

HOUSE BILL NO. 504

INTRODUCED BY ZABROCKI, CURTISS, BRAND, BACHINI, JACOBSON,
VINCENT, ASAY, PAVLOVICH, BENGTSON, QUILICI, DEVLIN,
MENAHAH, SHONTZ, TURNAGE, GALT, BOYLAN, JACOBSEN,
DANIELS, E. SMITH, HAZELBAKER, PISTORIA, RAMIREZ,
O'CONNELL, CONNELLY, PECK, FARRIS, ROUSH, VELEBER,
KENNERLY, HOLLIDAY, HARRINGTON, MCCORMICK, DRISCOLL,
KADAS, J. HAMMOND, MCCALLUM, D. BROWN, DOZIER, HARP,
B. BROWN, MANUEL, ADDY, SCHYE, HANSEN, NILSON, R. MANNING,
STIMATZ, LYNCH, FULLER, HART, NORMAN, WALDRON, METCALF,
YARDLEY, VINGER, MOHAR, HAFFEY, WILLIAMS, CONOVER,
GAGE, LEE, MAZUREK, THOMAS, TOWE, HOWE, KOEHNKE, LANE

IN THE HOUSE

January 26, 1983	Introduced and referred to Committee on Labor and Employment Relations.
February 4, 1983	Committee recommend bill do pass. Report adopted.
February 5, 1983	Bill printed and placed on members' desks.
February 8, 1983	Second reading, do pass as amended.
February 9, 1983	Correctly engrossed.
February 10, 1983	Third reading, passed. Transmitted to Senate.

IN THE SENATE

February 11, 1983	Introduced and referred to Committee on Highways and Transportation.
March 11, 1983	Committee recommend bill be concurrent in as amended. Report adopted.
March 14, 1983	Second reading, concurred in.
March 16, 1983	Third reading, concurred in. Ayes, 45; Noes, 4.

IN THE HOUSE

March 16, 1983

Returned to House with
amendments.

March 31, 1983

Second reading, amendments
concurred in.

April 1, 1983

Third reading, amendments
concurred in.

Sent to enrolling.

Reported correctly enrolled.

Approved by Committee
on Labor & Employment
Relations

4 Jacobson *House* BILL NO. *504* *Vincent*
INTRODUCED BY *Zanachi* *Curtis* *Frank* *Reich*
O'Connell *Connelly* *Park* *Carlson* *Roush* *Ullrich*
Kennedy *Theriot* *Hart* *McConnell*
A BILL FOR AN ACT ENTITLED: *AN ACT TO PROVIDE JOBS TO*
Rados *J. Hammond* *Lauritzen* *Joe Olson* *Orinell*
RAILROAD EMPLOYEES AFFECTED BY THE CONSOLIDATION OR *Dog*
Bob Brown
CENTRALIZATION OF RAILROAD STATIONS AND FACILITIES; AMENDING *Waldron*
Richard E. Manning *McArthur* *Lynch* *Fuller* *Koenke*
Norman *Struss* *John*

SECTION 69-14-1001, MCA."
BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MONTANA:

Section 1. Section 69-14-1001, MCA, is amended to
read: *McLean* *LANE* *Haffay* *Williams*
McLean

"69-14-1001. Protection of employees affected by
closure, consolidation, or centralization of station or
other facility. (1) Whenever any railroad, as defined in
69-14-101, is granted the authority to close, consolidate,
or centralize a railroad station or facility by order of the
commission, the commission shall require employee
protection. Before the commission may approve closure,
consolidation, or centralization of a station or facility,
it shall require from the railroad an agreement to protect
employees each employee affected by the closure,
consolidation, or centralization by providing jobs a job at
least equal in nature and pay to the job held by the
employee for the 6 months prior to the closure. The equal
job and pay agreement must be in effect for a period of 4

1 years or, in the alternative, the number of years the
2 employee has been employed prior to closure, whichever is
3 shorter.

4 (2) Notwithstanding any other provisions of this
5 section, an agreement pertaining to protection of the
6 interests of affected employees may be entered into between
7 the railroad and duly authorized representatives of the
8 employees."

-End-

SECOND READING

HOUSE BILL NO. 504

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YARDLEY, VINGER, MOHAR, HAFFEY, WILLIAMS, CONOVER,

GAGE, LEE, MAZUREK, THOMAS, TOWE, HOWE, KOEHNKE, LANE

A BILL FOR AN ACT ENTITLED: "AN ACT TO PROVIDE JOBS TO
RAILROAD EMPLOYEES AFFECTED BY THE CONSOLIDATION OR
CENTRALIZATION OF RAILROAD STATIONS AND FACILITIES; AMENDING
SECTION 69-14-1001, MCA."

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Section 1. Section 69-14-1001, MCA, is amended to
read:

"69-14-1001. Protection of employees affected by
closure, consolidation, or centralization of station or
other facility. (1) Whenever any railroad, as defined in
69-14-101, is granted the authority to close, consolidate,

or centralize a railroad station or facility by order of the
commission, the commission shall require employee
protection. Before the commission may approve closure,
consolidation, or centralization of a station or facility,
it shall require from the railroad an agreement to protect
employees each employee affected by the closure,
consolidation, or centralization by providing jobs a job at
least equal in nature and pay to the job held by the
employee for the 6 months prior to the closure, or, if such
job does not exist, compensation pay equal to that rate held
by the employee 6 months prior to closure, consolidation, or
centralization. The equal job and pay agreement must be in
effect for a period of 4 years or, in the alternative, the
number of years the employee has been employed prior to
closure, whichever is shorter.

(2) Notwithstanding any other provisions of this
section, an agreement pertaining to protection of the
interests of affected employees may be entered into between
the railroad and duly authorized representatives of the
employees."

-End-

March 11, 1983

SENATE STANDING COMMITTEE REPORT
(Highways & Transportation)

That House Bill No. 504 be amended as follows:

1. Page 2, line 9.
Following: "closure"
Insert: ", consolidation, or centralization"
2. Page 2, line 15.
Following: "closure,"
Insert: "consolidation, or centralization"

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it shall require from the railroad an agreement to protect
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consolidation, or centralization by providing jobs a job at
least equal in nature and pay to the job held by the
employee for the 6 months prior to the closure,
CONSOLIDATION, OR CENTRALIZATION OR, IF SUCH JOB DOES NOT
EXIST, COMPENSATION PAY EQUAL TO THAT RATE HELD BY THE
EMPLOYEE 6 MONTHS PRIOR TO CLOSURE, CONSOLIDATION, OR
CENTRALIZATION. The equal job and pay agreement must be in
effect for a period of 4 years or, in the alternative, the
number of years the employee has been employed prior to
closure, CONSOLIDATION, OR CENTRALIZATION, whichever is
shorter.

(2) Notwithstanding any other provisions of this
section, an agreement pertaining to protection of the
interests of affected employees may be entered into between
the railroad and duly authorized representatives of the
employees."

-End-