



SBC Prototypical Graphical Roster



By Jonathan D. Rodriguez

Updated: 4/2022

About this document: Railroad literature can be split into two types of categories. Literature that simply describes a general history or pop culture of the railroads and then literature that contains a galore of well-documented history of railroads and is often written by professionals who specialize in transportation, dedicated railfans or employees. Often these books have a focus on the American and Canadian railroads, only a small portion of railroad books have been written about the Mexican Railroads, some notable publications are *NdeM in Color* by Matthew J. Herson, *Baja California Railways* by John A. Kirchner and *The Southern Pacific of Mexico and the West Coast Route* by coauthors John R. Signor and John A. Kirchner. Other notable works have been written for academic historical purposes and leave out major prototypical railroad equipment property. This volume tries to provide railfans with a detailed prototype graphical roster of the diesel units that Sonora-Baja California acquired during its operations. All rosters are subject to change if and when newer information is available, and I will seek out any collaborators that wish to be a part of this series.

About the author: Jonathan Rodriguez has been a railfan since his youth as a byproduct of his father Carlos. Jonathan received his bachelor's in anthropology having an emphasis on Mexican indigenous culture in 2015 at the University of Arizona, in 2019 Jonathan finished his masters in geographic information science and technology at the University of Southern California where he focused on migration patterns. Currently, Jonathan focuses his career on geospatial analysis and specializing in anthropology, meanwhile, railroads remain a heavy deep interest. Special thanks to Lowell McManus founder and admin of Mexlist.com an online group dedicated to sharing the knowledge of Mexican railroads, special Thanks to Carlos Rodriguez "The Driver" who put in the hours and dedications to giving his family the best train photos possible on the road. And finally, a special thanks to all the photographers who contributed to this document by direct contact and by uploading photos available to the public.

Sources: Sources for the paint scheme history is based on visual media ranging from slide/digital, photography and videos. This media comes from available sources from train photo websites, personal collections, and various collaborators who shared information. Sources on historical and some locomotive information is based on *Baja California Rails* John A. Kirchner (1986). Some roster information and proposed NdeM numbers that were never applied in the FNM era came from *Extra South Issue 89* by Dan Dover (1989) Information on locomotive specifications came from The Diesel Shop (www.thedieselshop.us).

Table Key: Information for most of the locomotive types are collected into tables, each table will have various attributes that are associated to the SBC locomotive type. A few locomotives have their attribute information included in their summary. A question mark (?) means that the information is an estimate or needs a confirmation. Some information is subject to change when more accurate information is available.

(Front image cover, A rare opportunity to see SBC 2308 a GP35, at Nogales, Sonora on a clear day in June of 1976 4 the Ferrocarril Del Pacifico locomotive shop. Photo by R.H. Lehmuth Jonathan Rodriguez Collection)



Figure 1 The Yaqui culture is just one of several native cultures in Sonora. The SBC used the Deer Dance for a logo first seen on an order of 50' Boxcars in 1975. it would commonly be seen on other equipment. This image shows the logo on a trailer of which SBC had many in the 1980's Photo by Juan Viladrosa Used by Permission

Brief History of the Sonora Baja California

After a bloody 10-year revolution, 1930's Mexico was going through a series of national pride movements as nationalism were sweeping the country. Led by the former revolutionary general from Michoacan who turned president in 1934. Lazaro Cardenas led a series of nationalization programs to distance Mexico from the foreign control that previously led to Mexico's revolution in 1910.

Railroads would be an essential part of Cardenas plan to unite the still isolated parts of Mexico, two of which were Baja California and Yucatan. Secretaría de Comunicaciones y Obras Públicas (SCOP) a federal Mexican entity was tasked with connecting these regions with the rest of the country.

Previous railroads had entered into the Mexicali region in the early 1900's, such as the Southern Pacific subsidiaries of Ferrocarril Inter-California which ran from Mexicali along the Mexican side of the border back up into Yuma, Arizona and the Ferrocarril Inter-California del Sur which connected with the Inter-California at Pascualitos (South of Mexicali) and continued southward to Riito. SCOP was up for the challenge to use these lines to connect with the rest of the country. Equipped with Plymouth 30 Ton in 1937, constructed on the Sonora Baja California (SBC) line started on March 3, 1937, at the point of Kilometer 69 (Riito) at the end of the previous built Ferrocarril Inter-California del Sur.

Faced with the harsh conditions of the Altar desert in the summer track work was limited. Four members of an engineering party was a tragedy where they died under these conditions when they were pushed ahead to run surveys. These four members were honored by having four stations named after them: (Sanchez Islas, Torres B., Lopez Collada and Gustavo Sotelo) between Kilometer 121 and Puerto Peñasco. In 1939 SCOP acquired two GE 68 Ton units which would be credited as being the 1st Diesel units in Mexico. By early 1940 SCOP finished the task of connecting to the sea town of Puerto Peñasco.

Traffic on the SBC would increase from both freight and passenger service a triweekly mixed train ran between Mexicali (trackage rights with Ferrocarril Inter-California) and Puerto Peñasco. By 1941 the Mexican government had acquired the Ferrocarril Inter-California del Sur. Further eastward track work from Puerto Peñasco was halted by World War II as Mexico joined the allied forces which caused practically no materials for the SBC; however, a new GE 44T diesel locomotive was acquired in December 1942 and Four more 44T units arrived in June and July of 1945. Track work would continue eastward on June 11, 1946. A Baldwin Mogul steam locomotive (Ex Yosemite Valley) would arrive for SCOP in 1947.

Meanwhile in the same year track workers started westward from the small ranch of Benjamin Hill towards Puerto Peñasco and connected on December 16, 1947, 190 kilometers east of Benjamin Hill. Mexican President Miguel Aleman traveled over the new complete line on the 7 and 8 of April of 1948 pulled by two NdeM EMD F2 units 6212A and 6212B, the line was inaugurated in June of the same year. Daily mixed trains expected for Sunday were shielded to run from Benjamin Hill to Mexicali. Other trains were interchanged with SPdeM (Sud Pacifico de Mexico) and later Ferrocarril Del Pacifico (FCP) line at Benjamin Hill where passengers and freight could connect to the rest of country. To add onto the SCOP/SBC line 8 new diesel units arrived in 1949 (2 EMD FP7s, 2 EMD F7s, 4 Alco FA-1s).



Figure 2 The Main workshops of SBC at Benjamin Hill, Sonora in 2017. Shortly after this photo was taken the shops were completely dismantled

Source: Photo by Jonathan Rodriguez
Date:5/27/2017

The same year the GE units that helped built the SBC were then transferred to SCOP other project on the Ferrocarril Sureste (SE) line in Yucatan. Various other units would be transferred to the SE such as the previous mentioned FA-1s, FA-2s, and two RS-11s. The mid 1950's appears to be a transition period of identity for the line, as locomotives started to have both SBC and SCOP insignia and text whereas before it was just SCOP, the SCOP logos eventually became SCT (Secretaría de Comunicaciones y Transportes) logos as SCOP was rebranded around 1959. Meanwhile the Ferrocarril Inter-California was sold and integrated into the SBC in 1960.

