

REPORT

OF THE PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, INC.

Issue 18

La Mesa, California

May 30, 1965

WELCOME ABOARD THIS SPECIAL PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION excursion train. Enjoy your ride on the northern half of the Ferrocarril Sonora-Baja California (Sonora-Baja California Railroad). This is the route of the "Mexicali," a train which departs nightly from Mexicali for a run to Puerto Peñasco, Benjamin Hill, Hermosillo, Empalme (Guaymas), Ciudad Obregón, Mazatlán and Guadalajara. Cars on today's train will probably be FSBC's own cars purchased new some years ago from a German car-builder. Most of the cars used on the "Mexicali;" however, were purchased second hand from U.S. railroads. FSBC and the cooperating Ferrocarril del Pacifico share equipment. Fdelp is the successor company to the Southern Pacific of Mexico R.R. so many cars have that SP look.

THE MEXICALI ISN'T EXACTLY A ZEPHYR OR A SUPER CHIEF, but it is a daily cross country train carrying as many if not more passengers than many better known North American name trains. FSBC's trains, the "Mexicali" and a daily except Sunday freight, are important to the economy of Mexico's northwest corner. Thousands of passengers and tons of freight are transported yearly both ways between Baja California and the Mexican mainland. The railroad is responsible in part for the growth of what has been Mexico's frontier country.

THE MEXICALI'S CONSIST GENERALLY INCLUDES two Pullmans, two or three first class air-conditioned coaches, many second and special first class coaches, and the usual head-end cars. One Pullman is scheduled between Mexicali and Guadalajara; the second is routed from Mexicali to Mexico City. Between Guadalajara and Mexico City this car is included in the consist of a connecting National Railways of Mexico train. A dining car is added to the consist at Benjamin Hill. Americans in increasing numbers are riding the "Mexicali." Here is an opportunity for an American to ride a foreign train. Between Mexicali and Benjamin Hill (the southeast terminus of the FSBC, 325 miles distant), the "Mexicali" makes overnight runs each way over the Ferrocarril Sonora-Baja California. From Benjamin Hill to Guadalajara, Jal., 1300 plus miles from Mexicali, the train operates over the rails of the Ferrocarril del Pacifico (Pacific Railroad). The Fdelp has one other passenger train, "El Yaqui," which operates from Nogales through Benjamin Hill to Guadalajara.

THE FERROCARRIL SONORA-BAJA CALIFORNIA, which had its beginnings in 1923 as the 10½ mile Ferrocarril Mexicali e Golfo extending from Pascualitos to KP 9.70, was completed in 1947 and was then as now under Mexican Government ownership, specifically the "Secretaria de Comunicaciones y Transportes." Service between Mexicali and Puerto Peñasco began in 1940. Through passenger trains (Mexicali to Benjamin Hill) began operating on April 7, 1948. Various kinds of connecting service was offered by Fdelp at that point but usually a layover for as long as 21 hours was involved. About 1959 the Fdelp began scheduling an extra train for a direct connection. Then in 1960 both railroads joined forces and the "Mexicali" was born. If you'd like to know more about the Sonora-Baja California Railroad then purchase (for 25¢) a copy of Issue 31 of the Dispatcher. In Issue 37, "A Private Car Comes to Town," you'll find brief but reasonably complete stories of the Ferrocarril del Pacifico and the Chihuahua al Pacifico. The latter railroad is the continent's newest transcontinental railroad. Wally Duthie, who operates many tours for PSRMA, can tell you all about these railroads. Issues 31 and 37 as well as other back issues of the Dispatcher are available from the car attendant or from a self service container in mid-train.

PLEASE READ THE FOLLOWING. On an excursion train with the many stops and varied operations it is important that passengers be safety conscious. Here are some reminders:
1. Operation of the train is the responsibility of railroad personnel. PSRMA members will assist with loading or unloading. No other person has any responsibility.

2. Watch for train movements. Expect the unexpected. 3. Do not board or leave the train while it is in motion. Play safe. 4. Doors must be closed when the train is in motion (Top half of the door may remain open). 5. Children must be supervised by their parents. Young children should be with their parents when the train is moving.

