

Dispatcher

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Issue 37

RAILWAY HISTORICAL SOCIETY OF SAN DIEGO, CALIF.

DECEMBER 1, 1961

A PRIVATE CAR COMES TO TOWN - TO STAY

A suitable temperature is selected and the appropriate switch is turned on. From under the car comes the muffled roar of the propane-powered motor and the air conditioning is in operation.

In the solarium the radio is playing and in the dining room All Aboard corporation members are gathering for a September 29 early morning meeting - the first meeting in the private car. Properties include rolls, orange juice, coffee, a tape recorder, letters and papers. President Tom Sefton bangs the gavel, begins to speak - and a dream comes true.

"Cyrus K. Holliday," a private railroad car, has come to town, and it has come to stay. That is to say, it will remain in San Diego between excursions. The car is former Soo Line business car number 52.



Fred Finke and Jack Stodelle discuss dedication arrangements. Note the champagne.

It all began when RHSofSD member Jack Stodelle interested ten San Diegans in purchasing the car as their own private railway car. All Aboard Inc. is the name of the owner group and members are: Tom Sefton, president; Bill Spicer and Jack Stodelle, vice presidents; Dr. Lind Jones, secretary; John Gorby, treasurer; and John Lightner, legal adviser. Other members are: Wally Duthie, Fred Finke, Barry Lyons III and Homer Rydell.

Car 52 is an 83-foot open observation car recently in service as the official car of the president of the Soo Line. The car was built in March 1921 in company shops from a frame and parts supplied by American Car and Foundry of St. Charles, Missouri. Periodically it has been remodelled. Presently it includes two staterooms, a dining room, galley, porter's room, secretary's room and an observation section. The latter room comes complete with two sofas, six chairs, two sections and an attached "public" washroom.

Finish is light mahogany.

The "master" bathroom which is shared by the two staterooms has a stainless steel shower and full size porcelain fixtures. One stateroom has additional toilet facilities.

Provision is made for propane gas tanks which supply fuel for a galley stove and a steam furnace. Equipment also includes a four cylinder propane gas motor. Car is air-conditioned and all power is from 32 volt D.C. batteries. Housekeeping equipment includes an iron, a vacuum cleaner and an ice box.

On the rear are a Mars light and two projectors (used for track inspection).

The car left Soo Line's Shoreham passenger yards at Minneapolis in mid-September on the Soo night freight No. 26 for Chicago. From there it traveled by Santa Fe freight to San Bernardino, arriving at 3 p.m. on September 25. It was promptly switched to Santa Fe's SDX for delivery to San Diego - arriving very early Tuesday the 26th.

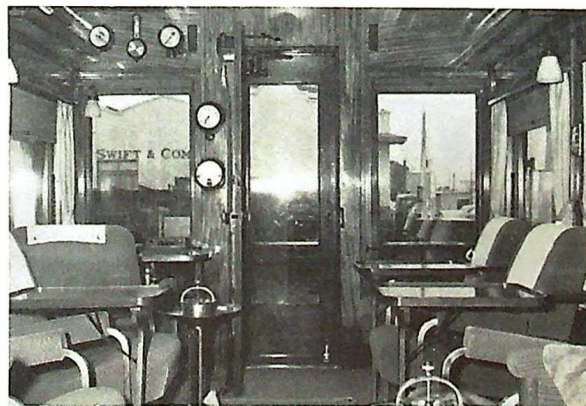
Car is stored on Santa Fe's passenger car tracks across from the Santa Fe San Diego station.

CAR 52 WAS NAMED "CYRUS K. HOLLIDAY"

Car 52 was named "Cyrus K. Holliday" at an October 16 late afternoon dedication ceremony at the Santa Fe station in San Diego. Mrs. Lynn Spicer signaled Santa Fe switcher 2394 to come in and couple to Car 52. It did and crunch went the champagne bottle which was suspended in the coupler knuckle.

While a KFLB-TV photographer filmed the splash of the champagne for two KFLB television screenings that evening, Jack Stodelle spoke briefly about the group's pleasure at having their car based on Santa Fe track and about members' desire to name the car in honor of Santa Fe's first president.

Earlier, Stodelle introduced A. K. Johnson, superintendent of Santa Fe's Los Angeles division and Mr. & Mrs. Tad Finlay. Mr. Johnson's business car and the



Cyrus K. Holliday observation room

Mexico Stories - Inside

Society News

Finlays' private car, Marguerita del Oro, were lined up on adjoining tracks.

All Aboard Inc. members and Santa Fe officials were introduced. Tom Sefton, who was out of town, wired his greetings.

Santa Fe officials who attended the event included: Bob McAllister, general passenger agent; Glenn Young, trainmaster; F. W. Calvert, city passenger agent; Jim Duncan, agent; Bud Carlson, division freight agent; and Johnson.



The September 29 board meeting. Left to right: Jack Stodelle, Tom Sefton, Fred Finke, Barry Lyons and Wally Duthie.

ALL ABOARD INC. MEMBERS WENT TO DISNEYLAND

First trip for the "Cyrus K. Holliday" came on Saturday, October 28 when many members and families boarded the car for a trip to Anaheim and Disneyland. Car lay over in Los Angeles.

"Holliday" left San Diego next on Wednesday, November 1 on San Diego No. 77 for Los Angeles. From that point it went by Santa Fe connecting trains via San Bernardino, Barstow and Bakersfield to Empire. Modesto and Empire Traction then took the car to the Gallo Winery in Modesto. Trip was planned by Homer Ridell, San Diego Gallo Wine distributor, for his salesmen and staff.

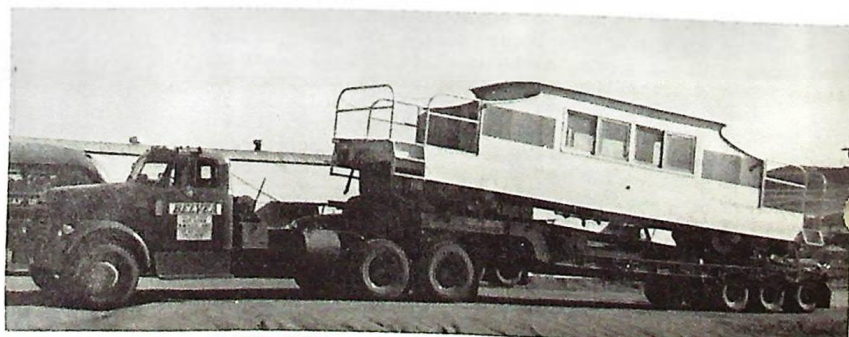
Stodelle recalled that the circuitous routing in part was the route of the "Saint" and "Angel," long since gone San Diego-Los Angeles-Oakland through trains.