Three EMD GP18s, a used AB set of EMD FTs, and a pair of GP35s would arrive in the 1960's and 15 GP40-2s in the 1970's and 1980's. By 1980 the SBC appears to also have operated a tracking service under the same name as hundreds of trailers were seen around the railyards and piggyback trains. The construction of the SBC allowed for multiple towns to grow dramatically. Some of the most notable commodities were wheats, cement, fertilizer, cottonseed, waste/cardboard, maize, scrap metal, food, beer, salt. Another identity shift in SBC history occurred in 1987 as the Ferrocarril Nacionales de Mexico (FNM) one railroad merger occurred in the country.

The SBC and FCP would be combined to one region known as the Pacifico under the FNM. NdeM SD40s and ExBC rail MLW units were seen assigned with the former SBC units during this time on the former SBC line. Many of the former SBC units would be painted into the new FNM blue paint scheme. Around 1992 the SBC FTA was completely operationally restored and later donated to Museo Nacional de los Ferrocarriles Mexicanos in Puebla, Mexico. An SBC F7 was also donated to the Museo de los Ferrocarriles de Yucatán in Mérida, Yucatán. By 1998 the FNM was dissolved and split as privatization was sweeping Mexico, the Pacifico region would be given to Ferromex. Almost all of SBC GP40-2s would be transferred into the system. Some of these GP40-2s are still active on Ferromex.

For further detail history a suggested reading is *Baja California Rails* John A. Kirchner (1986)



Figure 3 The Benjamin Hill Station remains used by Ferromex crews

Source: Photo by Jonathan Rodriguez Date: 5/27/2017

SBC PAINT SCHEMES

During SBC operation their locomotives had a variety of paint schemes and variations. The page attempts to exhibit individual images of the general idea of these schemes. Please note that within these schemes some have variations such as a logo or text variations, they will be considered as the same scheme. Each image attempts to give an ideal timeline when the schemes were set. Also note the names of these schemes are not official, the names were given based on their appearance and common railfan names given to them. Ferromex schemes were not considered in this section but will be mentioned in the GP40-2 sections.

CLASSIC ORANGE



The Classic Orange (1949-1976*)

1st appeared in 1949 on the FP7s, F7s and FA-1s with SCOP letters centered on the units' body and a logo on the front nose. The scheme is orange with a pullman green stripe that runs along the bottom, a white stripe is above the green and an additional white stripe runs along the grills of the units. Pullman green also covers the full rear end of the unit. By the mid 50's we see a change in variation of a mixture of a SCOP text with SBC text replacing the SCOP logo, while other units show the opposite with a full spelled out Ferrocarril Sonora Baja-California text, but SCOP logo still present on front of the nose. By 1960 the SCOP text was replaced by the full SBC text and a SCT logo was applied. The Classic Orange was replaced in the 70's the FTs were the last units to still wear the scheme when it went out of service in the mid 70's.

BIGOTE



The Bigote "Mustache" (1956-1987)

1st applied on the RS-11s which arrived in 1956, this scheme would become the standard scheme as the GP18s, GP35s, and GP40-2 hi-hoods were delivered using this scheme. Like the classic orange this scheme was orange with a pullman green stripe at the bottom (some units would be repainted with black) and four black rectangles with angles on the ends wrapping around the front nose and rear of the locomotive. The RS-11s had a black strip that was wrapped around the top of the locomotive; however it was not present on the GP18s, GP35s, GP40-2s, and a F7. This scheme lasted until 1987 and some units still had the Bigote during the 90's. A white Bigote scheme was unique to the GE 44 tonner SBC 2601.

ORANGE/WHITE



Orange/White (1973-1982*)

Two unique orange/white schemes were applied to different SBC units. The FP7's and a F7 had the scheme type on the left image. While a RS11, GP18, GP35 and a GP40-2 had the style on the right image. These schemes matched with the orange/white SBC passenger cars of the era. The scheme to the right did not last past 1979, however the scheme on the left lasted on the F-units until they were off the roster by the early 80's.

NDEM ARROWHEAD



NdeM Arrowhead (1979-1987)

An NdeM railroad scheme that would become the standard scheme for all Mexican railroads before the one system merger became official. The only form of identity left would be that each railroad would still have their initial text applied to the new delivered units of the late 70's and 80's. In the case for SBC they applied their Yaqui logo behind the cab of their units. The arrowhead was a dark green, red, and a yellow stripe running along the bottom scheme (right image). A yellow shield image was applied to both the front and rear of the locomotive. This scheme was influential enough to have SBC applied a different version to their GP18's which had an additional two white stripes and a white Bigote (left image).

PITUFO "SMURF"



Pitufo (1987-1998)

The Pitufo "Smurf" or the two-tone blue scheme was the FNM lively scheme. The 1st version of this scheme was applied in the late 80's with an orange NdeM text and shield on front and rear of locomotive (left image), a SBC GP40-2 had incorporated a SBC Yaqui logo on this scheme while others did not. By the early 90's a newer standard was applied to this scheme with a FNM text (right image). The former SBC GP40-2s would carry the Pitufo scheme into Ferromex and have a Ferromex patch, others were quickly painted into the Ferromex livery (Diablo) scheme. Eventually they were all painted in that Ferromex scheme.

SBC 2101-2102	
Builder	EMD
Model	FP-7
Horsepower	1500
AAR	B-B
Length	55' - 2 1/4"
Width	10' -8"
Height	15'
Weight	260,000 LB
Prime Mover	EMD 567B
Engine type	Two-stroke V16 diesel
Aspiration	Roots-type supercharger
Generator	EMD D-12
Built	1949
Last in SBC Service	1983
Status	Scrap



RailPictures.Net - Image Copyright © Jim Munding

Figure 4 Train No. 11 SBC 2102 seen at the Benjamin Hill Station on February 11, 1973, Source: Author Jim Munding Source <https://www.railpictures.net/photo/70407/>

The SBC FP7's were delivered as SCOP 23035 and SCOP 23036 in 1949. Originally painted in an all-orange, with a white SCOP logo in the front of the cab (image below). Images of the late 1950's show the front logo was changed into a white SBC text and road number yet the SCOP text on the side of the body. It remained until about 1960 when the SCOP was changed to the full FERROCARRIL SONORA-BAJA CALIFORNIA text. By 1972 a new scheme was applied as orange body with white and a small black section on the outlined by yellow/gold. These units were seen used as passenger units sometimes accompanied by the FTB after 1964. By 1983 they were out of service and perhaps scrapped soon after.



