

HOUSE JOINT RESOLUTION 41

IN THE HOUSE

February 13, 1979	Introduced and referred to Committee on State Administration.
February 20, 1979	Committee recommend bill, do pass.
February 22, 1979	Second reading, do pass.
February 23, 1979	Considered correctly engrossed. Third reading, passed.

IN THE SENATE

February 23, 1979	Introduced and referred to Committee on Highways and Transportation.
April 20, 1979	Died in Committee.

House JOINT RESOLUTION NO. 41

Conroy
Rudach
Smith

INTRODUCED BY *Yardley* *Brant* *McCall* *Holt*
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H.R. 41
Beck
J. Beron
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A JOINT RESOLUTION OF THE SENATE AND THE HOUSE OF REPRESENTATIVES OF THE STATE OF MONTANA URGING CONTINUATION

OF THE RAIL SERVICE PROVIDED BY THE MILWAUKEE ROAD.

WHEREAS, rail transportation is critically important to agriculture and the entire economy of Montana, and agriculture and industry in Montana are vitally in need of adequate and efficient rail transportation; and

WHEREAS, the current bankruptcy proceeding involving the Chicago, Milwaukee, St. Paul and Pacific Railroad, commonly known as the Milwaukee Road, is of great concern to Montana; and

WHEREAS, the proposed abandonment of rail lines serving Montana will work a significant hardship on the citizens of the state; and

WHEREAS, the Milwaukee Road employs about 750 persons in Montana, serves 23 counties, and contributes approximately \$750,000 a year in property taxes; and

WHEREAS, the Milwaukee Road is a major component of the state transportation system, serving over 150 stations and providing both direct service and connections with other lines; and

WHEREAS, the Milwaukee Road serves 31 public warehouse and grain dealer facilities, and these facilities have a storage capacity of 4,332,000 bushels and would be without rail service in the event the Milwaukee line is abandoned; and

WHEREAS, the maintenance of a balanced transportation system is desirable to foster competition; and

WHEREAS, if abandonment occurs, Montana will lose jobs, shipping capacity, local tax revenues, and the advantages of competition; and

WHEREAS, numerous state agencies and officers, including the Attorney General, the Department of Agriculture, the Department of Highways, and the Public Service Commission, are actively involved in the Milwaukee Road proceedings and in developing plans to revitalize and rehabilitate rail transportation.

NOW, THEREFORE, BE IT RESOLVED BY THE SENATE AND THE HOUSE OF REPRESENTATIVES OF THE STATE OF MONTANA:

That the Legislature strongly supports those actions designed to minimize the reduction of the Milwaukee Road system and encourages private enterprise to develop and promote plans to revitalize the rail transportation system.

BE IT FURTHER RESOLVED, that the Legislature urges the bankruptcy court in the Milwaukee Road case (Cause No. 77 B

1 8999, In the Matter of the Chicago, Milwaukee, St. Paul and
2 Pacific Railroad) to direct Trustee Hillman to develop and
3 work towards an alternative to abandonment which would allow
4 viable and profitable operation of the Milwaukee Road.

-End-

LC 1083/01

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2 Pacific Railroad) to direct Trustee Hillman to develop and
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4 viable and profitable operation of the Milwaukee Road.

-End-