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Nov-20-1975
Bovell
ELK RIVER.
NOTES

BEFORE THE 415

INTERSTATE COMMERCE COMMISSION

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IN THE MATTER OF IDAHO)
INTRASTATE RAIL FREIGHT)
RATES AND CHARGES, 1975)

DOCKET NO. 36188

VERIFIED STATEMENT

OF

S. J. BARRY, SUPERINTENDENT OF TRANSPORTATION

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY

Dated: November 4, 1975

VERIFIED 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 assigned territory extends from Miles City, Montana, west to the Pacific Coast, and I have offices at 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 capacities as Switchman, Yardmaster, Trainmaster, Assistant Superintendent and, since February 1, 1973, Superintendent of Transportation - Western Region. I am familiar with the operations of the Milwaukee Railroad and its wholly owned subsidiary the Washington, Idaho and Montana Railway Company (WI&M).

Milwaukee Operations:

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 substantially 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 principal Idaho Branch Line, known as the Elk River Line. The Elk River line runs from St. Maries, Idaho, to Elk River, total miles 72.2. The train operating on that line makes a round trip daily, except Sunday, between St. Maries and Bovill with intermediate stops. The daily tour of duty for the train crew generally runs about ten hours and frequently runs up to 12 hours, or the maximum permitted by the Federal Hours of Service Law. Most of the Milwaukee's Idaho intrastate traffic is handled by this train.

The vast majority of interstate traffic handled by the Milwaukee in Idaho moves over the company's main line in through trains as bridge traffic.

WI&M Operation:

The WI&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 WI&M Line extends 49.37 miles from Lairds, Washington, to Purdue, Idaho. The WI&M operates one train which runs between Potlatch, Idaho, and Bovill, Idaho (adjacent to Purdue), Monday, Wednesday, Thursday and Friday, and on Tuesday between Potlatch, Idaho, and Palouse, Washington (adjacent to Lairds). The daily tour of duty for the train crew generally runs about eight to ten hours a day. As intrastate traffic moving on the WI&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.

Interstate traffic handled by the WI&M is interchanged with either the Milwaukee at Bovill or the Burlington Northern Railroad at Palouse.

Conclusion:

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.

S. J. Barry

S. J. BARRY