Next trip for the "Cyrus K. Holliday" will be one to the Santa Fe shops in San Bernardino. There it will given a much needed coat of paint.

UNITED STATES GYPSUM CAR IS MOVED TO GILLESPIE FIELD

The U.S. Gypsum Co. three-foot gauge inspection car has been moved by the Belyea Truck Co. from Plaster City to a site near the airport manager's office at Gillespie Airport. RHSofSD authorized Stodelle to handle arrangements with Belyea and with the County Board of Supervisors who provided the land lease. The car was constructed in the company's railroad shops from a flat car frame. It was built especially for a 1947 visit by the late Sewell B. Avery and the Board of Directors. Service clubs and Chamber of Commerce groups have used the car for inspection trips. The car has also been used by the RHSofSD for three excursion trips.

Picture by Jack Stodelle



EXCURSION PLANNED TO GUAYMAS FOR NEW YEAR'S WEEKEND

Wally Duthie, outgoing RHSofSD excursion director, reports considerable interest in the New Year's weekend, chartered Pullman trip on the Ferrocarril Sonora-Baja California and Ferrocarril del Pacifico from Mexicali to Guaymas and return. Fares begin at \$32. Meals are additional.

Two chartered Pullman cars will be included in the consist of the "Mexicali." From Empalme (Junction) to Guaymas and return the two car "RHSofSD Special" will be hauled by a switch engine.

The "Mexicali" departs Mexicali at 6:05 p.m. P.S.T. for the overnight and morning run to Empalme. The second evening will be spent at Guaymas where excursionists may continue to occupy the cars. Return will be during the second afternoon and third night. New Year's Eve will be celebrated on the return trip. Return to Mexicali will be at 6 a.m. P.S.T. New Year's Day.

Excursionists should have ample time to visit in Guaymas and also inspect the railroad yards at Empalme.

MORE EXCURSIONS PLANNED FOR 1962

Duthie states that tentative excursion plans for 1962 call for another run to the National Orange Show at San Bernardino and possibly for an excursion to be run to Escondido or Fallbrook. The latter trip would be run jointly with the Pacific Coast Region of the National Model Railroad Association. Supervision of the 1962 excursion calendar will be the responsibility of Corky Thomson, newly-elected excursion director. Thomson solicits suggestions and comments.

TWO EXCURSIONS ARE SUCCESSFUL

The "Orange Show Special" ran April 23 from San Diego to the National Orange Show at San Bernardino via Los Angeles and Pasadena. Return was via Corona. 260 passengers rode the special. Consist was: three unit diesel 340, lounge-baggage 1300, baggage 3434, chair cars 3006-3066-3025, snack car 3365, coaches 3036-3037 and cafe-observation 1509.

Consist for the November 12 "Colorado River Express" on the Sonora-Baja California Railroad included: locomotive 2304, baggage 5502, second class coaches 5207-5205-5210-5203-5209-5208-5201-5202, first class coaches 5103-5105-5108-5107 and baggage car 5504. 630 excursionists rode the train Mexicali to El Doctor and return.

RHSofSD COMPLETES ANOTHER YEAR OF ACTIVITY

With two more successful excursions, a series of informative meetings, another session at Del Mar, and the acquisition of another piece of rolling stock (see separate story) the RHSofSD can claim credit for another year of accomplishment.

Stodelles' Ride the FSBC and F del P

37-3

by JACK STODELLE

We left San Diego at 1:30 p.m. on June 5, 1961 and enjoyed a cool pleasant drive as far as Jacumba where at 3 p.m. we overtook the eastbound San Diego & Arizona Eastern Railway Co. freight with four jeeps and about 55 cars. At Mexicali the Inter-Cal switcher was busy shuttling cars back and forth across the border.

Our train was in the depot ready to go. The Pullman, "Nicolas Urcelaz," was nicely air-conditioned when we entered at 6:30 p.m. and stayed fair when the car was moving. Other cars were heavyweight coaches, two first class and the rest San Francisco commute-type style second class. The only Swiss lightweight car was an express car on the headend which was cut out at Benjamin Hill. We, my wife and boy and girl, had the only drawing room and our friends, Homer and Marge Rydell and their two children, had two sections.

It was a good trip. I woke up briefly at Puerto Peñasco and was up and dressed an hour before our 7:30 a.m. arrival in Benjamin Hill. There was a gorgeous sunrise and the train was right on schedule.

The roadbed is still fairly rough but not any more than our branch lines. The Pullman was sold out but coach traffic was light until Hermosillo as I understand all the Braceros are heading north.

Our FSBC locomotive was a jeep but at Benjamin Hill a cab-unit No. 2102 did all the switching - changing the headend car and attaching the diner between our Pullman and the first class coaches.

The diner was the "Gastronomo" - nice with carpet but alas no air-conditioning working. So we ate in the heat - all the way. Good was excellent. Beefsteak - broiled - for nine pesos (72¢) and one half a broiled chicken for 12 pesos (92¢). Service from all crew members was friendly and efficient. The customs officer was polite and only gestured at our bags as he marked them "OK."

We departed Benjamin Hill promptly at 8 a.m. with 12 cars and one ALCO cab unit FCP 903 (Blt. 1954).

Benjamin Hill had an abundance of equipment around. Most of the Swiss lightweight cars were there - and sadly in need of paint and minor repairs. The second class Swiss cars had every third or fourth window broken out. Evidently officials have given up on the AC equipment. (Editor's note: eight of the second class cars were repaired and were included in the consist of the November 12 RHSoFS excursion.) In addition to the SBC coaches there were three Pullmans which I believe had been either shopped at Benjamin Hill or at least repaired. They looked fine - even to the paint job. The names of two of them were "El Sonorense," "Baja California" and the third was just 5007. (Editor's note: the first two are FSBC's own coche dormitorio cars.) All appeared to be 10 - 1 - 2 arrangements.

All went smoothly for about 50 to 75 miles until we reached Carbo. There the center journal of the rear trucks on Nicolas Urcelaz began to heat ominously. We pulled ahead to a water spigot and much water was applied. After examination it was decided to change the brass. A hydraulic jack was laboriously carried from the locomotive and the journal was jacked up and the new brass was slipped in.

