

HOUSE JOINT RESOLUTION NO. 43

INTRODUCED BY ROTH, YARDLEY, ERNST, SCHULTZ, FEDA, SALES,
DAILY, GOULD, EUDAILY, KOLSTAD, IVERSON, LIEN,
WYRICK, MENAHAN, MANNING, HAZELBAKER, BRAND,
MANUEL, TEAGUE, O'HARA, HIRSCH, GALT,
DASSINGER, ROSENTHAL, ROSKIE, HURWITZ
McCALLUM, COONEY, KANDUCH, GILLIGAN, O'CONNELL
STAIGMILLER, MAGONE, MOORE, MATHERS, H. ROBBINS,
BAETH, S. BROWN, RYAN, HEALY, E. SMITH, JOHNSTON, GESEK

IN THE HOUSE

February 14, 1979	Introduced and referred to Committee on Highways and Transportation.
February 20, 1979	Committee recommend bill do pass. Report adopted.
February 22, 1979	Second reading, do pass.
February 23, 1979	Considered correctly engrossed.
	Third reading, passed. Transmitted to second house.

IN THE SENATE

February 23, 1979	Introduced and referred to Committee on Highways and Transportation.
March 12, 1979	Committee recommend bill be concurred in as amended. Report adopted.
March 14, 1979	Second reading, concurred in.
March 17, 1979	Third reading, concurred in as amended.

IN THE HOUSE

March 19, 1979	Returned from second house. Concurred in as amended.
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March 20, 1979

On motion passed until
71st Legislative Day.

March 29, 1979

On motion by chief sponsor
Representatives Yardley, et all
were added as authors to the
prefiled bill.

March 30, 1979

Second reading, amendments
adopted.

March 31, 1979

Third reading, amendments
adopted. Sent to enrolling.

Reported correctly enrolled.

House JOINT RESOLUTION NO. 43

INTRODUCED BY *Robert J. Ernst* *John Schulte* *Edgar Sales*
Danly *John C. Kett* *John Wynch*
Member *Frank M. Hannon* *Howard L. Sain*
 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.

George
O'Hearn

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.

5 BE IT FURTHER RESOLVED, that the Legislature commends
6 and supports the efforts of private citizens and private
7 groups such as SORE (Save Our Railroad Employment) to
8 maintain the Milwaukee Road.

9 BE IT FURTHER RESOLVED, that the Legislature urges the
10 Congress of the United States to continue and expand federal
11 programs and assistance designed to revitalize and
12 rehabilitate the nation's rail transportation system.

-End-

House JOINT RESOLUTION NO. 49

INTRODUCED BY RODERNST Schultz Beth Sals
Darby Edith Reed Wynne
Mencken Manning Wynne Broad Grain
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.

Jaime
O'Hara

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

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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

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6 and supports the efforts of private citizens and private
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HOUSE JOINT RESOLUTION NO. 43
INTRODUCED BY ROTH, ERNST, SCHULTZ, FEDA, SALES,
DAILY, GOULD, EUDAILY, KOLSTAD, TVERSON, LIEN,
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MANUEL, TEAGUE, O'HARA, HIRSCH, GALT,
DASSINGER, ROSENTHAL, ROSKIE, HURWITZ

8 A JOINT RESOLUTION OF THE SENATE AND THE HOUSE OF
9 REPRESENTATIVES OF THE STATE OF MONTANA URGING CONTINUATION
10 OF THE RAIL SERVICE PROVIDED BY THE MILWAUKEE ROAD.

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

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

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

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

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2 state transportation system, serving over 150 stations and
3 providing both direct service and connections with other
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6 and grain dealer facilities, and these facilities have a
7 storage capacity of 4,332,000 bushels and would be without
8 rail service in the event the Milwaukee line is abandoned;
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11 system is desirable to foster competition; and

12 WHEREAS, if abandonment occurs, Montana will lose jobs,
13 shipping capacity, local tax revenues, and the advantages of
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15 WHEREAS, numerous state agencies and officers,
16 including the Attorney General, the Department of
17 Agriculture, the Department of Highways, and the Public
18 Service Commission, are actively involved in the Milwaukee
19 Road proceedings and in developing plans to revitalize and
20 rehabilitate rail transportation.

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

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 2 promote plans to revitalize the rail transportation system.

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 5 8999, In the Matter of the Chicago, Milwaukee, St. Paul and
 6 Pacific Railroad) to direct Trustee Hillman to develop and
 7 work towards an alternative to abandonment which would allow
 8 viable and profitable operation of the Milwaukee Road.

9 BE IT FURTHER RESOLVED, THAT THE LEGISLATURE SUPPORTS
 10 THE EXPANSION OF MARKETS FOR MONTANA PRODUCTS INCLUDING BUT
 11 NOT LIMITED TO AGRICULTURAL AND FOREST PRODUCTS AND COAL
 12 RESOURCES AND OTHER MINERALS.

13 BE IT FURTHER RESOLVED, THAT PRIORITY CONSIDERATION FOR
 14 MAINTAINING THE MILWAUKEE ROAD IS REQUIRED TO FACILITATE
 15 MOVEMENT OF SUCH PRODUCTS AND ASSOCIATED SERVICES.

16 BE IT FURTHER RESOLVED, that the Legislature commends
 17 and supports the efforts of private citizens and private
 18 groups such as SURE (Save Our Railroad Employment) to
 19 maintain the Milwaukee Road.

