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Congressional Record S. 2498 - Montana Railroad Mergers and Service Curtailment

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were unattainable except through hard work. Hard work did not deter these people, for in America, as nowhere else in the world, man was not an animal who lived and yet suffered but never yielded. Great cities sprang from the earth, until in some places their buildings hid the towering trees. Industries grew, agriculture flourished, and our country became that it is today—prosperous and still growing.

Hard work and creative thinking built our country. The people were hardy and preserved in blood. Americans fought to gain their independence. They fought against the British. They even fought brother against brother. Yet in the end the United States of America remained united. Such is the history of our Nation, built by the sweat, blood, and ingenuity of countless individuals.

This is our heritage. I, as an American, proud of my heritage, will defend it. Where else can there be so much prosperity and abundance? Where else will you find a Catholic and a Protestant running for the Nation's highest office and have each man considered for his abilities and not for his religion? Where else will you find territories so eager to become a part of the nation? Why should the Government be so close to and so representative of the people? My answer is: nowhere else but in my home. The people of America may be the farms and fertile valleys. To others bustling cities, filled with humanity, may the Negro motion picture hear America in the voice of a Marian Anderson. A Jewish citizen may look with pride upon the nation that America may be the farms and fertile valleys. To others bustling cities, filled with humanity, may the Negro motion picture hear America in the voice of a Marian Anderson. A Jewish citizen may look with pride upon the nation that America presents something people take or granted have given and that they live for. It represents something people take for granted at times. It represents democracy. Democracy, our daily way of life, can survive only if all of us are determined to keep it alive.

Therefore, I vow to defend my country, not with arms and fists, for I am quite helpless with this; with voices and words, for they are of more value; but in every way that I can—through my actions and with my heart. Everything of importance to voice my disagreement. I will try to remember that I, too, must make others an equal opportunity to voice opinions, at the same time I communicate them to God in my own way. I must remember to put in a few words every day, even if I am given a chance to make my own decision. I must weight the facts carefully, with my privileges come certain responsibilities. I will defend democracy, for democracy lives through you and through me.

MONTANA RAILROAD MERGERS AND SERVICE CURTAILMENT

Mr. MANSEFIELD. Mr. President, today the Interstate Commerce Commission is conducting a public hearing in Miles City, Mont., the second of two hearings in my State, concerning an application filed by the Chicago, Milwaukee, St. Paul & Pacific Railroad Co. to discontinue passenger train service between Minneapolis, Minn., and Portland, Or.

Also on February 17 the Northern Pacific, Great Northern, the Chicago, Burlington & Quincy, and the Spokane, Portland & Seattle Railroad Cos. filed an application with the Interstate Commerce Commission requesting approval of the proposed merger of these four railroads.

Montana is served by three transcontinental railroads, the Great Northern, the Northern Pacific, and the Great Northern. These railroads play a very important part in the economy of the State. The economic depression of the past two years has hit the Northern Pacific hard, and the Great Northern is facing the same serious problem.

I know I speak for Lee Mercalfe as well as myself when I say that because of its growth Montana and the North-west need the services of competitive transcontinental railroads. We suggest that the mergers of the Great Northern, the Northern Pacific, and the Northern Pacific fight to maintain their competitive position in the transportation field with new imagine ways. We suggest that they give the people of Montana and the North-west the services of the competitive transcontinental railroads.

The field hearings which are now being conducted by the ICC examiner in Montana concern the Milwaukee Road's application to discontinue the operation of the Olympian Hiawatha passenger train between Minneapolis, Minn., and Seattle-Tacoma, Wash.

At the same time the Milwaukee serves 10 Montana communities. If these passenger trains are taken out of service, four of these cities will have no passenger train service and it is a considerable distance to any other line. The proposed discontinuance will also affect other branch line service now operated by the Milwaukee Road. In most of these communities the Milwaukee Road is a very large influence on the local economy. In fact, at least two of these cities are a major line instead of two. What will happen to the rail centers such as Laurel, Livingston, and Havre which serve these lines? Another matter that concerns me greatly is, What will we have if the ICC approves these applications? We will have a monopoly over all passenger train service between Minneapolis and Seattle-Tacoma.

The merger of the Northern Pacific and Great Northern Railroads in Montana will have repercussions which are difficult to predict at this time. Will the passenger train service be reduced to one major line instead of two? What will happen to the rail centers such as Laurel, Livingston, and Havre which serve these lines? Another matter that concerns me greatly is, What will we have if the ICC approves these applications? We will have a monopoly over all passenger train service between Minneapolis and Seattle-Tacoma.

The Interstate Commerce Commission is the authority in these matters, and I do not intend to exercise any undue influence upon their decision. I suggest that the examiners and the Commissioners of the ICC not only listen to the hard facts but also to the soft facts. I suggest that they give serious consideration to the man on the street, the small chamber of commerce who can not afford legal representation, the people who will be hurt by curtailment, abandonment, and consolidation of railroad services.

