

REPORT

of the
PACIFIC SOUTHWEST RLY. MUSEUM ASSOC., INC.
Issue 14 November 15, 1964

CAPTIONS FOR FERROCARRIL SONORA-BAJA CALIFORNIA PICTURES

The "Mexicali" southbound on December 30, 1961 on the Ferrocarril del Pacifico at Cementera, five kilometers south of Hermosillo. Picture was taken on the occasion of the Railway Historical Society of San Diego charter Pullman (coche dormitorio) trip to Guaymas.

Next picture is of the southbound freight. Powered by locomotive 2303, the freight is shown at Mexicali just prior to departure.

Bottom left. December 30, 1961 scene at Puerto Peñasco. Even though the time is 1 a.m. platform vendors were selling fish, corn-on-the-cob, pastry, frijoles, candy, fruit and other items to passengers on both northbound Train No. 1 and southbound Train No. 2.

Bottom right. Scene on the diner later in the same day. Train was then on the Ferrocarril del Pacifico somewhere south of Benjamin Hill.

BUY YOUR COPY OF DISPATCHER ISSUE 31

In Issue 31 of the Dispatcher excursionists will find a history of the Sonora-Baja California Railroad. In the same issue readers will find an account of a trip on the S-BC between Mexicali and Benjamin Hill.

If you would like to know more about the Ferrocarril Sonora-Baja California, purchase a copy of Issue 31. Price is 25¢ and copies may be obtained on this train.

"The Mexicali"

48-XI

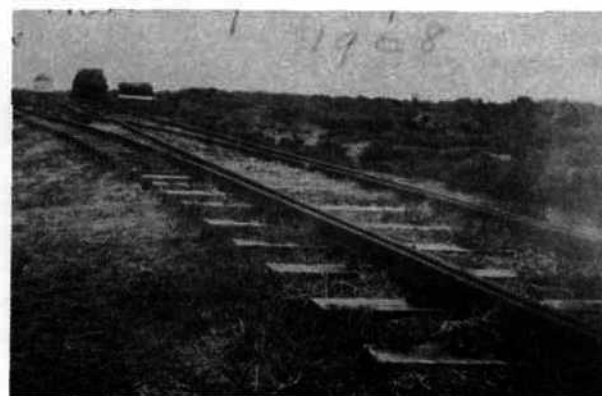
Welcome aboard this special Pacific Southwest Railway Museum Association, Inc. excursion train. Come with us for a ride on the northern portion of the Ferrocarril Sonora-Baja California.

The cars and locomotive of today's train will be part of the consist of tonight's southbound "Mexicali." The Ferrocarril Sonora-Baja California and the Ferrocarril del Pacifico have joined forces to run the "Mexicali" in daily through passenger service between Mexicali and Guadalajara.

