

Dispatcher

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RAILWAY

HISTORICAL SOCIETY OF SAN DIEGO, CALIF.

MARCH 20, 1960

S. C. O. P.

S.C.O.P. - SECRETARÍA DE COMUNICACIONES Y OBRAS PÚBLICAS (COMMUNICATIONS & PUBLIC WORKS)
OPERATING THE FERROCARRIL SONORA - BAJA CALIFORNIA



Railway Historical Society of San Diego's Excursion Train stops at Ferrocarril Sonora-Baja California station and yard at Pascualitos, Baja California, May 17, 1959

A ROUND TRIP ON THE F.S.B.C.

by Eric Sanders, editor

I became involved with the police even before I boarded the train at Mexicali! In an unexpected manner! I shared the "coffee break" hospitality of six Mexicali police officers in a restaurant across the street from the railroad station. It all came about when after learning that my car would be impounded if left overnight at the station I sought the help of a police officer. I was escorted into a nearby restaurant where I was introduced to five other officers. After being informed about the problem by English-speaking Officer Carlos García Vazques, one of the "higher-ups" who was

(Continued on page four, column two)

HISTORY OF THE FERROCARRIL SONORA-BAJA CALIFORNIA

by Richard V. Dodge, associate editor

Violently hot, mercilessly parched, sand blasted by the relentless winds, the Desert of Altar, for years, formed an insurmountable barrier to the establishment of lines of land communication between the Territories of Baja California and the interior of the Republic of Mexico. At various times, railroads were projected but no crossing was attempted. It was not until the advent of the diesel-electric locomotive that the building of such a railway would be practical and air-conditioning would make the journey fairly comfortable.

This lack of transportation hindered the development.
(Continued on page two, please)

ment of the region since there was no economical shipping route.

In 1881-2 it was proposed to build the Baja California & Sonora Railway from San Diego, via Tijuana, Port Isabel in the State of Sonora, on a slough from the mouth of the Colorado River, across the Altar Desert to a connection with the Sonora Railway, which the Santa Fe was building north from Guaymas. This plan died "a burning".

No foreigner was permitted to own property in Mexico until 1883, when the Colonization Act was passed. The Mexican Government then granted concessions to outsiders who would survey, develop, colonize, build roads and railways, etc.

In 1887, the entire north territory of Baja California came under the control of the International Company of Mexico and Hartford, Connecticut. An English corporation, Mexico Land and Colonization Company, became its successor and planned rail lines from San Quintín, a Pacific Coast harbor located about 195 miles south of San Diego, to San Felipe, a small port on the Mar de Cortés or Gulf of California; to Tijuana and San Diego and to Yuma, in the Territory of Arizona. The Peninsular Railroad was actually built for a distance of about 18 miles north from San Quintín in 1892. There the construction project ended.

William H. Carlson, San Diego's notorious railroad promoter, also proposed rail lines from San Diego, south of the border, to Yuma.

Then came the bold plan of the California Development Company to irrigate the valley south of the Salton Sink in California with Colorado River water and Imperial Valley came into being with irrigation in mid-1901. Towns sprang up, Calexico and Mexicali, among others, in the latter part of the year. This caused the importance of the northern part of Baja California to increase.

The Colorado River at that time was a wild and unpredictable stream, especially when melting snows created flood stages. Frequently it would cut new channels and change its course. In the 1880's it was navigable to shallow draft river-type steamboats from the Gulf to landings above Needles, California. Near the mouth of the river on the Baja California side, there was a diminutive port named "La Bomba" and small steamers made regular runs from there to Gulf and Pacific Ocean harbors.

E. H. Harriman, President of the Southern Pacific Company, sensed the future value of Imperial Valley and a rail connection was built from Old Beach, now Niland, junction with the main line between Los Angeles and Yuma, to Calexico and regular service was begun on June 29, 1904. In December 1905, the Southern Pacific placed a box car on a side track at El Centro, to be used as a station.

In 1905 and 1906, the Colorado River went on wild rampages, breaking through its banks, flooding parts of the Mexicali and Imperial Valleys and forming the Salton Sea. Uncontrolled, most of Imperial Valley, being below sea level, was imperiled. Theodore Roosevelt, the President of the United States, appealed to Harriman and on December 20, 1906 Harriman gave the order "Close that break at all cost". Rock trains had right over all others and finally rock was dumped in faster than the river could wash it away. The 1,100-foot break was closed on February 11, 1907. On a 1909 map the main channel was just east of Rito.

In the meantime, the San Diego and Arizona Railway had been formed by John D. Spreckels, capitalist of San Francisco and San Diego, and E. H. Harriman, to build a railway from San Diego via Tijuana, Campo, Carriso Gorge, El Centro, Mexicali to Yuma. However the Southern Pacific organized the "Compañía del Ferrocarril Inter-California" and constructed the railroad from Mexicali via Pascualitos to Algodones, Baja California, 51.6 miles. There the track crossed back into the United States with an extension to the Southern Pacific main line. This road, completed in 1909, formed a more direct route for shipments from Mexicali Valley to

points on the Mexican mainland but roundabout via Tucson and Nogales or El Paso. This relieved the San Diego and Arizona from having to build from El Centro to Yuma. The latter railway was opened December 1, 1919, providing service from San Diego and the Tijuana area to cities in the interior of Mexico.

A series of revolutions broke out in Mexico in 1910, ousting "dictator" Porfirio Díaz, and battles were fought along the Baja California border. In 1917, with Venustiano Carranza, President, and Colonel Esteban Cantú, Governor of the North District of Baja California, the vast land concessions were revoked.

Cantú and the recent Governor, Lic. Jose I. Lugo, recognized the need for improved communication between Baja California and Mexico proper. They proposed the construction of highways from Ensenada to Tijuana and to Mexicali and proposed to build a railroad from Pascualitos, junction point with the Inter-California Railway, 14.78 Kilometers or 9.2 miles east of the border at Mexicali, south passing the Port of La Bomba, to the Port of San Felipe, on the Gulf, about 128 miles, connecting with the steamer lines.

Work was started in 1923 and about 17 Kilometers or 10½ miles of track were laid. This point would be just south of the present station of Lobo. This road became known as the Ferrocarril Mexicali e Golfo.

An extension was made and on a 1926 railroad map the end of the track scales 37 Kilometers or 23 miles from Pascualitos, south of Delta station. The operation of "work trains" was started, hauling rock for the protection of Mexicali Valley and the small amounts of cotton then produced.

Subsequently, according to writer Jose Castenado, by "intrigas políticas", an agreement was concluded with the Colorado River Land Company, which had obtained possession of the farm lands and constituted a monopoly which did not desire this "comunicación de Baja California con el interior de México", and the route was detoured to cross the Colorado River on temporary bridges with the mouth of the river as its apparent destination.

The roster of Southern Pacific locomotives, prepared by Gerald M. Best, Railway & Locomotive Historical Society, shows that engine number 1464, an eight wheeler, was leased to Mexicali & Gulf in November 1928 and was returned in July 1932.

According to the "Southern Pacific's First Century", in 1929 the Ferrocarril Inter-California del Sur took over the project. The line was extended, through Rito, kilometer 62.6, to just beyond Médanos, also known as Flowing Wells and Fuentes Brotantes, to Kilometer 69 or about 43 miles. The revised railroad map indicates the "fin de trazo marzo 1930" or end of track March 1930 there. The Southern Pacific Company purchased control of the Inter-California Southern in 1930, and, according to its record, the line to Médanos was not opened until October 1931.

R. P. Middlebrook, retired Santa Fe engineer, states that San Diego and Arizona engine number 10, a ten wheeler, was used prior to 1933. Bob Neill, San Diego & Arizona Eastern engineer, recalls that one engine fell through the shaky Colorado River bridge.

In the early 1930's, Hoover Dam was under construction and the Colorado River was soon to be tamed. The All-American Canal was built in 1934 and threatened to deprive Mexicali of its water via the Imperial Canal.

A treaty was negotiated, effective November 8, 1945, guaranteeing Mexico 1,500,000 acre-feet a year.

The rail front remained at Médanos until 1937. There was no intention prior to 1935 to connect it with Mexico's national network.

The Southern Pacific had acquired the Sonora Railway from the Santa Fe from Nogales to Guaymas in 1911. Using the name Ferrocarril Sud Pacífico de México it had extended the route to Guadalajara in 1927, connecting with the National Railways of Mexico.

General Lázaro Cárdenas became President of Mexico

EXCURSIONISTS - PLEASE READ

Excursion officials L. W. McCleary, Wally Duthie and Wendal Byers request observance of the following railroad regulations:

1. Please do not stand between or too close to the tracks. This is particularly true at the Colorado River bridge when the train makes a photo run. Stay off the bridge and away from the track when the train is in motion. Please.....
2. Railroad employees have sole responsibility for train operation. Please follow their directions and those of the RHSofSD train guards. (This includes the opening and closing of vestibule doors.)
3. When crossing the tracks please look for train movements. Take no chances.
4. Board the train only when the train is stopped and only at an appropriate time.

5. Children should not be in the vestibules except when supervised.

Please give complete cooperation to railroad employees and to train guards.

