

BEFORE THE
STATE OF IDAHO
PUBLIC UTILITIES COMMISSION

IN THE MATTER OF THE
APPLICATION OF IDAHO CARRIERS BY RAIL FOR AUTHORITY TO
INCREASE INTRASTATE FREIGHT RATES AND CHARGES AS AUTHORIZED IN
EX PARTE 310 AND EX PARTE 313

STATEMENT OF

S. J. BARRY

My name is S. J. Barry. I am employed by the Chicago, Milwaukee, St. Paul and Pacific Railroad Company (Milwaukee Railroad) as Superintendent of Transportation, western region. My territory is from Miles City, Montana, to Seattle, Washington. Business address is the Milwaukee Railroad, 2501 East "D" Street, Tacoma, Washington 98421. I have been an employee of the Milwaukee Railroad since 1945. During these years, I have served in several capacities, as Switchman, Yardmaster, Trainmaster, Assistant Superintendent and Superintendent of Transportation - western

region, since February 1, 1973. I am familiar with all of the Milwaukee Railroad and Washington, Idaho and Montana Railway Company (W.I. & M.) operations in the State of Idaho.

The Milwaukee Railroad operates trains within the State of Idaho which handle both intrastate and interstate traffic. The billing of interstate and intrastate shipments is handled by the same clerical forces and the switching of interstate and intrastate traffic is handled by the same switch crews. In my opinion, a greater portion of the intrastate than interstate traffic moves in local or way freight 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 accrued in the operation of local freight trains than the operation of through trains. 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. Local freight trains handle all traffic on the Milwaukee's Idaho branch line, known as the Elk River branch line. The Elk River line runs from St. Maries, Idaho, to Elk River, total miles 72.2. Typical local freight train operation is the Elk River branch line train which now makes a round trip daily except Sunday between St. Maries and Bovill and return, making intermediate stops enroute. The daily tour of duty generally runs about ten hours and frequently

runs up to 12 hours, or the maximum permitted by the Federal Hours of Service Law.

The W.I. & M. handles very little intrastate traffic at the present time, although it has handled substantial amounts in the past, and may handle increased amounts in the future. The W.I. & M. Line runs from Lairds to Purdue, total miles 49.37. The W.I. & M. local runs between Potlatch, Idaho, and Bovill, Idaho, Monday, Wednesday, Thursday and Friday, and on Tuesday they run from Potlatch, Idaho, to Palouse and return to Potlatch. The daily tour of duty generally runs about eight to ten hours a day. As intrastate traffic moving on the W.I. & M. will move in the same trains as interstate traffic, there appears to be no justification for not charging the same rates for intrastate traffic as are charged for interstate traffic.

It is my opinion, based on my experience in the operating department of the Milwaukee Railroad, 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.

CERTIFICATE OF SERVICE

I hereby certify that I have this day served the foregoing document upon all parties of record in this proceeding by mailing a copy thereof by first class mail, properly addressed to each party.

Dated at Seattle, Washington, this 3rd day of October, 1975.

Nancy J. Olson