

## Jean Jewell

---

**From:** Ed Howell  
**Sent:** Friday, July 09, 2004 1:04 AM  
**To:** Jean Jewell; Ed Howell; Gene Fadness; Tonya Clark  
**Subject:** Comment acknowledgement

WWW Form Submission:

Friday, July 09, 2004  
12:04:23 AM

Case: Case No. GNW-R-04-1  
Name: Violet R. Bruce  
Street Address: 2266 Harmony Heights Road  
City: Orofino  
State: Idaho  
ZIP: 83544-9642  
Home Telephone: (208) 476-7532  
E-Mail: tjbruce@orofino-id.com  
Company: Great Northwest Railroad, Inc.  
mailing\_list\_yes\_no: yes  
Comment description:

----- Original Message -----

From: "tjb" <tjbruce@orofino-id.com>  
To: "Congressman Butch Otter" <id01lima.pub@mail.house.gov>  
Sent: Thursday, July 08, 2004 4:04 PM  
Subject: Re: Responding to your message to Rep. Otter

Congressman Otter,

I had really expected a more aggressive approach from your part in dealing with our dilemma with the proposed rail line abandonment in Clearwater County. We need to be included in a long-range economic strategy that stresses transportation requirements. By looking at the problems with our transportation infra-structure, it is obvious we are being bypassed.

We have been on the short end of the stick for quite awhile now. After the Jaype mill closure, our County had the distinction of having the highest unemployment rate in the Nation at over 25 percent. We have averaged 13.4 percent unemployment over the past ten years. Our per capita wage is \$9,000 below the National average. We need an infusion of industrial development.

Without the Orofino to Jaype rail line, our County is "dead in the water" as a location for heavy industry. We have some good options that are being tossed around but each requires time to develop and retaining the railroad. They are a "coal-fired" electrical generation plant at Jaype, a "waste-to-energy" electrical generation plant near Pierce, mineral extraction from the Lime Mountain Quarry and a marble deposit near Headquarters, and resumption of Potlatch timber shipping by rail. Another use for the railroad that has near-term possibilities is timber extraction from the Clearwater National Forest in concert with the Nation's "healthy forest" initiative.

Through some process, the abandonment of the rail line must be put on hold until government officials and the Northcentral Idaho Economic Development District, in the form of the Clearwater Economic Development Association (CEDA), can develop these heavy industry options. If that requires a government buy-out of the rail road until private industry is willing to buy back into its operation, then so be it.

We cannot accomplish this mission on our own. We need your influence in Idaho and at the Nation's capitol. You and the rest of our Congressional Delegation must provide favorable input to Idaho's Public Utilities Commission and to the Surface Transportation Board in order to stop the abandonment process.

I respect your stand for private property rights for the railroads. However, please remember that land grants, government subsidies, and tax relief have been the life-blood of the railroads in the West since their very inception. This has been done on the backs of America's tax paying citizens...of whom you represent!

Regards,  
VIOLET R. BRUCE

>  
>  
> ----- Original Message -----  
> From: "Congressman Butch Otter" <id01ima.pub@mail.house.gov>  
> To: <tjbruce@orofino-id.com>  
> Sent: Tuesday, July 06, 2004 11:48 AM  
> Subject: Responding to your message to Rep. Otter

>  
>  
> > July 6, 2004

> >  
> > Violet Bruce  
> > 2266 Harmony Hts  
> > Orofino, ID 83544-9642

> >  
> > Dear Violet,

> >  
> > Thank you for contacting me regarding the abandonment of the Watco rail  
> line in Clearwater County.

> >  
> > I understand your concerns about this situation. Moving transportation of  
> goods like lumber from railroads to highways is both expensive and  
> potentially dangerous. However, as a private company Watco must make  
> business decisions based on the profitability of particular lines, and it is  
> their choice to close certain lines that are not turning a profit. As this  
> situation moves forward, please know that I will be working to ensure that  
> alternative methods of transportation, including safer highways and  
> transportation by barge, remain available to those doing business in North  
> Central Idaho.

> >  
> > Once again, thank you for contacting me.

> >  
> > As always, "Idaho - Esto Perpetua"

> > ?  
> > C.L."Butch" Otter  
> > Member of Congress

> >  
> > CLO/mmj

> >  
> > As always, "Idaho - Esto Perpetua"

> >  
> > C.L."Butch" Otter  
> > Member of Congress

>  
>  
Transaction ID: 79004.23  
Referred by: <http://www.puc.state.id.us/scripts/polyform.dll/ipuc>  
User Address: 64.126.189.165  
User Hostname: 64.126.189.165

## Jean Jewell

---

**From:** Ed Howell  
**Sent:** Friday, July 09, 2004 1:09 AM  
**To:** Jean Jewell; Ed Howell; Gene Fadness; Tonya Clark  
**Subject:** Comment acknowledgement

WWW Form Submission:

Friday, July 09, 2004  
12:08:34 AM

Case: Case No. GNW-R-04-1  
Name: Trelawny J. Bruce  
Street Address: 2266A Harmony Heights Road  
City: Orofino  
State: Idaho  
ZIP: 83544-9642  
Home Telephone: (208) 476-0292  
E-Mail: tjbruce@orofino-id.com  
Company: Great Northwest Railroad, Inc.  
mailing\_list\_yes\_no: yes  
Comment\_description: MR. TRELAWNY J. BRUCE  
2266A Harmony Heights Road  
Orofino, Idaho 83544-9642  
(208) 476-0292  
tjbruce@orofino-id.com  
July 8, 2004  
CLEARWATER TRIBUNE  
Attn: Editor  
161 Main Street  
Orofino, Idaho 83544  
(208) 476-4571

SUBJECT: Letter-to-Editor, "Save the Railroad-Trucking's Role"

Saving the Orofino to Jaype rail line does not subtract from the importance of trucks. Trucking is and will continue to be an essential part of Clearwater County's transportation infrastructure. However, trains allow efficiency for heavy lifting and large-unit shipments that cannot be matched by trucks. Trucks and trains synergize each other. In logging operations, it takes trucks to get the logs from the log landing to the rail head. In many situations it is more practical to go by truck from the log landing straight to the mill. As the Nation's "healthy forest" initiative comes on line, the demand for longer-distance log-hauling by truck in the back country will increase whether transporting to the rail head or the mill.

According to Jim Mallory, a representative of Potlatch Corporation, who works at the Clearwater Logging Unit Headquarters Office, the Clearwater Logging Unit generates 20,000 truck loads of logs annually. Mr. Mallory says their current hauling structure would allow 9,000 of those loads to go by rail, whereas, 11,000 loads would need to continue by road. Nine thousand truck loads translate to 4,000 rail car loads and would provide substantial relief for our County's road system while allowing the rail line to remain solvent.

Other rail-shipping options need to be complimented by trucking. For example, the "waste-to-energy" concept requires trucks to gather the raw materials at rail staging areas before shipping them to the Jaype area where the proposed power plant would be located. In Don Konkol's testimony at the IPUC hearing on June 28, he stated trucks were more economical for transporting lumber to destinations in the West, except for California, and trains were more economical for shipments to areas east of Chicago and to California. There will always be a place for trucks and lots of them.

Don't forget to forward your comments opposing abandonment of the Orofino to Jaype rail line to appropriate government officials, agencies, and industry leaders. For contact information for these entities, contact ConcernedCitizens@direcway.com.

T.J. BRUCE

Transaction ID: 79008.34

Referred by: <http://www.puc.state.id.us/scripts/polyform.dll/ipuc>

User Address: 64.126.189.165

User Hostname: 64.126.189.165