

## VERIFIED STATEMENT OF S. J. BARRY

My name is S. J. Barry. I am employed by the 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" St., 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 Road operations in the State of Idaho.

The Milwaukee Road 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

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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 lines, which include the following:

The Elk River branch line - 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 WIM Line from Lairds to Purdue, total miles 49.37. The WTM 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.

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

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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.