Five blasts of the air whistle are a signal for passengers to board the train. One long blast of the whistle at Coahuila is the signal for excursionists to return to the train. (We know that you'd rather return to Mexicali on the train than on a local bus.)

At El Doctor, RHSofSD officials prefer that only photographers disembark. It is suggested that the sunny side of the train be kept clear for photographs. Where and when possible do your non-photographic inspection of the train on the shady side. (Nov.10 news flash: 650-700 passengers; 16 coaches, one baggage and locomotive) Added: Soft drinks, beer, barred open doors - baggage car up forward.

A WORD OF EXPLANATION - ABOUT THIS AND FUTURE EXCURSIONS

This issue of Dispatcher was prepared for the March 20, 1960 excursion. That year excursionists numbered 600. (300 rode on a 1959 special train and at press time it appeared that the 1961 count would be 650 or more.) Dust storms and the lack of air conditioning didn't help in 1960 but most enjoyed the excursion on the 12 car (ancient and modern) train. Many of you who rode previously are back with us today. We're happy you signed up for the 1961 trip and we bid you welcome.

Please note that RHSofSD plans a three night New Year's weekend excursion via chartered Pullman on the "Mexicali" to Guaymas and return. Write the Society if you would like information about this relatively inexpensive Pullman trip in a foreign country. In 1962 the Society may sponsor a repeat excursion to the Orange Show in San Bernardino. Excursions to the Los Angeles County Fair, to Escondido, and to San Juan Capistrano Mission and San Clemente Beach are also a possibility. Folks, RHSofSD wants to sponsor an excursion through Carriso Gorge. However, the San Diego and Arizona Eastern Railway Co.-Southern Pacific do not see their way clear to authorize such a trip.

A WORD OF EXPLANATION ABOUT THE DISPATCHER AND THE SOCIETY

For membership details and for all inquiries please address the Railway Historical Society of San Diego, Inc., at Post Office Box 9351, San Diego 9, California. Wendal Byers is the acting president for 1961.

All of this issue except page 12 and this insert dates back to 1960. May we now note a few corrections and additions. The Compañia del Ferrocarril Inter-California has been reduced to terminal or switching status. All track between Pascualitos and Algodones (and the Southern Pacific connection), the route of the now discontinued San Diego passenger train, has been torn up.

As noted elsewhere the overnight passenger train is now tagged the "Mexicali" and it now operates through to Guadalajara, with the Pullman cars continuing on via connecting railroad to Mexico City. Most cars of our train will be included in the consist of tonight's "Mexicali." (Train leaves at 7:05 p.m. tonight.) As noted elsewhere the FSBC has purchased additional locomotives and coaches. Standard type coaches predominate now instead of the Swiss cars.

Issue 37: Trip on the Pacific Railroad 25¢; Issue 38 coming up: San Diego's Cable Cars. Reserve your copy. Dispatcher, 7861 Normal Avenue, La Mesa, California



It's a picture stop for the RHSofSD Excursion Train. March 25, 1959. Near Delta(?).

in 1934. The urgent need for an all-Mexican rail route was now acknowledged. Mexicali Valley was a fast growing producer. Shipments to the interior had to be made "in bond" with customs inspections at Cantú (Algodones) and Nogales. Cárdenas ordered the creation of a railroad, which was destined to vitalize the northern part of Baja California, through the Secretaría de Comunicaciones y Obras Públicas - S. C. O. P. - or the Department or Ministry of Communications and Public Works, in 1935. This was the origin of the Ferrocarril Sonora-Baja California, a wholly government-owned railway but not included in the Ferrocarriles Nacionales de México. In contradistinction, the Southern Pacific of Mexico was a privately owned corporation, while its successor, Ferrocarril del Pacífico, S. A. de C. V. (Sociedad Anónima de Capital Variable) is a separate corporation in which the Mexican Government has the controlling interest.

Beginning at the rail front at Médanos, location surveys were started, heading for Punto Peñasco, on the eastern shore of the Gulf of California. The project was under the command of Engineer Carlos Franco and it was carried to completion from July to November 1936. When the town of El Doctor, Kilometer 93 or about 58 miles from Pascualitos, the edge of the Desierto de Altar was reached and the task became a formidable one. Desert Guide, Nabor Camargo was called in to assist.

The first spike was driven at Médanos on March 3, 1937. The rail head advanced to El Doctor then plunged into the desolate region of sand dunes, heat and wind. At Kilometer 132 or mile post 82, a camp, called El Alamo, was set up. It was thought that possibly Franco's survey could be improved upon by straightening and shortening the staked line. With this objective, young engineer Jorge López Collado with chainmen José Sánchez Islas and Jesús Torres Burciago and Gustavo Sotelo, driver, started out on July 2, 1937 in a small truck. It was in the midst of an extreme heat wave. When the party did not return the second night, an alarm was sounded and searchers were organized. A group set out but had not located the men when their water and fuel supply ran low and they were compelled to return to the camp. A second attempt, aided by an airplane, located the abandoned truck, then the body of Collado was found some distance away, next those of the two chainmen were spotted. Sotelo had had almost superhuman powers of endurance and had stumbled and crawled on to a mound from which the lights of the camp could be seen, before he perished. All suffered the most horrible of deaths from thirst and heat. The cruel, forbidding desert had resented the intrusion and had taken its toll. Today,

four stations between El Doctor and Puerto Peñasco have been named to honor the memories of these railroad martyrs: Sanchez Islas, Torres B., Lopez Collado and Gustavo Sotelo, in that order.

To these must be added eleven others who sacrificed their lives in a bad accident at Kilometer 74.

In the remainder of the year, rails were laid to Kilometer 146. In 1938, they were stretched to Kilometer 169; in 1939, to Kilometer 210. Puerto Peñasco, Kilometer 239.2 or 148.8 miles, was reached and the transportation of freight and passengers began on May 5, 1940. Between the opening date and 1948, the Pascualitos-Puerto Peñasco line handled over 1,285,000 passengers.

Like most desert regions, the area traversed is subject to flash floods. These had to be provided for. 161 bridges were necessary between Pascualitos and Puerto Peñasco, representing a total length of 6,243 feet. The maximum curvature is six degrees and the maximum grade is 1.25%. The track is laid with new 90-lb and 80-lb rail on tie plates.

World War II made it difficult to obtain machinery and materials. Progress was practically paralyzed. Some drainage jobs were accomplished in 1942. The Hoover Dam having controlled the Colorado River, the temporary bridge over it was replaced in 1943 with a "semi-permanent" one. It consisted of six spans of deck plate girders, making a total of 443 feet. The approaches were open deck wooden trestles, seven spans at the west bank and 38 on the east side. Since 1952, the entire crossing has been floored and railings have been installed, the railroad now sharing its use, under controls, with vehicular traffic.

On June 23, 1941, the Southern Pacific sold its Inter-California Southern to the Mexican Government and it has become an integral part of the Sonora-Baja California. Before that date Southern Pacific's high wheeled 4-4-0 number third 1500 was used.

Following the cessation of hostilities, preparations were begun to complete the connection with the Southern Pacific of Mexico.

The cruel and forbidding Altar Desert still had to be conquered between Puerto Peñasco and Caborca, approximately Kilometer 399 or 248 miles. Steam locomotives require large quantities of water and there was none available. Their use would have entailed long hauls by tank cars, making operations impractical. But diesel-electric locomotives had now been sufficiently perfected and were rapidly replacing the steam engines. They require only small amounts of water and solved that phase of desert operation.

The torrid region east of Puerto Peñasco was uninhabited and roadless, except for the highway which had been constructed from Puerto Peñasco north to the Arizona border at Sonoita. Suitable supplies of workmen and their keep presented difficult problems. Due to the extreme heat, most of the work had to be done in the early morning hours or after sundown. However improved methods and increased mechanization speeded the job of conquering the desert.

The original plans called for a junction with the Southern Pacific of Mexico at Santa Ana, in Sonora, about 65 miles south of Nogales. A later line change determined the meeting point to be at the Hacienda de San Fernando, not even a flag stop on the S. P. de M. The junction was given the name Benjamin Hill, Kilometer 522.9 or 325.2 miles from Pascualitos, and is located about 93 miles south of Nogales. The railroad's shops have been built there and Benjamin Hill is the "new flower of the desert".

The first rail was laid on the Puerto Peñasco-Benjamin Hill section on June 11, 1946. Work progressed from both terminals. An article in Railroad Magazine reported that, in April 1946, there were four great stacks of new 90-lb and 100-lb rail at Benjamin Hill (Sr. Jaime states that they were 80 and 90 lbs.).

According to the Locomotive Engineers Journal, steam locomotive number 28 of the defunct Yosemite Valley Railway, a mogul - 2-6-0, was purchased in May 1947.

271 bridges had to be built with a total length of 12,867 feet. The longest one is 1,312 feet over the Coyote River.

Between Caborca and Benjamin Hill, the line follows the valley of the Magdalena River for 75 miles. Caborca is an agricultural and mining center. The construction of this stretch did not present the difficult problems experienced in the western portion.

Finally came the long-awaited day. Amid wild jubilation of the workmen, at Kilometer 327 or 203 miles from Pascualitos, in the profundity of the awful Desierto de Altar, the ends of the two tracks were joined together on December 16, 1947. For the first time the peninsula of Baja California was united directly by rail with the national network.

