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, 19	79		Died in Committee.

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LC 1083/01

RESOLUTION OF THE SENATE AND THE HOUSE REPRESENTATIVES OF THE STATE OF MONTANA URGING CONTINUATION THE RAIL SERVICE PROVIDED BY THE MILWAUKEE ROAD. In Mourie Kolsten, Gesek WHEREAS, rail transportation is critically important to agriculture and the entire economy 9 Hontana. agriculture and industry in Montana are vitally in need of 10 adequate and efficient rail transportation; and 11 12 WHEREAS, the current bankruptcy proceeding involving the Chicago, Milwaukee, St. Paul and Pacific Railroad, 13 14 commonly known as the Milwaukee Road; is of great concern to 15 Nontana; and 16

TOCHE JOINT RESOLUTION NO. 41

INTRODUCED BY Mardley

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

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

22 WHEREAS, the Milwaukee Road is a major component of the 23 state transportation system, serving over 150 stations and 24 providing both direct service and connections with other 25 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

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

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

11 WHEREAS, numerous state agencies and officers. 12 including the Attorney General, the Department of 13 Agriculture, the Department of Highways, and the Public Service Commission, are actively involved in the Nilwaukee 14 15 Road proceedings and in developing plans to revitalize and 16 rehabilitate rail transportation.

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18 NOW, THEREFORE, BE IT RESOLVED BY THE SENATE AND THE HOUSE 19 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 rall transportation system. BE IT FURTHER RESOLVED, that the Legislature urges the bankruptcy court in the Milwaukee Road case (Cause No. 77 B

LC 1083/01

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LC 1083/01

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 abondonment which would allow

4 viable and profitable operation of the Milwaukee Road.

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LC 1083/01

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ACLAZ JOINT RESOLUTION NO. 4/

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WHEREAS, the maintenance of a balanced transportation 6 7 system is desirable to foster competition; and

WHEREAS, if abandonment occurs, Hontana will lose jobs, . shipping capacity, local tax revenues, and the advantages of 9 10 competition; and

11 WHEREAS, numerous state agencies and officers. 12 including the Attorney General, the Department of 13 Agriculture, the Department of Highways, and the Public Service Commission, are actively involved in the Milwaukee 14 Road proceedings and in developing plans to revitalize and 15 rehabilitate rail transportation. 16

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