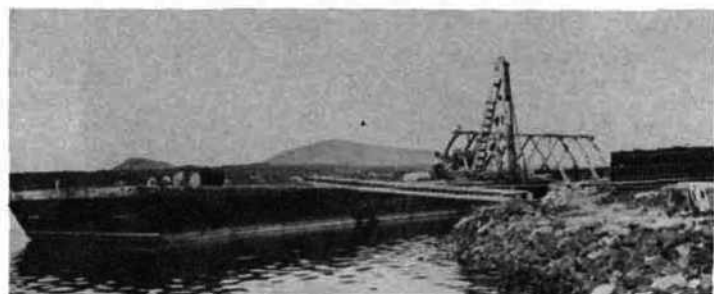


Baja's First Railroad

THE PENINSULAR RAILROAD, 1891-1909
AT SAN QUINTIN, BAJA CALIFORNIA



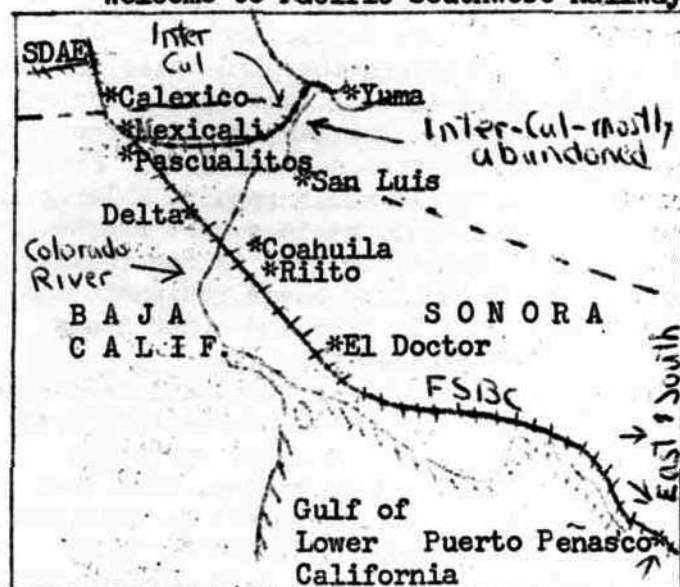
- L1 - Offices & residence at flour mill, San Quintin
Courtesy Bill Cochran, Title Insurance & Trust Co.
- L2 - Peninsular R.R.#1 and train load of salvaged ties.
Cour. Mrs. L.M.Hutchison, Title Insur. & Trust Co.
- L3 - Causeway, trestle, flour mill & warehouse. Note
water pipe. 1897. (Courtesy Percy Hussong, Ensenada)
- R1 - Station & Peninsular RR No.1, San Quintin, 1897.
(Courtesy Percy Hussong, Ensenada)
- R2 - Prior to tearing up of track at San Quintin, 11-08.
(Courtesy Mrs. L. M. Hutchison, Tecate, Calif.)
- R3 - Laborers picking up ties on the inner peninsular
at the borrow pit, 1909. (Courtesy Bill Cochran,
Title Insurance & Trust Co., Union Title, San Diego)
- R4 - The 400-ton capacity lighter is ready to load rail
at San Quintin, 1909. (Hutchison, Title Ins.& Trust)



SPECIAL NOTES:

1. Photographs on this page are from the Southwest Rail-
way Library, Dodge Collection. However, the photo-
graphs were originally from the individuals or in-
stitution credited.
2. Photographs on preceding page are from the collec-
tion of the editor, Eric Sanders.

Welcome to Pacific Southwest Railway



Museum Association's fourth excursion. A special welcome to those of you who rode with us on Los Angeles' yellow cars, the Fallbrook Flyer or the San Diego Harbor Excursion.

PSRMA is appreciative of the cooperation of the Ferrocarril Sonora-Baja California and the bus lines whose facilities are being used today.

Walk through the train. Meet some friendly folk. Look for the "Bottled Beverage" car. Your patronage of this car will be appreciated by railway employees.

Now, please read the following comments.

On an excursion train with the many stops and varied operations it is important that passengers be safety conscious. Here are some reminders:

1. Actual operation of the train is the sole responsibility of railroad personnel. PSRMA members will assist with loading and unloading. No other person has any responsibility.

2. Watch for train movements. Expect the unexpected.

3. Do not board or leave the train while it is in motion. "Play safe."

4. Doors must be closed when the train is in motion.

5. Children must be supervised by their parents. Young children should be with their parents when the train is moving.

PICTURES ON PAGE TWO ARE FROM BAJA'S FIRST RAILROAD. SEE DISPATCHER ISSUE 45 - AVAILABLE ON THE TRAIN

0.0	<u>Tijuana</u>
1.7	Agua Caliente
9.1	Presa Rodríguez (Dam) and lake
11.3	Old road R to Tecate via Matanuco and Valle Redondo. Tijuana & Tecate Rly. visible. (Subsidiary of San Diego & Arizona Eastern Rly. Co.)
14.2	El Florido (olives), 23.3 El Gandal (ranch), 24.7 old road L to Ensenada
27.9	<u>La Puerta</u> Famous health resort
31.3	<u>Tecate</u>
35.8	San José cattle ranch; 41.9 San Valentín, then branch roads to mts.
55.4	L - road to La Rumorosa, Jacumé, (near U.S. Jacumba)
62.2	R - old logging road to Laguna Hanson in the mountains
71.7	<u>La Rumorosa</u> (Alaska) - soon, the descent to the desert.
100.0	R - to Laguna Salada (dry lake)
109.7	<u>Colonia Progreso</u> , colony
112.6	<u>Colonia Zaragoza</u>
118.7	<u>Mexicali</u>

Our train departs the Ferrocarril Sonora-Baja California Mexicali station and then proceeds through the FSBC yard. Then it crosses the highway to the tracks of the Compañía del Ferrocarril Inter-California. Our train operates over the tracks of the Inter-Cal (a Southern Pacific subsidiary) to Pascualitos and then it switches on to Ferrocarril Sonora-Baja Calif. track.

