The goal is service to planning professions...

States join in sponsoring new journal

Over 6,500 copies of this January-February, 1980, "pilot" issue of The Western Planner are being distributed to professional planners and to other lay and professional people with whom planners deal—literally across the country. The mailing list of those being "sampled" includes public and private sector individuals and firms from Boston and Washington, to Omaha and Denver, to San Francisco and Los Angeles.

Distribution is concentrated in four, rapidly-developing upper Mountain-Plains area states—North Dakota, Montana, Wyoming and South Dakota. Planners' organizations in the first three of these states have formally endorsed The Western Planner and adopted it as their official publication, while professionals from yet-unorganized South Dakota have also participated in its genesis.

A key information function is anticipated for The Planner, as it is utilized by professionals in the four states, and beyond, for both intra-state and regional communication, education and business. The multi-state body of professionals, participating in the design of the first issues has described The Western Planner as "a journal of news and ideas for all those interested in comprehensive planning..." It has as its goal, to raise the general quality of planning in the Mountain-Plains area through sharing ideas, news and practical planning methods. The journal intends to invite the participation of a wide variety of public and private planners and decision-makers.

The flexible format of each issue will feature in-depth treatment of one current, sometimes controversial, planning topic, and include a variety of regular departments, as well—state association news, position announcements, reviews of recent publications, readers' letters, a "citizen planner" column, features of planning personnel, legal and legislative notes, federal program information, conference reports—and "hard news" of regional development.

Editorial direction of the first issues of The Western Planner is centered in the Western Coal Planning Assistance Project offices in Billings, Mt. Business and production functions are being handled at Terry, Mt., where it is anticipated editorial offices and staff will also be located at some future date.

The publication is being launched without benefit of subsidy or grant, in the belief that a need exists for such a medium for sharing, learning and coordinating, and that it can become self-supporting from subscription and advertising revenues.

Members of the three initial, cooperating associations—North Dakota, Montana and Wyoming—will receive The Western Planner as a benefit of association membership. Individual and reduced-rate group subscription orders are being solicited from others within and from beyond the area—as is the advertising of consulting, engineering and other planning-related firms, wherever located.

Editorial board members who have participated in defining the role of The Western Planner, and in designing the initial issues, are Arthur Greenberg and Fred Roach, editorial assistant, and assistant manager, respectively, of the Missouri River Basin Commission's Western Coal Planning Assistance Project; Allen Merta, housing coordinator for the North Dakota State Planning Division, Bismarck, and president of the North Dakota Planning Association; Ben Orton, deputy commissioner of the State Planning Bureau, Pierre, S.D.; Jim Richard, chief of the Community Facilities Section, Montana State Department of Community and Natural Resources, Helena, and president of the Montana Association of Professional Planners; and Charles Davis, planning director in the county Department of Planning and Engineering, Sheridan, Wyo., and state association journalist, chairman; Fred Roach, publisher, of Terry, Mt.

The key to future railroad impacts on Western communities is the projected increase in coal train traffic through both coal and non-coal producing regions. To see how the railroads themselves are anticipating growth in coal traffic, the remarks of executives from railroads which do business in The Western Planner area are included in this section.

BURLINGTON NORTHERN, by Allen R. Boyce, assistant vice president, executive group, St. Paul, Minnesota.

In 1978 Burlington Northern carried more coal than any other single American railroad—63 million tons. That is 24 percent more than in 1977 but 24 percent less than what is projected for 1979.

It is also more than 300 percent above the coal amount BN originated in the beginning of the decade, and the point of all these statistics and percents is that BN's coal business is booming. BN's 1979 projection for coal originated on its line is 78 million tons. By 1983 that figure is expected to exceed 115 million tons and possibly be as high as 140 million tons.

About 70 percent of BN's 1983 projections are bids tendered under contracts with mine operators and utilities. This includes coal which BN expects to be mined under contracts now under negotiation, extension of present coal contracts, or contract options that are likely to be exercised to take additional tonnage. Most of these increases are expected to start from regions already sub-mined but coal located within the Fort Union Formation that extends from Forsyth, Montana, on BN's northern coal corridor to Orin, east central Wyoming. Orin is the southern border of BN's new 16-mile rail line that connects its central route at Douglas Creek with the other BN Wyoming main line, which runs through Casper. The central coal corridor from Huntley, Montana, to Lincoln, Nebraska, roughly bisects the Fort Union Formation.

BN currently serves 16 major mining in this area and is aware of 14 more additional mines that are in the planning stages or under construction.

Several independent studies have concluded that the nation's railroads can easily develop the needed coal-carrying capacity without any unreasonable problems. Some exceptions include a 1975 report by the U.S. Bureau of Mines, a 1976 study by the Hudson Institute, a 1978 report by the Office of Technology Assessment and reports prepared in 1975-1976 by the Western Coal Transportation Coordinating Committee.

Currently BN's busiest coal route averages 25 trains a day, including regular freight operations and both empty and loaded coal trains. These trains, traveling at a speed of about 40 miles per hour, mostly cross in about 50 minutes of the 24 hours in a day.

Looking ahead to 1983, BN's busiest coal line's expected to average slightly more than 60 trains a day. This would increase the time a particular headend, manager, is occupied to approximately 72 minutes out of the day.

