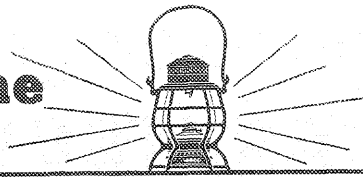


The Main Line



LETTERS

DECEMBER, 1949

Here it is practically Christmas time again. Like a lot of little boys, we're getting some new trains for Christmas—although they won't all be in service on December 25.

As a matter of fact, we've been so excited about the new *Shasta Daylight* between Portland and San Francisco, and the new, overnight *Starlight* between San Francisco and Los Angeles, that we've almost overlooked something. The car builders have been unobtrusively filling our order for new chair cars, Pullmans, lounge cars, dining cars etc. right along.

It never seems quite as exciting to put new cars on an established train as it does to start out with a whole brand new train—but the end result is about the same. Our trains are getting better all the time, on all of our four scenic routes.

New Sunset Limited

But our biggest splash is still to come. When the new *Sunset Limited* arrives it'll be Christmas in early summer. Five completely new streamliners—\$15,000,000 worth of luxurious equipment—will skim between Los Angeles and New Orleans every day in only 42 hours. No extra fare. Watch for it.

Coup de Grace

Going back to the *Shasta Daylight* for a moment, we have a report of what seemed to us to be a cute compliment for the train. It's a true story, too. We didn't make it up.

A lady friend of ours was reconstructing her face in one of the *Shasta Daylight's* spacious powder rooms when another woman came in, sat down with a sigh of complete satisfaction and said, "My, isn't this a beautiful train?"

"It certainly is," our friend agreed.

"I don't see how they could do a thing to make it more perfect," the stranger added. And then, after a moment's reflection during which she must have concluded that *nothing* could be absolutely perfect, she finished lamely with, "Of course, I suppose they *could* give free hand lotion in the restrooms."

Bowl Bound?

While we always knew that our trains go to the best places, even we were a bit surprised at the number of New Year's Day "footbowl" games you can go to on S.P. trains. There are the big three, of course: Rose Bowl in Pasadena, Sugar Bowl in New Orleans and the East-West game in San Francisco. But did you know that we also serve the Cotton Bowl at Dallas, the Sun Bowl at El Paso, the Oil Bowl at Houston, the Harbor Bowl at San Diego, the Salad Bowl at Phoenix, and the Cattle Bowl at Fort Worth? Well, we do—and we're the best way to get there, too. No traffic to fight—no weather to worry about.

Upsy-Daisy

Now that winter's here, so is the world's largest ski lift. Squaw Valley, smooth new ski spot near Truckee on our Overland Route is going full blast. *Double* chair lifts mean you can talk to somebody during the 18-minute, 8,200-foot ascent. There are two part-way stations for beginners, and in case you lose your nerve entirely you can stay put and ride the lift back to the starting point. Sightseers are doing it all the time. Cost-wise you can practically write your own ticket. Rates from \$1 per night with your own sleeping bag to you-name-it at swank open-all-winter Tahoe Tavern. Ask your S.P. agent about train service to Squaw Valley, Norden, Soda Springs, Reno and the Sugar Bowl. Plenty of room for your skis.

Hot Spots, Too

If all that cold white stuff doesn't appeal to you, drop a note to Mr. F. Q. Tredway, Room 735, 65 Market St., San Francisco. He has a new "List of Resorts and Guest Ranches" along Southern Pacific Lines in Southern Arizona and the Southwest. It tells names, prices and locations, and he'll send it to you along with a picture-crammed folder about how to take a vacation in those parts. (It's easy—you don't do anything and the vacation comes to you.)

Merry Christmas and Happy New Year, too.

WATER FIGHT

SIRS: Your October 1949 issue carries a story by Franklin Thomas concerning the fight over Colorado River water. I hardly expect that a California publication will carry Arizona's side of the fight, however meritorious that side may be. However, there are certain statements toward the end of the article which should be challenged.

The Central Arizona Project is a self-liquidating project, feasible from both economical and engineering standpoints, regardless of Mr. Thomas' opinions. To assure Californians that their rights will not be violated, Arizona has agreed that the irrigation features of the Project cannot even be begun until water rights are settled through Supreme Court adjudication. Arizona has presented extensive statistics of an unbiased nature to prove that this Project, contrary to the propaganda emanating from the Imperial Irrigation District, does not threaten the water supply of Southern California. Arizona is part of the economic domain of Southern California, and has no desire to injure that area.

Howard J. Smith
Executive Secretary

Central Arizona Project Association
Phoenix, Arizona

Mr. Smith's letter, like Mr. Thomas' article, seems to provide a confirmation—if any were needed—that a controversy over Colorado River water does exist.

Says Franklin Thomas:

Though Mr. Smith claims that the Central Arizona Project is feasible, nearly all government agencies, including the Budget Director—but excluding the Bureau of Reclamation—say it is not.

Mr. Smith does not deny that the land benefitted would pay none of the construction costs and only part of the operating costs. Nor does he deny that even the interest on the money proposed to be advanced from the Federal Treasury would be diverted to subsidize the irrigation instead of going to the Treasury. His standard of feasibility is decidedly warped from that of a self-liquidating project which repays for its benefits.

As to the reference to the Imperial Water District—the Metropolitan Water District's right in the river is junior to that of Imperial, so if any of California's water is alienated it will be the Metropolitan Water District and the Coast cities which will be affected.

S.P. The friendly Southern Pacific