LIC. ENRIQUE GARCIA VEGA

Figure 5 SCOP 23035 at the Mexicali yard in 1952 Photo by Enrique Garcia Alvarez Collection of Enrique Garcia Vega Used by Permission



Figure 6 SBC 2101 in the classic orange scheme at Benjamin Hill on 2/11/1965 Photo by Matt Herson
 Source: <https://www.locophotos.com/PhotoDetails.php?PhotoID=175041>



Figure 7 SBC 2101 seen in the White/Orange scheme at Mexicali on 10/23/1976 Photo by Steve Vincent
 Source: <https://www.locophotos.com/PhotoDetails.php?PhotoID=176445>

Road#	Built	Bldr #	Years	SCOP #'s	SCOP Scheme	SBC Orange	White/Orange	Status	Notes
SBC 2101	9/49	9888	1949-1983	SCOP 23035	1949-1960?	1960?-1972?	1972?-1983	scrapped	
SBC 2102	9/49	9889	1949-1983	SCOP 23036	1949-1960?	1960?-1972?	1972?-1983	scrapped	



Figure 8 SBC 2102 a good front view of the SCT logo on front door of the locomotive. Mexicali March 28, 1965
 Photographer Unknown Collection of Jonathan Rodriguez



Figure 9 SBC 2102 active at the Mexicali Yard taken on December 28, 1978, Photo by TC Caughman Source
<https://www.railpictures.net/photo/172114/>

SBC 2103	Ex SBC 2304
Builder	ALCO
Bldr #	82035
Model	RS11
Horsepower	1800
AAR	B-B
Length	56'-6"
Width	10'-1.5/8"
Height	14'-5.1/8"
Weight	257,300 LB
Prime Mover	ALCO 251B
Engine type	V12 Four stroke diesel
Aspiration	Turbocharger
Generator	GE GT 581
Built	10/1956
Last in SBC Service	1974
Status	Wrecked in 1974



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Figure 10 SBC 2103 at Benjamin Hill in the Bigote Scheme on 2/11/1965 Photo by Matt Herson
Source: <https://www.locophotos.com/PhotoDetails.php?PhotoID=171303>

Four RS11's were delivered to SCOP in 1956. Sources indicated their numbers were delivered as 7123-1 to 7123-4 but soon renumbered as SBC 2301-2304. Out of these four, only one would remain on the SBC, SBC 2302-2303 were transferred to the SE in 1961 and SBC 2301 to the FUS in 1975. SBC 2304 would eventually be renumbered as SBC 2103 most likely because in 1961 three newly delivered EMD GP18's were numbered SBC 2304-2306. Perhaps these new GP18's were the reason they transferred the two RS11's to SE. The few slides available show that this SBC 2103 was used for yard service at Benjamin Hill perhaps in its early days it was used for mainline service. The unit was wrecked in 1974 and dismantled. The remains of the locomotive could still be seen at least until 1982.

Throughout its years it maintains the Bigote Scheme form delivered to its demise.



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Figure 11 the remains of SBC 2103 on 4/2/82 at the Benjamin Hill Shops Photo by Ron Hawkins Source: <http://www.rrpicturearchives.net/showPicture.aspx?id=3508084>

SBC 2104-2112	
Builder	EMD
Model	GP40-2
Horsepower	3,000
AAR	B-B
Length	59ft 2 in
Width	10 ft 4 in
Height	15ft 5 in
Weight	250,000 lb
Prime Mover	EMD 645E3
Engine type	16 cylinder
Aspiration	Turbocharged
Generator	GM - AR10
Built	1972
Last in SBC Service	1987
Proposed NdeM#	7035-7043
Status	Six still in Ferromex Service



Image Copyright © Steve Vincent

LocoPhotos.com

Figure 12 SBC 2108 assigned to passenger service on 10/23/1976 Photo by Steve Vincent Source: <https://www.locophotos.com/PhotoDetails.php?PhotoID=161298>

Arriving in late 1972. Three GP40-2's (Phase Ia) were delivered to SBC. A second order of three (Phase Ia2) arrived less than a year later in 1973 and a third order of three (Phase Ib) in 1976. All nine were hi-hood units allowing for a steam generator to be included for passenger service. Six more units would arrive on the SBC years later but were not hi-hoods and were numbered 2309-2314. (These units will be reviewed later in this document.) The 1st order of three were the GP40-2 (Phase Ia) and numbered as SBC 2309-2311 in October of 1972. Photos of these units in the 2309-2311 must be rare as none have been found at this time, it would be safe assumption there were renumbered the following year to 2104-2106 as the second order of GP40-2s (Phase Ia2) were delivered as 2107-2109 in December of 1973. All units were delivered in the Bigote scheme. SBC 2105 Appears to be the only GP40-2 to receive the White/Orange scheme sometime around 1976 to around 1979 or 1980. As the impending national railroad merger was approaching many GP40-2s were repainted in the NdeM arrowhead scheme before the official 1987 FNM merger. All units appear to have made it on the FNM system except for 2107 which was involved in an accident in 1985, for years it was sidelined at the Benjamin Hill Shops unit it was cosmetically restored and relocated to the Museo Sol del Nino in Mexicali, the unit appeared to have been assigned as NdeM 7038 perhaps indicating an interest in putting it back into service before it was donated to the museum. Under the FNM merger, their units were proposed to have been assigned NdeM series 7035-7043, but photos show they were not physically painted onto the units and their SBC numbers remained on the units. These units were primarily assigned on the SBC and CHP lines. At least two units received an NdeM Pitufo scheme most likely between 1987-1990 other units received the FNM Pitufo scheme probably in the early 1990's. Some units remained in the NdeM Arrowhead scheme during the FNM period possibly remain in these colors well into Ferromex ownership. In the beginning of Ferromex once again these units would retain their original SBC numbers unit around the early 2000's where they were assigned in the Ferromex 3000 series mixed with other GP units of former NdeM and CHP units. Many of these units were then painted into the Ferromex Diablo scheme or remained in the Pitufo scheme with a new FXE number. FXE 3005 (Ex-SBC 2104) was destroyed in a Chepe accident. By the mid 2010's these units were modified, and their hi-hoods were reduced to the low-hoods. Out of the 9 original hi-hood GP40-2s only 6 remain in service with Ferromex. Three are in Diablo scheme and the other three in the Coca-Cola scheme which was introduced around 2017.



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Figure 13 The only GP40-2 to be painted in the White/Orange scheme SBC 2105 at Mexicali on 12/25/1976 Photo Steve Vincent Source: <https://www.locophotos.com/PhotoDetails.php?PhotoID=161209>



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Figure 14 SBC 2104 in the NdeM Arrowhead scheme with SBC initials and the Yaqui logo on 1/1/1985 at Mexicali Photo by Steve Vincent Source: <https://www.locophotos.com/PhotoDetails.php?PhotoID=162324>



Figure 15 A great side profile of SBC 2110 at Benjamin Hill on 11/13/1976 Photo by Steve Vincent Source: <https://www.locaphotos.com/PhotoDetails.php?PhotoID=162909>



Figure 16 SBC 2110, 2111 in transit to SBC from the EMD Plant on 8/8/76 at Riverdale, IL Photo by Kim Piersol Source: <http://www.rrpicturearchives.net/showPicture.aspx?id=459852>



Figure 17 5 GP40-2 (Two Hihoods) are seen pulling at mixed train at Benjamin Hill on 12/23/20 Photo by Matt Herson Source <https://www.trainphotos.com/PhotoDetails.php?PhotoID=16002>