It is important to remember that these are BN's most heavily traveled coal traffic routes to the Northwest, Alliance, Nebraska. As the trains move south and east from Alliance they disperse over the branches and the actual number of coal trains per day on most of BN's lines is understated, because there are numerous routes and rail carriers that serve U.S. coal fields, the over-all effect of which on the national rail network of a
In the news...in the states

Montana Association builds on services

In 1970, a handful of professional planners of the State of Montana organized the Montana Association of Professional Planners. It was not until 1974 that the Montana Association of Professional Planners and the Montana Association of Planning Boards merged, forming the Montana Association of Planners (MAP).

Since its formation, MAP has been steadily growing and progressing. Today, MAP has expanded to approximately one hundred members from all parts of the state. The membership includes all types of planners: professional, town planners, community planners, regional planners, and others.

The purpose of MAP is to provide a forum for the exchange of ideas and information related to planning. It is a valuable resource for those involved in land use planning, urban development, and community development.

Among the benefits of membership in MAP are:

- Networking and professional development
- Access to the latest planning tools and technologies
- Opportunities to participate in planning projects and initiatives
- Professional development opportunities and continuing education
- Advocacy on behalf of the planning profession

MAP provides a platform for planners to share their knowledge and experiences, and to work together to improve the quality of planning in Montana.

Map subscribers urge to subscribe—and organize

by Ben Olson

Deputy Commissioner
State Planning Bureau, Pierre

South Dakota planners urged to subscribe—and organize by Ben Olson, Deputy Commissioner, State Planning Bureau, Pierre.

You will find many new ideas that should interest you in the pilot issue of The Western Planner. Other state planning associations have already shown a strong interest in the concept of a regional planning association. They have recognized the need for cooperation and mutual assistance in the formulation of new approaches and the assimilation of innovative ideas from sister states with similar problems.

The homogeneity of this region provides a unique opportunity to collaborate across state political and natural barriers and advance planning thought and share news of interest to us all.

South Dakota has an informal planning association to speak with one voice in support of The Western Planner. I urge you to indicate your support for publication by subscribing immediately if you find the information contained in this issue could be of use to you.

One interesting thing you might note is that states with planning associations have substantially cheaper subscription rates if the association management of the corporation. The Board of Directors is composed of five corporate shareholders, membership, legislative, election and forest.

Semi-annual meetings are held in fall and spring to elect and elect new members of the Board of Directors. The meetings are programmed to be a conference or a workshop depending upon the needs of the membership.

Providing education is the foremost objective of these meetings. MAP is concerned with the total environment with emphasis on: land use, economics, transportation, and soil conservation. The meetings also provide for interaction with planners discussing similar problems and accomplishments. Also occurring at most meetings is a job market. The job market supplies the job seekers with advertising and opportunities for current job opportunities.

Additional benefits in belonging to MAP include a list of MAP members that requests members to influence members of the legislative body in supporting bills that support the job market and a subscription to The Western Planner.

Further information is available from the office of the Executive Director, located at:

Department of Community Affairs
Planning and Economic Development
1424 North Avenue
Helena, Montana 59601

Phone: 449-3757

subscribers as a group. South Dakota planners interested in planning should consider forming an association to take advantage of cheaper rates and to promote planning in our state.

EXECUTIVE POLICY ANALYSTS, $15,000 - $20,000; Masters or Bachelors degree with 2 years experience in planning or related field. Must have an openness for aggressive, motivated analysts with experience in any of the following areas: (1) public finance, taxation, and economic development; (2) water, recreation, energy, and environment; (3) housing, education, health, and social services; and (4) local government, community development, land use, and grants assistance. The analyst is responsible for: providing information and proposing alternatives that will be used by the Governor, Legislatures, and the General Services Agency in establishing policies for the direction and coordination of state government. The analyst works closely with other staff and agency personnel. Proficiency oral and written communication skills and analytical ability and research are essential. Please submit a letter of application and writing samples to James R. Richardson, Commissioner, State Planning Bureau, Capitol Building, Pierre, SD 57501. Telephone (605) 773-3661.

North Dakota reflects on successful 7th annual convention

by Allan Merta

North Dakota Planning Ass’n.

Well, the Seventh Annual State Planning Conference in Fargo, N.D. was a success. Not only did the North Dakota Planning Associations and the Federal Aid Coordination Office/State and Local Planning Coordinators of North Dakota and the Industrial Development Department. Of course, it was only the beginning of what should be involved in the main topic was economic development. Yes, the involvement. The audience had several enjoyable sessions from the three conferences before we had to start working on the next one.

The conference was successful. Not only did it bring together planners and stakeholders to discuss and plan future efforts, but it also focused on the issues that WPRA are currently working on. The conference was a great opportunity to share ideas and network with other professionals in the field.

Planning is a collaborative effort. It requires the input and participation of various stakeholders, including planners, policymakers, engineers, and community members. The conference was an opportunity to bring these stakeholders together to work towards a common goal.

The conference was successful because it brought together representatives from different planning associations and stakeholders to discuss and plan future efforts. It also addressed some of the important issues facing the planning profession.

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Hard-work sessions highlight Wyoming fall conference

A highly successful 1979 fall WYOPASS Conference was held at the Fitchitt Pasture Inn in Cheyenne, October 18 and 19. During the two-day event, over 100 participants attended the conference activities related to the general theme, "Planning Issues for the 80's."

The conference catered to the keynote address at the banquet on the topic, "The Eutrophication of Planet Earth," presented by David L. Givnish, professor of ecology and evolutionary biology at the University of California, Berkeley. The keynote address was equally delightful, being presented from the perspective of a fossil WYOPASS planning commission.

