



View of a small segment of the Illinois Central's computer-communications center in Chicago. The center occupies its own four story building.

profitability. When fully operational in mid-1969, this system will provide a sophisticated approach to railroad pricing. It will greatly facilitate the establishment of rates beneficial to both the customer and the railroad.

Electronic scanners are already reading color coding on freight cars and locomotives and passing accurate information directly into the computer system. From each coded car, the scanner picks up the name of the owner, the car number and the type of car. This electronic system is called Automatic Car Identification or ACI. Car coding is presently scheduled for completion nationally by January 1, 1970.

By April 1969, much of the information handled by the computer system will travel over the railroad's new microwave system all the way from New Orleans to Chicago. This will greatly improve the capacity of our telephone system and will provide other services that will allow us to operate more efficiently.

PIGGYBACK AND CONTAINER SERVICE

Containers are a promising new form of moving freight. Container shipments in 1968 were up substantially. Prospects are for an equal or greater improvement in 1969. Handling of 20-foot Inter-pool containers through gulf ports appears promising as more Gulf steamship lines establish attractive rates and service schedules.

Piggyback volume and revenue increased. The railroad handled 72,502 trailer loads including mail and express compared with 64,380 loads in 1967. There are piggyback facilities at 72 stations, including Nashville and two other locations on the former Tennessee Central Railroad. New ramps were opened at Covington, Tenn.; Cairo,

Gibson City and Herrin, Ill., and Haleyville, Ala.

Early in 1969 a new Department of Intermodal Services was created to operate under the "profit center" concept. It takes over responsibility for piggyback and container shipments and also for mail and express. The railroad also announced that it will build two new piggyback and container facilities, one in Chicago and one in the St. Louis area.

PASSENGER SERVICE— A PROFIT-CENTER CONCEPT

During 1968, the passenger services department concentrated its efforts on promoting and improving train services that the public uses in large numbers. At the same time, trains the public demonstrates it doesn't want are being eliminated. Operating as a "profit-center," this department is responsible for both passenger revenues and expenses. It spent more money and effort promoting passenger service than has been spent in many years.

"Mini-Corridor Service" was introduced in the heavily patronized short-haul market between Chicago, Champaign and Carbondale in mid-1968. Within a two-week period during June and July the schedules of six trains were changed to provide service at more convenient hours. Faster schedules were created for several trains, and most trains were put on uniform running time. Departure times on the hour from terminals provided "memory schedules."

As part of the Mini-Corridor service, the northbound Mid-American was changed from an overnight run to a fast, convenient daytime service providing Memphis with an early evening arrival in Chicago and a reduction of one hour and fifty minutes from the former schedule.