But this was only the physical completion. There had to be an official opening with pomp and ceremony. This did not take place until Wednesday, April 7, 1948. On that day President Miguel Aleman's special train from Hermosillo arrived at Benjamin Hill at 9:15 a.m. "amid blare of trumpets, beating of drums and blowing of whistles". The president "wrote a chapter in Mexican history when he drove the final and gilded spike to mark figuratively the completion of the 325 mile Sonora-Baja California railroad". He also unveiled a plaque commemorating the event.

Many notables were present and appropriate speeches were delivered. Sr. A. G. Lopez, of S. C. O. P., declared that the new railroad will stimulate the fishing, agriculture, mining and cattle raising industries.

The special left Benjamin Hill at 11 a.m. for Puerto Peñasco where a banquet was held. The presidential train was due in Mexicali at noon on Thursday. Included in the itinerary, "the Mexican President plans to inspect the new road (highway) between Mexicali and San Felipe and lay the first stone of a new irrigation dam at Algodones and dedicate the new airfield at Tijuana".

The Sonora-Baja California railway, according to an article in The San Diego Union, will shorten the rail distance to Benjamin Hill by 146 miles compared with via Nogales. "The rail distance from San Diego via Arizona is 628 miles and, by the new line leaving the San Diego & Arizona Eastern railroad at Mexicali is 482 miles. ... Those with an eye to improvement in passenger transportation are looking to the day when through Pullman cars will be operated between San Diego and Mexico City". (Note: the S. D. & A. E. discontinued all passenger train service on January 11, 1951)

On December 21, 1951, the Mexican Government acquired the Southern Pacific of Mexico, renaming it the

Ferrocarril del Pacifico.

The Sonora-Baja California had joint track arrangements with the Inter-California between Pascualitos and Mexicali. The present passenger station and terminal yards at Mexicali were built in 1953.

At that time it was rumored that the Ferrocarril del Pacifico would move its northern terminal from Nogales to Mexicali. This was vigorously denied on April 29, 1953. It was pointed out that F. del P. is operated by a private company controlled by the government while the S-B. C. is operated directly by the Communications Ministry. The first requirement would be that the railway would have to be taken from the Ministry and turned over to the Pacific Railway. S. C. O. P. has successfully resisted such efforts.

In an article in The San Diego Union, the news was flashed that the Mexican Government would start sleeper service with new cars built in Germany in January 1955 on the Sonora-Baja California. Many cars were German built but the sleepers proved to be former American Pullman cars (see roster of equipment).

The Sonora-Baja California has broken the barrier of the Desert of Altar by binding it with two bands of glistening steel but it still bows to the torrid heat by operating its passenger service by night, despite the modern air-conditioned equipment.

Richard V. Dodge
January 31, 1960

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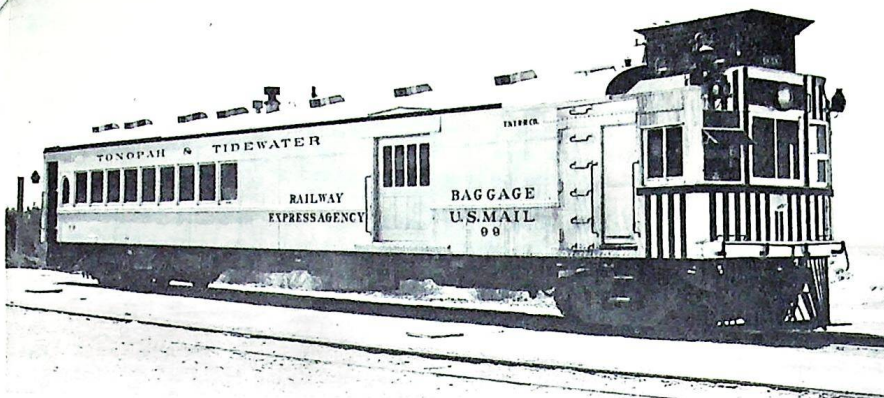
A ROUND TRIP ON THE FSBC (Continued from page one)

with the group suggested that Officer Vazques take care of my car while I was to be gone. And this was done. Officer Vazques took my car to his home and then was at the station at 7:30 a.m. two days later to meet me on my return. And that's the way it was. The police officers' hospitality was almost matched in other situations on the trip.

Not speaking Spanish and not being the most venturesome of travelers, I was agreeably surprised when I found that I was thoroughly enjoying myself.

To begin with, Ferrocarril Sonora-Baja California officials granted me permission to inspect all facilities and also provided me with a free round trip pass.

Upon arriving at the station I observed literally hundreds of passengers lined the length of the station building waiting to board the second class cars. The first class waiting room was also filled and the then recently-opened restaurant and bar were doing a brisk business.



Top. Tonopah & Tidewater gas-electric #99 at Death Valley Jct., 1940. Is now S-BC diesel-electric #2501. (John Carrick, Los Gatos, picture)

L1. S-BC #23035 (2101?) and Pacific Railroad Soc. Excur. Train, 3-8-52.

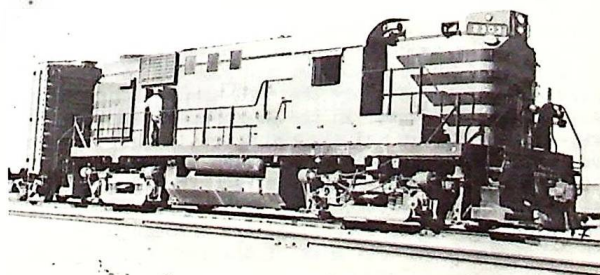
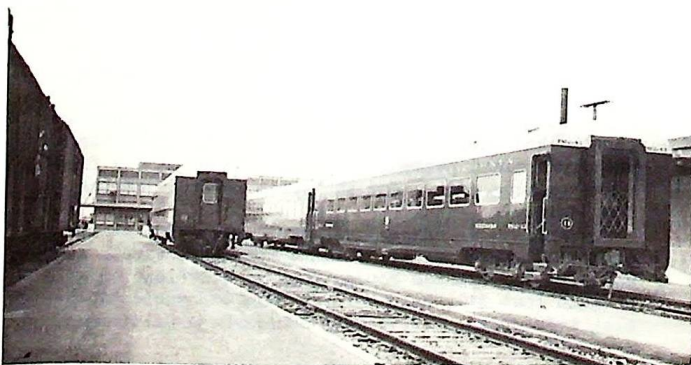
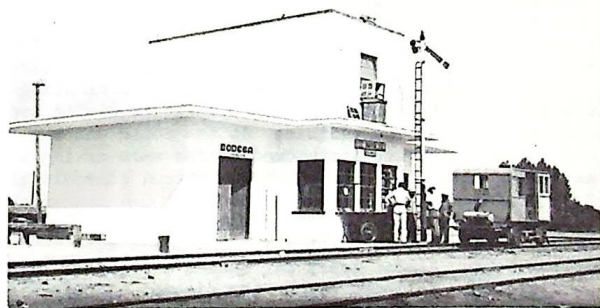
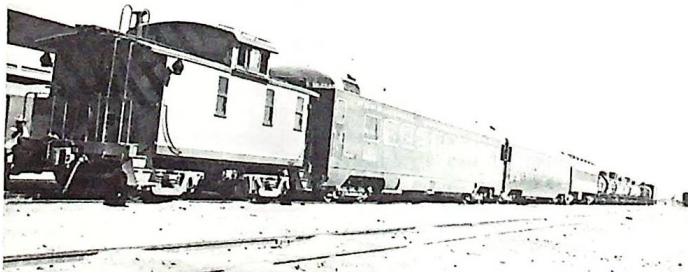
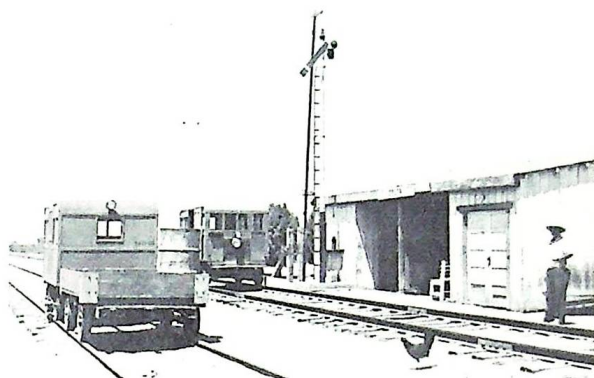
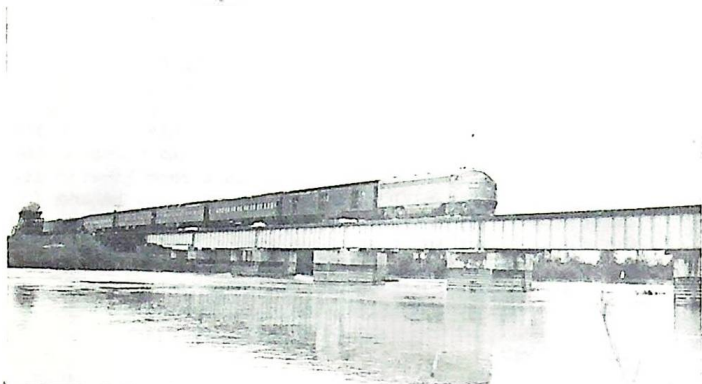
R1. Delta station, April 19, 1959.

