

well as the ranking member. I should like to add Senator HATCH as a cosponsor, and Senator HELMS.

Mr. President, I do ask for the yeas and nays.

The PRESIDING OFFICER. Is there a sufficient second? There is a sufficient second.

The yeas and nays were ordered.

Mr. ROTH. I ask that it be 10 minutes.

Mr. ROBERT C. BYRD. Mr. President, I ask unanimous consent that all rollcalls during the remainder of the evening be 10-minute rollcalls.

Mr. BAKER. Mr. President, reserving the right to object, I am not prepared at this moment to do that. I shall try to do that a little later.

Mr. President, I have no objection.

Mr. LEAHY. Mr. President, reserving the right to object, is that all rollcalls until sunrise?

The PRESIDING OFFICER. That was not made clear.

Mr. LEAHY. If so, I have no objection.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. HATCH. Mr. President, will the Senator yield?

Mr. MUSKIE. Yes.

Mr. HATCH. I ask unanimous consent that we dispense with the rollcall votes on the amendment before us.

Mr. LEAHY. I object.

The PRESIDING OFFICER. Objection is heard.

Mr. MUSKIE. I yield back the remainder of my time.

The PRESIDING OFFICER. The question is on agreeing to the amendment. The yeas and nays have been ordered. The clerk will call the roll.

The second assistant legislative clerk proceeded to call the roll.

Mr. CRANSTON. I announce that the Senator from Alaska (Mr. GRAVEL), the Senator from Louisiana (Mr. LONG), the Senator from North Carolina (Mr. MORGAN), the Senator from New York (Mr. MOYNIHAN), the Senator from Mississippi (Mr. STENNIS), the Senator from Illinois (Mr. STEVENSON), the Senator from Hawaii (Mr. INOUE), the Senator from Connecticut (Mr. RIBICOFF), and the Senator from Michigan (Mr. RIEGLE) are necessarily absent.

I further announce that the Senator from New Jersey (Mr. WILLIAMS) is absent on official business.

I also announce that the Senator from Indiana (Mr. BAYH) is absent because of death in the family.

Mr. STEVENS. I announce that the Senator from Illinois (Mr. PERCY), the Senator from New Mexico (Mr. SCHMITT), and the Senator from Connecticut (Mr. WEICKER) are necessarily absent.

I also announce that the Senator from Rhode Island (Mr. CHAFEE) is absent on official business.

I further announce that the Senator from Vermont (Mr. STAFFORD) is absent due to illness.

The PRESIDING OFFICER. Is there any Senator in the Chamber who wishes to vote?

The result was announced—yeas 83, nays 0, as follows:

[Rollcall Vote No. 60 Leg.]

YEAS—83

Armstrong	Exon	McGovern
Baker	Ford	Melcher
Baucus	Garn	Metzenbaum
Bellmon	Glenn	Muskie
Bentsen	Goldwater	Nelson
Biden	Hart	Nunn
Boren	Hatch	Packwood
Boschwitz	Hatfield	Pell
Bradley	Hayakawa	Pressler
Bumpers	Heflin	Proxmire
Burdick	Heinz	Pryor
Byrd	Helms	Randolph
Harry F., Jr.	Follings	Roth
Byrd, Robert C.	Huddleston	Sarbanes
Cannon	Humphrey	Sasser
Chiles	Jackson	Schweiker
Church	Javits	Simpson
Cochran	Jepson	Stevens
Cohen	Johnston	Stewart
Cranston	Kassebaum	Stone
Culver	Kennedy	Talmadge
Danforth	Laxalt	Thurmond
DeConcini	Leahy	Tower
Dole	Lugar	Tsongas
Domenici	Magnuson	Wallop
Durenberger	Mathias	Warner
Durkin	Matsunaga	Young
Eagleton	McClure	Zorinsky

NAYS—0

NOT VOTING—17

Bayh	Morgan	Stafford
Chafee	Moynihan	Stennis
Gravel	Percy	Stevenson
Inouye	Ribicoff	Weicker
Levin	Riegle	Williams
Long	Schmitt	

So Mr. ROTH's amendment (UP No. 95) was agreed to.