Lunchroom presentations were made by Joa Palma and the Cheyenne Wyoming Planning Advisory Service. Preservationists and Aids and by Rich James of the Institute of Energy and the Environment on Geothermal Energy in Wyoming.

Summaries of several of the panels sessions held at the conference were prepared by Wyoming Planners, as follows:

Is the Local Planning Office an Untapped Resource?

By Rich Jager

The panel session given by Chuck Davis, Director of the Casper Natrona County Planning Office, and Ernie Meza, Chairman of the Rock Springs Planning and Zoning Commission, focused on the under-utilization of Planning Commissions.

It was pointed out by both panelists that the Planning Commission is rarely called upon to assist in growth and development decisions, outside of the necessity to review subdivisions and other rezoning requests. On matters such as parks and recreation, transportation, slow-growth measures, capital improvements, economic development, and economic development planning, the Planning Commission is often left in the background. This is despite the fact the Planning Commissions have been involved in these planning activities for decades. A Master Plans. These Master Plans become the major focal points for land use development decisions are made.

Another problem other than the Planning Commission, is if the buffer to accommodate the activities of other governmental agencies, local governments, and private enterprises, and the Community is the adoption of the adopted Master Plan?

Steve Donovicka pointed out that the under-utilization of Planning Commissions and Staff clearly defines the need for substantial educational work in terms of what the Planning Commissions and Staff should be doing. The Role of the Planning Commission and Staff should play in coordinating orderly growth in planning activities and the need for education to develop stronger Planning Commissions and Staff was suggested the panels, should be directed toward all governmental agencies.

It is the educational process is clearly the responsibility of the profession planners.

How Effective Is the Industrial Siting Act?

By Steve Ackerman

Blaine Duiker led off the panel discussion with an explanation of the Industrial Siting Act and the related administrative procedures. He discussed the way jurisdiction is determined and indicated the influence factor that has increased the monetary threshold to about $63,000,000. He relayed the story of the proposed placement of a large steel mill in the area of Wheatland and Platte County as positive examples of the need for effective legislative action.

Terry O'Connor, representing a different point of view, indicated industry is afraid of the act and the scope of possible discretionary requirements. He used the example of the Siting Council in requiring industry to construct a domed stadium as an impact mitigation measure. He was quick to admit this extreme interpretation. O'Connor indicated that the new legislation does not provide for new or additional requirements, just a more effective means of assessment.

The discussion concluded with the general agreement that the act is not being used to its fullest potential, and there is a need for improved understanding of the act and its impact on local governments, industry and the environment.

Citizens' Participation: Do We Need It? How Can We Get It?

By Ron Martin

Citizen participation in the planning and decision making process has increased a great deal over the past decade. WYOPASS has seen four panels from two Federal and two State offices present a very informative conference session on the problems associated with obtaining meaningful citizen input into the planning and management activities of their communities.

The four panelists were Don Bollinger, U.S. Forest Service; Dale Schaefer of the Department of National Parks and Game; Paul Siegier, Wyoming Department of Environmental Quality; and Chairman, Teresa Driscoll. Driscoll, of the Planning Commission.

It is generally agreed by the panelists that a citizens' program participation had to be planned or structured if it was to be of any real value. In other words, "you don't just randomly ask the citizens what they think."

The process or method described by the panelists included:

1. Clearly identify the issues or problems that need to be identified.
2. Determine those persons or groups of persons who

WYOPASS and others can chart a course for future officers organize for 1980

By Dale Perulla

Chairman, Journalistic Committee

The Wyoming Planning Association held its regular fall Business Meeting the morning of October 19, 1979, prior to resuming the second day of fall conference activities. One item covered at the meeting concerned the notification of WYOPASS with the proposed publication, The Western Planner.

It was reported to those present at the meeting that the newspaper would be published monthly and would deal with planning issues affecting the states of Wyoming, Montana, North Dakota and South Dakota. And, since a portion of the paper could be set aside for articles of particular importance to Wyoming and WYOPASS, the Western Planner could replace the WYOPASS News as the official newsletter of the Wyoming Planning Association.

After discussion, a motion was approved authorizing the Board of Directors of WYOPASS to execute a contract with the publisher at its January meeting for a one-year period.

George Andrews, a condominium developer; and Frank Seiler, a representative of the Veterans Administration. The attendance was major interest in the state in condo development and condominiums.

Rep. Urbigkit was the sponsor of the "Uniform Condominium Act" and the House but eventually died in a Senate committee. He discussed the bill and its implications for the state. Andrews discussed some of the problems he had encountered in developing multi-story condos in Cheyenne. Much of the problem appears to stem from a lack of statutory guidance and local regulatory understanding of that aspect of development. Senator discussed VA guidelines for approval of condominium projects and distributed copies of the current professional development statutes to the type of development.

In general, it was obvious that most planners around the state are hungry for information on the subject. Anyone having experience in the development of local procedures to deal with condominiums is encouraged to send it to WYOPASS for inclusion in future conferences.

Planning For Human Services

By Sharon Kilbuck

Human services agencies and their representatives are a relatively new group on the planning scene, but the planner's role in the development of comprehensive human services plans is critical. Although the agencies were created and funded by legislative mandate, for the most part community and citizen involvement in the delivery of services is encouraged. It is in this area where planners can become involved and assist in the planning process. From the planning stage when the needs of the citizens they serve are determined to the actual implementation of the plan, planners can help maintain a staff member who devotes at least a portion of his or her time to this type of planning is a position in the planning or community development division and is handled by the planning office. This division is typically responsible for utilizing resources in community development efforts, such as the elderly and low income persons. In addition, their expertise provides essential input in comprehensive planning efforts.