L2. Freight train #12 at Mexicali, March 25, 1959. Not a mixed train.

R2. RHSofSD previews Riito. 4-59.

L3. Mexicali station, Feb. 1955.

R3. S-BC #2303 at Mexicali, 3-59.



At trackside a fifteen car train was being made ready. From the rear the consist included a coche dormitorio; a modern German-built S-BC first class coach; a heavyweight Ferrocarril del Pacifico first class coach; 10 second class coaches including S-BC's modern cars, old style FSBC and FdelP coaches and old style coaches lettered "Southern Pacific (probably FdelP-owned); a FdelP heavyweight headend car; a modern FSBC headend car; and one EMD cab-style F-7 locomotive No. 2202.

On my first class car (the modern one), almost every seat was occupied. Although many passengers did ride through to Benjamin Hill there were passengers who disembarked at Mexicali Valley stations between Mexicali and Riito. Additional passengers were discharged and received at Puerto Peñasco, Caborca and Pitiquito. An occasional passenger was also noted at almost any way station platform.

I shared my seat with a truck driver who was returning to Hermosillo after having driven a truck from that city to Mexicali. Outward bound I stayed at my seat except for a stationside jaunt at Puerto Peñasco and a vestibule vigil from 4:30 a.m. to end-of-trip time at 6:30 a.m. News butchers sold beer, soft drinks, milk, candy, cheese sandwiches and finally a spot of tea served directly from a kettle. Officials came through the train checking passengers and baggage. (I had my tourist permit with me.) Soldiers were aboard, too.

I slept fitfully from Riito to Piquita. Near El Doctor I recall some grinding miles where desert sand apparently offered some resistance to the passage of the train. Sand dunes appeared to lie alongside the right-of-way.

Puerto Peñasco was a never-to-be-forgotten station stop. Soon after our 1 a.m. arrival the northbound passenger train arrived, also 15 cars long. Along the entire platform perhaps extending 100 yards in each direction from the central station building were vendors and their families selling their food products. Ovens and fires were built right on the station platform, some in permanent installations. Passengers milled around the vendors; others leaned out car windows to make their purchases. Fish, corn-on-the-cob, pastry, candy, frijoles and the more familiar Mexican foods were on sale. It was almost unreal. Except for the few areas illuminated by bare light bulbs suspended from an overhead wire, a darkness seemed to shroud the area. One remembers the cries of the vendors, the hubbub of conversation, the desert heat, and the odors of the food, charcoal fires - and the running toilets on the train. Fascinating was the word for it. Freight cars occupied adjoining tracks so not much else was visible. At the south end the locomotives of the two northbound trains were making some switching movements. On the then-current schedule all four trains met at Puerto Peñasco.

Prior to entering town one could see the headlights of the cars of United States fishermen who were bound for Gulf waters. Almost every car hauled a trailer. Even at 1 a.m. car followed car on the distant highway.

At Caborca I awoke to see well laid out streets, illuminated with street lights, and factories and rows of homes. On the return trip when I disembarked briefly my attention was drawn to the business section. From one particular building came the sound of familiar U.S. dance music and on a roof top of what appeared to be a motel were some gaily-dressed dancing couples. It was all vague - but it looked like fun and I wished I were there.

Pacific time was observed throughout the trip so it was daylight at 4:30 a.m. and I moved to the vestibule where I could enjoy the cool air and the scenery. And scenery there was in the high desert country. Green vegetation, shrubs and stunted trees, covered the bright red soil, and cattle and horses ran alongside the train. Stops were made at various railroad installations and at an occasional settlement. Our long 15 car train wound around hills, over fills and through cuts.

At Benjamin Hill most of the cars were switched to

the connecting Ferrocarril del Pacifico train. Our coche dormitorio and modern first class car did not run through, however. On the 12 car F del P train there was no diner, nor was there a sleeping car. Two heavyweight first class cars were included in the consist. News butchers and stationside vendors provided refreshments.

For \$1.25 (U.S.) I rented a room in a small but pleasant hotel. At train time that evening the German-born manager-owner and an apparently well-educated but non-English speaking F del P conductor and I talked about Benjamin Hill and its railroads. The hotel manager - I should remember why he said he named his hotel, Hotel Morelos - stated that the FSBC was the one and only Mexican railroad whose trains run on time. He also said that the town, a railroad town, was dying and that he expected to close the hotel. Now that there is a connecting train most through passengers do not wait the 18 hours for the arrival of F del P's first class train. The conductor offered me the latest F del P's timetables so I could become better acquainted with his road.

Benjamin Hill, a mile away from the main West Coast highway, is visited by few tourists. It caters largely to the needs of railroad employees and local residents. It isn't often that an "Americano" visits town. One guest at the hotel was a Hermosillo optometrist who had had posters distributed ahead of his arrival. During the weekend he set up shop in the hotel. In his room he installed a patient's chair and he spread his wares on the bed. The vision chart was placed in a room located directly across the hall. In between patients he and I chatted about Hermosillo, Benjamin Hill and California. Our families and our respective occupations were discussed. Fortunately, he spoke English.

A bus line which serves Benjamin Hill provides service northbound to Nogales, San Luis, Mexicali, Tijuana and Ensenada; southbound to Hermosillo, Guaymas and Guadalajara.

Commercial facilities in Benjamin Hill are basic. Shops are small and are intermingled with the homes. Restaurants, pool halls and bars take up two square blocks east of the station. Three small hotels are nearby. Stores do not cater to American tourists - there aren't any. FSBC's original shops are located just feet away from the two stations (FSBC and F del P) which sit side-by-side on the mainline of the Ferrocarril del Pacifico. The stations, which are in the center of town, include a typical FSBC building and a conglomeration of old coach bodies which serve as the F del P facility.

New modern shops lie to the south of town. Complete with platforms and service pits they provide modern repair and maintenance for locomotives, coaches and freight cars. A large freight yard is now being constructed. A few pieces of old equipment still to be seen include an out-of-service coche dormitorio and a caboose. Several German-built first and second class coaches were awaiting repair. FSBC's equipment is in good mechanical condition but body maintenance is not up to U.S. standards. However, fares are low and trains provide the service which attracts hundreds of patrons. Obviously, revenue does not permit the best of maintenance.

On the return trip I reserved an upper berth for \$1.50 (U.S.). Because the coche dormitorio had a capacity load and because berths were being made up for the many children aboard I again rode the vestibule for a spell. I turned in after we left Caborca and slept until arrival at Riito.

At Mexicali the train was turned on the wye and then backed into the station. Thus coche dormitorio and first class passengers were unloaded at the first class waiting room. And the train recorded another on-time arrival.

Employees, passengers and local residents were congenial and helpful. I had a wonderful time. And I'm now studying Spanish hoping that my conversation will be such that I'll have an even more enjoyable time on my next trip on the Ferrocarril Sonora-Baja California.

Road No.	Earlier No.	Builder	Date	LOCOMOTIVES			Wheel Arr.	T.E.	Wgt. Met.Tons
				Model	H.P.	Type			
2101	23035	GM-EMD	Sep. 1949	FP 7	1500	Pasajeros (Cab)	B-B	35,000	117
2102	23036	GM-EMD	Sep. 1949	FP 7	1500	Pasajeros (Cab)	B-B	35,000	117
2103		Alco		RS-11	1800	Pasaj-Camino (Cab?)	B-B	36,000	122
2201	23037	GM-EMD #9886	Sep. 1949	F 7	1500	Carga (Cab)	B-B	31,400	104
2202	23038	GM-EMD #9887	Sep. 1949	F 7	1500	Carga (Cab)	B-B	31,400	104
2301	7121	Alco	Oct. 1956	RS-11	1800	Patio-Camino (Hood)	B-B	32,700	109
2302	7128	Alco	Oct. 1956	RS-11	1800	Patio-Camino (Hood)	B-B	32,700	109
2303	7129	Alco	Oct. 1956	RS-11	1800	Patio-Camino (Hood)	B-B	32,700	109
2501		diesel-elec. motor "La Paloma" Blt. Sterling-Viking. For. Tonopah & Tidewater gas-electric #99. Formerly powered Trains 3 & 4. Now used to power a commissary train							
23001		FSBC's "Primera locomotora Diesel" In service by 1940. 600 hp. or less. Disposition unknown.							
		Yosemite Valley steam locomotive No.28, a mogul 2-6-0 was purchased in May 1947. Disposition unknown.							

