

T-R-29-Equipment Situation
train Report

ALL NOTE
& INITIAL
SOT 8-2
AST 7-19
MEU 7-19
(D)CA 8-2
ATS 8-2
SEC

CHICAGO - July 13, 1976

File: 1 R 29 - Board Report

~~Mr. Worthington L. Smith:~~

The following is the equipment situation for the month of June 1976.

BOX CARS AND COVERED HOPPERS

During most of the month of June we had a tight supply of 50-foot box cars on the Western Region. However, the normal 4th of July slowdown in the lumber and paper industry in this area reduced our requirements, and the increased volume return of system box cars by foreign lines prior and during the 4th of July Holiday has resulted in an adequate supply of box cars for loading on the Western Region at this time. We are using what unrestricted suitable foreign 50-foot box cars which are available in the Green Bay and Wausau Territories for the paper loading.

Our bad order ratio of 50-foot box cars is now approximately 15%.

As of July 9th we had grain orders for 175 box cars and 550 covered hoppers for the 7-day period. This is about an 18% decrease in the orders during the middle of June, however, the wheat harvest has started in the southern and central South Dakota territory, and we also have a forecast from the northern Montana area that there will be some loading of last year's wheat in that territory towards the end of July due to most of the farm storage being full and need to make room for this year's harvest.

In spite of the drought in the Aberdeen-to-Twin City-area, reports indicate that the wheat crop from the Linton Line west to Moberg will be fair, and the wheat crop west of Moberg will be exceptionally good. In addition, due to farmers holding a good share of last year's crop, the farm storage is nearly full and a good rail shipment of wheat is expected. While this movement will not start until about August 1, we have approximately 1,300 40-foot box cars stored on the Dakota Division which are unfit for grain loading, and we are handling with Marketing for justification to upgrade those cars which can be repaired economically.

The Santa Fe are using 100 of our covered hoppers and 100 of our grain box at present. They have indicated that they will probably be able to furnish us somewhere between 200 and 500 covered hoppers during our harvest in August when we need them. In addition, the Santa Fe has approximately 300 CPAA hoppers which are to be delivered to us the end of this month for our use during August. This is the last move on the 3-way joint covered hopper pool between the CP, Santa Fe and the Milwaukee whereby we gave the CP approximately 300 covered hoppers for fertilizer in the spring, and they in turn gave the Santa Fe 300 covered hoppers the first of June.

At present we are operating thirteen (13) unit grain trains consisting of 450 private covered hoppers and 50 system cars.

Mr. Worthington L. Smith:

July 13, 1976

Grain and soybean loading:

June 1976	5,700	cars	
June 1975	<u>4,409</u>	"	
Increase.	1,291	"	or 29.2%
First seven days of July 1976	783	cars	
First seven days of July 1975	<u>816</u>	"	
Decrease.	33	"	or 4%

The total grain loading for the month of July 1975 was 5,684, and we estimate that we will load approximately 6,000 carloads of grain in July 1976.

Lumber loading:

June 1976	5,313	cars	
June 1975	<u>4,834</u>	"	
Increase.	479	"	or 9.9%
First seven days of July 1976	1,057	cars	
First seven days of July 1975	<u>866</u>	"	
Increase.	191	"	or 22%

The 50 Apache Railroad chip cars which we have used for the past year on a mileage and per diem basis have all been moved to the Southern Railway. However, we are in the process of arranging to take on 25 BCOL chip cars in lieu of the Apache cars.

FLAT CARS

The demand for flat cars for lumber loading in the Pacific Northwest has increased and we are utilizing all bulkhead flat cars. And, in addition, we are moving some plain flats to this area to supplement our supply.

Due to the change in open top loading rules which no longer allows the use of wire in tying down implements, the Farm Implement Industry has practically discontinued using plain flat cars for their loading. This has resulted in a surplus of general service flat cars and a shortage of chain tie-down flats. We have delivered some flat cars to foreign railroads for their use on a per diem basis, and Marketing is looking for other possible uses for these cars.