Thirty minutes was lost but by the time we pulled into Hermosillo it was 10:30 a.m. and the train was only 15 minutes late - but alas - the journal was smoking again, and

again the brass was changed. But now it appeared the wheel axle was the culprit.

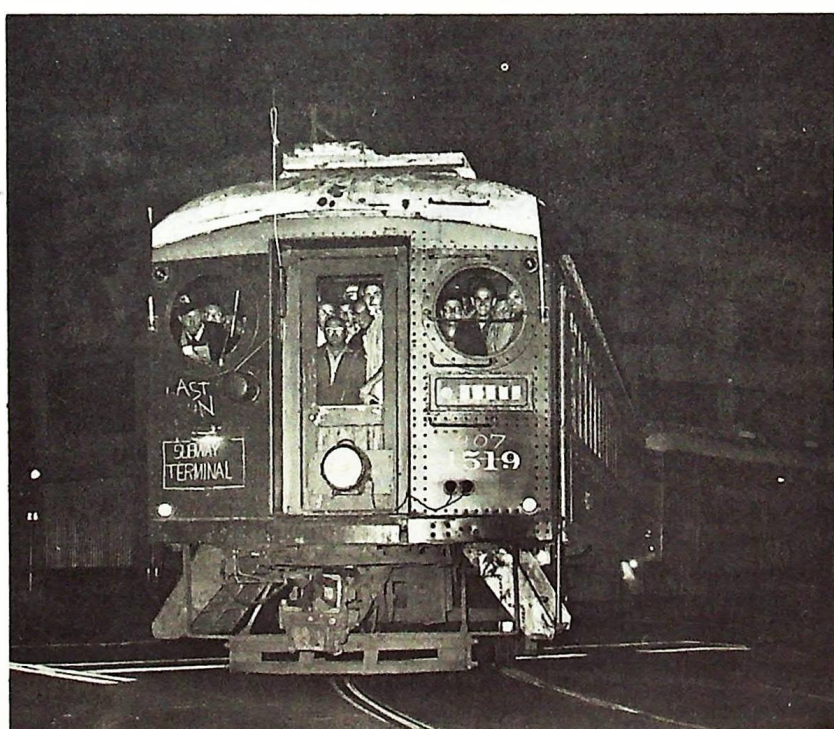
We arrived at Empalme at 1 p.m. - 45 minutes late and with the center journal hotter than the rear brakeman's temper. We said good bye to our friends who were staying 24 hours in Guaymas before catching the north-bound train Sunday at noon.

Imagine our surprise when a switch engine hooked on our car and together with the diner we were switched in to the back shops and our Pullman was placed over the drop pit. In two hours the crew speedily changed the bad order set of wheels and repacked and cleaned up the other journals. Meanwhile we were in the diner and ate in the back shops while another crew attempted (failure here) to start and re-gas the AC motor.

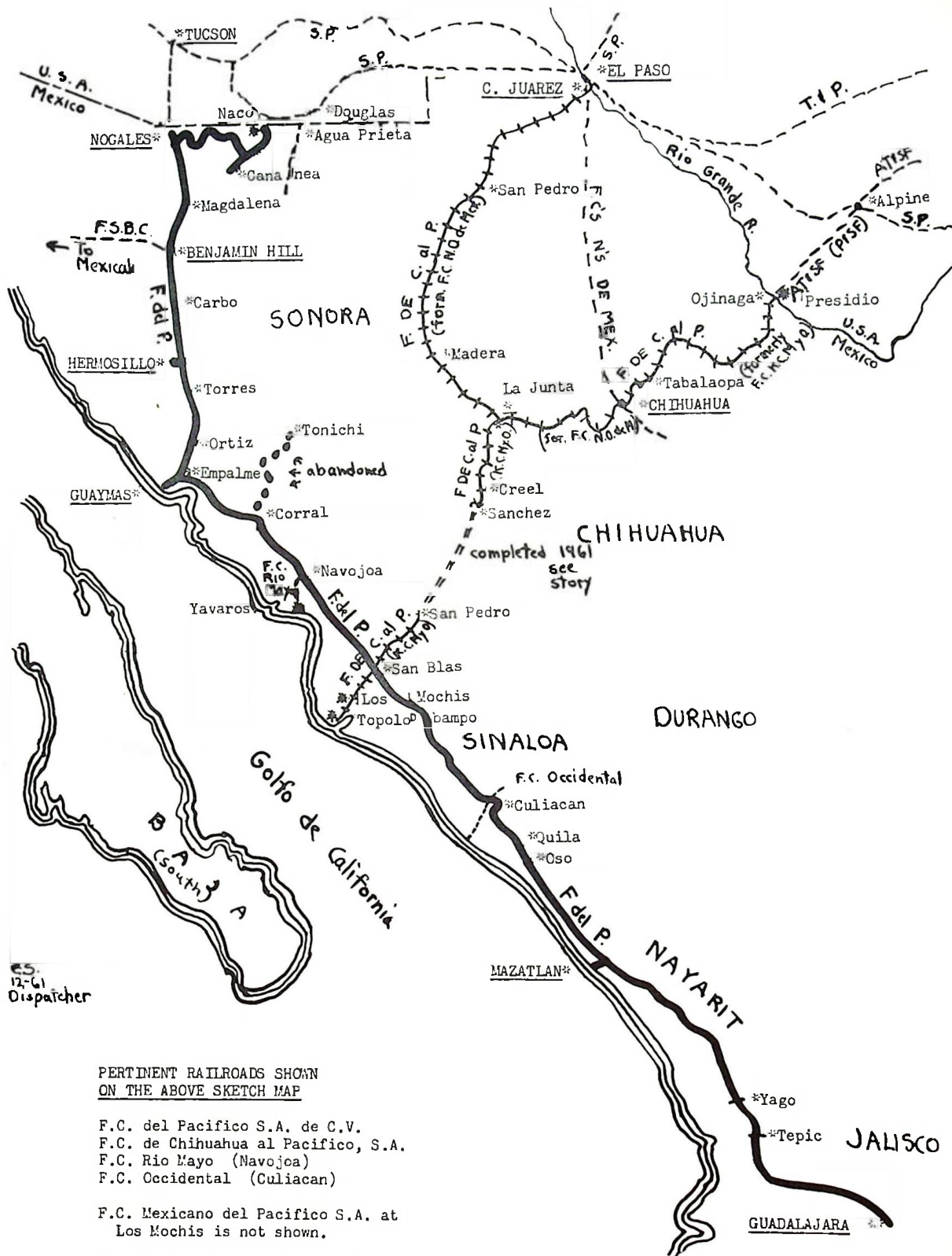
After lunch I toured the shops and observed much modern progress - no signs of steam except the big hooks. All FCP diesels are now overhauled at Empalme. I noticed a beautiful business car on a spur near the shops. It was named "Hermosillo." It had a beautiful lounge section and had all the gear to make it independently comfortable.