Roster

PASSENGER EQUIPMENT

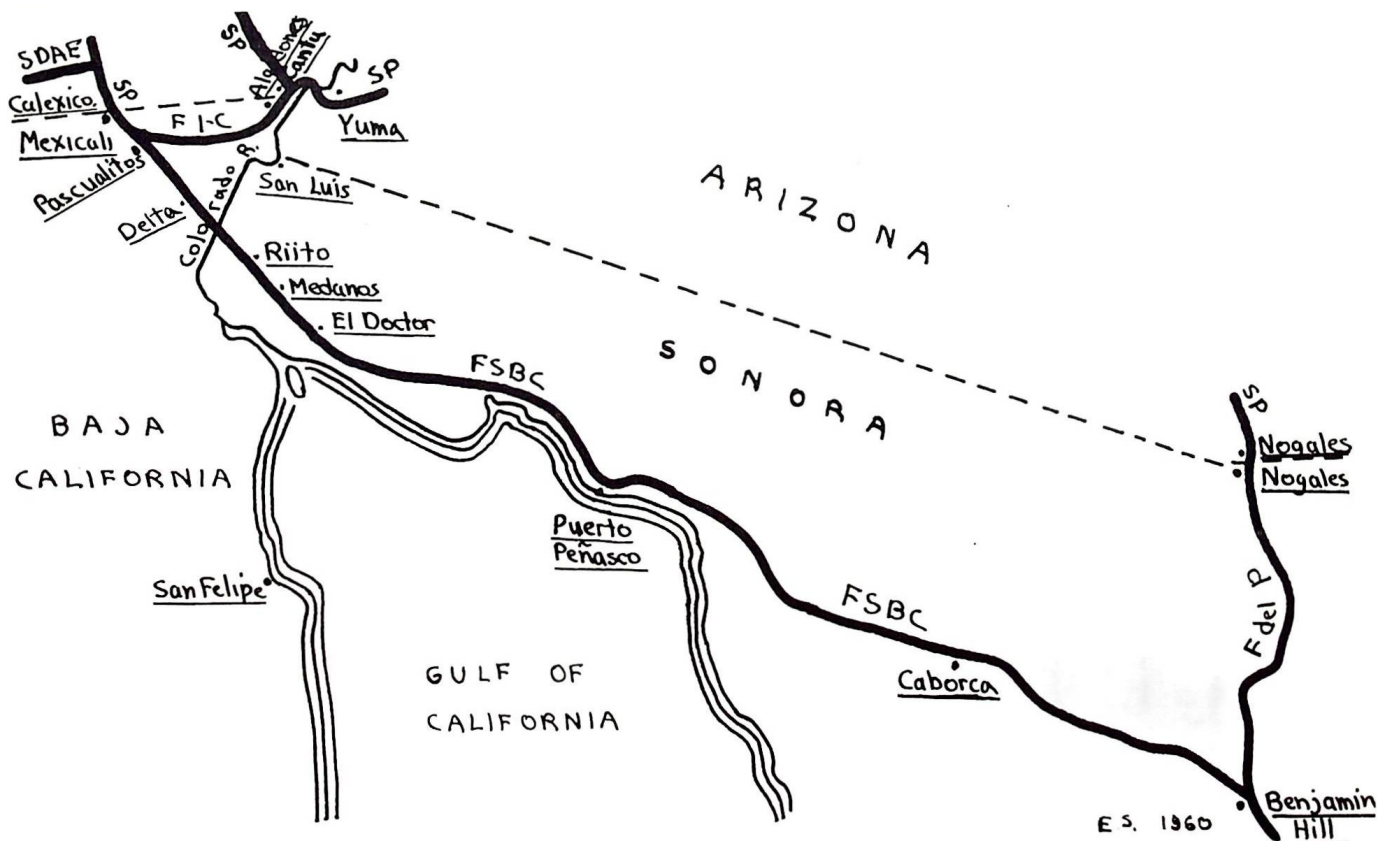
Coaches - 1st Class	5101 - 5108	Linke-Hofmann, Busch S. Ltd. Braunschneiz, Alemania
Coaches - 2nd Class	5201 - 5210	Linke-Hofmann, Busch S. Ltd. Braunschneiz, Alemania
Coaches - 2nd Class	5301 - 5309	Conventional type. U.S. Built. Purchased second hand.
Coaches - 2nd Class	5401 - 5403	Conventional type. U.S. Built. Purchased second hand.
Mail-express	5501 - 5506	Linke-Hofmann, Busch S. Ltd. Braunschneiz, Alemania
Mail only	5601 - 5604	Schindler Waggon A. G. Pratteln, Schweiz
Coche Dormitorio	Three former United States Pullman cars. Now named: Rio Magdalena, El Sonorense and Baja California. A fourth, Rio Blanco, out of service.	
Business car	Rio Colorado	Former U.S. car. Rebuilt in Benjamin Hill shops.

NOTE:

FREIGHT EQUIPMENT

Box cars	7711 series	62 cars	Gondolas	7734 series	44 cars
Stock cars	7721 series	6 cars	Flat cars	7741 series	6 cars
Cabooses	7722 series	3 cars	Tank cars	7761 series	5 cars

NOTE: A FSBC official stated that the above roster is "generally" correct. There are errors. Our records show that 2103 is a "cab" type. But it must be a "hood" type! Passenger cars once had a different numbering. Your comments will be appreciated. (Compiled by Eric Sanders, editor.)



THE DISPATCHER

A feature and news publication issued quarterly as an official publication of the Railway Historical Society of San Diego, Inc. Society officers are: Charles "Tommy" Mann, president; Jack Stodelle, first vice president; Rex Cuttelle, second vice president; William H. Snyder, third vice president; Mrs. Barbara Thomson, recording secretary; Seeth "Corky" Thomson, corresponding secretary; Fred Finke, treasurer; Wally Duthie, excursion director; Richard Pennick, historian. Board members are: L. W. McCleary and Jerry Lee Pecht. Librarian is Vernon Williams. Society mailing address is: Box 9351, San Diego 9, California. Corky Thomson is editor of the Newsletter.

Dispatcher staff includes:

Publisher & Editor:	Eric Sanders
Assoc. Publisher:	Douglas Duncan
Assoc. Editor:	Richard V. Dodge
Art Editor:	Ellen Sanders
Los Angeles Editor:	Joe Strapac
Circulation:	Allan Copeland

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EDITORIAL COMMENT

Welcome aboard this Excursion Train! This greeting comes to you from Excursion Director Wally Duthie and from Society President Tommy Mann. These people speak for all Society members and for the Dispatcher staff when they give you this greeting. All of us hope that you enjoy the trip and will be back with us on our next Excursion Train.

And it's welcome back to many of you. Thanks to those of you who faithfully buy your tickets for each excursion. Without your continued patronage, trips such as this would not be possible. Greetings also to our friends from the Greater Los Angeles area. We know there are many of you aboard the train.

Here's hoping that some of you who are with us for the first time will seek to become Society members. Of course, we are always looking for "working members," but feel free to join even if you cannot attend meetings.

The Dispatcher wishes to thank the Board of Directors and the Excursion Director for having included the Dispatcher in the excursion program. A small portion of each fare has been allocated to the Dispatcher to help defray costs. Subscriptions do not provide sufficient revenue to meet costs of each issue. Additional funds come from sales of back issues, sales at Del Mar, and excursion proceeds.

So - until Issue 32 - "Adios, amigos. Hasta la vista."

THE FSBC OF TODAY

(Background material for excursionists)

Because track at the station terminal is orphan track, excursionists today will ride the rail of two railroads, the Ferrocarril Sonora-Baja California and the Compañía del Ferrocarril Inter-California, a Southern Pacific subsidiary.

Actually the Inter-Cal owns the line between the International Border and Pascualitos. The FSBC terminal, from which the RHSofSD Excursion Train departs, lies alongside the Inter-Cal line between KP 5.78 and KP 6.70. From the end of the terminal track FSBC trains enjoy trackage rights over Inter-Cal's track to Pascualitos at KP 14.78.

From Pascualitos, Inter-Cal's track, now technically abandoned, extends east to Algodones where it at one time crossed the border for a connection with the Southern Pacific line to Yuma. From Pascualitos FSBC trains swing on to their own right-of-way which extends southeast to Riito, Puerto Peñasco, Caborca and Benjamin Hill. At the last named town the FSBC connects with the mainline of the Ferrocarril del Pacífico.

Today's excursion train will cover only the northern portion of S-BC's line - Mexicali to Riito - 68 out of a total length of 530 kilometers. The train will travel to the Baja California towns of Delta, Victoria, Coahuila, then cross the Colorado River and finally terminate at the "Y" just south of Riito in the state of Sonora.

The train will travel across the Mexicali Valley described by Sunset Magazine as "flat farmland cut with canals and irrigation ditches, spotted with tamarisk and cottonwood. Farming is now often modern with trucks and tractors. Housing, however, hasn't always caught up with the new equipment - you'll see shiny new tractors parked next to adobe huts and small sagging sheds." Thatched roofs and reed walls are common. Land is largely given over to cotton, wheat, alfalfa and vegetables.

Between the FSBC terminal and Pascualitos the line is bordered by industries, most of them related to cotton and its by-products.

Mexicali, listed with an official 1950 population of 65,364 and an estimated 1960 population of 150,000, is becoming an industrial center. Steel and beer are two products. The city, which boasts one television station and several daily newspapers, is the capital of the State of Baja California. The Governor's Palace is located near the FSBC terminal.

Towns south of Mexicali tend to be primitive.

Two scheduled trains operate each way on the Sonora-Baja California. Trains 1 and 2, daily including Sunday overnight passenger trains, have a consist which includes a cab-type diesel-electric locomotive, modern German-built coaches and headend equipment, conventional ex-Southern Pacific coaches and a coche dormitorio. Cars of the Ferrocarril del Pacífico are usually included in a daily train consist.

