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CHICAGO - September 17, 1976

File: 1 R-29 - Board Report (2)

Mr. Worthington L. Smith:

The following is the equipment situation for the month of August 1976 and the first fourteen (14) days of September 1976.

BOX CARS AND COVERED HOPPERS

During the month of August and thus far in the month of September, we have had an adequate supply of 40-ft. and 50-ft. wide door box cars to fill orders on the western region. We did have several spot shortages during August due to the interruption in the flow of empties account service disruption. We have built up the inventory of 40-ft. and 50-ft. box cars on the western region to provide a cushion against the loss of high revenue long haul business with the frequent interruptions in service we have been experiencing.

At Green Bay we continue to send available suitable system 50-ft. box cars and unrestricted foreign 50-ft. box releasing empty on our line. The orders have exceeded the car supply in this area during August, as well as at present.

Our bad order ratio of 50-ft. box cars is now approximately 17%. We have returned most of the foreign and private covered hoppers which we use during August and early September to move the wheat harvest. The CPAA requested return of all of their cars due to heavy potash movement and the Santa Fe has requested their cars back for the corn, soybean and milo movement. I am somewhat concerned about having an adequate car supply for the corn and soybean harvest during the month of October. The Southwestern railroads from whom we have received assistance in car supply in the past have all indicated that it would not appear that they will be able to help us this year. We have an unusual number of covered hoppers tied up in the western region for the level of the grain loading due to the embargoes at five (5) of the elevators: Seattle, Tacoma, Vancouver and Portland, along with the increased transit time on both loads and empties due to service interruptions. Although the harvest has not yet started, we have experienced some shortages in the Iowa and Minnesota Divisions and we have directed the return of about 500 covered hoppers from the western region to the Midwest.

We have two (2) unit grain trains consisting of a total of 75 cars operating at present and have a request for three (3) additional 50-car trains to begin operation within the next two (2) weeks. Marketing is hopeful of influencing the grain companies to place some of their own private covered hoppers in these trains.

Grain and soybean loading:

August 1976. . . . .	.6,983	cars	
August 1975. . . . .	.7,810	"	
Decrease . . . . .	.827	"	or 10.5%
First fourteen days of September 1976. . . . .	.2,447	cars	
First fourteen days of September 1975. . . . .	.3,262	"	
Decrease . . . . .	.815	"	or 24.9%

Mr. Worthington L. Smith:

BOX CARS AND COVERED HOPPERS (continued)

The disappointing grain loading in August, as well as thus far in September is due to the depressed price of wheat. While the localized drought area around Aberdeen, South Dakota did cost us some carloads, the area showing the most drastic decrease was in the territory Mobridge to Miles City, where growing conditions were good. The only encouraging note was that the Montana Division loaded 1,053 carloads of grain during August 1976, compared to 672 in 1975 and have continued to load thru September about 40 cars per day. The total grain loading for the month of September 1975 was 6,833 and we estimate that in September of this year we will load about 5,600 cars.

Lumber loading:

August 1976. . . . .	.5,349	cars	
August 1975. . . . .	.4,725	"	
Increase . . . . .	.624	"	or 13.2%
First fourteen days of September 1976. . . . .	.2,377	cars	
First fourteen days of September 1975. . . . .	.1,928	"	
Increase . . . . .	.449	"	or 23.2%

FLAT CARS

At present we have a surplus of about 250 plain flat cars and have an adequate supply of chain tie-down flat cars for machinery loading.

Machinery loading:

August 1976. . . . .	.1,497	cars	
August 1975. . . . .	.2,056	"	
Decrease . . . . .	.559	"	or 27.1%
First fourteen days of September 1976. . . . .	.722	cars	
First fourteen days of September 1975. . . . .	.935	"	
Decrease . . . . .	.213	"	or 22.7%

MULTI-LEVEL AUTOMOBILE EQUIPMENT

August 1976. . . . .	.2,053	cars	
August 1975. . . . .	.2,332	"	
Decrease . . . . .	.279	"	or 11.9%
First fourteen days of September 1976. . . . .	.1,218	cars	
First fourteen days of September 1975. . . . .	.1,164	"	
Increase . . . . .	.54	"	or 4.6%

As pointed out last month, the decrease in loading in August was due to model changeover at Janesville and the Ford production at St. Paul moving thru Chicago where we are not included in the route due to a rate dispute. The Ford strike, of course, will affect the balance of September, unless unexpected settlement is reached. Thirty (30) of the new tri-levels have been released by the fabricator and we are awaiting completion of financial arrangements for delivery.