The train was underway at 3 p.m. I noticed the diner, "El Gourmet," and Pullmans "Capricho" and "Manuel Acuna." The porter began making the berths by 6:30 p.m. We ate a good meal in the diner and retired by 9 p.m. Next thing I remembered was backing into Mazatlan at exactly 3:30 a.m. - only 10 minutes late.

Knowing that the stop would be 30 minutes I took advantage of the "quiet" running and slept soundly. Imagine my surprise to awaken to daylight - looking out the window and seeing the familiar Mazatlan surroundings. My watch read 6:30 a.m. and we were still in Mazatlan!! I dressed and inquired about the trouble. Caramba! A trenazo! And a bad one.



Richard A. Smith took the above picture (possibly the last one to be taken in Los Angeles proper) of the last LAMTA train rounding the corner of Ninth & San Pedro, 4 a.m., April 9, 1961. En route L.B.



PERTINENT RAILROADS SHOWN
ON THE ABOVE SKETCH MAP

F.C. del Pacifico S.A. de C.V.
F.C. de Chihuahua al Pacifico, S.A.
F.C. Rio Mayo (Navojoa)
F.C. Occidental (Culiacan)

F.C. Mexicano del Pacifico S.A. at
Los Mochis is not shown.

The Chihuahua al Pacifico line merged the Kansas City, Mexico & Orient and the Mexico North-Western Railway.

Note: See F.S.B.C. Story in Issue 31

We began moving and were soon passing two Pullmans with windows open and people in berths peering out. I later learned that these were the Pullman cars from the Nogales train which arrived in Mazatlan at 5:30 p.m. the day before! Officials were adding these two cars to our train and we were to be the first southbound train out of Mazatlan. We ate breakfast in "Gastronomo" still on the station platform and patiently sifted the rumors trying to determine the facts. The Mazatlan paper was all black describing the disaster and saying that through traffic would be delayed 48 hours. However, at 8:30 a.m. we were cheered as our little one-unit Alco bit in and moved the heavy train out of Mazatlan and south.

The crash occurred at Kilometer Post 1295 and we were about 60 miles from there at Mazatlan. We proceeded swiftly past Rosario and stopped at Escuinapa which consists of a boxcar on a siding which serves as the station (with a tile roof yet). There was also a passing track. The village was a good mile across patchwork fields and jungle growth. The Kilometer Post was 1261 - 34 kilometers from the wreck site. After a tour of the station and a talk with the crew I understood that it would be a short wait while four or five northbound trains passed the wreck and came through to Escuinapa and the passing track. The engineer's orders noted all northbound traffic as superior to us.

Wow! Here's where the fun began. One hour - two hours - THREE hours - still nothing showing. The Pullman batteries no longer were strong enough and the porter pulled the power. Soon, some enterprising merchants from the village showed up with tomares, pasetas, candy, etc. We dined in the now HOT diner about 1 p.m. After a delay of six hours we whistled off and began moving - still no northbound traffic sighted. Proceeding cautiously we approached the scene of the disaster with all aboard leaning out windows and vestibules - most with cameras.

The two freight trains had come together at a fairly high rate of speed on a very slight curved section with an adjoining passing track which our train used going about one mile per hour over the hastily rebuilt track. About four or five boxcars were off on the passing track side - each full (or were) of brown sugar. One freight had 80 cars and two Alco-jeeps. The two head end locomotives were telescoped and appeared to be junk. The second locomotive of the southbound freight was deeply imbedded in a jungle of ties and rail. The second locomotive of the northbound train had sheared off at a crazy angle about 40 degrees to the main line. The three lead cars were stock cars with many head of cattle in them. They had been literally pulverized and bloody carcasses were strewn everywhere. It was quite a sight to see hundreds and hundreds of buzzards perched in the trees patiently waiting for us to clear out.

Two big hooks, the wrecking train, and two jeeps were on the main line awaiting our passing so they could get to the scene by way of the passing track. One man died in the wreck and seven were injured. The dead man was riding with the cattle. The northbound engineer, according to the accounts, was to blame as he allegedly overlooked orders to take the siding at 1295.

At Kilometer Post 1326 we finally found some northbound traffic - both the "Mexicali" (full of braceros) and the "El Yaqui" as well as another passenger train. We stopped adjacent to the Mexicali train and a bracero said they had been there 24 hours! And in the middle of nowhere. The Pullmans sighted were "Elota" and on the "El Yaqui" three Pullmans - "Guty Cardenas," "Jostapatio," and the "Alejandro."

I never did see the Barrancas in the daylight but went to bed after another go at the "Gastronomo." We arrived at 7 a.m. - a beautiful morning in Guadalajara. Despite the two delays we were only 14½ hours late.
(Editor's note: Dispatcher and Jack Stodelle are happy to say most fans report on-time arrivals are the rule and - as in the U.S. - trips are routine without incidents.)

CHIHUAHUA AL PACIFICO MAKES HISTORY

Map - Page 4

by ERIC SANDERS

Map - Page 4

"I have designed a railroad that will be 1,600 miles long but will bring the Pacific Ocean 400 miles nearer Kansas City, and Kansas City 1,600 miles nearer Central and South America."

According to James Marshall this statement which came out of "visions and intuition" was made in 1900 by Robert Stillwell, a Kansas City real estate promotor and railroad builder, at a banquet given in his honor. This new idea, literally dreamed up by Stillwell even though just prior to the banquet he had lost control of the Kansas City, Pittsburg & Gulf (later the Kansas City Southern), was followed through. He proceeded to organize the Kansas City, Mexico and Orient Railway and he obtained financing from England and a subsidy from Mexico. Construction was begun. In the United States grading began in June 1900 and the first rail was laid at Emporia, Kansas on July 4, 1901.