Road#	Built	Bldr #	Years	Bigote	White/Orange	NdeM Arrowhead	NdeM Pitufo	NdeM/FNM #	FNM pitufo	FXE pitufo	FXE Number	FXE Diablo	FXE Coca-Cola	Status	Notes
SBC 2104	10/72	712421-1	1972-1987	1972-198?	N/A	198?-199?	199?-199?	2104	199?-199?	199?-199?	3005	N/A	N/A	Destroyed	Phase Ia Accident on Chepe
SBC 2105	10/72	712422-1	1972-1987	1972-1975?	1976?-1979?	198?-19??	?	2105	199?-199?	?	?	?	?	Scrap?	Phase Ia Appears not to make it into FXE
SBC 2106	10/72	712423-1	1972-1987	1972-198?	N/A	N/A	199?-199?	2106	199?-199?	199?-199?	3006	?	2017/8-Present	FXE	Phase Ia Modified low nose(201?)
SBC 2107	12/73	712954-1	1973-1985	1973- Present	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Preserved	Phase Ia2 Accident '(85).Cosmetically Restored Museo Sol del Nino (Mexicali)
SBC 2108	12/73	712955-1	1973-1987	1973-1990's	N/A	?	?	2108	199?-199?	N/A	N/A	N/A	?	Scrap?	Phase Ia2 Appears not to make it into FXE
SBC 2109	12/73	712956-1	1973-1987	1973-1990's	N/A	?	?	?	?	?	3007	?	2017-Present	FXE	Phase Ia2 Modified low nose(201?)
SBC 2110	8/76	758039-1	1976-1987	1973-1985?	N/A	1985?-199?	?	2110	?	?	3015	199?-Present	Not currently	FXE	Phase Ib Modified low nose(201?)
SBC 2111	8/76	758039-2	1976-1987	1973-19??	N/A	?	?	2111	199?-199?	N/A	3016	?	2017-Present	FXE	Phase Ib Modified low nose(201?)
SBC 2112	8/76	758039-3	1976-1987	1973-1984?	N/A	1984?-199?	?	2112	199?-199?	199?-199?	3017	199?-Present	Not currently	FXE	Phase Ib Modified low nose(201?)



Figure 18 Taken on 3/26/91 at Benjamin Hill, SBC 2104 in a unique NdeM Pifulo scheme as we see a SBC Yaqui logo as applied over the new scheme, 2105 also appears to have recieved the same schme and Yaqui logo. However the Logo would not continue when it was once again repainted into the FNM Pifulo schme. Photo by Chris Guenzler Source: <http://www.trainweb.org/chris/mexico.html>



Figure 19 FXE 2111 seen with the original SBC numbers at Nogales, on 2/15/1999 mostly likely avioded FXE Pifulo Patch, years later it was renumbered as 3016. Currently it is no longer a hihood unit and modified as a low nose Photo By Paul Wester Collection of Jonathan Rodriguez



RRPictureArchives.NET Image Contributed by Kenneth Uriarte

Figure 20 FXE 3007 (ExSBC 2109) seen in the FXE Pitufo scheme as the former FNM logo was patched over with the new Ferromex numbers. Taken by Kenneth Uriarte at Puerto Peñasco "Rocky Point", Sonora on 4/16/14. This unit was later modified with a low nose and repainted into the Coca-Cola scheme probably never painted into the FXE Diablo scheme. an image of this version is seen in the GP40-2 low nose section further ahead in this document Source: <http://www.rrpicturearchives.net/showPicture.aspx?id=3971123>

SBC 2201-2202	
Builder	EMD
Model	F7A
Horsepower	1500
AAR	B-B
Length	50'-8"
Width	10'-7"
Height	15'
Weight	247,300 lb.
Prime Mover	EMD 16-567B
Engine type	Two-stroke V16 diesel
Aspiration	Roots blower
Generator	EMD D-12
Built	1949
Last in SBC Service	1983
Status	1 Scrapped 1 Persevered



Figure 21 SBC 2202 rests at Mexicali on 8/5/67. You may notice the blue section on this unit however the reality is it was actually a pullman green color as chemicals in photo slide have caused it to look blue. Photographer Unknown Collection of Jonathan Rodriguez

The F7s arrived on SCOP live in 1949 in the SCOP Classic orange scheme, by the mid-1950s the front SCOP logo was replaced with the SBC and number text, but the SCOP text remains on the side of the locomotive. By 1960 the SCOP text replaced with the full FERROCARRIL SONORA-BAJA-CALIFORNIA text along with added SCT logo added in between the SBC and numbers on the front nose. It appears around 1973 or 1974 the White/Orange scheme appeared on the F7s. SBC 2202 would remain in this scheme until it was scrapped most likely sometime in the 1980's or 1990's. SBC 2201 would be the only F-unit to be painted into the Bigote scheme probably in 1979. Slides show this unit would receive an anniversary plaque on the front nose. SBC 2201 would be spared from the scrap torch and be donated to the Museo de los Ferrocarriles de Yucatan in the 1990's. Its currently in primer and doesn't appear to be repainted anytime soon.



Figure 23 SBC 2201 in the Bigote scheme with an anniversary plaque on the nose door on Mexicali, 4/6/80
Photo by Steve Vincent Source: <https://www.locophotos.com/PhotoDetails.php?PhotoID=165966>



Figure 22 SBC 2201 at Mexicali on 5/1/74 in the White/Orange scheme Photo by Russell Eslick
Source: <http://www.rrpicturearchives.net/showPicture.aspx?id=5017887>



Figure 25 SBC 2201 at Mexicali on 11/7/70 in Classic Orange Photographer Unknown, Collection of Jonathan Rodriguez



RRPictureArchives.NET Image Copyright Ron Hawkins

Figure 24 SBC 2202 and SBC 2102 (FP7) appear to be stored at the Benjamin Hill Shops on 4/2/82 Photo by Ron Hawkins Source: <http://www.rrpicturearchives.net/showPicture.aspx?id=3508060>

Road #	Built	Bldr #	Years	EXSCOP	Classic Orange	White/Orange	Bigote	Status	Notes
SBC 2201	9/49	9886	1949-1983	SCOP 23037, SCOP 7111-6	1949-1973?	1974?-1978?	1979-1990's	Persevered	At the Museo de los Ferrocarriles de Yucatan
SBC 2202	9/49	9887	1949-1983	SCOP 23038, SCOP 7111-7	1949-1973?	1974?-1983	N/A	Scrapped	



Juan Manuel Celorio

Figure 27 SBC 2201 seen at the Valle de Mexico Terminal (Tlalnepantla) in transit to the Museo de los Ferrocarriles de Yucatan in 2000. Photo by Juan Manuel Celorio Used by Permission



Figure 26 SBC 2202 getting an inspection at the Benjamin Hill Shops on March 24, 1971, Photo by James P. Marcus Collection of Jonathan Rodriguez

SBC 2203-2203B	
Builder	EMC
Model	FTA/FTB
Horsepower	1350
AAR	B-B
Length	50'-8" (A) 48'-3" (B)
Width	10'-6.5"
Height	14'-07"
Weight	230,000 lbs (A) 218,000 lbs (B)
Prime Mover	EMD 567A
Engine type	Two stroke 16-cylinder
Generator	GM - D12
Build	1964
Last in SBC Service	1976?
Status	FTA preserved



Figure 28 SBC 2203 seen on switching duties in Mexicali ON October 19, 1968, note the bottom white and green line does not fully wrap around the bottom cab. Along with the modified light features from NP. Photographer Unknown, Collection of Jonathan Rodriguez

The most well-known SBC unit is without a doubt the FTA numbered 2203. A former Northern Pacific unit (NP 6010D) was acquired by SBC in 1964 from General Electric from a trade in program along with an FTB. Northern Pacific's intent was to trade-in several their aging F-units for new GE U-boats, the SCT only acquired an AB set. The FTA was commonly seen working as a switcher at the Mexicali Yard but spent some time working on the FCP connection from Naco to Agua Prieta in 1967-1968. While the FTB was seen paired up with the FP7s on passenger trains. The two units would eventually end up being stored in Benjamin Hill sometime in the mid 1970's and remained stored there shuffled around from time to time and ignored during the 1980s. It wasn't until around 1990 there was an interest in restoring the FTA to become fully operational. It was soon achieved sometime around 1992 with a GP18 Prime mover possibly from SBC 2306. The FTA was used for some excursion trains before being transferred to the Museo Nacional De Los Ferrocarriles Mexicanos where it still remains in operational status. A notable scheme change is that the SCT logo that was not applied during the restoration. Meanwhile restoration plans for the FTB were intended but never happened, the FTB remained ignored and was rusting away the shops for decades. The last known photo of this unit was seen in 2009 at the shops. It is presumed it was scrap shortly after. A 2017 trip confirmed the unit wasn't at the shops.



