

Milwaukee, Wisconsin  
April 23, 1972  
File: 2202-L-1

Mr. F. G. McGinn:

You have my letter of April 13th stating some details regarding the proposed electrification of the gap between Avery and Othello.

Have given further consideration to this matter and wish to summarize my comments. As previously stated, the quantity of locomotives and locomotive repair costs are major items of interest to the Mechanical Department. Our summarized comments regarding these are as follows:

A. Quantity of New Units

The quantity of new locomotives of diesel type as well as electrical type stated in Items 7 and 18 of the G.E. 3-20-72 proposal appears to be excessive. If new SD-40 locomotives are provided and weight on drivers of 25,400,900 lbs. per paragraph 18 of G.E. 3-20-72 proposal is provided, 72 SD-40 units would be required. This is based on weight of SD-40 units of 352,000 lbs. The latest estimated weight of our SD-40 units fully loaded with fuel is 370,000 lbs. However, G.E. representatives at Seattle last week requested that we consider a reduction due to loss of fuel weight as units are used, and 352,000 lb. figure used above will represent units with 4,000-gallon fuel tanks more than half empty. We have learned from Mr. Frazier that on the specific day when required weight on drivers of 25,400,900 lbs. was developed by G.E., there were very exceptional train delays, and this should not be considered a criteria for determination of units required.

As discussed, I assume you will have Messrs. Anderson, Burke and the Power Bureau arrive at a proper quantity of new units.

B. Locomotive Repair Costs

Noting the continued problems with heavy maintenance of internal combustion engines on our diesel locomotives, we anticipate that there should be significant reduced locomotive repair expense with a properly designed electric locomotive. However, as you will note in my letter of April 13th, we do not feel we can agree that electric locomotive repair expense will be down to 32.2% of diesel locomotive repair expense as stated in the G.E.

proposal of March 20, 1972.

It is readily apparent that it is difficult to positively state electric locomotive repair cost versus diesel locomotive repair cost, and we have discussed this at length this week with Mr. Frazier and Mr. Wylie. Mr. Frazier and I suggest that one computer run be made with an electric to diesel repair cost ratio of 60% and one with 50%.

Since G.E. has no specific electric locomotive design details developed at this time, we do ask for an opportunity to again review this matter after G.E. submits a more detailed design of the electric locomotive.

In any case, I again wish to state that we are looking forward to handling an electrified operation, if it is concluded to be desirable, as we do wish to see a decision made regarding electrification.

*J. A. Kellow*

cc: B. J. Worley  
 G. A. Kellow  
L. V. Anderson  
G. R. Frazier