AMENDMENT NO. 174

(Purpose: Provide funds to reduce the impact of the reduction of energy resources resulting from bankruptcy or abandonment of coal hauling rail transportation systems)

Mr. MELCHER. Mr. President, I have an amendment at the desk and I ask for its immediate consideration.

The PRESIDING OFFICER. The amendment will be stated.

The legislative clerk read as follows:

The Senator from Montana (Mr. MELCHER) proposes a printed amendment numbered 174:

On page 5, line 10, strike out "\$18,400,000,000" and insert in lieu thereof "\$18,500,000,000".

On page 5, line 11, strike out "\$6,400,000,000" and insert in lieu thereof "\$6,500,000,000".

Mr. ROBERT C. BYRD. Mr. President, will the Senator yield?

Mr. MELCHER. I yield.

Mr. ROBERT C. BYRD. Mr. President, I have talked with the distinguished author of the amendment. My understanding is that he intends to speak only briefly.

Mr. MELCHER. That is right.

Mr. ROBERT C. BYRD. I ask unanimous consent that the time be limited to 5 minutes, equally divided, in accordance with the usual form.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. MELCHER. Mr. President, the railroad transportation disaster that will be recommended by the Milwaukee Railroad's bankruptcy trustee, Stanley Hillman, when he seeks a Federal court order to embargo over 7,000 miles of Milwaukee tracks on May 4 cannot be allowed to

happen. Trustee Hillman will propose to a Chicago Federal judge on that date—9 days from now—that a core of 2,400 miles of Milwaukee lines be left operating and that the judge order the discontinuance of Milwaukee service on the other 7,000 plus miles of Milwaukee Railroad tracks through the procedure of a court ordered embargo. It is, in fact, abandonment without following the prescribed Federal law which permits only the Interstate Commerce Commission to rule on abandonment through the procedures required under the United States Code. Hillman's plan is unprecedented and must be stopped to allow for more thoughtful procedures in the public interest.

There are at least three key points in the public interest that must be addressed. In my opinion the first of these is the question of surface transportation needs of the area. The discontinued lines would be in North and South Dakota, Montana, Idaho, and Washington. The Milwaukee's service area covers 13 States from Chicago to Seattle, and Portland; from Terre Haute, Indiana, and Kansas City, Mo. to Ontonagon, Mich., and Duluth, Minn. Much of the Indiana, Michigan, Missouri, and southern Iowa service would be lost under the Hillman plan in addition to all Milwaukee service in the previously mentioned States. The Milwaukee is a coal-hauling train out of Montana and North Dakota with connections to all the States of the Midwest and South, with important barge connections on both the Mississippi and the Missouri. The Milwaukee Railroad is one of two railroads that serve the world's largest coal deposit—the Fort Union Coal Deposit—underlying parts of Montana, Wyoming, North Dakota, and South Dakota. Coal shipments out of this area is totally dependent upon railroad transportation and almost all of the mines in the area were short of rail cars in 1978 causing the mines to fall behind in contracted sales of coal for utility and industrial plants in the Midwest States. Grain shipments out of the Great Plains have been chronically slow and delayed for years. 1978 was no exception—grain hauling by railroads fell far short of the needs of farmers and elevators in this vast grain producing area of the Midwest and Northwest.

Trustee Hillman on Monday announced that direct service orders by the Interstate Commerce Commission could be instigated by the Interstate Commerce Commission if the Federal judge agrees to his proposition of embargoing the more than 7,000 miles of Milwaukee Railroad lines on May 8. Direct service orders to the Burlington Northern, the other railroad in the Northwest, would be an order that could not be fulfilled since the Burlington Northern has not been able to meet all of its coal and grain hauling obligations during 1978. There is only one conclusion that can be drawn on the question of adequate rail service to the area if Hillman's proposal for embargo is agreed to by the Federal court. That conclusion is that a bad situation for freight service will be worsened. Even

with the Milwaukee operating, the service is not sufficient at this time and can only be worse if the Burlington Northern is left to do it all.

Second, it is in the public interest to consider the integration of the Milwaukee Railroad service and its scores of connections with other railroads and barge service on either the Mississippi or Missouri Rivers. With its Davenport, Iowa, and Council Bluffs, Iowa, and Omaha, Nebr., and Kansas City, Mo., connections, the Milwaukee performs significant interconnections in the country's intermodal transportation system.