Figure 29 Here we see the FTB along with a FP7 resting at Mexicali in December 1970. We also see a modified door window. Photographer Unknown, Collection of Jonathan Rodriguez



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Figure 30 The FTB mixed in with different equipment at the Benjamin Hill shops. Photo by Ron Hawkins Source: <http://www.rrpicturearchives.net/showPicture.aspx?id=3508064>



Figure 31 The FT set stored at Benjamin Hill March 28, 1975, Photo by Michael A. Tedesco Collection of Jonathan Rodriguez

Road #	Built	Bldr #	SBC Years	ExNP#s	Classic Orange	Status	Notes
SBC 2203	1/45	2843	1964-1976?	NP 5410D, NP 6010D	1964-Present	Preserved	At the Museo Nacional De Los Ferrocarriles Mexicanos
SBC 2203B	10/44	2572	1964-1976?	NP 5406C, NP 6006C	1964-2009		



Figure 33 Currently the last known photo of the FTB rusting away at Benjamin Hill 2009. Photo by Nate Muhlethaler Source: <http://mexicanrailroads.blogspot.com/2009/01/benjamin-hill-around-shops.html>



Figure 32 SBC 2203 fully operational restored and preserved at Museo Nacional De Los Ferrocarriles Mexicanos, Photo by Jonathan Rodriguez

SBC 2301-2303	
Builder	ALCO
Model	RS11
Horsepower	1800
AAR	B-B
Length	56'-6"
Width	10'-1.5/8"
Height	14'-5.1/8"
Weight	257,300 LB
Prime Mover	ALCO 251B
Engine type	V12 Four stroke diesel
Aspiration	Turbocharged
Generator	GE GT 581
Built	10/1956
Last in SBC Service	1975
Status	scrap



Image Copyright © Deane Motis
 Figure 38 SBC 2301 doing an assignment at Benjamin Hill on 3/20/71 Photo by Deane Motis Source: <https://www.locophotos.com/PhotoDetails.php?PhotoID=158981>

As stated, before in the SBC 2103 page, Four RS11's were delivered to SCOP in 1956. Sources indicated their numbers were delivered as 7123-1 to 7123-4 but soon renumbered as SBC 2301-2304. Out of these four only one would remain on the SBC, SBC 2302-2303 were transferred to the SE in 1961 and SBC 2301 to the FUS in 1975. It is possible that with the new delivered GP18's SBC could afford to transfer the two RS11's to SE in 1961 and became SE 402-403. Currently the author of this document has not seen these two units in action on the SE and therefore has no idea what scheme they were on, perhaps the orange scheme remained. The same numbers would transfer into the FUS system, FUS 402 is seen in an Orange/Yellow scheme in the 1970's. It is uncertain what happened to these units at this time but they were scrap. Meanwhile SBC 2301 remained on the SBC and was seen used for various tasks for both yard and mainline service. Sometime around 1974 (perhaps late 1973) SBC 2301 was painted into the white/orange scheme, later under FUS it would be painted into its blue scheme it is under, if it received the Orange/Yellow scheme its assumed highly likely. FUS 401 is also currently unknown of its demise.

Road #	Built	Bldr #	Years	SCOP#/Class	Classic Orange	White/Orange	SE#	SE Scheme	FUS#	FUS Scheme (Orange/Yellow)	FUS Scheme (Blue)	Status
SBC 2301	10/1956	82032	1956-1975	7123-1	1956-1973	1974-1975	N/A	N/A	FUS 401	?	1979?-1980's	scrap
SBC 2302	10/1956	82033	1956-1961	7123-2	1956-1961	N/A	SE 402	1960's	FUS 402	1970's-19??	?	scrap
SBC 2303	10/1956	82034	1956-1961	7123-3	1956-1961	N/A	SE 403	1960's	FUS 403	?	?	scrap



Figure 40 Seen in the White/Orange scheme on March 29, 1975, Photo by Michael A. Tedesco Collection of Jonathan Rodriguez



Figure 39 FUS 401 (EX SBC 2301) seen in the blue FUS lively scheme seen at Coatzacoalcos, Veracruz on 2/25/82 Photo by Matt Herson Source: <https://www.locophotos.com/PhotoDetails.php?PhotoID=172422>



Figure 41 FUS 402 (EX SBC 2302) pulling a mixed train on 2/26/75 at Teapa, Tabasco Photo Matt Herson Source: <https://www.trainphotos.com/PhotoDetails.php?PhotoID=15195>

SBC 2304-2306	
Builder	EMD
Model	GP18
Horsepower	1,800HP
AAR	B-B
Length	56'-02"
Width	10'-3"
Height	10'
Weight	240,000lb
Prime Mover	EMD 567D1
Engine type	V16 diesel Engine
Aspiration	Roots Blower
Generator	GM - D22
Built	1961
Last in SBC Service	1987
Proposed NdeM#	7537-7539
Status	All Scrapped



Image Copyright © Matt Herson
TTrainPhotos.com

Figure 42 SBC 2304 pulling a train of mostly stock cars near the original Benjamin Hill on 2/14/1965 Photo by Matt Herson Source: <https://www.trainphotos.com/PhotoDetails.php?PhotoID=15060>

The SBC GP18s arrived in 1961 in the Bigote scheme, The three units (SBC 2304-2306) were seen doing all the various tasks on the system from freight, passenger, and yard service. By 1973, 2304 would receive the white/orange scheme, 2306 would later receive the same scheme for a few years before switching back to the Bigote scheme around 1978. By 1979 2304 and 2305 would be painted into the unique NdeM inspired SBC arrowhead style around 1979. Images appear to be rare of 2306 after 1982 it is unsure what happened to this unit. Extra 2200 South reports the unit included in the new FNM system. 2304 and 2305 were both painted into the NdeM arrowhead scheme sometime in the 1980's. Unit 2305 later had a FNM logo painted over the SBC text in the early 1990s. 2304 appears to be the only SBC GP18 to be painted into a NdeM Pitufo, 2304 and 2305 were later seen on the deadline at Benjamin Hill being cannibalized and ultimately scrapped sometime after 1999. It is said that a GP18 prime mover was used to make the SBC FTA operational its possible it was 2306 since it does not appear to be operational after the FTA was resorted.