The plan called for the line to extend "through Kansas, Oklahoma and Texas, then across the Rio Grande and down through Chihuahua and Sinaloa to Topolobampo." The latter town is a seaport south of Guaymas on the Gulf of California.

By 1908, 729 miles were completed and an additional 241 were graded. Unfortunately ties were untreated, ballast was scanty, and bridges were of light construction, according to L. L. Waters. In Mexico construction was underway west from La Junta, east from Chihuahua, and east from Topolobampo. Pancho Villa held one of the grading contracts. Stillwell claimed that smelters would be built at the border, at Chihuahua and at Topolobampo. He said that lumber from the Sierra Madre Mountains in Mexico would furnish material for railroad ties for U.S. use and that abandoned ore dump heaps along the right-of-way would be treated. He believed that off-season fruits and vegetables would flow into the United States and that Chihuahua's agricultural products would be shipped to the port of Topolobampo.

In 1912 the road went into receivership. At that time 287 miles had been built both ways from Chihuahua and 105 miles had been built inland from the Gulf of California. Between 1914 and 1917 the U.S. War Administration operated the U.S. portion of the line. Off and on, abandonment was considered but William T. Kemper of Kansas City and associates came along and purchased the railroad for three million dollars.

West Texas oil fields provided much needed traffic in 1923 and soon 48% of gross revenue was from the oil traffic. But according to Waters roadbed was in "wretched condition," equipment was "inadequate for needs," and locomotives were light and worn out.

Atchison, Topeka and Santa Fe bought the line for \$14M in 1928. Waters states that Santa Fe feared purchase by a rival line but also believed that oil revenues would increase. Furthermore, he reports, Santa Fe had the rolling stock and the finances and could use portions of the line for "cutoffs" for its own lines. Santa Fe, he said, was not particularly interested in the Mexican portion of the railroad. This consisted in 1928 of 289 miles in the following sections: Ojinaga-Tabalaopa, Minaca-Creel, and El Fuerte-Topolobampo. 215 miles remained to be built - mostly the section through the Sierra Madre range.

It should be noted that the K.C.M. & O. had trackage rights over the Mexico North-Western from Tabalaopa to Chihuahua to La Junta.

B. F. Johnston, a land and sugar man, bought the 289 mile Mexican portion in

1929 for \$650,000. Santa Fe carried a mortgage for \$900,000. Johnson suffered many financial reverses, and in 1940 as part of its nationalization program the Mexican Government took over the line. After negotiations the Government paid Santa Fe \$90,000 and the mortgage was considered paid off. Santa Fe completed the Alpine-Presidio section (U.S.) in 1930. In 1928 Mexican trackage completed was: Los Mochis-Topolobampo-San Pedro, Sanchez-Minaga, and Chihuahua (Tabalaopa?)-Ojinaga.

In the mid-fifties the Compañía del Ferrocarril Chihuahua al Pacífico was organized to consolidate the lines of the Ferrocarril Kansas City, Mexico y Oriente and the F.C. Nor-Oeste de Mexico (Mexico North-Western Railway).

Topolobampo, once the site of a Mexican socialist colony, is a land-locked deep-water harbor 18 miles from the Gulf proper. Agricultural and mining regions are found on both sides of the adjacent Sierra Madres. In 1873 Lieutenant (later Admiral) Dewey surveyed Topolobampo Harbor. In 1892 the Populists eyed this particular trade route and the Canadian Mormons even graded a roadbed a few miles north from the Gulf port. Stillwell had contracted with the Hamburg-America Line to provide steamer service to Topolobampo.

In recent years operation has been limited to freight, mixed trains and, for a time, motor train service. Steam power is still around. The current Official Guide lists one, two or three mixed trains a week on various parts of the line. One can ride the length of the El Paso-Chihuahua or Ojinaga-Chihuahua-Creel or Topolobampo-San Pedro sections but in two cases with an overnight layover en route plus several changes of trains. According to the July 1957 Railway Equipment Register no sleeping cars operate over the line.

In December 1961 the world learned that the Chihuahua al Pacífico's east-west line had become a through transcontinental main line. Existing track had been upgraded and the 156 (or is it 199) mile Creel-San Pedro stretch was completed. The 199 mile figure may include some track within the section that had been constructed in earlier years.

According to Robert Betts of the Copley News Service, "The railroad crosses the great Sierra Madre Occidental range, boring through mountains, cutting through gigantic granite obstacles, spanning wide rivers and deep chasms, until it reaches the Pacific." "There are 75 tunnels with a total length of over five miles, 39 bridges and three viaducts." (One tunnel, called the "Descanso," is the longest in Mexico - 1840 meters). Betts reports that "one bridge is over 300 feet high. Another bridge, straddling the El Fuerte River on great reinforced concrete pillars, is nearly a third of a mile long."

Four trains traveled the Chihuahua al Pacífico on November 23, 24 and 25 during inaugural ceremonies. Aboard were 800 persons including President Adolfo Lopez Mateos. Many stops and many public construction project dedications were made. The official railroad dedication ceremony took place at 11 a.m. on November 24 at the tiny mountain village of Santa Barbara near the border of the states of Chihuahua and Sinaloa in the heart of La Barranca del Cobre (Copper Canyon). Look there for the six foot high letters on a plaque and look also for the 400-foot double water falls of the Rio Septentrion.

The event was well publicized. Newsmen guests included Drew Pearson and staffers from the wire services, the Copley Newspapers and the Los Angeles Times.

In the future on this Ojinaga to Topolobampo line, 600 miles long, will be carried cotton, lumber, cattle, ore, fertilizers and chemicals. Regular service consisting of one passenger and possibly three freights each way daily will begin in the late fall or early spring of 1962. (Continued on page 7, column 2)

A feature and news publication issued quarterly as an official publication of the Railway Historical Society of San Diego, Inc. Society officers are: Wendal Byers, acting president; Charles Mann, second vice president; Earle Swaine, third vice president; Fred Finke, treasurer; Mrs. Gladys Umbarger, recording secretary; L.W. McCleary, corresponding secretary; Wally Duthie, excursion director; Bob Weaver, historian. Vernon Williams is librarian and Corky Thomson is editor of the Newsletter.

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EDITORIAL COMMENT

No, the Dispatcher hasn't folded! We just ran out of whatever it takes to keep a publication schedule. Throw in a little sickness, responsibility to family members, home repair and job obligations.