The Northwest is growing. We have an abundance of resources. The railroads can be a part of the future, but not if they retreat. The elimination of Milwaukee passenger trains and the consolidation of the Great Northern, Northern Pacific, C.B. & Q., and S.P. & S. will only add to Montana's distress. It is not a figure of 18.3 percent. We are not proud of that percentage. We do not want to see it worsen, but that is what will happen if the railroads have their way.

Mr. President, I ask unanimous consent to have printed at this point the
GENTLEMEN: I have your telegram of December 6, 1960, expressing your views in opposition to the proposal of the Chicago, Milwaukee, St. Paul & Pacific Railroad Co. to discontinue effective January 8, 1961, trains Nos. 15 and 16 operating between Minneapolis, Minn., and Tacoma, Wash. 

Your request that the Commission issue an order instituting an investigation of the proposal of the railroad is noted, and you may be assured that careful consideration will be given thereto, as well as to the contentions of all parties before a decision in the matter is reached.

I have arranged for you and your correspondent to receive copies of all notices, reports, and orders that may be issued in the proceeding.

Sincerely yours,

John H. Winfield, Chairman.

December 12, 1960.

Chairman, Interstate Commerce Commission, Washington, D.C.

JOHN H. WINCHELL, Chairman, Interstate Commerce Commission, Washington, D.C.

On December 6, 1960, the Milwaukee road filed a statement with the Interstate and Foreign Commerce Commission giving notice of its intention to discontinue transcontinental passenger-train service between Minneapolis, Wash., and Seattle-Tacoma, Wash. This action will terminate the operation of the Olympian Hiawatha trains 15 and 16 in the State of Montana.

The Milwaukee road has a long career in Montana and it continues to bear an important economic influence on a number of communities in the State. The discontinuance of this passenger-train service will have a very serious effect on service and employment in 10 Montana cities. While the Milwaukee road may have compelling reasons for taking this action the welfare of many of our constituents will be adversely affected.

We, therefore, request that the Interstate Commerce Commission issue an order of investigation in this case, under existing authority, requiring that service on this portion of the Milwaukee road be continued for an additional 4 months so that this matter can be thoroughly studied. We are deeply interested in this matter and under separate cover we are sending you a sampling of constituent views.

Regards,

Mike Mansfield, U.S. Senator.

Lee Metcalf, Member of Congress.

February 17, 1961.

EVERETT HUTCHINSON, Chairman, Interstate Commerce Commission, Washington, D.C.

The application filed for approval of the merger of the Great Northern, the Northern Pacific, the Chicago, Burlington & Quincy and the Spokane, Portland & Seattle Railroad Co. is potentially one of the most far-reaching proposals to affect the State of Montana and the Northwest in many years.

The Northern Pacific and the Great Northern have long competitive histories in the development and service to the Nation's fourth largest State. The approval of this consolidation would place rail transportation in the hands of a virtual monopoly in view of the Milwaukee road's announced intention to curtail and discontinue service between Minneapolis, Minn., and Seattle-Tacoma, Wash.

This merger raises many serious questions which must be answered to the satisfaction of the people of Montana. What changes in employment and service will there be in our State? How many railroad employees will be displaced? What Montana communities will lose passenger and freight service? What improvements may be anticipated?

While the officials of the railroad companies involved may have compelling financial reasons for seeking the approval of this merger we are opposed to any plan which will bring about a major displacement of railroad personnel, curtailment of passenger and freight service, and resulting effects on local economies in a State already hard hit by chronic depressed conditions. Please keep us advised of all developments in this matter.

Regards,

Mike Mansfield.

Lee Metcalf.


C. F. Reardon,

Great Falls, Mont.: We have requested Interstate Commerce Commission, examiner for Interstate Commerce Commission, to permit you to represent us at public hearing, Elk's Building at Miles City, Friday, February 24, 9:30 a.m. Please read the following statement: "Because of prior commitments and congressional business of importance to the State of Montana and the Nation, it is impossible for us to come to Miles City to appear at this important public hearing. We do, however, wish to make it known and reiterate our statement presented to the Butte hearing that because of potentially serious economic repercussions, increased unemployment and loss of passenger train service to certain areas of Montana, we must express our opposition to the proposed discontinuance by the Chicago, Milwaukee, St. Paul & Pacific Railroad Co. of passenger trains Nos. 15 and 16 operating between Minneapolis, Minn., and Tacoma, Wash. The Milwaukee Road has a long history in the State of Montana. It has provided transcontinental train service, employment for hundreds of people and in certain areas it is a major contributing factor to the economic stability of cities and towns. In some areas of central Montana it is the only means of public transportation. Major areas of the State of Montana are now plagued with depressed economic conditions and the approval of this plan to discontinue Milwaukee Road passenger train service in our State would only increase and extend these conditions. We ask that very serious consideration be given to all the testimony received in Miles City today." We also extend our greetings to our many friends in eastern Montana and please assure them of our deep interest and concern in this matter.

Regards.

Mike Mansfield.

Lee Metcalf.