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Figure 43 Resting at the Benjamin Hill Shop in the White/Orange scheme on August of 1979. Photo by John C Benson Collection of Jonathan Rodriguez



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Figure 45 SBC 2306 seen at the Mexicali yard, on December 28, 1978 Photo by TC Caughman Source: <https://www.railpictures.net/photo/338853/>



Figure 44 SBC 2305 seen in the NdeM inspired scheme August 2, 1979 Photo by Steve Gartner Collection of Jonathan Rodriguez

Road #	Built	Bldr #	Years	Ex SCOP #	Bigote	White/Orange	SBC Arrowhead	NdeM Arrowhead	NdeM Pitufo	FNM Arrowhead	Status	Notes
SBC 2304	6/1/1961	26314	1961-1987	SCOP 7123-4	1961-1973*	1973*-1979	1979-198?	198?-198?	1987-199?	N/A	Scrap	
SBC 2305	6/1/1961	26315	1961-1987	SCOP 7123-5	1961-1978*	N/A	1979-198?	198?-198?	N/A	199?=199?	Scrap	
SBC 2306	6/1/1961	26316	1961-1987	SCOP 7123-6	1961-197? 1978?-19??	1976?-1978*	?	?	?	N/A	Scrap	



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Figure 46 NdeM 2304 in the NdeM Pitufo on March 5, 1988 Photo by John C. Benson Collection of Jonathan Rodriguez



Figure 47 FNM 2305 acquired a unique FNM logo but kept the NdeM arrowhead scheme. Mexicali December 27th 1992 Photo by Chris Guenzler Source: <http://www.trainweb.org/chris/mexico.html>



Figure 48 FNM 2305 seen on the Deadline at Benjamin Hill in November 11, 1999 Photo by Steven Clements Source: <https://www.flickr.com/photos/153712773@N08/31444308297/in/album-72157719576871352/>

SBC 2307-2308	
Builder	EMD
Model	GP35
Horsepower	2,500
AAR	B-B
Length	56'-2"
Width	10'-4"
Height	15'-3"
Weight	260,000 lb.
Prime Mover	EMD 567D3A
Engine type	V16 Diesel
Aspiration	Turbocharged
Generator	EMD D-32
Delivered	1963
Last in SBC Service	1987
Proposed NdeM#	8257-8258
Status	All Scrapped



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 LocoPhotos.com
 Figure 49 SBC 2308 with SBC 2112 at Mexicali on October 10, 1977 Photo by Steve Vincent Source: <https://www.locophotos.com/PhotoDetails.php?PhotoID=176425>

SBC 2307-2308 arrived on SBC in 1963 in the Bigote scheme. Like all units on the SBC the GP35s were seen doing various tasks but primarily used for mainline freight service but could be seen being used for passenger trains. SBC 2307 had a variety of schemes, around 1973 the white/orange scheme was painted on 2307 but it was short-lived and painted back into Bigote around 1978. Some time in the 1980's it was painted into the NdeM arrowhead photos of 2307 in this scheme appeared too rare, it would soon finally be painted into an FNM pitufo scheme sometime in the early 90's. Meanwhile 2308 remained in the Bigote scheme for its whole tenure on SBC even in FNM years the Bigote would be transferred over only to have a Black FNM patch over the SBC text on the hood, the only noticeable addition was silver tri trucks and pilot. The faith of both units was seen on the deadline at Benjamin Hill being cannibalized in 1999 only to be fully scrap soon after.



Figure 51 SBC 2307 seen in the White/Orange Scheme at Benjamin Hill March of 1976 Photographer Unknown, Collection of Jonathan Rodriguez



Figure 50 SBC 2307 seen at Mexicali on 5/31/79 notice the SCT logo was not applied on this unit's second run of the Bigote Scheme Photo by Steve Vincent Source: <https://www.locophotos.com/PhotoDetails.php?PhotoID=177325>



Figure 52 SBC 2307 comes in the Benjamin Hill station on January 14, 1989, Photo Paul Hunnell Collection of Jonathan Rodriguez



Figure 53 SBC 2307 seen in its final paint scheme at Benjamin Hill on February 2, 1991 Photo Paul Hunnell Collection of Jonathan Rodriguez

Road#	Built	Bldr #	Years	Bigote	White/Orange	NdeM Arrowhead	NdeM/FNM #	FNM Pitufo	Status	Notes
SBC 2307	3/1/1965	29871	1965-1987	1965-1973? 1978?-198?	1974-197?	198?-199?	2307	199?-199?	scrap	Acquired the Green FNM text
SBC 2308	3/1/1965	29872	1965-1987	1965-1999?	N/A	N/A	2308	N/A	scrap	Black FNM logo and numbers patched over unit (199?)



Figure 56 SBC 2308 in the FNM patch on February 27, 1992, Benjamin Hill Photo by John C. Benson Collection of Jonathan Rodriguez



Figure 55 FNM 2307 seen on the Deadline at Benjamin Hill in November 11, 1999 Photo by Steven Clements Source: <https://www.flickr.com/photos/153712773@N08/45471153725/in/album-72157719576871352/>

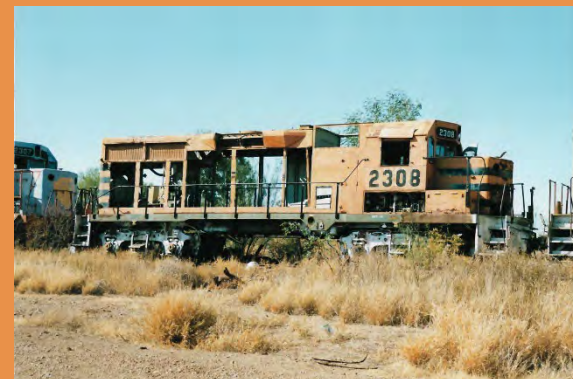


Figure 54 FNM 2308 seen on the Deadline at Benjamin Hill in November 11, 1999 Photo by Steven Clements Source: <https://www.flickr.com/photos/153712773@N08/31444301597/in/album-72157719576871352/>

SBC 2309-2314	
Builder	EMD
Model	GP40-2
Horsepower	3,000
AAR	B-B
Length	59'-2"
Width	10'- 4"
Height	15'-5"
Weight	250,000 lb
Prime Mover	EMD 645E3
Engine type	16 cylinder
Aspiration	Turbocharged
Generator	GM - AR10
Built	1972
Last in SBC Service	1987
Proposed NdeM#	7029:2-7034:2
Status	Four still in Ferromex Service



Figure 57 SBC 2314 at Benjamin Hill on August 25, 1988, Photo by John C. Benson Collection of Jonathan Rodriguez

SBC 2309-2314 were GP40-2s but with the more common short nose cab feature. The first order of two were built in November of 1979. They would be delivered in the NdeM arrowhead scheme with the SBC Yaqui logo and SBC text. By mid-1982 SBC would have a total of six GP40-2s short nose on their roster. SBC 2313-2314 would be the last locomotives ordered by the SBC as 1987 would be the year the SBC would become part of the FNM system. Under FNM these units were planned to be renumbered as NdeM 7029-7034. No physical photos show this number system was applied. Their SBC numbers would be carried over on the FNM. At least four units received with the NdeM/FNM pitufo scheme. FNM 2312 and 2313 do not appear to have been transferred when Ferromex took over the SBC line in 1998, however the other four SBC GP40-2 short nose were transferred and are still active in three different paint schemes