20 BE IT FURTHER RESOLVED, that the Legislature urges the
 21 Congress of the United States to continue and expand federal
 22 programs and assistance designed to revitalize and
 23 rehabilitate the nation's rail transportation system.

24 BE IT FURTHER RESOLVED, THAT COPIES OF THIS RESOLUTION
 25 BE SENT BY THE SECRETARY OF STATE TO THE PRESIDENT OF THE

1 UNITED STATES SENATE, THE SPEAKER OF THE UNITED STATES HOUSE
 2 OF REPRESENTATIVES, EACH MEMBER OF MONTANA'S CONGRESSIONAL
 3 DELEGATION, THE SECRETARY OF THE DEPARTMENT OF
 4 TRANSPORTATION, THE BANKRUPTCY COURT IN THE MILWAUKEE ROAD
 5 CASE, AND TO THE TRUSTEE OF THE CHICAGO, MILWAUKEE, ST. PAUL
 6 AND PACIFIC RAILROAD ATTESTING THE ADOPTION OF THIS JOINT
 7 RESOLUTION BY THE 56TH LEGISLATURE OF THE STATE OF MONTANA.

-End-

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

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

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

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2 in Montana, serves 23 counties, and contributes
3 approximately \$750,000 a year in property taxes; and
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5 state transportation system, serving over 150 stations and
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9 and grain dealer facilities, and these facilities have a
10 storage capacity of 4,332,000 bushels and would be without
11 rail service in the event the Milwaukee line is abandoned;
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18 WHEREAS, numerous state agencies and officers,
19 including the Attorney General, the Department of
20 Agriculture, the Department of Highways, and the Public
21 Service Commission, are actively involved in the Milwaukee
22 Road proceedings and in developing plans to revitalize and
23 rehabilitate rail transportation.
24 NOW, THEREFORE, BE IT RESOLVED BY THE SENATE AND THE HOUSE
25

1 OF REPRESENTATIVES OF THE STATE OF MONTANA:

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

6 BE IT FURTHER RESOLVED, that the Legislature urges the
 7 bankruptcy court in the Milwaukee Road case (Cause No. 77 B
 8 8999, In the Matter of the Chicago, Milwaukee, St. Paul and
 9 Pacific Railroad) to direct Trustee Hillman to develop and
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 11 viable and profitable operation of the Milwaukee Road.

12 BE IT FURTHER RESOLVED, THAT THE LEGISLATURE SUPPORTS
 13 THE EXPANSION OF MARKETS FOR MONTANA PRODUCTS INCLUDING BUT
 14 NOT LIMITED TO AGRICULTURAL AND FOREST PRODUCTS AND COAL
 15 RESOURCES AND OTHER MINERALS.

16 BE IT FURTHER RESOLVED, THAT PRIORITY CONSIDERATION FOR
 17 MAINTAINING THE MILWAUKEE ROAD IS REQUIRED TO FACILITATE
 18 MOVEMENT OF SUCH PRODUCTS AND ASSOCIATED SERVICES.

19 BE IT FURTHER RESOLVED, that the Legislature commends
 20 and supports the efforts of private citizens and private
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 22 maintain the Milwaukee Road.

23 BE IT FURTHER RESOLVED, that the Legislature urges the
 24 Congress of the United States to continue and expand federal
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1 rehabilitate the nation's rail transportation system.

2 BE IT FURTHER RESOLVED, THAT COPIES OF THIS RESOLUTION
 3 BE SENT BY THE SECRETARY OF STATE TO THE PRESIDENT OF THE
 4 UNITED STATES SENATE, THE SPEAKER OF THE UNITED STATES HOUSE
 5 OF REPRESENTATIVES, EACH MEMBER OF MONTANA'S CONGRESSIONAL
 6 DELEGATION, THE SECRETARY OF THE DEPARTMENT OF
 7 TRANSPORTATION, THE BANKRUPTCY COURT IN THE MILWAUKEE ROAD
 8 CASE, AND TO THE TRUSTEE OF THE CHICAGO, MILWAUKEE, ST. PAUL
 9 AND PACIFIC RAILROAD ATTESTING THE ADOPTION OF THIS JOINT
 10 RESOLUTION BY THE 66TH LEGISLATURE OF THE STATE OF MONTANA.

-End-

March 12, 1979

SENATE STANDING COMMITTEE REPORT
(Highways and Transportation)

at House Joint Resolution No. 43 be amended as follows:

Page 3.

ollowing: line 4

sert: "BE IT FURTHER RESOLVED, that the Legislature supports the expansion of markets for Montana products including but not limited to agricultural and forest products and coal resources and other minerals.

BE IT FURTHER RESOLVED, that priority consideration for maintaining the Milwaukee Road is required to facilitate movement of such products and associated services."

. Page 3.

ollowing: line 12

nsert: "BE IT FURTHER RESOLVED, that copies of this resolution be sent by the Secretary of State to the President of the United States Senate, the Speaker of the United States House of Representatives, each member of Montana's Congressional Delegation, the Secretary of the Department of Transportation, the bankruptcy court in the Milwaukee Road case, and to the trustee of the Chicago, Milwaukee, St. Paul and Pacific Railroad attesting the adoption of this joint resolution by the 46th Legislature of the State of Montana."