We promise delivery of Dispatchers to match subscriptions. We just don't promise the date of publication.

Dick Dodge's San Diego cable car story is now being processed. It's an expensive issue and we're thinking of cushioning the cost by issuing an all-mimeographed issue with it. We'll save on postage and on production costs. The second issue will also provide space for us to review the year's railroad news. It'll also help us get back on schedule.

So - probably - not for sure - in the next mailing please look for a real good cable car issue and an all-news issue. We're aiming for February publication. The cable car issue will be mailed to all RHSofSD 1961 members as the fourth issue. 1962 will bring the news issue and three feature issues.

We hope soon to review the San Diego museum story. Reports will be gathered from RHSofSD, SDCRM and the OMT.

CHIHUAHUA STORY (Continued)

For railfans, then, here is a "new" railroad. Ride the mixed trains on branch line track from El Paso to La Junta or Chihuahua on the former Mexico-North-Western and then take the newest transcontinental line to the Coast. Return via the Pacific and Sonora-Baja California Railroads to Southernmost California. (*When regular service begins.) Editors note: The above story has been compiled from the references listed below and from data in Dispatcher files. The editor would appreciate readers sending in corrections and additions - there are many we know. Background data is lacking but we felt we had to "cover" the story told above.

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Railway Equipment Register
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San Diego Union & Evening Tribune & the Copley News Service
Los Angeles Times staff reports
San Bernardino Sun

CHIHUAHUA AL PACIFICO EQUIPMENT

Railway Equipment Register, July 1957

Miles of road operated ... 834

Locomotives (oil burning 56,
diesel-electric 7) ... 63

Freight cars

Box	969
Stock, single deck	74
Steel logging	152
Flat	145
Gondola	76
Coal	6
Tanks	120
Caboose	19
Outfit	80
Bunk	1
Ballast	7
Total	1649

Passenger

Coaches (1st, 2nd)	42
Private	5
Baggage-express	1
Baggage-mail-express	12
Total	60

Lettering: CH-P, N-Oden, K.C. Mayo

FERROCARRIL DEL PACIFICO

The Atchison, Topeka and Santa Fe Railroad, blocked in the 1880's in its attempt to reach California, moved into Mexico in its search for a Pacific seaport. After William B. Strong, the then-president of the railroad, talked to President Porfirio Diaz an agreement was made that Santa Fe would build from Nogales south to the Gulf seaport of Guaymas. The railroad would post a cash bond and Mexico would pay a subsidy.

The Sonora Railway Co. Ltd. was organized and construction began in Guaymas, 262.41 miles south of Nogales. A ship came around the Horn and unloaded rails, fastenings, twenty flatcars and a locomotive. Santa Fe men built a wharf at Ardilla Island in the bay and then ran a 1000-foot bridge to the mainland. By November 1881 trains were running between Guaymas and Hermosillo, 90 miles. On hand now were 10 engines, seven passenger and 181 freight cars.

The line was completed into Nogales and on October 25, 1882 at Guaymas a silver spike was driven into a mahogany tie. One month earlier Nogales had been connected to Benson by AT&SF subsidiary, the New Mexico and Arizona Railroad. From Benson to Santa Fe track at Deming trains operated by trackage rights over Southern Pacific track.

On November 16, 1885 Santa Fe trains began operating into San Diego. On May 31, 1887 Santa Fe had rights into Los Angeles. Thus the Guaymas line became less important to the railroad.

A reciprocal lease was signed July 15, 1898 (or July 5, 1898, or June 30, 1897 ???) between Southern Pacific and Santa Fe whereby the latter road leased the Sonora Railway and the New Mexico & Arizona to Southern Pacific in exchange for trackage rights* from Needles to Mojave and shortly thereafter for rights into Bakersfield. On December 27, 1911 (or was it June 30, 1912?) the Sonora Railway was sold to Southern Pacific (Sud Pacific de Mexico). (*Exclusive rights - formerly restricted.)

Southern Pacific moved to extend the railroad so construction crews headed south. Navojoa was reached on May 12, 1907. Work on the Mazatlan area began that same year and many supplies were brought in by steamer. By 1910 the line extended south to Yago and on February 5, 1912 to Tepic (669 miles south of Empalme). It should be noted that this construction was undertaken by Southern Pacific through concession rights. Apparently these included the Cananea, Rio Yaqui & Pacific and the SPdeM concessions.

During the revolutionary period, 1910-1920, with its political turmoil most construction stopped and operation was curtailed. In 1917 the State of Sonora stepped in briefly to operate the line.

On April 15, 1927 at the Arroyo Salsipuedes Viaduct a spike was driven and on April 17 trains ran through to Guadalajara. The final 102 miles through the volcanic formations of the rugged Barrancas offered a challenge to the Sud Pacific de Mexico. 32 tunnels were bored and 4000 Mexicans worked on a single section. From Orendain Junction, 23 miles to Guadalajara, SPdeM trains used National Railways of Mexico track.

On December 12, 1951 SP de M sold out to the Mexican Government.

The Ferrocarril del Pacifico S.A. de C.V. was incorporated on March 8, 1952. Actual operation began on April 1, 1952. A rehabilitation program called for im-

proved rail and roadbed on 2000 kilometers of right-of-way. New equipment included 53 all-purpose diesels, 19 lightweight diesels and 1649 freight cars. 800 other cars were repaired. In 1957 Fdelp operated 1,096 miles and owned 1335 miles of track. Employees numbered over 5000.

Southern Pacific of Mexico operated one passenger train on the line. In 1935 on a three day-a-week schedule its consist included a standard sleeper (Los Angeles-Mexico City) and coaches (Los Angeles-Guadalajara), plus a Pullman observation sleeper and a Pullman Cafe-Lounge (Nogales-Guadalajara). On a mixed train, also operating three days a week, consist included coaches (Los Angeles-Guadalajara), and a standard sleeper and a Pullman cafe-lounge (Nogales-Guadalajara). In 1945 the "El Costeno," the "Coaster," was operating three days a week but cars no longer ran through to and from Los Angeles. In 1949 the same train was running daily. In 1950 the train was known as "El Yaqui" and carried standard sleepers and the Pullman cafe-lounge, all routed Nogales-Mexico City. Coach passengers changed trains at Nogales & Guadalajara.

About this time the connecting mixed train from Empalme to Guaymas (which had been scheduled as many as six times daily) was discontinued. At one time a motor train or rail bus also operated on the branch, and one brochure mentioned a Pullman which was cut out at Empalme for Guaymas.