Miles from Mexicali	Station
0.00	<u>Mexicali</u>
	then Inter-Cal track
5.59	0.00 <u>Pascualitos</u> (Jct.)
11.62	9.70 <u>Lobo</u>
15.16	15.30 <u>Alamitos</u> (shelter)
17.40	18.90 <u>Cerro Prieto</u>
18.02	20.00 Canal crossing
21.15	25.00 <u>Laguna</u>
25.17	31.50 <u>Delta</u>
27.34	35.00 Curve to left
29.83	38.90 <u>Pescaderos</u>
32.31	42.90 <u>Victoria</u> (quaint town)
34.49	46.59 Curve to left, then to right
36.04	49.00 <u>Rio Colorado</u> - get off train for movie of moving train
38.52	53.40 <u>Mezquital</u>
41.07	57.10 <u>Coahuila</u> Passengers have one hour to see the town. Listen for long whistle!
42.87	60.00 Baja Calif-Sonora state line
44.49	62.60 <u>Riito</u> left
63.50	93.20 <u>El Doctor</u> About 15 minutes while locomotive changes ends
	Fast run back to Mexicali

REPORT

Report is the official publication of the Pacific Southwest Railway Museum Association. It is published quarterly at 12¢ per issue to non-members.

PSRMA officers are: William Wootton, president; Wally Duthie, vice president; George Geyer, secretary; Charles Gerdes, treasurer; Eric Sanders, past president & editor of Report; Walter Hayward, museum committee chairman.

PSRMA address is 1828 Gateway Drive, San Diego. Report: 7861 Normal, La Mesa.

EXCURSION OFFICIALS ARE LISTED.

In charge: Wally Duthie and Charles Gerdes. Bus escorts include officers shown above and Charles Ekholm, Bob Carlisle, Stanton Kerr, Dwight Couch, Gary Johnson and others to be added.

HERE ARE FORTHCOMING EXCURSIONS

New Year's Weekend. PSRMA-Roaming Tours, Pullman and bus trip Mexicali, Benjamin Hill, Hermosillo, Bahia Kino and Guaymas. Inquiries: 3380 Granada, S.D.

February Pasadena-Ripley-Blythe, two-day via Santa Fe. O.E.T trip.

March 14 PSRMA (tentative) East Los Angeles, Riverside, Yermo, bus to Calico Ghost Town. Bus S.D. to Riverside.

April 25 or May 2 RHSofSD. Santa Fe S.D. to Perris and Orange Empire Trolley Museum. Ride the street cars.

MUSEUM ACTIVITY

Here is where we stand. PSRMA now owns a Ford truck and a wig wag. Members respectively own a Birney car body, a horse car body, and some motorized section car equipment.

RHSofSD owns two operating street cars plus another street car body. RHS also owns the U.S. Gypsum narrow gauge car.

No local group to date owns land. The big push now is for land.

PSRMA seeks to build a fund from profits from excursion operation. There is a slight markup on excursion tickets. Sometimes the Museum makes a little money. But it's a slow process.

Plans are underway to solicit \$100 donations from 20 San Diego area railfans or other interested persons. This

is not a Museum project although some of the promoters are Museum members. If \$2000 can be raised the plan calls for the purchase of a plot of land within the metropolitan area. The land would serve as a storage and maintenance facility. Probably the museum itself would require a large investment and would be in a more remote location. Immediate need is for railfan or Museum owned land where equipment can be stored. Rail, ties and other items could be stockpiled.

Museums are being built all across the nation. Here and there one will find the fellows (and even the gals) operating street cars and steam trains. The idea of building an operating museum in this area is not a pipe dream. It can be done.

First we need some headquarters land. Do you have \$100 - or even \$25. Write us at 7861 Normal Avenue, La Mesa, if you'd like to help.

ODDS AND ENDS

Any interested person can join the Museum. Mail in the vital statistics and a check for \$2. We'd like to have you aboard. Contributing membership is \$1.

PSRMA meets monthly - or perhaps every second month - at the "Old Library Building" in El Cajon. Presently we meet on Sundays. This day could be changed.

On the train look for Patrick Young. He worked many years ago in the Imperial Valley and in Baja California helping control the water from the Colorado River. We'll run some of his stories next year in Report and the Dispatcher. But he has much to tell. So look him up.

Issue 31 of the Dispatcher has the complete story of the Ferrocarril Sonora-Baja California. Read about the road's history and operation. Issue 31 is available on the train at 25¢ per copy. We'll be happy to sell you a copy.

Another issue, "A Private Car Comes to Town" also has some Mexican railroad data. It is available, too.

MEMO

If you'd like to join PSRMA, talk with us, help us: Pacific Southwest Rly, Museum
1828 Gateway Drive
San Diego, Calif. 92105

Write us.

Thank you all for joining us on the FSBC!