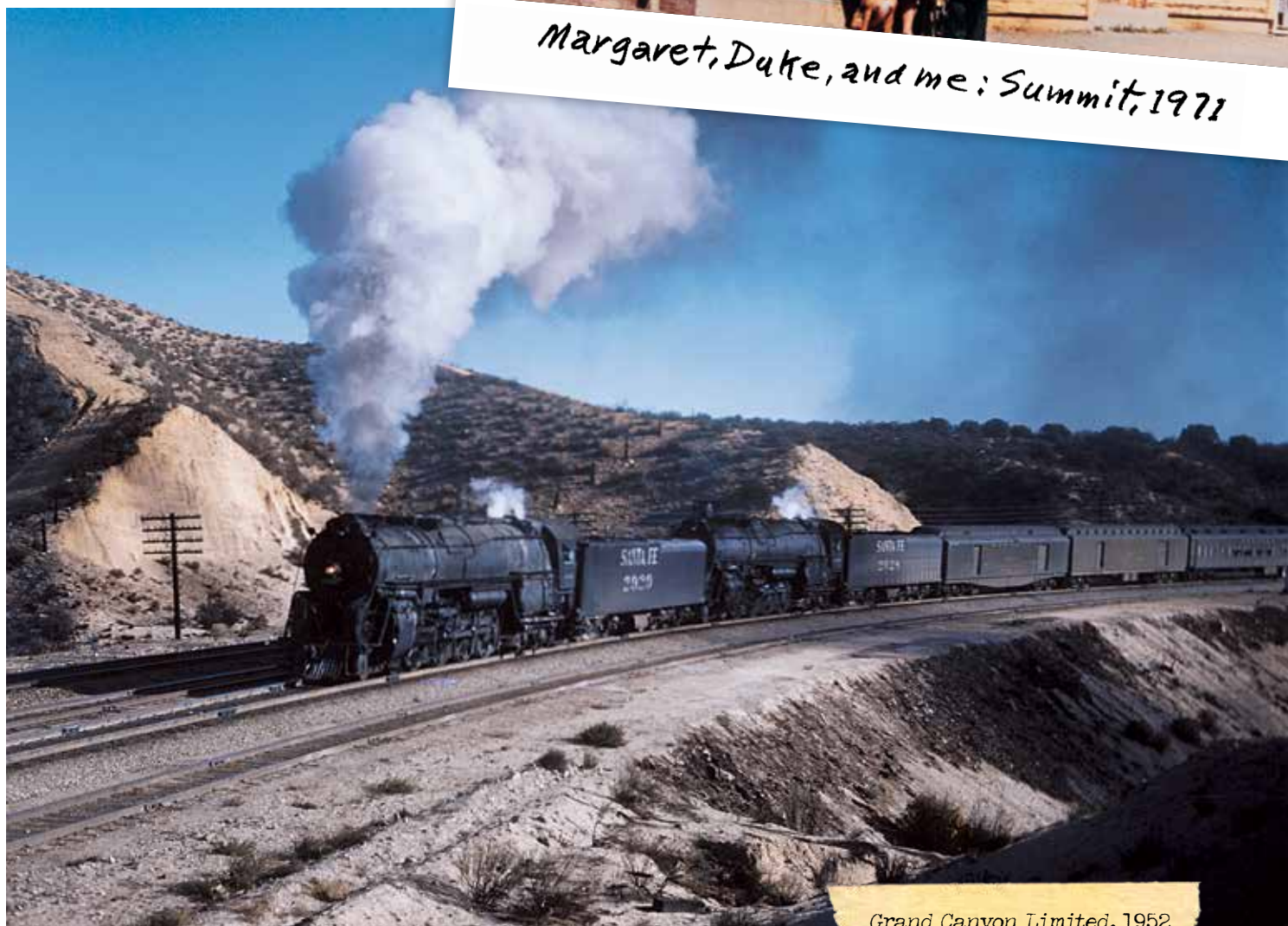
WE SAY GOODBYE TO SUMMIT

Now when I look back, it's hard to believe I saw so much at Summit. I never imagined I would have the opportunity to watch railroading change every day. If I learned one thing, it was to take nothing for granted: What seemed ordinary today would be gone tomorrow. One day in 1952 I learned that Northern 2929 and 2928 would doublehead Second No. 23, the *Grand Canyon Limited*, from Barstow to Los Angeles. There wouldn't be many chances to see this again.

Jim LaVake took this picture of Margaret, Duke, and me at the depot three months before it closed. The depot needed paint, so the railroad sent a gang up and painted every building at Summit an apple-green color. So like a railroad: You know your job is in trouble when they paint the building you're working in. I shot photos of that, too. 📷



Margaret, Duke, and me: Summit, 1971



Grand Canyon Limited, 1952