



In 1904, the Southern Pacific completed its Inter-California or "Inter-Cal" line. The Inter-Cal branched from the SP's Sunset Route at Niland, California, ran southward through this location at Calexico, California, and entered Mexico at Mexicali, Baja California, then ran 50 miles east to re-connect with the Sunset Route at Araz Junction, about 5 miles west of Yuma, Arizona. It was this railroad that the SP used to block the Colorado River flood waters into the Imperial Valley that formed the Salton Sea (253 feet below sea level) in 1907. The entire length of the Inter-Cal in both Mexico and the U.S. traverses the rich agricultural lands of the Colorado River Delta, irrigated by diversion of the entire flow of the Colorado River, which no longer has surface water flow into the Sea of Cortez. In 1948, a few miles of the Inter-Cal grade in Mexico was used by the Ferrocarril Sonora-Baja California, and in the 1950's the remainder of the Mexico line (east of the 1948 junction with the Ferrocarril Sonora-Baja California) and the few U.S. miles near Yuma were removed. The line from Niland to the Mexican border, including this location, is still in use by Union Pacific.

Northward view of the SP Inter-Cal (1904) at Calexico, California, 800 feet north of the Mexican border. These sidings are the Inter-Cal's Calexico yard; any loading facilities there may have been present are gone. I do not know what the platform and overhang in the center distance are, perhaps U.S. Customs for the railroad.





Southward view of the SP Inter-Cal (1904) at Calexico, 400 feet north of the Mexican border. The overhangs for autos and trains and the buildings beyond are border facilities.