The Ferrocarril del Pacifico continued the "El Yaqui." For a time patrons of the Ferrocarril Sonora-Baja California (after it began operating) had to wait about 21 hours at Benjamin Hill for a connection both ways with the Fdelp train. Then Fdelp began operating an extra train which connected with the FSBC train. Last year this train was regularly scheduled and was given the name tag, the "Mexicali." On the "Mexicali" one or two Pullmans are run through between Mexicali and Mexico City. Through Pullmans (Nogales-Mexico City) are included in the consist of the "El Yaqui." The latter train also has a diner. On the "Mexicali" the diner is included in the consist between Benjamin Hill and Guadalajara.

Hermosillo boasts a station and a yard as does Nogales. Some equipment is stored at the latter town. General shops are located at Empalme. Diesel locomotive overhaul takes place here. There is - or was - a station at Guaymas. Double-decker rail buses once operated in suburban service out of Mazatlan.

Many West Coast cities, including Hermosillo and Guaymas, are not on the main line but in most cases (not including Guaymas) trains detoured into the towns.

This sketch of the Pacific Railroad, admittedly incomplete, is included for the benefit of the excursionists on RMSofSD's New Year's Guaymas excursion. The editors again would appreciate readers comments and additions. At some future date the Dispatcher will devote an entire issue to the Ferrocarril del Pacifico - but not until the data is at hand and is reasonably accurate. Can you help?

In the meantime, readers are referred to Railroad Magazine, February 1948. In that issue on page 34 look for an article, "Southern Pacific of Mexico," by Leonard T. Haug.

Editor's note: References for the above sketch are for the most part the same volumes listed for the Chihuahua al Pacifico story. Haug's article also provided pertinent material.

GEOGRAPHICAL DATA. Population: Hermosillo has 40,000 plus and Guaymas has 20,000 plus. Two down-to-earth descriptions of the Nogales-Mexicali-Guaymas area are found in Sunset Magazine for January 1961 and the Sunset Discovery Book, "Mexico."

TO ALL DISPATCHER READERS! The editors extend season's greetings to you and wish for you and your families a Happy and Successful and - let us - say - a Challenging New Year. May we turn from suspicion and hate and distrust. May we turn to the Golden Rule and keep joy in our hearts.

1-10-62

ES, we're way off schedule. Please be assured, however, that subscriptions will be honored in full and the Society will be billed only for copies actually delivered to members. The San Diego Cable Car issue is now being assembled. Because La Mesa and El Cajon are celebrating their 50th Anniversary Dispatcher may issue an abbreviated Cuyamaca Line issue.

GUAYMAS. 27 of us rode the excursion train to Guaymas. Retiring Excursion Director Wally Duthie did it up right and arranged for a one car (our Pullman) excursion train from Empalme to Guaymas - a photo stop and locomotive riding included. We'll tell the story someday in a Pacific Railroad issue.

CORRECTIONS. The new and very beautiful Hermosillo station is on the main line. Trains do not enter the city.

NEWS AT DEADLINE. SC-R&LHS has added Union Pacific Big Boy No. 4014 to its Pomona Fairgrounds collection. Pacific Electric extended the date of the Pomona Fair spur abandonment to January 15 to make the movement possible.....Three diesel-powered traveling cranes are now in service - CN RAIL - at the concrete pipe plant at Sandrock and Friars' Road in San Diego's Mission Valley. High boom cranes move the forms for the oversize pipe. (Diamond)

SAN DIEGO & ARIZONA EASTERN Jack Stodelle reports that SD&AE's main line has been cleared for piggyback.....For the record - combine 175 was sold to a scrapper and then purchased and moved in 1961 to the OET Perris museum. 174 may be in SP service. Presumably, 208 has been scrapped.....On May 31, 1961, Carl M. Eichenlaub retired after having served for many years as superintendent. He's promised a story for the Dispatcher. Mr. W. B. Barker of the Nacozari Railroad on June 1, 1961 assumed the office of Superintendent.

SANTA FE. Unconfirmed reports indicate that Santa Fe may acquire commute-type (double decker) cars for the "San Diegan." Nothing definite.....Old track one at the San Diego station has been removed and the area has been paved and converted into passenger loading space. Other track changes were made so that two less tracks now cross Broadway.....Picture on page one of this issue fails to show Supt. Johnson's business car.....Eight U25B diesel-electric locomotives have been ordered from General Electric. The 2500-horsepower, 4-axle units are scheduled for March and April delivery. They will power high speed freight trains. (SFePR).....Meal coupon books, good for 20% saving in dining car prices, are now good on the El Cap and the Chief.. ...For a two month period this fall Santa Fe offered a Monday through Thursday San Diego-Los Angeles round trip fare of \$4.40.

The "Christmas rush" called for extra sections of eastbound trains from Los Angeles on Dec.15 and Dec.18 through 21. 700 Camp Pendleton marines were to leave Dec.16 on a special train and two more specials loaded with 1200 men were to leave December 20 - all from the San Onofre siding. On the San Diegan plans called for four extra cars on Dec.19, seven on Dec.21, an extra section Dec.22, and extra equipment on Dec.27

Southbound San Diegan No.76 on the afternoon of August 1 collided with a loaded gravel truck at Orange. The truck driver was killed and four passengers suffered minor injuries. The San Diego Union reported that although six passenger cars were derailed - all upright but some supported by the sides of the Santa Ana River bridge, the impact was not severe and passengers reported only "shaking and bouncing." The 250 passengers were transferred to six buses and given a courtesy dinner. Trains 77 and 78 were rerouted by way of Atwood.....Two "Surf Line" trains respectively hit a car on Sassafras Street in San Diego and a "bullfighter" in Carlsbad. In the latter instance the victim was using the San Diegan as the "bull."

Santa Fe in 1961 opened its new Kansas City freight station. Plant includes a three story office center, new type lights and communication and a giant floor conveyor system that handles freight to any section of the structure. Seven tracks handle 113 box cars. Associated Santa Fe Trail Transportation Co. has room for 231 trailer vans.....100 shock control cars are being placed in service.

Santa Fe offered to donate the Carlsbad depot to the City which in turn will lease it to the Chamber of Commerce for space for museum, art gallery and model railway installations.... Santa Fe's passenger revenues for San Diego increased to an estimated \$2,509,395 from \$2,422,231 in 1960. December was one of the best peacetime months on record. Freight declined somewhat in 1961. 1960 passenger total was 603,400 against 656,525 in 1959.... Reynolds Metal plant land is located on former California Southern Railroad Co. terminal grounds.