Figure 59 On April 7, 1984 SBC 2313 is seen pulling a passenger train at Puerto Peñasco, Photo by Chris Guenzler Source: <http://www.trainweb.org/chris/mexico.html>



Figure 58 Once again a year later SBC 2313 is still being used for passenger service despite its lack of a steam generator at Benjamin Hill, February 25, 1985 Photo Matt Herson Source: <https://www.trainphotos.com/PhotoDetails.php?PhotoID=15329>



RRPictureArchives.NET Image Copyright Ron Hawkins

Figure 60 SBC 2309 pairup with a GP40-2 hihood on November 14, 1981 at Mexicali Photo by Ron Hawkins Source: <http://www.rrpicturearchives.net/showPicture.aspx?id=3513815>



Figure 61 FNM 2309 seen assigned at Torreon Coahuila on December 27, 1998, Photo by John C. Benson Collection of Jonathan Rodriguez

Road#	Built	Bldr #	Years	NdeM Arrowhead	NdeM/FNM #	NdeM Pitufo	FNM Pitufo	FXE #	FXE Pitufo	FXE Diablo	FXE Coca-Cola	Chepe Express	Status	Notes
SBC 2309	11/79	788029-1	1979-1987	1979-199?	2309	?	1990's?-2000's?	3018	1998's?-2000's?	199?-2000's?	2017?-Present	TBD	Active as of 1/2022	No dynamic breaking
SBC 2310	11/79	788029-2	1979-1987	1979-1989	2310	1989-199?	?	3019	1998's?-2000's?	1998's?-2000's?	2017?-2019	2019-Present	Active as of 1/2022	
SBC 2311	11/80	808018-1	1980-1987	1980-198?	2311	?	1989-199?	3029	1998's?-2000's?	200?-Present?	TBD	TBD	Active as of 2019	
SBC 2312	7/81	808030-1	1981-198?	1981-198?	2312	?	?	N/A	N/A	N/A	N/A	N/A	Scrap?	
SBC 2313	6/82	818036-1	1982-1987	1982-198?	2315	?	?	3030	?	200?-200?	TBD	?	unknown	
SBC 2314	6/82	818036-2	1982-1987	1982-199?	2314	?	199?-199?	3031	199?-20??	200?-200?	TBD	TBD	Active as of 1/2022	lld



Figure 62 Two former SBC GP40-2s (FXE 3007, FXE 3021) working at Empalme, Sonora pulling a gondola train on 5/27/2017 Photo by Jonathan Rodriguez

LagunaRail Mx

EMD GP40-2



Figure 63 FXE 3018 Ex SBC 2309 in the Coca-Cola or Grupo Mexico scheme seen active on 2/5/21 at Gomez Palacio Durango Photo by Christian Ibarra used with permission

SBC 2501	Class # 7611-1
Builder	EMC-Stl
Year Build	1928
Build Number	349/1484
Model	G/E Railcar
Horsepower	275
AAR	B-B
Length	?
Width	?
Height	?
Weight	.?
Prime Mover	?
Engine type	?
Generator	?
Built	1943
Last in SBC Service	1967
Status	Preserved



Figure 64 SBC 2501 seen resting at Benjamin Hill on 8/11/65 Photo by Matt Herson Source: <https://www.trainphotos.com/PhotoDetails.php?PhotoID=15454>

Originally a Gas-Electric railcar built for the Tonopah and Tidewater (T&T) Railroad as number 99. This unit is no stranger to harsh desert climates as under T&T it ran through Death Valley from Ludlow California to Goldfield, Nevada. It arrived on SCOPs SBC line as SCOP 11002 in 1943. It was assigned to move passengers from Mexicali to Puerto Peñasco and nicknamed *La Paloma*. It was later renumbered as SCOP 2501 used as commissary and supply train. It was later converted into a power cab but it was condemned in 1967, it was stored at Benjamin for decades before ending on a private property, the whereabouts are unknown.



Figure 65 "La Paloma" seen on the Tonopah and Tidewater (T&T) in the 1938 Photographer unknown Source: <https://www.trains.com/ctr/photos-videos/photo-of-the-day/tonopah-and-tidewaters-lonely-pullman-line/>

SBC 2601	
Builder	GE
Model	44-ton
Build Number	27795
Horsepower	380
AAR	B-B
Length	28'-04"
Width	12'
Height	12'
Weight	44 short tons
Prime Mover	Caterpillar D17000?
Engine type	D17000: V8 diesel
Aspiration	Naturally aspirated
Generator	Two GE - 1503
Built	6/45
Last in SBC Service	1970s/1980's
Status	Scrap



RRPictureArchives.NET Image Contributed by Steven Vincent

Figure 66 SBC 2601 at the deadline with the FTB at Benjamin Hill, on November 13, 1976 Photo by Steven Vincent Source: <http://www.rrpicturearchives.net/showPicture.aspx?id=5591499>

Originally ordered as SCOP 7142-3, but the unit was numbered as SCOP 23023. This 44 Ton switcher was most likely painted in full black with a SCOP logo. This unit was soon transferred to SE in 1949 and where it was numbered as SE 423. It was transferred back to SBC in 2/14/66. The unit had a unique paint scheme with white “Bigotes” and an orange body. The unit was seen working as a switcher at the Benjamin Hill yard and appears to be out of service sometime in the late 1970’s or early 1980’s. The unit was seen in the yard at least until 1980.



Image Copyright © Matt Herson

LocoPhotos.com

Figure 67 SBC 2601 at Benjamin Hill on 12/27/76 Photo by Matt Herson Source: <https://www.youtube.com/watch?v=GAhD2mWmVwU>

Steam



Figure 68 SBC 2702 on display at Benjamin Hill on 5/27/2017 in the middle of being repainted

In 1964 Mexican actor David Reynoso starred in *Viento Negro*. A drama based on the true story of the construction of the Sonora-Baja California line and the harsh Altar Desert that took the lives of four railroad employees, one of which was his son. Despite SCOP never buying any steam engines for this line, the prop department of this movie brought in two Ex NdeM 2-8-0 type steam engines that ended up on the SBC for filming. There is little to no evidence of these steamers working on the SBC. However, they were given SBC numbers 2701, 2702 during the movie. Photos show 2702 stored in the Benjamin Hill yard for years. Both were eventually and currently put on display on each end of the SBC line, Benjamin Hill, and Mexicali.

Road #	Builder	Built	Bldr #	SBC Years	ExNdeM	ExFCM	Displayed
SBC 2701	Alco-Cooke	1907	41691	N/A	1344-685	914	Mexicali
SBC 2702	Alco-Brookes	9/1921	63106	N/A	1137-791	N/A	Benjamin Hill

GE 80 Ton units

Three 500 HP GE 80-ton switchers arrived on SCOP in 7/1947. SCOP 7141-2-7141-4 Build number 29067-29069 Photos are extremely rare, but one photo is included in the book *Baja California Rails*. The unit shows in an all-black scheme with a white SCOP logo on the center of the cab, Kirchner reports that the units were used as both road and switcher duties in their years on SBC. They units were transferred to the SE and became numbers SE 302-304 in 1956. No photos have been found at this time while they were on the SE, and do not appear to have made into the FUS system. They are presumed to have been scrapped.