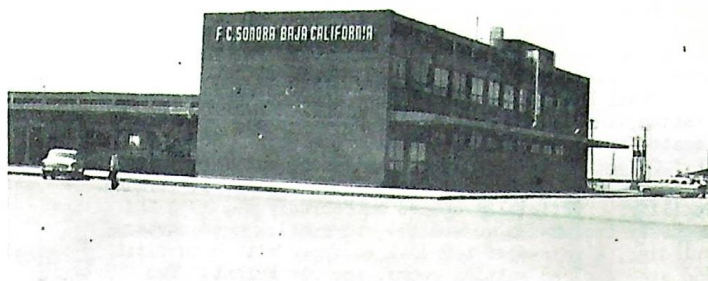
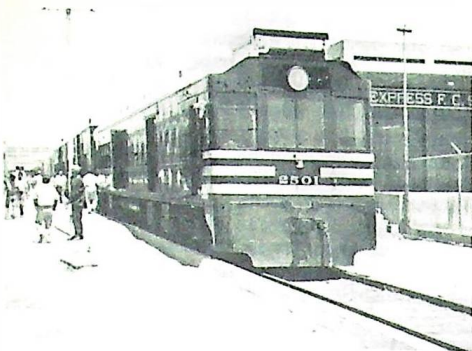
The connecting train of the Ferrocarril del Pacífico which is made up at Benjamin Hill includes most cars of the FSBC train but does not include the coche dormitorio. Neither train carries a dining car.

Freight trains 11 and 12, which operate six days a week, also operate on an overnight schedule.

Until about five years ago Trains 3 and 4, the "Ranchero" trains provided additional passenger service. For a time these trains operated over the entire line with a stopover at Riito, but following a schedule considerably slower than that of Trains 1 and 2. (They may have been mixed trains.) The most recent service of Trains 3 and 4, shown on the November 16, 1955 timetable, was a daytime run Mexicali to Riito and return. Apparently FSBC's diesel-electric motor #2501 (formerly Tonopah & Tidewater gas-electric motor #99) powered the "Ranchero" trains for at least part of the time. Trains 3 and 4 apparently were withdrawn from service on November 23, 1955.

A Pacific Railroad Society excursion train operated over the line on March 8, 1952. Another PRS train went westbound on January 1 and 2, 1956. Today's special will be the second railfan excursion to utilize FSBC's own equipment, passenger cars as well as motive power. The other such occasion was the RHSofSD excursion on May 17, 1959.

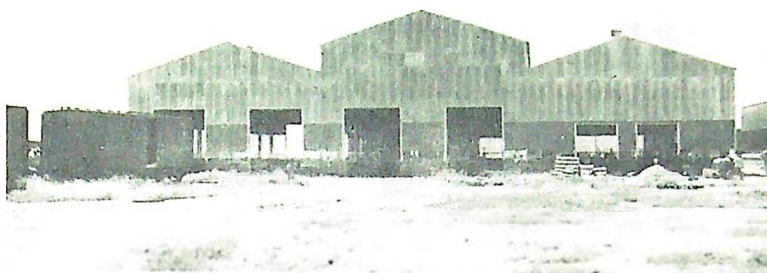
Special movements of Pullman and baggage cars have provided transportation and living accommodations for fishermen bound for Puerto Peñasco. These cars have been part of the consist of a weekend run. Cars are set out over the weekend on a siding just feet away from Gulf waters. (See March 1960 Sunset Magazine). Trains obser-



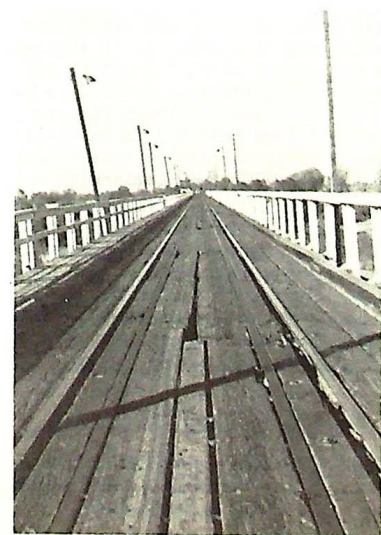
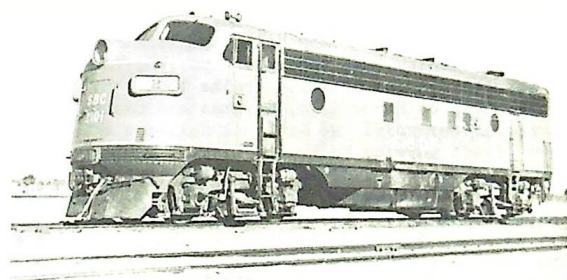
Page 31-9

Above: Commissary train at Mexicali
Upper Right: Mex

Above: Commissary train at Mexicali.
Upper Right: General offices and station at Mexicali. Below: shops under construction at Benjamin Hill.
Below: RHSofSD 1959 Excursion Train on the Colorado River bridge. Below: Train #2 with conventional coaches and modern cars. Headend cars to be added. Total cars - 17.



Excursion train picture by Jack Stodelle. Other pictures this page and pictures pages one and two by Eric Sanders. All 1959.



by Jack Stodelle

ved during 1959 had a consist of 10 to 17 coaches. Freight trains observed during the same period ran from 20 to 50 cars. The diesel-electric motor now makes regular runs on the line providing commissary service immediately after payday. Sales counters have replaced seats in the passenger section. Crews live in two ex-U.S. troop sleepers pulled by the motor car.

Rail facilities in Mexicali include the Inter-Cal station, the I-C general office building and the yard located about three blocks from the border. Between KP 5.78 and KP 6.70 on Inter-Cal's line and paralleling it to the east is the big Sonora-Baja California terminal facility. Officially opened on February 26, 1954 the property includes a modern two-story brick headquarters building, a passenger terminal equipped with both first and second class waiting rooms, and restaurant. Two platform shelters, completed in 1959, protect passengers from the elements. Mail and express facilities and the freight house are adjacent to the passenger station. At the south end of the terminal yard is the engine house and passenger yard. A freight yard occupies the central area.

Railroad workers and residents of the towns along the line are hospitable and excursionists are urged to use limited vocabularies, sign language, and what have you as a means of communication. Opportunities for contacts with local residents will be possible at one or two stations, and at Coahuila a one hour's stop will allow time for excursionists to walk through the main streets, make purchases at the markets, and chat with friends. Coahuila's main street, unpaved but crowded with townspeople and visiting farmers and field workers, has much to interest the tourist.

Although the special train will not operate beyond Riiito it should be noted here that east of this point towns are small and far apart. Puerto Peñasco, popular fishing town at the head of the Gulf, is the halfway point. Meets occur at or near Puerto Peñasco. After this point comes the crossing of the "Grand Desert," described in the April 1959 issue of Sunset Magazine. Caborca, an agricultural and mining center, is another important stop. Benjamin Hill, the terminus, is a small desert community. At this point passengers may transfer to Ferrocarril del Pacifico trains bound north to Nogales or south to Hermosillo, Guaymas and Guadalajara. At the latter point the National Railways of Mexico offers direct service to Mexico City. Mazatlan is also served by the F del P.

Inter-California, from its completion in 1909 to January 1958 served as the "Yuma Short Line" for many trains which included the Imperial Valley produce trains, the San Diego Passenger, the San Diego Freight and the Imperial. In January 1958, the Sidewinder (which is the re-made San Diego freight) was routed to Yuma via Niland. All other trains were routed the same way and the Inter-Cal track was cut at Algodones. Service on the Inter-Cal was then cut to one mixed train a week which ran from Mexicali to Algodones and return. This train, known as #357 and 358, was discontinued on March 2, 1959. Currently, one of the two locomotives leased from the parent Southern Pacific hauls a daily morning freight from Mexicali to Pascualitos and return. A former SP mail car serves as a caboose. The second locomotive handles local switching and interchange.

Indications are that the Sonora-Baja California may soon purchase and remove the rail on Inter-Cal's abandoned Pascualitos-Algodones right-of-way (RHSofSD hopes to operate a final passenger train on this line).

El Centro has become the center of operations for the lower section of Imperial Valley and Calxico is now only the southern terminus of a switching service which is dispatched from El Centro.

ALSO AVAILABLE

Three postcards, part of a set, sold on mainline SD&AE passenger trains. Also a fact sheet. 20¢

I arrived at the depot at approximately 6 p.m. Saturday, December 26. For 235.55 pesos (\$19.63) I purchased a through ticket to Guadalajara. I had much difficulty getting across the idea that I wanted a lower berth. I kept receiving the reply "no hay". However, in due course it was explained to me that I could have a lower berth to Benjamin Hill but that they could not sell me a lower berth on the F del P. What I did not know at the time was that this train did not make a connection with the Pullman train from Nogales. Another unusual occurrence was the fact that had I been 15 minutes later I would probably have not been able to get on at all.

