

RETURN TO CAJON PASS – Part 2

By

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The following photos were all taken on the west sloop of Cajon Pass, between Swarthout Canyon Road (Mile 63.8) and Walker (Mile 59.4).



UP 8159, an EM SD70ACE, in pusher service, is at CP SP468 heading up the west sloop of Cajon Pass. In the foreground a BN-SF stack train, at Mile Post 59.4, is also making its way up the west side of Cajon Pass



UP 4315, a GM SD70M; UP 7609, a GE C45ACCTE; and UP 5435, a GE C45ACCTE; are east bound with a stack train on the UP mainline. UP 4315 appears to have had an engine problem as her hood is covered in black soot, while UP 5435 hood is missing her American flag. With a couple of exceptions all of the trains we saw running over the Union Pacific line were manifest trains or unit grain trains.



UP 5387, a GE C44ACCTE; UP 8072, a GM SD90/43AC; and UP 5425, a GE C45ACCTE; lead a manifest train west at CP SP468.5. Being use to spic and span Union Pacific motive power I was surprised to see that the lead locomotive's American flag had disintegrated exposing bare metal. There were a number of photo sites like this where I would have liked to have gotten closer to the Union Pacific track, but since I was unsure of what varmints lurked in the vegetation I stayed on the road.



BN-SF 6823, a GE ES44C4; BN-SF 8016, a GE ES44C4; BN-SF 8070, a GE ES44C4; BN-SF 5466, a GE C44-9W; and BN-SF 7654, a GE ES44DC; are eastbound at Mormon Rocks. After taking this photo I got in our car and set out to drive under the track to the other side of the rail line. The road under the track consisted of very soft sand and it was the prayers I said, not my driving skill that allowed me to escape the trap I drove into. Mary Ann informed me once we were back on firm earth she would decide from then on which roads we would drive on and which roads we would not.



BN-SF 6580, BN-SF 6520, and BN-SF 6554, all GE ES44C4 locomotives, are seen westbound crossing a dry stream bed which I was told every few years for 24 hours becomes a stream of very fast moving water carrying all before it. Thus the bridge's concrete piers are sunk deep into the ground.



BN-SF 4456, a GE C44-9W; BN-SF 7691, a GE ES44DC; BN-SF 7770, a GE ES44DC; BN-SF 7777, a GE ES44DC; BN-SF 121, a GM GP60M; and BN-SF 8280 a GM SD75MI; lead an empty train of coal cars east. Painted on the bridge abutment is its mile post location. 60.22. My GPS says that the gravel and dirt road we are now driving over is Santa Fe Road.



BN-SF 8234, a GM SD75M; BN-SF 7381, a GE ES44DC; BN-SF 6648, a GE ES44C4; BN-SF 7032, a GE ES44C4; and BN-SF 7892 a GE ES44DC; are east bound near Mile Post 59.4. My GPS says that Santa Fe Road, which we have been following, continued onward, but here we encountered a barbwire gate that closed the road and we thus decided to turn around.



BN-SF 7567, a GE ES44DC; BN-SF 7908, a GE ES44DC; and BN-SF 5711, a GE AC4400CW; are heading west with a stack train on Track #2. This un-named gravel road we were following would end 100 yards onward where a chain link fence blocked the road. I had to back up some 300 yards to find a safe place to turn around. However, I got a great photo and Mary Ann got a toot from the engineer and a wave from the conductor.



It is early morning and we are Cajon, Mile Post 62.8. On track #3 is Amtrak's Train No. 3, the Southwest Chief, headed by two GE DASH9-P42B locomotives #200 and #74. On track #2 is a west bound BN-SF stack train and on Track #1 is east bound BN-SF stack trains. In the upper right above Amtrak can be seen a Union Pacific train coming down the hill on UP's track with a stack train. There are very few places in the United States where one can see four trains rolling on mainline track at the same time.



This view is from old US 66. BN-SF 7073, a GE ES44C4; BN-SF 8146, a GM SD60M; and BN-SF 7607, a GE ES44DC; pulling a Maersk stack train are seen running on Track 2 at Swarthout Canyon Road. Over on Track 1 is a west bound stack train.



We are at Mile Post 62.7 and heading east on Track 2 is a Union Pacific mixed freight train. The train is over powered with six locomotives UP 6077, a GE C44ACCTE; UP 6956, a GEC44/60AC; UP 4640, a GM SD70M; UP 3711, a GM SD90/43AC; UP 9832 a GE C44-9W; and UP 4005, a GM SD70M. One can assume there was a need to move extra power east. Union Pacific's Cajon Pass track run through the gap in the hills above the locomotives



This eastbound stack train led by BN-SF 6518, a GE ES44C4; BN-SF 4427, a GE C44-9W; BN-SF 7416, a GE ES44DC; BN-SF 7560, a GE ES44DC; and BN-SF 4103 a GE C44-9W; is at Cajon on Track 3. Track 3 will follow its own path to Mile Post 56.6 where it will rejoin Tracks 2 and 1. The road on the hillside in the background is I-15.



This partially salvaged boxcar was found lying near the BN-SF track at Mile Post 59.6. There must be some story about how it came to rest at this location. I would assume that as a result of the very dry conditions at this location the U.S. Forestry Service stopped the cutting up of the car due to fire danger.