

## **RETURN TO CAJON PASS - ABOVE THE SUMMIT**

By

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On our last day at Cajon Pass we spent our morning at two different pull offs located alongside of California 138, just west of Summit. Below are some photos of the trains we saw.



Heading westbound FROM Summit are BN-SF 7721, a GE ES44DC; BN-SF 7747, a GE ES44DC; BN-SF 7713, a GE ES44DC; and BN-SF 136, a GM GP60M; with a manifest train behind them. BN-SF 136 was the only Warbonnet unit we saw during our visit to Cajon.



BN-SF 6853 and BN-SF 6873, both GE ES44C4, lead a unit train of autoracks eastward over track #2. The two locomotives as they pass under the signal lights have reached the west crest of Cajon Pass. Just visible in the distance is a westbound train on track #3 headed by BN-SF 7380 and BN-SF 7547. Once BN-SF 6853 clears Summit BN-SF will be routed to Track #2 for the journey to Los Angeles.





BN-SF 7380 and BN-SF 7547, both GE ES44AC units, having been given the “Highball” are on the move west. They are crossing from Track #3 to Track #2 for the journey down the west side of Cajon Pass.



BN-SF 6720, BN-SF 6681, and BN-SF 6926, all GE ES44AC, are seen pulling a unit stack train down the west side of Cajon Pass using Track #2. In the distance another BN-SF train, containing cars loaded with containers and trailers, is fighting its way up the hill to Summit.





BN-SF 7453, a GE ES44DC; BN-SF 7283, a GE ES44DC; BN-SF 8002, a GE ES44C4; BN-SF 4512, a GE C44-9W; and BN-SF 4395, a GE C44-9W; are at Silverwood Mile Post 56.6. It is .7 miles to Summit, Mile Post 55.9, and their train stretches out behind them into the far distance. There are two helpers at the rear of this train and they will be needed because the train will catch a red signal just short of the top of the grade. With great engineering skill its crew will bring the train from a dead stop on this 3 percent grade and march the train through the Pass.



UP 4172, a GM SD70M; UP 4838 a GM SD70M; and UP 6845, a GE C44AC; running on Track #2, are westbound heading a 40 car train of loaded ballast cars. It is all dynamic breaking. In the lower left coming eastbound on Track #1 is a 120 car stack train headed by five BN-SF locomotives, all running in Notch 8. In the upper right, on Track #1, can be seen an eastbound autorack train headed by four BN-SF locomotives.





BN-SF 7023, a GE ES44C4; BN-SF 7356, a GE ES44DC, BN-SF 7439, a GE ES44DC; and BN-SF 6695, a GE ES44C4; are four car lengths short of topping the west side of Cajon Pass. They were pulling a 106 car train of double stacks. The only vehicles I saw on the nice gravel road to the right of the train were BN-SF Maintenance-of-Way trucks.





BN-SF 6720, BN-SF 6681, and BN-SF 6926, all GE ES44C4 locomotives, are seen westbound crossing from Track #3 to Track #2. The three signs to the left of Track #1 carry the following messages, “P-55 F-50”; “W”; and “EBCS SUMMIT 56”. The next photo is a close up of the signal boxes seen to the right of the locomotive. Note the road crossing upper center, more on this road later. I was told that the two-car siding above the road was for setting out bad order cars. It looked like it could hold two cars.





A close up of the BN-SF signage on the south side of the track as one enters the yard at Summit from the west. The Whistle Board is for the road crossing that leads to the BN-SF's Summit Station. This road is blocked at California 138 by a locked gate, with a large sign saying BN-SF Property – No Trespassing.” I chose to believe what the sign said and did not try and take any photos from this area. However, I saw both hikers and motorcycle riders cross the track at this location, but I did note that the motorcycle riders had to dismount and pull their machines under the gate.



A close up of the rail at Summit. Note that the inner rail which receives much of the lateral weight of the train cars' wheels, as the train go through this bend, is 141-pound rail while the outer rail, which receives less of the train's lateral weight, is 136 pound rail