Third, it is in the public interest to review Hillman's plan in terms of anti-monopoly, antitrust evaluations. While our Secretary of Transportation, Brock Adams, can skim over the top of the issues, speaking of strong railroads surviving and weak railroads consolidating, and can attempt to convince the public that deregulation of railroads serves the national interest, Congress and the Justice Department must assess the effect of such a sweeping railroad abandonment leaving the Burlington Northern not only the dominant railroad in the Northwest, but the only railroad. Without the Milwaukee Railroad's Minnesota to west coast lines operating, only the Burlington Northern will remain in the entire Northwest as an exclusive railroad monopoly. There would not only be a lack of any competition, there would be a further deterioration of service which is now inadequate. This whole scheme must be assessed on the basis of antitrust by both Congress and the Justice Department.

The assessment by Congress, the Interstate Commerce Commission, and the Justice Department could not possibly reach any conclusions in the time frame announced by Milwaukee's trustee, Hillman, and his request of the Federal court on May 4 to order the sweeping and unprecedented embargo of over 7,000 miles of Milwaukee track by Federal court to be effectuated on May 8. It must be our responsibility here in Congress to draw the attention of the public and the Federal court that immediate emergency actions will be undertaken. On April 10, I introduced a bill that requires the Secretary of Energy to intervene in any abandonment procedure of a railroad that hauls coal. Not only would the Secretary of Energy be required to intervene in the proceedings but he would also be authorized under the terms of the bill to make grants and loans for railroad cars and locomotives for the purpose of hauling coal for railroads that are not financially capable of meeting such costs. The bill is cosponsored by Senators MAGNUSON, YOUNG, PRESSLER, my colleague, MAX BAUCUS, and Senator BERDICK. We seek immediate hearings on the bill because of its emergency nature and anticipate that both the hearings and the Senate committee's action on the bill will occur within a few days.

In addition, I have introduced an amendment to the concurrent budget resolution adding \$100 million to Senate

Concurrent Resolution 22 for the Secretary of Energy's authorization for needed funds to assist the Milwaukee and other similar railroads that do haul coal but are not financially able to purchase or lease the necessary equipment. Both from the standpoint of trustee Hillman's actions concerning the Milwaukee and from the standpoint of the Nation's need to utilize coal as a fuel necessary for our generation of electricity rather than oil or gas or shut down nuclear plants, we must immediately act in the public interest on my bill or some similar legislation.

I believe that action by Congress will serve notice to the Federal judge that a precipitous decision on Hillman's request would preclude far better solutions by Congress for the Milwaukee Railroad than is presented by the trustee.

Over 10 million tons of coal in Montana, Wyoming, and North Dakota that was mined and contracted for sale was left undelivered for lack of coal cars in 1978. That is part of the reason the Nation's coal production dropped in 1978.

Senator MCGOVERN also has a bill which will aid the Milwaukee which I have discussed with him. Senator MCGOVERN's bill is also an emergency bill with great merit to help marginal railroads. Coal that was mined was sold but awaited coal cars in 1978 and consequently was undelivered to plants that had contracted the coal. I am submitting the following list by States:

MONTANA

Westmoreland Coal Company: Absallaka Mine, 406-248-7803, 500,000 tons.

Decker Coal Company: Decker Mine, Bob Johnson—307-672-3401, 1.9 million tons.

Knife River Coal Mining Co.: Savage Mine, Doug Kane—701-223-1771, 0.

Peabody Coal Company, Rosebud-Colstrip Mine, Big Sky Mines, Kinney Kempf—303-371-7990, 400,000 tons, 135,000 this year already.

Western Energy: Colstrip Mine, Chad Oliver-Billings (he says 1.5 million), 406-259-6054 h, 406-245-3191 w, 1.1 million tons.

Jim Murphy/406-723-5421 (x2145).

Total, 3.9 million tons.

WYOMING

Decker Coal Company, Big Horn Mine, Bob Johnson, 307-672-3401, 300,000 tons.