Revenues of the Santa Fe Railway system are showing improvement from the recent upturn in general business activity, and this trend is expected to continue into 1962. For modernization and improvement during 1962, the Santa Fe has programmed gross capital expenditures of \$65-million to include 43 heavy duty diesel locomotives, approximately 1200 new freight cars of various types, 25 new baggage cars, 238 miles of new continuously welded rail for main track replacement, completion of a 39 mile realignment of track on the Phoenix line in Arizona, further traffic control signaling, microwave communication installations, and many other improved facilities.

UNITED STATES GYPSUM A \$10,000 narrow gauge vehicle is now transporting workers back and forth to the mine of the U.S. Gypsum Plaster City plant. The men ride "six facing up-track, six facing down." Two older-style Chrysler car bodies have been welded back to back. A mid compartment has replaced the trunk areas. Motor may be located in the mid-section. We're not sure. The car can be controlled from either end of the 37½ foot long vehicle. It runs on pneumatic tires with custom-rolled flanges. There are eight wheels but there is no steering wheel. (Data from the El Centro Post-Press). Oh yes! The newspaper reported a running speed of 70 mph and a possible top speed of 80 mph. How's that?

FERROCARRIL SONORA-BAJA CALIFORNIA. Two diesels handled each of FSBC's passenger trains on the New Year's weekend. Trains ran 13-16 cars. New time schedule now in effect calls for a one hour speedup in running time. Train 2 leaves Mexicali at 6:25 p.m.; arrives Benjamin Hill 5:30 a.m. Train 1 leaves Benjamin Hill at 6:20pm; arrives Mexicali 5 am. Times are P.S.T. One Mexicali station track has been removed in order to provide additional passenger loading area. Mexicali also has a wash rack and much new track in the yard. At Benjamin Hill the old shop area has been converted into a passenger car yard and a station platform area. FSBC and FCP platform tracks are now separate. The Benjamin Hill shops appear to be completed.

FERROCARRIL DEL PACIFICO. Main line trains now include two regular passenger and two scheduled freights each way. The "Mexicali" appears to have become an "important" train. During the holidays it carried two Pullmans. RHSofSD excursionists on the return trip found their train consist included two regular Pullmans, a San Diego Falcon Travel Tour Pullman and the RHSofSD Pullman - four in all. Also during the holidays the accent appeared to be on first class travel. All locomotive overhaul is carried on in the new and spacious Empalme shops. Seven locomotives can be handled simultaneously. Coach and freight car shops are at Guadalajara. FCP is now constructing some freight cars. Several FCP-built cattle cars were noted. Shop men told the Dispatcher that all FCP passenger equipment will be roller bearing by the end of the current year. It's roughly two nights and two days to Guadalajara. Add a third night for Mexico City.

A new FCP station has replaced the "box car" station at Benjamin Hill. FCP lists the following population figures: Nogales 40,000; Magdalena 8500; Benjamin Hill 6000; Hermosillo 100,000; Empalme 20,000 and Guaymas 38,000. Guaymas station remains open. Running time was 46 hours Mexicali to Guadalajara - probably 45 hours under the new FSBC schedule.

SOUTHERN PACIFIC. Noted switchers 1064-69-84-67-and 89 .. also 1439 and 4620-26-27 and 32 in El Centro. Ten in all. Large and efficient - that's the new locomotive servicing facility at Taylor Yard.... PACIFIC ELECTRIC-LAMTA. Overhead Morgan to Fairbanks is down. Some four track is being removed - some inner and some outer. 10 PCC cars are encased in plastic "bags." Western end of Route J was (is) bussed nights due to road construction. San Vicente viaduct is coming down. Arrowhead Springs branch is probably gone now.

THE EDITOR'S DESK

REFLECTIONS ABOUT

ISSUE 37

Dedication ceremony snapshot on page one is dark. Shot was taken late in the afternoon without the benefit of flash. Sorry. Dispatcher offers its congratulations to the fellows of All Aboard Inc. Good work fellows! We learned later that KCGO-TV and XETV also filmed and telecast the event.....Only one pullman was needed for the Guaymas excursion. But what a grand excursion! Congratulations to Wally Duthie. Hear about the trip and see some slides at the Society's February meeting.....Excursion Director Corky Thomson reports that plans for the 1962 Orange Show Excursion will be presented at the next Board Meeting. If it runs - it will run in April.....1962 officers of the Railway Historical Society of San Diego are: Wendal Byers, president; Earle Swaine, first vice president; Charles T. Mann, second vice president; Charles Rezek, third vice president; Gladys Umbarger, recording secretary; Jane Rezek, corresponding secretary; Fred Finke, treasurer; S. L. (Corky) Thomson, excursion director; and Eric Sanders, historian. Mr. Byers was appointed acting president in October replacing Dick Pennick who resigned because he joined the Air Force.

STODELLE'S STORY

We resolved never to add an editor's note in the middle of a story. And we did just that in Jack's story. We won't do it again. On the Guaymas excursion not one first or second class FSBC Swiss-built was seen on a train. One employee stated because of AC and stability problems the cars are not being used.

OTHER.

Please place Cd. Obregon on the map, page four, about 18 kilometers below Corral. Cd. Obregon's population is now 75,000.....We're told there's no steam on any short line which feeds into FCP. F. C. Rio Mayo at Navojoa is now FCP owned, we are told. In Spanish the term should read Sud Pacifico.....We're confused about dates of construction and places involved. There's conflicting data in stories and maps. We refer to Creel, San Pedro, Sanchez and Mineca on the Chihuahua line.

OTHER PUBLICATIONS:

R. P. Middlebrook's "The High Iron to La Jolla," is found in the January 1961 Quarterly of the San Diego Historical Society. Only a few copies left. \$1 to SDHS, P.O. Box 10248, San Diego 10. We like this one. We also look with favor on three more Pacific Railway Journal publications. First, there's a by-the-week spiral bound 1962 Railroad Photo Calendar which comes complete with many good pictures for \$2. Then there's the East Shore & Suburban Railway for \$3 and the United Railways of Oregon for \$3. Real good for traction fans. PRJ address is P.O. Box 91, San Marino 9, California.

DISPATCHER

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