

BEAUMONT HILL, SOUTHERN PACIFICS SOUTHERN CALIFORNIA CROSSING pdf

1: Beaumont Hill: Southern Pacific's Southern California Crossing by John R. Signor | LibraryThing

Beaumont Hill, Southern Pacific's Southern California Crossing Published February by Golden West Books. Written in English.

Today, as it has been since the line was built, the route is a vital transcontinental link continually feeling the weight of trains throughout the day and night. That alone makes it an area well worth exploring. Often bypassed by rail enthusiasts on the way to more "exciting" mountain crossings such as Cajon or Tehachapi, the railroad from Thousand Palms on the east to Loma Linda on the west can be not only fun, but easy to get to, explore, and photograph. Much of the line can be seen and easily followed by traveling on parallel Interstate. If you are heading westward, a good place to start is Cabazon. Almost any off-ramp will set you right by the tracks in this community where you can stock up on fuel for you and your vehicle. Cabazon also boasts a giant - yet nifty - outlet mall for any other needs you might have. Do not worry if you forget something; you will find plenty of sustenance in other online towns such as Banning and Beaumont. But, it does get warm in the desert, even during the non-summer months, so it is better to overstock than run short, especially if you plan to pick a spot and wait for the trains to come to you. The older road running parallel to the freeway starts and stops, so you might find yourself getting off and on the Interstate a number of times. Nevertheless, there are plenty of photographic opportunities. As you pass through the almost side-by-side towns of Banning and Beaumont, use on-and off-ramps again to check out potential action. The actual summit is in this area and if you have ever wanted to get one of those "train disappearing over the horizon" shots, this is the place. Once past Beaumont, the Interstate breaks away from the railroad. Follow San Timoteo Canyon Road for a gently twisting and turning ride that literally hugs the railroad, and affords multiple photographic possibilities. Of the entire route, San Timoteo Canyon is probably the most scenic. As you continue west on San Timoteo Canyon Road you will eventually arrive near Loma Linda and the start of the massive metropolis that comprises the Southern California urban quagmire. The road and the rails separate here and following the line can get a little tricky. Should you get a little confused as to your location, Interstate 10 is to the north and will enable you to continue west to San Bernardino and Cajon Pass. No matter, though, if you choose to turn around and double back. You will have seen the best parts of the line and can now decide where you want to camp out and wait for the parade. If you have time, remember sunsets and trains are a wonderful combination in this part of the world. Only registered members of TrainsMag. Registration is FREE and only takes a couple minutes. Login or Register now. Please keep your feedback on-topic and respectful. Trains staffers reserve the right to edit or delete any comments.

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2: Beaumont Hill Combo DVD

Mountain railroading in Southern California has always been synonymous with names like Tehachapi, Cajon Pass and Beaumont Hill. While the two former passes have been the subject of several published histories, Beaumont Hill, Southern Pacific's gateway to Southern California, from the east, has been largely overlooked.

You are in the CarrTracks website Picture Gallery. The tracks rise from feet at the east end of Colton to 2, feet at Beaumont, then drops to feet at Garnet. The maximum grade on the west side of the pass is 1. The railroad reached Indio in May and reached Yuma in September. A unique feature of this line is that it is the only main line in the country to operate at feet below sea level. Here is an idea of what traffic was like in the . The January Southern Pacific Bulletin reported that during a one week period in November, the SP ran 42 passenger trains, 68 freight trains, 51 light engines eastbound with 43 passenger trains, 39 freight trains, light engines running westbound over Beaumont Hill. This averaged 49 movements a day. To handle all this traffic, the SP installed block signals during the s. During and , the SP made major improvements to Beaumont Hill. It lengthened and connected 14 sidings into six sidings. At the time, the line had eight passenger and better than 20 freight trains a day plus returning helpers. It added a second track from Indio to Thermal, added a new siding at Ferrum, removed short sidings at Durmid, Pope, and Mundo, then lengthened other sidings to at least 9, feet, installed 45 power switches and signals. The work was completed in June. During the sugar beet harvest the SP moved 11, cars out of the Imperial Valley. Taylor Yard was constructed in and could process 1, cars a day in the late s. In , the SP decided to replace the rider operated hump at Taylor Yard with retarders. The old hump yard had a capacity of cars, the new hump 1, cars. At the time the SP was handling about cars a day to and from local industries. It also interchanged around cars a day with other railroads in Los Angeles. With the increase in freight traffic on the Sunset Route, the SP decided to lengthen sidings on Beaumont Hill in the 50s. The result was double track from Ordway to Beaumont on the west side of the hill and overlapping sidings on the east side. The double track was lengthened from Ordway down to Loma Linda in when the new classification yard at West Colton was under construction. With the increase in container traffic, the Union Pacific has continued to add double track to the Sunset Route. The two segments of double track between Beaumont and Cabazon the western most long siding had a second track added in . The double track was extended down the hill to Garnet in , reached Indio in and completed to the west side of the Colorado Bridge in . All pictures in this series are on disks 53, 54, and . You can purchase a disk and printout any of the pictures for your own use to dress up your train room or add color to a house that just cries out for more train pictures.

3: BH Beaumont Hill Southern Pacific's Southern California Gateway, The Western Depot

As Don Sims explained in the August issue of TRAINS Magazine, Beaumont Hill is a railroader's term, taken from the small town of Beaumont, Calif., very near the foot summit crest of the former Southern Pacific Sunset Route linking Los Angeles and New Orleans.

4: Video Info Page

San Marino, CA: Golden West Books, A history of Southern Pacific's Beaumont Hill from its fragile beginnings in the 's up to today's heavy double-stack traffic. pages with numerous photographs.

5: BEAUMONT HILL COMBO DVD

It's heart-stopping video that will make you thankful you live in Southern California.

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7: Beaumont Hill Combo DVD(Beaumont Hill Combo DVD) - Pentrex Train Video DVD

Beaumont Hill's San Geronio Pass - the mountain gateway to the Sunset Route - was a tough proving ground for Southern Pacific's locomotives. The demanding grade and extreme weather conditions of this Southern California railroading landmark put SP's newest locomotives and leased power from other roads to the test.

8: www.enganchecubano.com - Product Detail: Beaumont Hill: Southern Pacific

Mountain railroading in Southern California! Includes more than illustrations, 12 color plates, 8 maps, timetable reproductions and 2 color paintings by John Signor. This book is a look at a century of history and railroading on the Southern Pacific from Yuma to Los Angeles route.

9: - Beaumont Hill, Southern Pacific's Southern California Crossing by John R. Signor

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