

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

HOWARD NEFF, being duly sworn, deposes and says:

That he has read the foregoing statement, knows
the contents thereof, and that the same are true as stated.

Howard Neff
HOWARD NEFF

Subscribed and sworn to before me this 27 day of
February, 1975.

J. Paul Simpson
Notary Public in and for the State
of Washington, residing at BRIDGE 15.

STATEMENT OF HOWARD NEFF

My name is Howard Neff and I am employed by the Milwaukee Railroad as Trainmaster for the Rocky Mountain Division with headquarters at Deer Lodge, Montana. As trainmaster, my jurisdiction encompasses operations of the company between Butte, Montana, and St. Maries, Idaho.

I have been employed by the Milwaukee Road since 1960, serving in various capacities at different locations on the Railroad. My positions have included telegraph operator, station agent, train dispatcher, assistant to superintendent, equipment distribution, assistant superintendent diesel utilization, assistant trainmaster and trainmaster. I have held my present assignment as trainmaster of the Rocky Mountain Division for nine months. As part of my duties, I am generally familiar with the manner in which freight traffic is handled.

The Milwaukee Road operates no purely intrastate trains within the State of Montana. Interstate and intrastate traffic is commingled and handled in the same trains, and in the same cars. The billing of interstate and intrastate shipments are handled by the same clerical forces and the switching of interstate and intrastate traffic is handled by the same switch crews.

In my experience, a greater portion of the intrastate than the interstate traffic moves in local or way trains as opposed to through trains. Crews operating local freight trains receive higher basic rates of pay than crews operating through freight trains. More overtime is incurred in the operation of local freight trains than in the operation of through trains.

Local freight trains handle all of the traffic on the Milwaukee's Montana branch lines, which include the following:

The Blackfoot Line - From Bonner Junction to Bear Creek, 35.8 miles.

The Bozeman Line - From Three Forks to Bozeman, 38.4 miles.

The Gallatin Gateway - From Bozeman Hot Springs to Gallatin Gateway, 4.8 miles.

The Lewistown Branch - From Harlowton to Lewistown Yard, 61.3 miles.

The Heath Branch - From Lewistown Yard to Grass Range, 34.6 miles.

The Winifred Line - From Roy-Winifred Junction to Winifred, 42.7 miles.

The Northern Montana Branch - From Lewistown Yard to Falls Yard, 134.5 miles.

The Agawam Branch - From Falls Yard to Agawam, 69.6 miles.

A typical local freight train operation is the Missoula Patrol, which makes a round trip daily, except Saturday, between French Town and Bonner with side trips on Tuesday and Thursday between Bonner and Bear Creek on the Blackfoot Branch. This local makes up its own train at Missoula, switches the industry at Bonner for both the Milwaukee Road and Burlington Northern, and switches the industry at Clearwater on Tuesday and Thursdays. On returning to Missoula, the crew switches various industries at Missoula and makes up local cars for pickup by a through train. The daily tour of duty generally runs about ten hours and frequently runs up to twelve hours, or the maximum permitted by the Federal Hours of Service Law. This train is operated by a four or five man crew, using one diesel unit. The round trip mileage totals less than 100 miles except on days when service is provided to Clearwater. While the number of cars handled varies daily, a typical train would involve five to fifteen cars.

Through freight trains predominate on main lines of the railroad, which in Montana are comprised of the Rocky Mountain Trackage between Miles City and the Montana-Idaho border. An example of a through freight train would be Train No. 202, operating from Alberton to Deer Lodge, with eighty-five to one hundred and five carloads and powered by multiple diesel

units totaling over 12,000 HP. This four or five man crew makes its 111 mile run in approximately four and one half hours.

Through freight trains generally handle a greater number of cars, operate at higher speed and over longer distances with fewer stops than local freight trains.

~~Intrastate shipments move shorter distances and incur terminal services at both origin, and destination in Montana, whereas interstate shipments which either originate or terminate in Montana have only one terminal service in Montana. Through or bridge shipments of course, have no terminal service in Montana.~~

It is my opinion, based on my experience in the operating department of the Milwaukee Road, that it costs substantially more per unit to handle traffic in local freight trains than in through freight trains, due to the differential in basic wage structure, favoring local freight train crews, the substantially larger amount of overtime paid to local freight train crews, and the lower productivity of local freight train crews which results from handling fewer cars per train at lower train speeds.

Howard Neff
HOWARD NEFF

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