HERE IS YOUR TRAIN LOG

Miles from K.P. from

<u>Mexicali</u>	<u>Pascualitos</u>	<u>Station</u>	<u>Remarks</u>
0.00	- - -	Mexicali	Line from the International Border past the station to Pascualitos is the old "Inter-Cal."
5.59	6.00	Pascualitos	Former junction of FSBC and the Inter-Cal. Pascualitos is a maintenance-of-way facility.
17.40	18.90	Cerro Prieto	
18.02	20.00	Canal Crossing	
25.17	31.4	Delta	
32.31	42.8	Victoria	Look to your left. It's a quaint town,
34.49	46.59	Curve to left, then to right - for pictures	
36.04	48.8	Rio Colorado	Here's the Colorado River one-lane rail-highway bridge. Leave train on right. Train will back and then move forward for pictures.
41.07	56.9	Coahuila	Market town - included on short trips as a stop.
42.87	60.00	Baja California-Sonora State line.	Look for sign on left.
44.49	62.3	Riito	Short excursions turn back here. Town.
63.2	92.8	El Doctor	Railroad whistle stop
80.30	120.5	Kilom. 121	RR facility
85.07	128.2	Sanchez Islas	RR facility
?	?	"the crosses which mark the graves of the surveyors who lost their lives" (See Issue 31 of the Dispatcher)	
		Leave train on right. Train will back up. Wait west of track until photographers take pictures of the crosses.	
93.07	141.1	Torres B.	RR facility
113.97	173.2	Lopez Collada	RR facility
133.86	206.9	Gustavo Sotelo	RR facility
153.46	238.5	Puerto Peñasco	Train will proceed out branch from station to the town. Photographers may wish to stay on train for a switching movement on the wye. Others proceed to town.

RETURN TRIP - PROBABLY NON-STOP

AT PUERTO PEÑASCO excursionists will have a minimum of one hour to tour the town and waterfront. (Time may be extended if schedule permits) At 60 minutes - or longer - after the arrival, a long whistle will be blown. Please return immediately. Puerto Peñasco is a small fishing town, commercial and sports fishing. It is popular with both California and Arizona fishermen. Beaches, several miles north and south, are visited by the shell collectors. There are several good camping spots. The town is 66 miles south of the Arizona border.

LISTEN FOR THE WHISTLES. One long blast - return to the train immediately. Five short whistles - board the train immediately. Two short blasts - we're off!

THIS AND THAT. Reservations at 7 p.m. Friday totalled 164 on the train; 26 on the bus. Officials are: Wally Duthie, excursion director; Dwight Couch, Kent Anderson and Eric Sanders are hosts. Aboard also as guests are Robert Weaver and Brian Storm of the San Diego Union.

REPORT is the official publication of the Pacific Southwest Railway Museum Association. Published six times a year. Address: 7861 Normal Avenue, La Mesa, Calif. PSRMA meets the third Sunday, 7:30 p.m., at the "Old Library Building" in El Cajon, Calif.

PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, INC.

10330 Fuerte Drive, La Mesa, Calif.

Members of the Pacific Southwest Railway Museum Association are dedicated to the task of constructing and maintaining a San Diego County operating railway museum. PSRMA's primary effort is directed initially to the acquisition of land and equipment. Ultimately, PSRMA expects to maintain for the enjoyment and education of the public a museum which will include an exhibit of railroadiana and an operating railway.

To date, progress is far from spectacular - but progress there is. PSRMA's first power unit was acquired this month. It is ex-Santa Maria Valley Railroad No. 9, a small Fairmont-built four wheel express car. On some railroads this type car was used as a small rail-bus - indeed the Santa Maria Valley management report that it has carried passengers on occasion on the railroad. It has a Model A Ford motor, it carries twelve passengers, and it's a car which can be operated and maintained with a minimum amount of know-how.

Three PSRMA members own motorized section car equipment, available for operation on Museum track.

One member owns an ex-San Diego Electric Railway Company Birney car body. Members are now storing this street car and its owner is currently negotiating for trucks and other operating equipment. One other member is endeavoring to acquire a small steam locomotive. PSRMA itself plans acquisition of additional equipment and exploratory talks are underway.

PSRMA is currently seeking rail and ties. Members are also searching for land - long term lease or purchase. The Museum aims to acquire a right-of-way, one-half-mile to a mile long as well as operating and headquarters space. Today, the Museum would settle on a temporary storage and restoration property within the metropolitan area.

Interested citizens are invited to participate in this project. Although working members are - and may continue to be - few in number, there is need for the interest and support of many more folk. One may become a contributing member for the small sum of \$1. A regular membership fee is only \$2. Obviously, membership fees will rise when property is obtained and costs become heavy. If you are interested in supporting the work of the Museum and in receiving the newsletter, please fill in the form below and forward same to the Museum (or on the Puerto Peñasco excursion: to the car attendant.)

Thank you.

Name _____ Telephone _____

Address _____

Membership: \$1 - contributing _____
\$2 - regular (subject to approval of membership committee) _____