Amax Coal Company, Belair and Eagle Butte Mine, Gary Root, 317-266-8444, 2,100,000 tons.

Carter Mining, Rawhide, Caballo Mines, Lee Reed, 307-682-3203, -0- tons.

Kerr-McGee, Jacob's Ranch Mines, Ed Schumaker, 307-939-1216, 1 million tons.

ARCO Coal Company, Coal Creek, Black Thunder Mines, Joe Ackler, 303-575-7156, 2 million tons.

Northern Energy Resources, Pacific Power and Light, Dave Johnson Mine, -0- tons.

SUNEDCO, Cordero Mine, Fred Kraft, 214-233-2600, 1.018 million.

Total, 6,418,000.

NORTH DAKOTA

Baukol-Neenan Inc., Center Noonan Mines, 701-852-2304, 130-150,000 tons.

Consolidated Coal, Velva and Stanton (Glen Herald) Mines, Tom Fritz, 303-770-1600, -0- tons.

Knife River Coal Co., Gascoyne and Beulah, 200,000 tons.

North American Coal Companies, Coteau Properties, Indian Head, -0-.

Husky Industries, No. 2 Dickenson Mine,

Leroy Eckhardt, 404-393-1430, -0-.

Total, 350,000 tons.

Grand Total (Montana, N.D., Wyoming), 10,668 million tons.

Mr. MELCHER. The Department of Energy lists 190 electrical generating plants either under construction or in planning stages in 19 States that will be completed by 1989 or before, all of which are designed to use coal as the fuel and which would be served directly by the Milwaukee Railroad are served by rail or barge connections. These plants, many of which will be completed in 1980, 1981, and 1982, will if all completed generate 90,000 megawatts of power. The need for additional coal and coal transportation is obvious.

The list follows:

ARKANSAS

Year of completion, county, company name, and megawatts.

1980, Jefferson, Mid So. Arkansas Power and Light, 700.

1981, Jefferson, Mid So. Arkansas Power and Light, 700.

1983, Independence, Mid So. Arkansas Power and Light, 700.

1985, Independence, Mid So. Arkansas Power and Light, 700.

1986, unknown, Mid So. Arkansas Power and Light, 700.

1988, unknown, Mid So. Arkansas Power and Light, 700.

COLORADO

Year of completion, county, company name, and megawatts:

1979, Moffat, Colorado-Ute Electric Assn., 380.

1979, Moffat, Colorado-Ute Electric Assn., 380.

1979, El Paso, Colorado Springs City of 200.

1980, Morgan, Public Service Co. of Colorado, 552.

1981, Morgan, Public Service Co. of Colorado, 500.

1983, Moffat, Colorado-Ute Electric Assn., 447.

1983, Unknown, Public Service Co. of Colorado, 470.

1983, Unknown, Tri State Gen. and Trans Assn., Inc., 500.

1984, Moffat, Oak Creek Power Co., 800.

1984, Unknown, Public Service Co. of Colorado, 470.

1984, Unknown, Tri State Gen. and Trans Assn., Inc., 500.

1985, Moffat, Oak Creek Power Co., 800.

1985, Larimer, Platte River Power Authority, 255.

1985, Unknown, Tri State Gen. and Trans Assn., Inc., 500.

1985, El Paso, Colorado Springs City of 200.

1986, Unknown, Public Service Company of Colorado, 470.

1987, Unknown, Public Service Co. of Colorado, 470.

ILLINOIS

Year of completion, county, company name, and megawatts:

1981, Shoshone, Illinois Service Co., 600.

1983, Latah, Central Illinois Light Co., 440.

1986, Sangamon, Undesignated, 192.

1986, Unknown, Commonwealth Edison Co. 550.

1987, Williamson, Southern Illinois Power Coop, 350.

1977, Unknown, Souland Power Coop, 450.

1987, Unknown, Central Illinois Public Service Co., 800.

1987, Unknown, Commonwealth Edison Co., 550.

1989, Latah, Central Illinois Light Co., 550.

