

PSRMA now owns about two hundred running feet of track, several crossing bucks, a pendulum type crossing signal, the old guard shanty (from the Santa Fe), a considerable amount of odds and ends (spikes, parts, etc.), and the Museum's first piece of rolling stock, a Fairmont Railbus, complete with a Model A Ford engine. When restored, this piece of equipment will be most unique, perhaps the only one of its kind still in existence. To our knowledge no other Rail museum has one. The rail bus is now about 80% restored.

Museum officials have leads on the availability of many steam locomotives throughout the United States, three of which the Museum is almost certain to acquire. All are in operating condition, and need, at most, only minor repairs.

Inquiries are now being made about three plots of land. At least one looks good at this time. We hope for from one to five miles of right of way.

There are many private collections of railroadiana waiting for a good museum to house them. It is our hope to provide that facility.

Like any association of our type, we have many needs. We need the land to run on, more equipment to operate or display, money to purchase and transport equipment, and many, many interested hard working members. We still have a long way to go, and it will take a lot of just plain getting in and pushing for us to achieve our final goal.

RAILROAD CONSTRUCTION? ELECTRIC?

Another major railroad construction project, one of considerable interest to San Diego area railfans, may be undertaken sooner than anticipated. PSRMA member Wally Duthie reports that FSBC transportation superintendent Jorgas (?) said that construction will begin shortly on an electrified railway between Victoria (42.8 kilometers below Pascualitos) and Ensenada.

According to Duthie, Jorgas reports that he will leave shortly for France to inspect the electrified railways of that country. Report suggests that area railfans wait for confirmation before they become too excited. However, in Dispatcher, Issue 12, note was made of a San Diego Union report about planned construction of

a railroad to Ensenada. In Issue 18, John Gorby, now deceased, told of the presence of German railway engineers in the Ensenada area. Then the August 1960 issue of "Renovacion," a house organ of the Pacific Railroad, ran an article, "The Port of Ensenada" needs a railroad." Note was made of a preliminary survey which had been completed and of a line which would either parallel the border or would take off from Victoria.

SAN DIEGO & ARIZONA EASTERN

Engine 5108, last used on April 21, is due for scrapping. It has been replaced by engine 1005, one of SP's original diesel switchers. 1005, built by EMD in 1939, is a 600hp, S-1 weighing 199,000 pounds. Its top speed is 20 mph.

For the first time in years, a helper was used on the El Cajon line. Engines 5101 and 5119 were used in multiple operation with the 4605 as a helper. Although all units in the consist were equipped for MU operation, the 4605 was operated separately as it will not operate with the 5100s.

"California's Most Determined Railroad" -- is what the Pacific Telephone Company called the SD&AE. A very brief history of the road appeared in the April 1966 issue of Telephone News.

Coming up soon in the Report - The story of SD&AE's struggle for life. The story is told in a speech by Mr. S. A. Lamey, given on February 26, 1953. Look for some interesting reading later this summer.

SANTA FE

Santa Fe's 2394 is back in town. It is no longer equipped with steam generator, however. The 800s and 900s get into town regularly these days. 1200s, 1300s, and 1400s are also regular visitors.

New Santa Fe passenger schedules are:
73 - Lv S.D. 8 a.m.; ar. LA 10:55 a.m.
75 - Lv. S.D. 12:30pm; ar LA 3:25pm.
77 - Lv. S.D. 5pm; ar L.A. 7:55pm
74 - Lv. L.A. 8:30am; ar S.D. 11:25am
76 - Lv. L.A. 12:01pm; ar.S.D. 2:55pm
78 - Lv. L.A. 7:45pm; ar. S.D. 10:40pm
All times are Pacific Daylight. Grand Canyon connections are again at Fullerton.