Machinery loading:

June 1976	1,809	cars	
June 1975	<u>2,351</u>	"	
Decrease.	542	"	or 23%
First seven days of July 1976	363	cars	
First seven days of July 1975	<u>457</u>	"	
Decrease.	94	"	or 20.5%

Mr. Worthington L. Smith:

July 13, 1976

MULTI-LEVEL AUTOMOBILE EQUIPMENT

June 1976	2,730 cars
June 1975	<u>2,627</u> "
Increase.	103 " or 3.9%
First seven days of July 1976	603 cars
First seven days of July 1975	<u>486</u> "
Increase.	117 " or 24%

The import automobile firms on the west coast have ceased shipping since the first of July due to taking inventory, and expect shipments to resume in approximately another week.

We are moving Trailer Train Cars to the fabricator, equipping with enclosed tri-level racks and expect to start taking deliveries on the first 100 such cars the latter part of this month or the first part of August.

OPEN TOP HOPPER EQUIPMENT

Coal and coke loaded and received:

June 1976	7,866 cars
June 1975	<u>8,805</u> "
Decrease.	939 " or 15.4%

The unloading facilities at the Power Plant at Columbia, Wisconsin were down for repairs for approximately 10 days during the month of June, replacing a conveyor belt, during which period the unit trains did not operate from Colstrip, Montana.

We have no shortage of open top hoppers on line. We are utilizing all open tops in unit ore train service, coal loading, Company ballast, and clay movement out of Vananda. The unit ore trains out of Randville, Michigan are operating four (4) times a week to Granite City, Illinois.

GONDOLA EQUIPMENT

The orders for covered coil gons continues to exceed supply, and we now have seventeen (17) of these cars bad order.

We are filling all orders for bulkhead gons.

Orders for regular gons have decreased, and at present we are filling all orders for regular gons.

REFRIGERATOR AND DF CARS

1975

We loaded 1,655 carloads of perishables in jumbo mechanical refrigerators in the Western Region, June 1 to July 1, 1976, compared to 1,471 carloads last year.

REFRIGERATOR AND DF CARS (continued)

Orders for mechanical refrigerator loading on the Western Region have increased, and at present we are moving these cars to the Western Region in preference to filling orders in the midwest.

We have had a request from one shipper in the Columbia Basin to secure conditionaire covered hopper type cars for fresh potato loading. Traffic is investigating the possible demand by other shippers for this type of car, and we have been told by the Santa Fe that they would be willing to furnish us cars if we have a demand for them.

Beer Loading in Milwaukee:

June 1976	1,706	cars
June 1975	<u>2,375</u>	"
Decrease.	669	" or 28.1%

Total beer loading for Milwaukee during June 1976 was 2,786, which is a decrease of 386 carloads from last year. Schlitz loaded 109 less carloads this year, and we received 357 less carloads while the Soo Line received 109 additional cars. Miller loaded 332 less cars and we received 315 fewer cars while the Soo Line received 248 additional cars.

AIRSLIDES

We continue to have a surplus of airslide hoppers, and the over-all fleet is being utilized very poorly.

PIGGYBACK LOADING

In June 1976 we loaded 6,806 vans compared to 4,832 in 1975. This is an increase of 1,974 vans or 40.8%.

For the first seven (7) days of June 1976, we loaded 1,393 vans compared to 1,175 vans last year. This is an increase of 218 vans or 18.5%.

TOTAL REVENUE FREIGHT LOADING

June 1976	76,967	cars
June 1975	<u>70,249</u>	"
Increase.	6,718	" or 9.5%
First seven days of July 1976	14,314	cars
First seven days of July 1975	<u>13,015</u>	"
Increase.	1,299	" or 9.9%

July 1976 has 21 working days compared to 22 in 1975. In June 1975 the total carloads for the month were 69,609, and we estimate that in July 1976 we will load 75,500.

RE Beck
General Superintendent Transportation

Mr. Worthington L. Smith:

July 13, 1976

cc: Messrs. P. F. Cruikshank D. M. Wiseman W. W. Abbey
 M. Garelick G. A. Kellow J. T. Taussig
 R. F. Kratochwill R. K. Merrill H. H. Melzer
 W. F. Ploeger G. H. Kronberg L. L. Herndon
 Q. W. Torpin L. W. Harrington D. O. Burke
 B. J. Worley E. J. Stoll P. C. White
 G. F. Reynolds J. J. Nagle W. F. Plattenberger

bcc: Mr. L. L. Struble, Superintendent Transportation, Tacoma
 Mr. C. W. Burg, Ass't. Chief Statistician, Room 746, Building

JZ