INDIANA

Year of completion, county, company name, and megawatts:

- 1979, Gibson, Public Service Co. of Indiana, Inc., 669.
 1979, Posey, Southern Indiana Gas & Electric Co., 265.
 1979, Jasper, Northern Indiana Public Service Co., 556.
 1981, Sullivan, Hoosier Energy Division of, 490.
 1982, Sullivan, Hoosier Energy Division of, 490.
 1982, Gibson, Public Service Co. of Indiana, Inc., 668.
 1982, Spencer, AEP: Indiana & Michigan Electric Co., 1300.
 1983, Pike, Indianapolis Power and Light Co., 532.
 1983, Posey, Southern Indiana Gas & Electric Co., 265.
 1983, Jasper, Northern Indiana Public Service Co., 388.
 1983, Spencer, AEP: Indiana and Michigan Electric Co., 1300.
 1985, Unknown, Indianapolis Power and Light Co., 650.
 1985, Jasper, Northern Indiana Public Service Co., 388.
 1985, Wayne, Richmond Power and Light (IN), 100.
 1986, Montgomery, Crawfordsville Electric Light & Power, 11.
 1987, Unknown, Indianapolis Power and Light Co., 650.
 1987, Switzerland, Indianapolis Power and Light Co., 650.
 1987, Posey, Southern Indiana Gas & Electric Co., 530.

IOWA

Year of completion, county, company name, and megawatts:

- 1979, Woodbury, Iowa Public Service Co., 640.
 1980, Storey, Aimes City of Electric Utility, 66.
 1981, Wapello, Iowa Southern Utilities Co., 726.
 1982, Muscatine, Muscatine City of, 165.
 1983, Louisa, Iowa Illinois Gas & Electric Co., 650.
 1985, Guthrie, Central Iowa Power Co-op, 550.
 1985, Unknown, Allied Power Co-op of Iowa, 550.

KANSAS

Year of completion, county, company name, and megawatts:

- 1980, Wyandotte, Kansas Board of Public Utilities, 250.
 1980, Pottawatomie, Kansas Power and Light Company, 720.
 1982, Pottawatomie, Kansas Power and Light Company, 720.
 1982, Wyandotte, Kansas Board of Public Utilities, 300.
 1984, Unknown, Sunflower Electric Coop, 300.
 1984, Pottawatomie, Kansas Power and Light Co., 720.

LOUISIANA

Year of completion, county, company name, and megawatts:

- 1980, Pointe Coupee, Cajun Electric Power Coop, Inc., 559.
 1981, Pointe Coupee, Cajun Electric Power Coop, Inc., 559.
 1982, Rapides, Central Louisiana Electric Co., 558.
 1982, Calcasieu, Gulf States Utilities Co., 615.
 1982, Calcasieu, Gulf States Utilities Co., 615.
 1983, Pointe Coupee, Cajun Electric Power Coop, Inc., 559.
 1985, Pointe Coupee, Cajun Electric Power Coop, Inc., 559

1986, Pointe Coupee, Cajun Electric Power Coop, Inc., 559.

1986, Unknown, Mid. So. Louisiana Power & Light Co., 700.

1986, Unknown, Mid. So. Louisiana Power Co., Inc., 530.

1986, De Soto, Cen. and S.W. Southwestern Elec. Power, 719.

1986, Unknown, Mid. So. Louisiana Power & Light Co., 700.

MICHIGAN

Year of completion, county, company name, and megawatts:

- 1979, Marquette, Upper Peninsula Generating Co., 90.
 1980, Ottawa, Consumers Power Co., 770.
 1982, Unknown, Upper Peninsula Power Co., 90.
 1982, Ottawa, Grand Haven Board of Light & Power, 100.
 1982, Branch, Coldwater City Board of Public Utilities, 25.
 1982, Marquette, Marquette City Board of Light & Power, 43.
 1983, St. Claire, Detroit Edison Co., 697.
 1984, Unknown, Upper Peninsula Power Co., 90.
 1984, St. Claire, Detroit Edison Co., 697.
 1985, Unknown, Upper Peninsula Power Co., 90.
 1987, Unknown, Upper Peninsula Power Co., 90.
 ? Unknown, Michigan South Central Power Agency, 50.

