

R E P O R T

Report is the official publication of the Pacific Southwest Railway Museum Association of San Diego County, California, Incorporated.

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GIANT BOILER ARRIVES BY SPECIAL TRAIN

A giant boiler for the San Diego Gas and Electric Company's South Bay plant in Chula Vista arrived in San Diego about 12 noon on August 11. The Special train via the Santa Fe consisted of one jeep, the large load, and the private car of A. K. Johnson, superintendent.

The big boiler measured 16 feet in diameter, which meant that special attention was necessary because of the numerous clearance problems.

To demonstrate the closeness of clearances, was the close scrap in the Ocean-side area. The load just barely scraped an overhead bridge leaving a coat of paint behind.

From San Diego, the load was handled by the SD&AE to the South Bay plant's spur. A yard engine pulled the big load to the foot of F street in Chula Vista, where it was picked up by the Roustabout for the remaining distance. Because of the viaduct over Interstate 5 at Chula Vista, the yard engine was routed by way of Cleveland Avenue, National City, and the Coronado line west of Interstate 5.

All which shows once more the importance rails play in the shipment of over-size shipments.

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WE SHOULD DO BETTER

A work party was held on Sunday, July 30, to move and store the parts for the shay. Three of our members, Dick Pennick, Walt Hayward, and Walter Barber, spent all day doing what five or six people could have accomplished in a half day session.

It is hard, dirty, work. But that is all part of the railroad game. If you don't think so come on out to the next reraiment your favorite line has and watch. It tain't an easy chore.

At any rate, all of the boxed equipment is now stored inside after being man handled piece by piece. Many of the heavy parts which could be kept outside in the open are now stored at Hayward's.

OTHER WORK PROJECTS ON CALENDER

In looking at our work calender that appeared in the January, 1967 issue of the Report, we find that September 23 and 24 are the days set for a locomotive work session at Ferris.

It appears as though this is the Ferris month all month long. Don't fret because October 14 and November 12 are scheduled to be in San Diego. The years end goes out with a bang with December 9 and 10th slated for Ferris once more. Come on folks a little grime and perspiration is good for us, especially if is from working on railroad equipment.

RAILS GRANTED RATE INCREASE

The Interstate Commerce Commission recently granted the railroads of the US a \$300, 000, 000. increase in freight rates. Quite a raise.

Higher wages and fringe benefits are blamed to be the culprit, along with decreased carloadings, at least according to the Southern Pacific, Santa Fe, and Union Pacific, the big three of the Far West.

In the east the Pennsylvania reports its net income for three months ending on July 30 at about \$3.6 million against \$13 million for the same period in 1966.

Sharp declines in grain, forest products, and iron ore loadings were noted by the Northern Pacific and Great Northern in 1967. The NP's net is down \$15 million and the GN's down about \$8 million when the results are tabulated for 1967 against 1966.

Looks like the roads could be heading for another slump like that experienced in the late 1950's. Let's hope not, these are the fabulous sixties.