SCOP 7121-8-7121-13	
Builder	ALCO
Model	FA-1/FA-2
Horsepower	1500/1600
AAR	B-B
Length	53 ft 1 in
Width	10'
Height	14' 10"
Weight	243,000 lb
Prime Mover	ALCO 244
Engine type	V-12 Four-stroke diesel
Aspiration	Turbocharger
Generator	DC generator
Built	FA-1 1949 FA-2 1952
Last in SBC Service	FA-1 1949 FA-2 1958
Status	Scrapped



Figure 69 FA-2 SBC/SCOP 7121-9 seen in both the full SBC text along its body and a DGCT SCOP logo on the nose Photo taken some time in the 1950's Photo by Enrique Garcia Alvarez Collection of Enrique Garcia Vega used with Permission

FA-1

In January of 1949, an Alco FA-1 was built for SCOP becoming the 1st large road locomotive on the system at 1500HP (SCOP 23031). Three more units were built in April of the same year (SCOP 23032-23034). These units had the class number of 7121-1-7121-4. They were painted in the full orange with a SCOP logo on the front nose and SCOP text on each side of the locomotive. Photos are extremely rare because the same year they were delivered they were transferred to Ferrocarril del Sureste (SE) and renumbered SE 211-214 later as SE 201-204. The colors remained on the SE the only change was the SCOP letters were replaced with Ferrocarril Del Sureste and what appears to be an added red section. By 196...? As The UdeY and SE merged and became Ferrocarril Unidos del Sureste(FUS) two other schemes were applied. They were mostly scrapped in the 1970's.

FA-2

Arriving in 3 separate orders, in groups of two for a total of 6 FA-2 arrived on the SBC. The First order in 8/1952, second in 10/1952 and the last order in 3/1953. The FA-2s stayed a little longer on the SBC and even had Sonora-Baja California written across the unit before also transferring to the SE in 1957/58. The units most likely had SCOP text across the unit before the full SBC text. under SE they probably had the same scheme as their FA-1 counterparts yet had a different scheme in the 1970's than the FA-1s. They were also probably scrapped in the late 1970's



Figure 71 SE 7121-3 (FA-1) at Coatzacoalcos, Veracruz on February 26, 1965, Photo Matt Herson Source <https://www.trainphotos.com/PhotoDetails.php?PhotoID=14846>



Figure 70 FUS 201 (FA-1) (Ex FUS 211, FUS 7121-1, SCOP 23031) seen at Campeche, Campeche on 8/10/71. Photo by Matt Herson Source: <https://www.locophotos.com/PhotoDetails.php?PhotoID=177553>

SCOP FA-1s

Road#	Built	Bldr#	Years	SCOP Class #	Classic Orange	SE #	SE Orange	FUS #	FUS Scheme 1	FUS Scheme 2	Status	Notes
SCOP 23031	1/49	76666	1949	7121-1-	1949-196?	SE 211	196?-196?	FUS 201	196?-196?	1970's?	Scrap	
SCOP 23032	5/49	76841	1949	7121-2	1949-196?	SE 212	196?-196?	FUS 202	196?-196?	1970's?	Scrap	
SCOP 23033	5/49	76842	1949	7121-3	1949-196?	SE 213	196?-196?	FUS 203	196?-196?	1970's?	Scrap	
SCOP 23034	5/49	76843	1949	7121-4	1949-196?	SE 214	196?-196?	FUS 204	196?-196?	1970's	Scrap	

SCOP/SBC FA-2s

Road#	Built	Bldr#	Years	SCOP Class #	Classic Orange	SE #	SE Orange	FUS #	FUS Scheme 1	FUS Scheme 2	Status	Notes
SCOP 23042	8/52	79970	1952-1958	7121-8	1952-196?	SE 218	1960s?	FUS 308	?	1970's	scrap	
SCOP 23043	8/52	79971	1952-1957	7121-9	1952-196?	SE 219	1960s?	FUS 309	?	1970's	scrap	
SCOP 23044	10/52	79978	1952-1957	7121-10	1952-196?	SE 220	1960s?	FUS 310	?	1970's	scrap	
SCOP 23045	10/52	79979	1952-1957	7121-11	1952-196?	SE 221	1960s?	FUS 311	?	1970's	scrap	
SCOP 23046	3/53	79980	1952-1957	7121-12	1953-196?	SE 222	1960s?	FUS 312	?	1970's	scrap	
SCOP 23047	3/53	79981	1952-1957	7121-13	1953-196?	SE 223	1960s?	FUS 313	?	1970's	scrap	



Figure 73 ExSCOP 23034 (FA-1) seen at Campeche, Campeche on 2/27/65. Despite only on SBC lines for a year, this scheme can give us an idea what the FA-1 and FA-2 Classic Orange scheme appeared as when they arrived Photo Matt Herson Source: <https://www.locophotos.com/PhotoDetails.php?PhotoID=169100>



Figure 72 FUS 313 (FA-2) at Merida, Yucatan on July 12, 1975 Photo by E.D. Motis Source: <https://www.railpictures.net/photo/38504/>

Leased/Foreign Power



Figure 74 SBC 2105 and unidentifiable SBC GP40-2 are paired up with NdeM 8511 a SD40 assigned working on the SBC lines. Mexicali February 16, 1981, an interesting side note NdeM 8511 was rebuilt into a 3G21C and now working as a Pacific Harbor Line unit #8 Photo by Steve Gartner Collection of Jonathan Rodriguez

Like all railroads SBC did get its share of leased or foreign power on its system, When the SBC was inaugurated, there was an NdeM F2 AB set that ran across the line, there is a photo of FCP 827 lettered in SBC perhaps spending a brief moment on the SBC. Southern Pacific are assumed to also had been used as well. A Southern Pacific SD45 (SP 9119) even was left at the Benjamin shops for years by the 1980's a notable on loan engine was a NdeM 8511 a SD40 this unit was later rebuilt as an 80(3GS21C) and now is in service for the Pacific Harbor lines. Under FNM, the SBC got an influx, various units most notable were former BC Rail MLW units, under Ferromex it is common to see Super 7s, GPs, Sd40-2s, SD70Aces and ES44ACs on the former SBC lines.

Some SBC units were used in other places, the FTA was used to connect to the Agua Prieta line in 1967-1968, SBC 2308 (GP35) made it to Nogales (as seen in the front cover image), A GP40-2 were seen working in Chihuahua on the CHP

What remains of these SBC Locomotives?



Figure 75 SBC 2107 cosmetically was restored for Museo Sol Niño at Mexicali nearby is also three passenger cars.

Despite being a much smaller railroad than its counterpart the FCP, there are quite a few SBC locomotives still active and preserved. As you may have noticed beside the two former NdeM steam engines on Display at Benjamin Hill and Mexicali, a GP40-2, F7, FTA are preserved at three different Museums. Meanwhile at least 10 GP40-2s are still in service with Ferromex assigned mostly in the Pacific coastline and Chihuahua lines. Hopefully Ferromex continues to use these GP40-2s for years to come, the new repaints indicate the intention for them to continue working on Ferromex's future endeavors.