MINNESOTA

Year of completion, county, company name, and megawatts:

- 1980, Itasca, Minnesota Power & Light Co., 555.
 1983, Brown, New Ulm Public Utilities Co., 40.
 1984, Sherburne, Northern States Power Co., 800.
 1986, Unknown, Minnesota Power & Light Co., 555.
 1987, Sherburne, Northern States Power Co., 800.
 1989, Unknown, Northern States Power Co., 800.

MISSOURI

Year of completion, county, company name, and megawatts:

- 1980, Platte, Kansas City Power & Light Co., 726.
 1981, Scott, Sikeston Board of Municipal Utilities, 235.
 1981, Randolph, Associated Electric Coop Inc., 670.
 1985, Greene, Springfield Utilities, 250.
 1986, Jasper, Empire District Electric Co., 300.
 1986, unknown, Missouri Public Service Co., 100.
 1987, Platte, Kansas City Power & Light Co., 726.

NEBRASKA

Year of completion, county, company name, and megawatts:

- 1979, Otoe, Omaha Public Power District, 575.
 1981, Platte, Grand Island Water & Light Department, 110.
 1981, Adams, Hastings Utilities, 75.
 1981, Lincoln, Nebraska Public Power District, 650.
 1986, Antelope, Nebraska Public Power District, 650.

NEW MEXICO

Year of completion, county, company name, and megawatts:

- 1979, San Juan, Public Service Co. of New Mexico, 534.
 1982, San Juan, Public Service Co. of New Mexico, 534.
 1984, unknown, Plains Electric General & Trans Coop, 330.
 1988, San Juan, Public Service Co. of New Mexico, 534.

19??, San Juan, Public Service Co. of New Mexico, 500.

19??, San Juan, Public Service Co. of New Mexico, 500.

19??, San Juan, Public Service Co. of New Mexico, 500.

NORTH DAKOTA

Year of completion, county, company name, and megawatts:

- 1979, McLean, Coop Power Association, 550.
 1980, McLean, Coop Power Association, 550.
 1981, Mercer, Otter Tail Power Company, 414.
 1981, Mercer, Basin Electric Power Coop, Inc., 438.
 1983, Mercer, Basin Electric Power Coop, Inc., 438.

OHIO

Year of completion, county, company name, and megawatts:

- 1981, Adams, Dayton Power & Light Co., 661.
 1985, Adams, Dayton Power & Light Co., 661.
 1986, Unknown, Buckeye Power Coop, 600.
 1987, Unknown, Columbus & Southern Ohio Electric Co., 403.
 1987, Athens, Columbus & Southern Ohio Electric Co., 444.
 1990, Athens, Columbus & Southern Ohio Electric Co., 444.

OKLAHOMA

Year of completion, county, company name, and megawatts:

- 1979, Rogers, Cen. & Swl. Public Service Co. of Oklahoma, 450.
 1979, Mobile, Oklahoma Gas & Electric Co., 567.
 1980, Mobile, Oklahoma Gas & Electric Co., 567.
 1980, Rogers, Sin. & Swl. Public Service Co. of Oklahoma, 450.
 1981, Mayes, Grand River Dam Authority, 490.
 1982, Choctaw, Western Farmers Electric Coop, 376.
 1982, Unknown, Western Farmers Electric Coop, 400.
 1983, Unknown, Oklahoma Gas & Electric Co., 515.
 1983, Mobile, Oklahoma Gas & Electric Co., 700.
 1985, Mobile, Oklahoma Gas & Electric Co., 500.
 1985, Unknown, Oklahoma Gas & Electric Co., 500.
 1986, Unknown, Oklahoma Gas & Electric Co., 500.
 1987, Unknown, Oklahoma Gas & Electric Co., 500.
 1988, Unknown, Oklahoma Gas & Electric Co., 500.

TEXAS

Year of completion, county, company name, and megawatts:

- 1979, Fort Bend, Houston Lighting & Power Co., 734.
 1979, Rusk, Utilitexas Power & Light Co., 793.
 1979, Fayette, Lower Colorado River Authority, 600.
 1979, Hutchinson, Southwestern Public Service Co., 37.
 1979, Goliad, Central & SWI Central Power & Light, 550.
 1980, Titus, Central & SWI Southwestern Electric Power, 558.
 1980, Fort Bend, Houston Lighting & Power Co., 600.
 1980, Fayette, Lower Colorado River Authority, 600.
 1980, Potter, Southwestern Public Service Co., 360.
 1980, Atascosa, San Miguel Electric Coop, 409.
 1981, Millan, Texas Utilitexas Power & Light Co., 591.
 1982, Unknown, Texas Municipal Power Pool, 460.