How To Be a Good Bureaucrat

By Joe Racine

In an early morning session, Flip McConaghy, Gillette City Administrator, and Don Auland, former FHA director, presented a new approach to professional development entitled "How to be a Good Bureaucrat." A key point of the presentation was that government officials should relate to the public, to elected officials and to appointed boards, basic "survival" techniques were presented including methods of dealing with confrontational situations, techniques of improving responsiveness to the public and avoiding the natural tendency to react to situations the "no," for an answer when there may be alternatives to be explored. A public official's credibility must be maintained if he or she is to effectively carry out the duties of the position. Every member of the planning staff should be aware of the violations of the public or the elected officials and the importance of public relations. WYOPASS plans to continue to present these worthwhile management sessions at future conferences.

Election of Officers

The election of officers resulted in the following WYOPASS members being elected to the Board of Directors for 1980:

R.N. Martin, President; Ron Martin, Vice President; Deb Roberts, Secretary/Treasurer; Ken Bond, Director; Joe Racine, Retained on Board as Past President.

Following the elections, the appointment were made to the permanent committees. The appointed chairmen for the various committees are: WYOPASS: R.M. Martin, Conference; Pete Pitts, Legislative; and Dale Perulla, Journalistic.
The Citizen Planner

Construstive involvement needed to allay distrust

By Hans Bleeker, Director

Graduate Program in Community and Regional Planning

There’s a lot to be said about lay citizens as planners. When they do it right, their aspirations for protection or improvement in their condition have always been developed. When they do it right, they can help shape their communities, their idea of a community’s planning is nothing new. In fact, we know that it is one of the major problems for any planner is to also have some professionals involved in it.

Community planning—whether it’s carried out by lay citizens or professional planners—can be a pretty complicated business. In fact, it usually is. But, when it involves both professional planners and lay citizens, it is a very complex business! The relationships among the people in the community and their planners—especially over the long run—have been characterized by ups and downs, misunderstanding, wrong assumptions, apathy, cynicism, and mutual frustration.

Citizens Have Clout

A project is under way around for more than a few years—or if he’s too young to have had experience in the community, or he has kept with his colleagues in the profession through training—can tell you that lay citizens have clout. They can take lay people a while to catch on; in fact, it may take them years to understand what their planners did for them to tell you that they’ve “been had” by their planners or other public officials, they tend to lash out against them. They then try to make the stop, shovel, recover, etc., almost instantly, all plans are developed in groups. Community bond issues, agencies, public officials, etc. The plans can go through anyway.

Note that this kind of thing tends to happen when it has actually been decided; it is just as likely to happen when—in fact—the public has not been consulted but has been involved. Although these angered citizens do not always succeed in getting the plans they lash out at, they succeed remarkably well. What’s remarkable about it is that they themselves are often surprised that they have been so effective; they often have budgets, generally have been involved in the public agencies specifically—and toward planners—to the extent that they have been involved over the last several years. This, I suggest, constitutes a serious asset in our system of self-government. California’s Proposition 13, and its tremendous local counterparts from coast to coast, are not the disease; they are the symptom of the disease. The disease and alienation is the disease.

One problem with this kind of clout is that it is all negative clout: the clout to step in a project, to stop a plan, to bring out planning, to abolish an agency, to fire an individual. Unfortunately there are few important problems in a community that can be resolved through negative action. It takes positive action. Tons of negative clout do not add up to one single ounce of positive clout: all the methods and tactics for stopping, shelving, reversing, abolishing plans—and there are a great number of these that have been developed over the last 15 years—are of absolutely no use in getting a desirable plan implemented. That’s the tragic part of all this.

The “Proposition 13 Mood”

We now have a whole “Proposition 13” phenomenon in California and more and more widespread nationwide. It lasts 10 years. It goes by various names; one of the best is “anti-planning.” The labels for it are the “Proposition 13 Mood.”

It is clear that by the time California’s passing of Proposition 13 did not give us a new anti-government phenomenon. It’s the other way around. Lay citizen distrust and alienation toward public agencies generally—and toward planners specifically—have been growing over the last several years. This, I suggest, constitutes a serious asset in our system of self-government. California’s Proposition 13, and its tremendous local counterparts from coast to coast, are not the disease; they are the symptom of the disease. The disease and alienation is the disease.

“Proposition 31”

Although the syndromes of systems that we generally refer to as the “Proposition

13 Moods” is rather simple to describe, the causes behind the alienation and distrust are many, complex, and not all of them are directly related to the worsening of the real estate market. County Commissions and the First Planning

and Development District, a regional planning organization.

1nt Stewart is involved in preparing a Fire Protection Master Plan for the City of Fargo and recently completed an Environmental Assessment for the Standing Rock Reservation. He also recently completed a major mapping project for the Standing Rock Reservation consisting of 24 mylars and transparency maps at scale of 1:1000. Information gathered on the mylars includes tribal allocation, location of public facilities, roads, and roads into the irrigable soils, test holes for gas and water resources.

Most Maunder has recently published a study on historic preservation for Moorhead, Minnesota. The study deals with the significance of the buildings in re-

lization, and preservations for the past and makes recommendations for the future. Also, he is completing a Plan for Public Participation in Moorhead. He is currently involved in a project for the planning board.