The Pullman car was completely sold out with the inclusion of a group of Rotarians from Bellflower, Cal., taking high school students down to Los Moches to exchange for Mexican high school students on a student exchange plan. They took all the remaining compartments and upper berths. There was also a family consisting of a father and mother and two very young children on their way to Mexico City for a vacation by rail. They, too, did not know the poor connection at Benjamin Hill.

The train left Mexicali at 6:25 p.m. with 12 cars and one hood unit locomotive. There were exactly 525 people aboard. All went well and the berths were made up and I retired in my lower about 10 p.m. It was then that I realized that this country gets cold in the winter time. They have two very ineffectual butane stoves in the hallway in each end of the Pullman. The first and second class chair cars have no heat whatsoever. By the time we passed Puerto Peñasco it was well past midnight and extremely cold. I used both blankets and threw my overcoat on top of them. We bumped along until dawn when the train makes a sudden and steep climb just before Benjamin Hill.

At 6:30 a.m. on the button we arrived at Benjamin Hill (actually 7:30 a.m. mountain time). We were deposited on the ground and the train pulled off down the track. There was frost on the ties and the temperature was hovering around the 25 or 30 degree mark. The second class and first class passengers stayed on the cars and were relatively comfortable. We, from the Pullman car, shivered for an hour and a half until the second class train was made up and dispatched for Hermosillo and Guadalajara.

While waiting I ordered a cup of coffee from one of the little cafes and distinctly heard the whistle of a steam locomotive. I grabbed cameras and rushed out prepared to witness the rare sight of an X-SP Consolidation coming through town. Imagine my surprise when a Sonora-Baja jeep rumbled by with a huge steam whistle mounted where the airhorn should be.

At approximately 9 a.m. the second class train departed south.

EDITOR'S NOTE: Jack Stodelle's story included a description of his experiences on the Ferrocarril del Pacifico. At the editor's request Jack will enlarge the F del P account and it will be run in Issue 32 or 33. Other F del F material will also be used.

AVAILABLE BACK ISSUES

#6	"San Diego's Impossible Railroad" (SD&AE)	25¢
#11	"South Bay Interurbans" (short supply)	25¢
#19	"San Diego's Wheels On Steel" (local)	25¢
#23	"Eagle Mountain Railroad" (Kaiser Steel)	25¢
#26	"Old Railroad Friends" (RHSofSD Exhibit)	25¢
#27	San Diego Area Horse Cars	25¢
#29	"Perris And Its Railroad" (Cal.Southern)	25¢

NÚMERO DE LAS ESTACIONES	DISTANCIA EN KILOMETROS DE PASCUALITOS	RUMBO AL SUR		TIEMPO MINIMO PARA TRENES PRIMERA CLASE	PENDIENTE MAXIMA ASCENDIENDO %	DISTRITO DE PASCUALITOS		PENDIENTE MAXIMA ASCENDIENDO %	TIEMPO MINIMO PARA TRENES PRIMERA CLASE Y EXTRAS	RUMBO AL NORTE		CAPACIDAD DE LAS VIAS AUXILIARES EN UNIDADES DE 14 MTS.	AGUA BASCULA COMBUSTIBLE GANADO REGISTRO TELEFONO
		12	2			HORARIO No. 7				I	II		
		SEGUNDA CLASE	PRIMERA CLASE			EN VIGOR DESDE LAS 11H01M DEL 15 DE NOV. DE 1959.				PRIMERA CLASE	SEGUNDA CLASE		
		LOCAL DIARIO EXCEPTO DOMINGOS	PASAJERO DIARIO			ESTACIONES				PASAJERO DIARIO	LOCAL DIARIO EXCEPTO DOMINGOS		
		H.M. S 11:40	H.M. S 19:20			MEXICALI			LI 6:40	H.M. LI 8:40	PATIO	A.B.C.G.R.T.Y.	
0		S 15 10	S 19,45	14	0,20	108 PASCUALITOS	0,00	18	S 6,20	S 8,13	PATIO	G.R.T.Y.	
16	15,3		b 20,03	15	0,20	153 ALAMITOS	0,00	20	b 6,00				
19	18,9	15,38	b 20,08	4	0,20	36 CERRO PRIETO	0,00		b 5,53	7,37	34		
32	31,5	16,00	p 20,23	13	0,20	125 DELTA	0,00	18	p 5,39	7,17	17	T.	
39	38,9	16,15	b 20,36	8	0,20	74 PESCADEROS	0,00	10	b 5,28	7,03	9		
43	42,9	16,31	p 20,44	4	0,20	40 VICTORIA	0,00	6	p 5,21	6,52	31	T.	
49	49,0		b 20,53	6	0,20	60 RIO COLORADO	0,00	15	b 5,10				
54	53,4	16,49	b 21,01	6	0,20	44 MEZQUITAL	0,00		b 5,01	6,28	12	G.	
58	57,1	17,05	p 21,06	4	0,20	37 COAHUILA	0,00	6	p 4,51	6,20	22	T.	
63	62,6	17,18	p 21,26	6	0,20	54 RIJO	0,00	8	b 4,28	6,02	59	G.T.Y.	
91	97,2	18,01	b 21,59	31	1,26	303 EL DOCTOR	0,00	41	b 4,02	5,14	55	T.	
121	120,9	18,49	b 22,30	28	1,26	27 KILOM. 121	0,00	38	b 3,32	4,33	26	T.	
129	128,7	19,05	p 22,19	8	0,00	77 SANCHEZ ISLAS	0,00	11	p 3,22	4,20	53	T.	
142	141,6	19,34	b 23,03	13	1,31	129 TORRES B.	1,29	18	b 2,57	3,45	56	TI.	
174	173,8	20,22	b 23,43	32	1,11	321 LOPEZ COLLADA	1,29	43	b 2,23	3,00	55	T.	
208	207,5	21,09	b 0,14	32	0,65	337 GUSTAVO SOTELO	0,00	43	b 1,45	2,10	54	T.	
210	239,1	LI 21,55	LI 0,45	29	0,00	316 PUERTO PESASCO	0,00	43	S 1,15	S 1,25	PATIO	A.C.G.R.T.Y.	
		H.M.	H.M.						H.M.	H.M.			
		12	2	DIRECCION SUPERIOR AL NORTE				1	11				
		LOCAL DIARIO EXCEPTO DOMINGOS	PASAJERO DIARIO	MERIDIANO 105				PASAJERO DIARIO	LOCAL DIARIO EXCEPTO DOMINGOS				
		1115m.	1115m.	TIEMPO EN EL DISTRITO				1115m.	1115m.				
NOTAS:—													
LOCALIZACION DE PLACAS DE VELOCIDAD:													
PUENTE RIO COLORADO.—Placa Norte Kilómetro 49 más 371.—Velocidad 35—15													
—Placa Sur Kilómetro 50 más 388.—Velocidad 35—15													
LOCALIZACION DE PLACAS DE LIMITES DE PATIO.													
PASCUALITOS.—Placa Sur Kilómetro 2 más 480													
PUERTO PESASCO.—Placa Norte Kilómetro 337 más 285.													

A WORD OF APPRECIATION

The Excursion Director, the Dispatcher Editor and the Society express their thanks to Ferrocarril Sonora-Baja California officials for the cooperation and interest shown in this excursion and in the production of this special issue of the Dispatcher. We are deeply grateful for courtesies extended.

OFFICIALS OF THE FERROCARRIL SONORA-BAJA CALIFORNIA

General Manager
Ing. Raul Sanchez Diaz

Superintendent of Transportation
Pablo Cobarrubias C.
Chief Dispatcher
Manuel Mendivil Navarro
Trainmaster
Aurelio Miranda Rios
Traffic Manager
Raul Bustamante R.