Mr. Worthington L. Smith:

OPEN TOP HOPPER EQUIPMENT

Coal and coke loaded and received:

August 1976. . . . .	.7,999	cars	
August 1975. . . . .	<u>.9,481</u>	"	
Decrease . . . . .	<u>.1,482</u>	"	or 15.6%
First fourteen days of August 1976 . . . . .	.3,313	cars	
First fourteen days of August 1975 . . . . .	<u>.3,633</u>	"	
Decrease . . . . .	<u>.320</u>	"	or 18.8%

The decrease in carloadings during August were due to the mines down in Indiana account labor difficulties. The Gascoyne-Big Stone City movement operated this last trip August 31. There will be six (6) 100-car trains operated in this movement during the latter part of September and early October, but the regular 5-day movements will not resume until about October 22.

Due to heavy movements of aggregate our open top hopper fleet is being utilized at present. The unit ore train from Randville, Michigan continues to operate four (4) trips per week to Granite City, Illinois. We are extremely short of covered coil gondolas, but have an adequate supply of other type gondolas. We have an extremely tight supply of ordinary gondolas and are using all unrestricted foreign gondolas to fill these orders.

REFRIGERATOR AND DF CARS

The potato loading in the Columbia Basin was exceptionally light during the month of August and the records indicate only 106 cars were loaded. The total of mechanical refrigerators loaded for the Coast Division during August was 285 carloads. At present we are sending all available mechanical refrigerators to the Coast Division which has resulted in our being unable to fill orders in the Midwest.

Beer Loading in Milwaukee:

August 1976. . . . .	.1,835	cars
August 1975. . . . .	<u>.1,920</u>	"
Decrease . . . . .	<u>85</u>	"

Our carloadings at Miller increased 21 carloads during the month of August, while the total Miller carloading decreased by 246 cars. The entire loss was borne by the Soo Line. Our carloadings at Schlitz decreased by 111 carloads, compared to a total decrease at Schlitz of 201 carloads. The figures indicate that our loading from Schlitz was down 22%, while the Soo Line had a decrease of only 15%.

AIRSLIDES

We have no shortages of airslides at the present time, but the airslide covered hoppers are being fully utilized.

Mr. Worthington L. Smith:

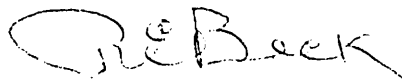
PIGGYBACK LOADING

August 1976. . . . .	.7,234	cars
August 1975. . . . .	<u>.6,964</u>	"
Increase . . . . .	.270	" or 3.8%
First fourteen days of September 1976. . . . .	.3,405	cars
First fourteen days of September 1975. . . . .	<u>.2,964</u>	"
Increase . . . . .	.441	" or 14.8%

TOTAL REVENUE FREIGHT LOADING

August 1976. . . . .	79,206	cars
August 1975. . . . .	<u>76,924</u>	"
Increase. . . . .	.2,282	" or 2.9%
First fourteen days of September 1976. . . . .	33,465	cars
First fourteen days of September 1975. . . . .	<u>33,382</u>	"
Increase . . . . .	83	" pr .2%

September 1976 has 21 working days. In September 1975 the total carloads for the month were 76,407 and we estimate that for September 1976 we will load approximately 76,500.



General Superintendent Transportation

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|------------------------------|------------------|---------------------|
| 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: Messrs. L. L. Struble, Superintendent Transportation, Tacoma ←  
 C. W. Burg, Ass't. Chief Statistician, Room 746 - Building

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