I am very enthusiastic about the new regional planning journal and hope that it will be a vehicle for our planning profession along a long way toward sharing ideas and experiences.

Fratal notes: a new man at Douglas...while in Montana

One of the newer faces on the local planning scene in Wyoming is Mike Steier, City-County Planner in Douglas. Mike arrived in Douglas this past June after 10 years as Planning Director in Sweet Grass County, Montana, and prior to that working for the Wyoming State Energy and Agricultural Planning Division. He was also active in the Montana Association of Planners, serving as the chairman of his department as a member of the board of directors and chairman of the forest committee.

Contrasting his experience in Montana with his few opportunities in Wyoming, Mike said that the big change in Sweet Grass County was that there was a need for development of the forests, while in Douglas the challenge is in keeping up with growth from one end of the county to the other.

“Perhaps the most interesting thing about the area here,” he said, “is that it is growing in ways different from before. The area here is more diverse, more in terms of land use.”

The first task facing Mike has been to work on updates of the local plans. The potential for a tourist industry in the area has also had its close attention. Mike observed that he enjoys the task of working with landowners who have more local flexibility than do the laws in Montana. He has been successful in working with children enacting and planning activities such as hunting, fishing, and skiing. These outdoor interests are critical to the tourism industry.

In 1983 Mike was selected as one of the top 50 young planners by the American Planning Association.

Nancy Fisher is the new Richland County

planner. Prior to taking the county planning position Nancy served as criminal justice planner for a regional council in Loveland, Colorado.

Ed Mussler has been hired as the Dawson County planner in Glendive. Ed developed an interest in land use planning while working on projects at Three Forks and has gained background in planning through service in both the Department of Natural Resources and the Montana Urban and Rural Public Transportation Program.

Pat Salmond has been hired as a program manager for the Transit Assistance Bureau of the Department of Community Affairs. She is serving the City of Billings in Small Urban and Rural Public Transportation planning.

Dick Howell is the new Chief of the D/T-Transit Assistance Bureau. Dick is the former County Planner for the Council on Aging in Glasgow, Montana.

NDSU grad program combines teaching and service

Lorrie Laska

Associate Professor

North Dakota State University

The Graduate Program in Community and Regional Planning at North Dakota State University, Fargo, North Dakota, was officially recognized as such in 1979, by the National Education Development Committee of the American Planning Association. This means that we have met all criteria regarding faculty qualifications, course offerings, student enrollment, and staff qualifications, established it.

Recent changes have included a "feather in our cap" since we are the only recognized planning program in the area. The program includes a Plan Design and Management course for general planners with a focus on smaller towns and rural areas of the midwest. This course is designed to familiarize planning students with the task of planning in large cities; we do emphasize the planning students.

Projects

Projects have included a Franklin County agriculture rural land use project, a planning project for the Spalding Rock Sioux Tribe, which included a hunting and fishing and some study in the housing situation. I recently conducted a workshop in Broken Bow, Nebraska on Small Urban Planning and Zoning for Rural Development for the S.D. Municipal League, S.D. Association of County Commissions and the First Planning

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Big, beautiful graphics of the Earth

by George S. Freeman
Director, Billings—Yellowstone City-County Planning Board


As the forward states, "Anyone familiar with Professional Papers of the Geological Survey will find this one very different!" The differences are in style and appearance. It is different in style because the survey is attempting to reach a different audience. The stated purpose is to "inform those who have not yet received the message that earth-science information in map form is available early and consistently. Has been of economic benefit, has aided conservation and human values in many communities and can probably do as much for theirs."

The appearance is radically different from that of a typical technical paper. The book has been printed in a magazine format with large pages, glossy paper and color everywhere in maps, photographs and drawings. It is an outstanding example of the use of graphic materials.

All the above makes for very impressive reading and it can fill a planner's head with new ideas and wondrous thinking. But there lies the weakness of the professional papers that there are few of the ideas contained in the paper which can be used by a planning office at this time with a limited staff and budget.

The paper is not a manual or handbook or even a textbook. Nor was it meant to be so. The editors make it very clear in the introduction that "to use earth-science information effectively, it is necessary to have the help of earth scientists," meaning geologists, engineers, hydrologists and geophysicists.

This is not to say that the paper cannot be understood by a non-earth scientist. Some of the material is very detailed, so the planner is already trying to reach so broad an audience that we have simplified and condensed our material to the point where many professional planners, engineers and architects may find it too elementary.

The paper has been aimed at planners in the broadest sense, particularly those in an urban or urbanizing area. And, it presents six different applications of earth-science information to urban problems the paper is full of shortcomings.

For example, "For its part the earth-science maps, however, are made specifically for working with urban problems, and therefore few can be put to urban use exactly as they come from the map maker."

Readers should be aware that their chances of finding all the earth-science maps they need are only fair. It "follows, then, that interpretive maps, like the many in this book, that translate earth-science information into forms and terms useful to planners and managers are even less widely available."

Nevertheless, the Paper does have six outstanding examples of how earth-science information can be used to deal with planning related problems whether simple or complex. It issues a challenge to use the information that is available to make better informed decisions. "That information is going to vary from community to community. It may take some digging to find some of it."

I would urge everyone involved in planning to read the paper and to take up the challenge. "Nature to be commanded must be obeyed!"