1982, Titus, Central & SWI Southwestern Electric Power Co., 558.
 1982, Lamb, Southwestern Public Service Co., 568.
 1983, Fort Bend, Houston and Lighting Power Co., 600.
 1984, Henderson, Texas Utilitexas Power & Light Co., 793.
 1984, Robertson, Texas Utilitexas Power & Light Co., 793.
 1984, Freestone, Houston Lighting and Power Co., 750.
 1984, Harrison, Central & SWI Southwestern Electric Power Co., 719.
 1985, Rusk, Texas Utilitexas Power & Light Co., 793.
 1985, Lamb, Southwestern Public Service Co., 568.
 1986, Robertson, Texas Utilitexas Power & Light Co., 793.
 1986, Freestone, Houston Lighting and Power Co., 750.
 1987, Unknown, Central & SWI West Texas Utilities Co., 640.
 1988, Unknown, San Antonio Public Service, 500.
 ?, Unknown, Central & SWI West Texas Utilities Co., 104.

UTAH

Year of completion, county, name of company, and megawatts:

1979, Emery, Utah Power and Light Co., 400.
 1983, Washington, Nevada Power Co., 250.
 1983, Emery, Utah Power and Light Co., 400.
 1984, Washington, Nevada Power Co., 250.
 1985, Uintah, Desret GNT, 360.
 1985, Emery, Utah Power and Light Co., 400.
 1987, Millard, Los Angeles Dept. of Water & Power, 820.
 1988, Millard, Los Angeles Dept. of Water & Power, 820.
 1989, Millard, Los Angeles Dept. of Water & Power, 820.
 1989, Millard, Los Angeles Dept. of Water & Power, 820.
 1987, Uintah, Desret GNT, 360.

WISCONSIN

Year of completion, county, company name and megawatts:

1979, Buffalo, Dairyland Power Coop, 350.
 1980, Kenosha, Wisconsin Electric Power Co., 617.
 1982, Marathon, Wisconsin Public Service Corp., 322.
 1982, Kenosha, Wisconsin Electric Power Co., 617.
 1983, Sheboygan, Wisconsin Power & Light, 400.
 1985, unknown, Wisconsin Electric Power Co., 400.
 1986, Outagamie, Kaukauna, City of Elec. & Water Depts., 150.
 1986, Marathon, Wisconsin Public Service Corp., 350.

WYOMING

Year of completion, county, name of company, and megawatts:

1979, Sweetwater, Pacific Power & Light Co., 508.
 1980, Platte, Basin Electric Power Coop Inc., 550.
 1980, Platte, Basin Electric Power Coop Inc., 550.
 1982, Platte, Basin Electric Power Coop Inc., 550.
 1983, Campbell, Pacific Power & Light Co., 330.
 1986, unknown, Utah Power & Light Co., 500.
 1988, unknown, Utah Power & Light Co., 500.

Mr. YOUNG. Mr. President, this is a very important matter. I associate myself with the comments of the Senator from Montana.

In North Dakota there is a big, new generating plant of more than 400 megawatts, and coal is hauled by train now. If the train is discontinued, it will take 600 to 800 trucks to haul coal some 300 miles. That gives some idea of the loss in oil alone if this railroad is discontinued.

Mr. MELCHER. Mr. President, a bill was introduced on April 10 by myself, my colleague from Montana, Senator BAUCUS, as well as Senator MAGNUSON, Senator YOUNG, Senator BURDICK, and Senator PRESSLER, which we hope would alleviate this situation.

I yield to the Senator from South Dakota.

The PRESIDING OFFICER. The Senator's time has expired.

Who yields time? There are 2½ minutes now for those in opposition to the amendment.

Mr. MELCHER. I yield to the Senator from South Dakota.

The PRESIDING OFFICER. The Senator's time has expired.