NÚMERO DE LAS ESTACIONES	DISTANCIA EN KILOMETROS DE PASCUALITOS	RUMBO AL SUR		TIEMPO MINIMO PARA TRENES PRIMERA CLASE	PENDIENTE MAXIMA ASCENDIENDO %	DISTRITO DE CABORCA		PENDIENTE MAXIMA ASCENDIENDO %	RUMBO AL NORTE		CAPACIDAD DE LAS VIAS AUXILIARES EN UNIDADES DE 14 MTS.	AGUA BASCULA COMBUSTIBLE GANADO REGISTRO TELEFONO "V"
		12	2			HORARIO No. 7			I	II		
		SEGUNDA CLASE	PRIMERA CLASE			EN VIGOR DESDE LAS 11H01M DEL 15 DE NOV. DE 1959.			PRIMERA CLASE	SEGUNDA CLASE		
		LOCAL DIARIO EXCEPTO SABADOS	PASAJERO DIARIO			ESTACIONES			PASAJERO DIARIO	LOCAL DIARIO EXCEPTO DOMINGOS		
210	239.1	S 23.45	S 1.20		0.00	P. PESASCO	0.00		LI 0.45	LI 23.25	PATIO	A.C.G.R.T.Y.
259	258.7	0.25 X-1	b 1.40	18	0.00	196 IRIGOYEN	0.00	27	b 0.25 X-12	22.54	58	T.
286	283.5	1.03	b 2.07	25	0.00	268 ALNEJAS	0.00	36	b 23.57	22.14	56	TI
311	310.7	1.40	b 2.33	24	0.00	233 EL SAHUARO	0.00	35	b 23.31	21.36	56	G.T.
336	335.7	2.21	p 3.03	23	0.50	251 LAS ENCHILAYAS	0.00	34	p 23.06	20.59	72	A.G.T.
353	332.2	2.52	b 3.21	16	0.50	166 EL COYOTE	0.00	23	b 22.45	20.26	54	T.
371	370.8	3.54 P-2	b 3.44 P-12	19	0.50	186 LOS SAPOS	0.00	25	b 22.23	19.56	53	TI.
399	398.5	4.33	4.12	26	0.50	276 CABORCA	0.00	38	21.55	19.16		
		5.03	p 4.22						p 21.45	18.50	PATIO	G.R.T.Y.
414	413.2	5.33	p 4.42	15	0.50	118 PITIQUITO	0.00	20	p 21.28	18.28	PATIO	A.G.T.
420	419.8		b 4.51	7	0.30	66 LA VENTANA	0.00	40	b 21.16			T.
443	412.9	6.18	b 5.17	24	0.50	231 LA VERBENA	0.00		b 20.51	17.38	51	T.
458	457.7	6.41	b 5.31	15	0.50	118 LA PERA	0.00	20	b 20.34	17.13	EN-57	
471	470.3	7.60	b 5.53	13	0.70	126 TRINCHERAS	0.00	18	b 20.19	16.50	51	G.T.
498	497.6	7.59	b 6.31	28	0.70	273 RUIZ DIAZ	0.00	37	b 19.48	16.07	56	T.
523	522.9	LI 8.45	LI 7.05	26	0.70	254 BENJAMIN HILL	0.00	35	S 19.20	S 15.30	PATIO	A.B.C.G.R.T.Y.
		H.M.	H.M.						H.M.	H.M.		
		12	2	DIRECCION SUPERIOR AL NORTE				1		11		
		LOCAL DIARIO EXCEPTO SABADOS	PASAJERO DIARIO	MERIDIANO 105°				PASAJERO DIARIO		LOCAL DIARIO EXCEPTO DOMINGOS		
		91102m.	51145m.	TIEMPO EN EL DISTRITO				51125m.		71155m.		
NOTAS:—												
LOCALIZACION DE PLACAS DE VELOCIDAD.												
CORTE DEL DUAJLOTE.—Placa Norte Kilómetro 488 más 513.—Velocidad 40—30												
CORTE DEL GUAJOLOTE.—Placa Sur Kilómetro 491 más 338.—Velocidad 40—30												
LOCALIZACION DE PLACAS DE LIMITES DE PATIO:												
PUERTO PESASCO — Placa Sur Kilómetro 241 más 000												
CABORCA — " Norte Kilómetro 373 — 928												
" — " Sur Kilómetro 400 — 240												
PITIQUITO — " Norte Kilómetro 410 — 402												
" — " Sur Kilómetro 414 — 784												
BENJAMIN HILL — " Norte Kilómetro 531 — 100												

Trip Log

MILES
FROM OFFICIAL
FSBC STA. KILOMETER

Nov. 12, 1961 Excursion

COMPANIA DEL FERROCARRIL INTER-CALIFORNIA

KP 0.00 Linea Internacional. Interchange with Southern Pacific.
KP 0.47 Mexicali. Inter-Cal's station & yard. Pass. Service discontinued.
Mi 0.00 KP 5.78 Ferrocarril Sonora-Baja California pass. station, offices, express, freight, minor repair.
Mi 0.57 KP 6.70 FSBC terminal track joins Inter-Cal's main line. FSBC has trackage rights to Pascualitos.
Mi 0.69 KP 6.89 Packard Abandoned I-C sta. Siding.
Mi 4.30 KP 12.70 Gonzalez Ortega. Siding.
Mi 5.59 KP 14.78 Pascualitos. South terminus of Inter-Cal. IC's line, now abandoned and torn up, formerly extended east to Algodones and the SP and Yuma.

FERROCARRIL SONORA-BAJA CALIFORNIA

Mi 5.59 KP 0.00 Pascualitos. Station. M-W yard.
Mi 11.62 KP 9.70 Lobo. First curve - sign board - section car track. Pasture land.
Mi 15.16 KP 15.40 Alamitos. Shelter.
Mi 16.16 KP 17.00 "Bad lands." Scrub brush - saline.
Mi 17.40 KP 19.00 Cerro Prieto. 40-car passing track.
Mi 18.02 KP 20.00 Canal crossing.
Mi 19.57 KP 22.50 Highway crossing.
Mi 21.15 KP 25.00 Laguna. Sign. Section car track. Cotton, wheat, alfalfa.
Mi 25.17 KP 31.50 Delta. Station on L. 19-car passing track on R. Canal.
Mi 27.34 KP 35.00 Curve to the left.
Mi 29.83 KP 39.00 Pescaderos. Station L. 9-car track on R. Corn.
Mi 30.45 KP 40.00 High embankment to KP 42.00
Mi 32.31 KP 43.00 Victoria. Station. Spurs. Cotton gin to SW, station R. Quaint town.
Mi 34.49 KP 46.59 Curve to L.
Mi 35.11 KP 47.50 Curve to R.
Mi 36.04 KP 49.00 Rio Colorado. Station L. North portion of bridge is steel. Now a rail-highway bridge. Toll for autos. Low water because of irrigation.
Mi 36.47 KP 49.70 MOVIE FANS! PICTURE STOP OUTBOUND.
Mi 37.59 KP 51.50 Curve to left.
Mi 38.52 KP 53.00 Curve to right.
Mi 41.07 KP 57.10 Mezquital. Shelter on L. 14-car track on R. Alamo trees, shrubs.
Mi 42.87 KP 60.00 Coahuila. Station on R. 14-car passing track. Largest inland town.
Mi 44.47 KP 62.60 ONE HOUR STOP ON RETURN TRIP
Mi 63.50 KP 93.20 Baja California-Sonora state line. Look for sign on L.
Riito. Station on L. 56-car track on R. Y south of town. Desert running begins south of town.
El Doctor. Railroad maintenance-of-way center. A few homes.

Please note that southbound the train makes a picture stop at the Colorado River bridge. Northbound, excursionists will visit the town of Coahuila.
Note: one kilometer is equal to .62137 of a mile. There are approximately 12 pesos to a dollar.

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SOME ADDITIONAL NOTES

As of November 12, 1961

What lies beyond El Doctor? As far as scenery goes the answer is desert. Sand dunes and the more prosaic type of desert landscape lie between El Doctor and Puerto Peñasco. And there's desert also at Puerto Peñasco, a small Gulf of California seaport town which attracts many fishermen from Arizona.

Midway between Puerto Peñasco and Benjamin Hill is Caborca in Spanish mission country. Many folk here date their ancestry back several generations. And then there's Benjamin Hill itself. It is a small railroad town located in high desert country. Here are FSBC's main shops and here also is the junction with the Ferrocarril Del Pacifico S.A. de C.V.

93 miles to the north is Nogales, Sonora, the northern terminus of Fdelp. To the south extends the West Coast highway and Fdelp's main line to Guadalajara. Here are some mileages - all of them from the FSBC railroad station in Mexicali: Puerto Peñasco, 154 miles; Benjamin Hill, 331 miles; Empalme (Guaymas), 501 miles; Mazatlan, 975 miles; Guadalajara, 1344 miles; and Mexico City, 1725 miles.

On the Ferrocarril del Pacifico the principal train is "El Yaqui." This train, which runs between Nogales and Guadalajara, comes complete with Pullman cars, coaches and a dining car. More recently Fdelp established a second train, the "Mexicali," which it operates jointly with the Ferrocarril Sonora-Baja California on the Mexicali-Guadalajara run. Pullmans from both trains run through on a connecting National Railways of Mexico train to Mexico City.

"Norteamericanos" are advised to travel by Pullman. First class service while quite satisfactory is not for the more fastidious. Second class accommodations are not recommended. One thing is certain. The Fdelp and FSBC offer train service which meets the needs of many a Mexican traveler and at a price which he can afford.

ROSTER OF FREIGHT EQUIPMENT

supplied by Bob Kubach, January 1960

Box cars	3101 - 3129	29	
	3301 - 3324	24	
	3401 - 3450	50	103
Stock cars	3701 - 3710	10	10
Tank cars	4001 - 4005	5	
	4101 - 4102	2	7
Flat cars	4301 - 4305	5	
	4401 - 4402	2	7
Gondolas	4601 - 4628	28	28
Total cars			155

OTHER EQUIPMENT NOTES

Dispatcher understands that additional road switchers have been obtained. Because of the through Pullman service which was first offered in the summer of 1960, FSBC has acquired additional Pullman cars. FSBC, Fdelp, and NdeM all contribute to the Pullman pool.

FOR FUTURE REFERENCE

The Society is planning a chartered Pullman excursion from Mexicali to Guaymas on New Year's weekend. The car or cars will be part of the consist of the "Mexicali" but will be exclusively for RHSofSD excursionists. For details write the Society at Post Office Box 9351, San Diego 9, California.

For a complete list of back issues of the Dispatcher or for an additional copy of this issue (25¢), please write the Dispatcher, 7861 Normal Avenue, La Mesa, Calif. Subscription price: four issues for \$1.