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IF YOU ARE A:
• Planner or planning board member
• Engineer, architect or surveyor
• Federal, state or local official
• Planning consultant
• Land developer
• State or local legislator
• Housing authority policy-maker

(is any one of a myriad of other private and public "types" interacting these days with planners—by choice or necessity)

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The Western Planner
P.O. Box 127 • Terry, MT 59341
Federal factors: a potpourri

Western Coal Planning Assistance

The Western Coal Planning Assistance Project (WCAP) was a special project of the Missouri River Basin Commission, funded by the U.S. Department of Agriculture and the U.S. Fish and Wildlife Service. The project began in September 1977 and encompassed the major coal regions of the North Dakota, Wyoming, and Montana. The first phase consisted of three major activities: 1) a detailed assessment of planning problems and needs in the three states; 2) the conducting of a workshop in each state; and 3) the production of a four-document Planning Reference System. More than 250 planners and others participated in a survey to identify priority planning problems and needs. The Phase I Final Report summarizes the identified problems and needs and contains conclusions and recommendations which evolved during that phase of the project. Workshops were held in Miles City, Mt., Bismeraker, N.D., and Sheridan, Wyo., during November 1978. The workshops focused on the major activities of WCAP's first phase as well as some of the major coal planning issues. A Workshop Report has been prepared to provide a summary of information for a sewer report. The documents of the Planning Reference System provide a framework for planners and others in the industry to use in analyzing and planning for the impacts of coal energy development and mining. The First Phase of WCAP's planning assistance involved a series of workshops and planning sessions in order to provide a decision-oriented basis for future coal planning decisions. WCAP was designed to assist states and local officials in making decisions about coal development and to provide decision makers with a clearer understanding of the potential effects of coal development on their communities. The report summarizes the findings of the First Phase of the project and provides recommendations for future planning efforts.

Energy-impacted Area Planning

Energy Impacted Area Planning System

The Energy Impacted Area Planning System (EIA) is a computerized planning tool designed to help planners in the energy sector make informed decisions about the potential impacts of energy development on communities and ecosystems. The system provides a comprehensive framework for assessing the environmental, economic, and social impacts of energy projects, enabling planners to develop strategies that balance the needs of energy development with the preservation of natural resources and community well-being. The EIA system includes a suite of analytical tools and data resources, allowing users to conduct detailed analyses of specific projects and regions. By integrating data from various sources, the EIA system supports evidence-based decision making, ensuring that energy development initiatives are implemented in ways that are sustainable and beneficial for all stakeholders. The Energy Impacted Area Planning System is recognized as a valuable resource for energy planners, policymakers, and decision-makers across the energy sector.

Energy-Impacted Area Planning System

United States Department of Agriculture, Farmers Home Administration

Bozeman, Montana 59715

November 27, 1979

Mr. Stan Steadman
Western Coal Planning Assistance Project
208 North 29th Street
Bozeman, Montana 59711

Dear Mr. Steadman:

Enclosed is a paper I have written about the Water Quality Management Program. The paper gives a general outline of the program and provides an overview of the impacts of coal mining and related activities.

In Fiscal Year 1979, Montana received approximately $20 million in Federal funds for coal mining and related activities. These funds were awarded to seven counties based on their need and potential for future economic development.

Also, six Project Development Grants were awarded to the following communities, which received a total of $3.7 million, one community for each of the following activities: water quality management, pollution control, and comprehensive planning.

The funds were for site acquisitions, land use planning, and site development for a variety of purposes. The projects have been completed by other federal agencies or local governments.

If you are able to further assist in this matter, please feel free to contact me at the following address:

Sincerely,

J. John E. Olerud Community Program Specialist

Farmers Home Administration, USDA

Section 601 Energy-Impacted Area Planning System

The objective of the program is to help areas impacted by coal or uranium development activities by providing assistance for the development of management and housing plans and in developing and acquiring sites for housing and public facilities and services.

Planning for the orderly development of an energy-impacted area:

This planning includes, but is not limited to: support housing, public facility needs, sewer and water needs, land and resource needs, planning for the provision of additional public services needed over and above those for the development of all approved designated areas; planning for the development of State Investment Strategies for Energy Impacted Areas; and coordination of development activities between those at the state level.

The completion of the planning process is expected to provide a basis for the development of a coordinated plan for the energy-impacted area.

Identification of present and future housing needs and the development of a designated area...

Participation may include the development of a designated area and providing methods for developing housing, public facilities, and other services. This participation may include, but is not limited to, the identification of housing needs; housing site development; and data and resource needs; funding needs; acquisition methods; and agreements for cooperation, responsibility for delivering housing services.

Organizations eligible for grants include local government, coal developers, and State governments.

Grants include:

A. The preparation of a development plan for the development of an energy-impacted area.

B. The preparation of a development plan for the development of an energy-impacted area.

C. The preparation of a development plan for the development of an energy-impacted area.

D. The preparation of a development plan for the development of an energy-impacted area.

The application procedure for grant planning is as follows:

A. Applicant shall submit an application for a planning grant upon designation of the area as an energy-impacted area by the Secretary of Energy. The application should be in such detail that it can be judged whether the applicant has the capability and expertise to carry out the planning.

B. Upon receipt of an application, the Secretary of Energy may determine that the applicant does not meet the criteria for the funding.