Mr. MUSKIE. Does the Senator wish some time?

Mr. PRESSLER. I have no time. If any time is yielded to me, I have a short speech.

Mr. MUSKIE. I am happy to yield time to the Senator.

Mr. PRESSLER. Mr. President, I strongly support Senator MELCHER's amendment. It is of vital concern to the economy of South Dakota. It is our only major railroad. I do not accept all Milwaukee's figures, but it seems that this is the best stopgap approach.

Mr. MUSKIE. I yield 1 minute to the Senator from Washington.

Mr. JACKSON. Mr. President, I should like to state, as chairman of the Committee on Energy and Natural Resources, that we have scheduled hearings on Senator MELCHER's bill for Monday, April 30. We intend to move expeditiously, in light of the urgent situation that exists in connection with the operation of the Milwaukee Railroad.

The PRESIDING OFFICER. Who yields time?

Mr. MUSKIE. I yield myself 2 minutes.

Mr. President, it is apparent that a real problem exists for certain midwestern railroads, and I am sympathetic to the concerns of the Senator from Montana. If we are to increase the use of coal in solving the country's energy problems, railroads will certainly have to play a significant role in transporting the coal. The Senator from Montana has every right to be concerned about the continuation of services by the Milwaukee Railroad. I understand that the reorganization proposal announced Monday would concentrate operations on only 2,400 miles of the present 9,800-mile system. That is a dramatic proposal indeed. I am not an expert on Federal transportation programs. However, I understand that there are existing programs which could be used, and are explicitly designed to assist railroads in emergency situations.

I would hope that these alternative funding sources could be thoroughly explored before adding new funding.

I know that the Senator has a proposal

for a new program under the Department of Energy and that it will receive a hearing shortly, possibly next week. If the authorizing bill is enacted, I am sure that the proposals will receive every consideration within the funding targets recommended by the Budget Committee. The functional totals recommended by the committee have not assumed this new initiative to assist coal-haul railroads. However, we are not a line-item committee. It remains the responsibility of the Appropriations Committee to allocate funds among specific programs that must compete for funding within the recommended targets.

I believe that, with all of these funding alternatives, there should be an opportunity to put together a package of assistance which will address the problems that concern the Senator. For that reason, I do not feel his amendment is necessary—at least not at this time. Later, if these numerous sources of assistance do not prove adequate, there will be another opportunity, during consideration of the second budget resolution, to consider the Senator's proposal.

Mr. MELCHER. Mr. President, will the Senator yield?

The PRESIDING OFFICER. All time on the amendment has expired.

Mr. MELCHER. Mr. President, I ask unanimous consent for 1 additional minute.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. MELCHER. Mr. President, on the basis of the finding of the eminent chairman of the Budget Committee that if the authorizing legislation is passed, funding likely would be available in the concurrent resolution, and on the assurance of the chairman of the Energy Committee, Senator JACKSON, that hearings will start on the bill on Monday, I withdraw my amendment.

UP AMENDMENT NO. 96

(Purpose: To increase budget authority and outlays in the community and regional development function in order to accommodate expected SBA disaster assistance needs)

Mr. ROBERT C. BYRD. Mr. President, I send to the desk an amendment for myself, Mr. BENTSEN, Mr. STEWART, Mr. STENNIS, Mr. BELLMON, Mr. BOREN, Mr. HEFLIN, Mr. YOUNG, Mr. DOMENICI, and Mr. BURDICK.

The PRESIDING OFFICER. The amendment will be stated.

The second assistant legislative clerk read as follows:

The Senator from West Virginia (Mr. ROBERT C. BYRD), on behalf of himself and others, proposes an unprinted amendment numbered 96.

Mr. ROBERT C. BYRD. Mr. President, I ask unanimous consent that reading of the amendment be dispensed with.

The PRESIDING OFFICER. Without objection, it is so ordered.

The amendment is as follows:

On page 2, line 21, strike "\$687,200,000,000" and insert "\$687,100,000,000".

On page 2, line 24, strike "\$532,400,000,000" and insert "\$532,600,000,000".

On page 3, line 1, strike "\$614,300,000,000" and insert "\$614,200,000,000".