C. The development of a comprehensive plan for the energy-impacted area.

D. The development of a comprehensive plan for the energy-impacted area.

Regional Energy Impact Office

The Mountain Plains Regional Council, formally established in 1972, was organized to assure closer cooperation between member agencies and state and local governments, to improve the coordination of Federal and State energy programs and the participation of the three levels of government, and to promote the implementation of Federal and State energy programs.

The Mountain Plains Regional Council was established by the Federal Energy Policy and Strategic Plan for the development of energy and energy-related programs. The energy policies have been implemented in Montana, Wyoming, and Idaho. The Mountain Plains Regional Council is the primary coordinating body for energy programs in the region.

The Mountain Plains Regional Council is responsible for the implementation of energy programs and policies, and to coordinate the efforts of the member agencies and states in the region.

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A catalog has been prepared by the Mountain Plains Regional Council (FRC) for use by energy impacted communities. The catalog contains general information about Federal energy assistance programs which were selected to provide energy assistance to energy impacted communities. The catalog provides a comprehensive overview of the Federal energy assistance programs which were selected to provide energy assistance to energy impacted communities.

The Mountain Plains Regional Council is a technical assistance agency that serves as a clearinghouse for energy-related problems. The Council is responsible for providing technical assistance to energy impacted communities in the region.

The catalog is divided into functional areas such as "Housing and Education" and provides information on the various Federal energy programs that are available to fund activities in these areas. The purpose of this arrangement is to help communities identify the potential for "packaging" Federal programs. For example, a community in need of housing assistance will find in the Housing section programs funded by HUD, HFAW, and FHFA. Comments pertaining to funding will be included with each program. Budgetary information is given in a general view of the viability of the program and information is available from the contact person listed for each program.

The Mountain Plains Regional Council has a mailing address: Mountain Plains Regional Council (FRC), 191 Stout Street, Room 420, Denver, Colorado, 80202 (303) 873-2751.

A call for participation

International Symposium on The Human Side of Energy

July 7, 8, 9 - Laramie

The International Symposium on the Human Side of Energy will be held by the University of Wyoming and co-sponsored by the University of Wyoming and the University of Wyoming Department of Social Work, the Wyoming Human Services Project, the Wyoming Chapter of the National Association of Social Workers, and the Canadian Association on Aging. The symposium is designed to provide a forum for the exchange of ideas, research and information on how people are affected by energy, the energy crisis and energy development.

The symposium will feature a range of papers, workshops, panels, networking opportunities, exhibits, debates and media presentations. The symposium will be held in Laramie, Wyoming, and will feature presentations by a variety of experts from across the United States and the world. The symposium will address a wide range of topics related to the impact of energy on individuals and communities, as well as the broader social and economic implications of energy policy. The symposium will provide a platform for discussion and collaboration among researchers, practitioners, policymakers, and the general public.

Examples might include: the effect on vulnerable groups (e.g., aged, poor, women) of the rapidly increasing costs of energy, strategies for boom town problems, the ethics of energy development and consumption, energy and social policy, human needs and corporate perspectives, educational and training approaches, role of professional organizations, collaborative measures between the social scientist and the local government, and governmental cooperation and interdisciplinary approaches.

The Symposium should be of interest to a wide variety of people, including social workers, social scientists, government employees, educators, politicians, extension workers, planners, mental health personnel, energy company representatives, advocacy groups and ministers.

Applications for participation in the symposium are encouraged. The application deadline is May 1, 2000. All papers should be written in English and should include a title, abstract (not more than 200 words), and a brief bio (not more than 200 words) for each author. Applications should be submitted to:

International Symposium on the Human Side of Energy

University of Wyoming

Laramie, Wyoming 82071

from HUD, Polly Garrett, assigned from DOE; Mike Hammer, assigned from EPA; Dan Hickey, assigned from the city of Denver.
Rail traffic—
continued from Page 1

Doubling of coal production—which is sought by Burlington to meet future demands for electric utility purposes—would be about a 25 percent increase in total ton miles, or an annual growth of less than 1 percent.

This article was prepared by Mr. Bose for The Western Planner.

Chicago Northwestern Railroad
by Douglas A. Christensen, Director, Marketing, Chicago, Illinois

We developed the projections that I'm going to provide for you this morning based on our expectations of electric utility companies' growth rates, the demands for coal conversion among a great segment of our utilities that are relying now almost entirely on petroleum and natural gas as fuel. And we see the future requirements of their converting to another fuel as being very real.

We reviewed the anticipated volumes of coal to be expected to be drawn from the southern Powder River Basin, and expected to be moved to markets that are servable by our company or by our connecting carriers.

We filed in 1973 an application to build a line of railroad from our Omaha to expand north into the southern Powder River Basin coal deposits. About the same time the Burlington Northern filed a similar application. Subsequent negotiations and work with the Interstate Commerce Commission and other regulatory agencies led to a decision to combine our efforts and build a single line or railroad into the Powder River Basin. It is under construction. Northwestern is a partner in the construction of that facility and it will be completed sometime in late 1979 or early 1980.

Working with the FRA (Federal Railroad Administration) and their consultants, we have talked to every potential customer. We have projected some tonnages which I know you're interested in hearing. I'll give you some of these projections as to what the Northwestern sees as the future for our coal traffic. We expect, hopefully, to have some early operations in 1981. We won't project any tonnages because it all depends on our timing and how successful we are in carrying out the program that we've outlined.

Now in 1982 we expect to handle about 5.6 million tons of coal over this new route. In 1983, about 12.4. In 1984, about 17.2 and in 1985, the date that we've been talking about this morning, about 22.2 million tons. Now that 22.2 million tons equate to approximately six or seven loaded coal unit trains a day.

We do expect some modest growth in 1985 to the early 1980's. As has been mentioned, that will depend somewhat on what we do in the final Clean Air Act regulations on the federal leasing program and other things which will ultimately affect the burning of coal, the decision that the utilities make in the late 1980's. We are pleased, however, that our projections, which are now confirmed with the utilities with whom we have talked and are a part of the concrete picture of the utility industry, demonstrate that we do have a profitable and viable project which is clearly defensible and profitable under conditions that can be clearly defined today.

These remarks are excerpts from a talk given at the Socio-Economic Impacts: Increased Coal Traffic Workshop, Omaha, Nebraska, February 27, 1979.)

Union Pacific by Lowell L. Turner, Director, Community Relations, Omaha, Nebraska

Now I'd like to put some things in their proper perspective. Union Pacific regards coal as a very important commodity, as do all western railroads, but we are not a giant among coal haulers. Rather, we handle a very broad mix of traffic which ranges everywhere from frozen pizzas to lumber to automobiles to fertilizer. During 1978, for example, for every carload of coal, more than seven carloads of other commodities were transported by Union Pacific.

So while we can see that coal is important, unlike some other railroads it does not represent the bulk of what we haul.

Looking into the future, we're projecting that during 1979 we will haul about 29 million tons of coal. That's up from 23 million tons that we hauled last year. Our predictions beyond 1979 are less clear and it's due in part to the uncertainty of the national effort for coal conversion.

We do expect, however, that the planned connector to be constructed by the Chicago and North Western Transportation Company from Van Tassell, Wyoming, to Union Pacific at Joyce, Nebraska, will channel additional coal over Union Pacific. The Northwestern is currently in the process of making applications for approval of the connection and for federal financial assistance. The actual timing of these applications will govern the construction schedule, as I imagine Burlington Northern may have some things to say about that as well.

However, if the project proceeds on schedule, we expect that coal will be moving out of Wyoming to Union Pacific rail sometime in 1982. The kink and no-kink boundaries are clearly marked by signs. The first has a silhouette of a man in a hat and the other is the same picture with a slash through it. The point of governmental intrusion into domestic affairs is to keep traffic flowing in the drop-off point at the Milwaukee Road station in the Three Forks district.

The idea developed after the city put up a batch of new signs - "one-way, no parking, don't do this, don't do that," said city official Shane Stringer.

"One engineer said the traffic was getting clogged by people leaving for a week-end," he said. "We thought we'd put up a sign outlawing parking.

But, she said, "it's just a joke. Of course, you can't enforce it."

("Our signs have become collectors' items! We can hardly keep 'em in stock," said the director of building and zoning, Charles Smalley, complain-

ally."

Inquiries about the effectiveness of his city's effort to wonder in terms of corrugated iron have been received from Florida, New York and other distant places, Smalley said.

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Kisses on cue

BREMERTON, Washington (AP) — Laurie Gordon drove with her husband to the train station and gave him a goodbye kiss — a clear violation of the city's rules.

Had she been caught, she could have legally smacked all morning.

The kink and no-kink boundaries are clearly marked by signs. The first has a silhouette of a man in a hat and a knife-wielding touche.

"It's the same picture with a knife stabbing it."

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New C & NW line a-building, to move Powder River coal

Joseph P. Marren
Manager, Public Affairs
Chicago, Burlington & Quincy Western Transportation Company
Chicago, Illinois

The Chicago and North Western will soon have a new line of railroad in Wyoming and Nebraska. Its primary purpose is to service an extensively developed, but economically low-sulfur coal out of the southern Powder River Basin to pullout mines in the Middle West and South. But the new line is not just a single line of railroad, it is made up of three distinct segments—the joint line, the existing line or upgraded new rail, and the new connector line.

The joint line

The joint line is the new railroad being built through Campbell and Converse counties in the southern Powder River Basin of Wyoming. When completed in late 1979, it will connect the North Western with the running south from the Burlington Northern's east of Gillette, Wyoming. The total length of this line is 106 miles long, will be jointly owned by the C&NW and the BN. The two railroads will jointly own all of the mining facilities and the track of the Atlantic Richfield Company's Coal Creek Mine.

The existing line

North-West coal trains leaving the joint line at the south end will turn southwest toward Gillette, Wyoming, onto the existing Chicago and North Western right-of-way. A journey of approximately 10 miles will take the trains to the vicinity of the White Pine Mine, a coal mine owned by the C&NW, and

The new connector line

At Crandall, the trains will turn south again and head towards the Powder River Basin. This new, entirely new line of railroad will be built by the Chicago and North Western and will be one of the major contributors to the future of the Powder River Basin.

Physical characteristics of the line

Each segment of the new line is described below:

1. Powder Basin, 100 miles long, each car containing 100 tons of coal. The track will therefore consist of 136-pound (per yard) continuous welded rail (DWR), and disturb existing property usage as little as possible.

2. East-West, 100 miles long, each car containing 100 tons of coal. The track will therefore consist of 136-pound (per yard) continuous welded rail (DWR), and disturb existing property usage as little as possible.

Serve existing patterns of migration, pasture, watering, and agriculture and not be too close to private property.

3. North-West, 100 miles long, each car containing 100 tons of coal. The track will therefore consist of 136-pound (per yard) continuous welded rail (DWR), and disturb existing property usage as little as possible.

Anti-hazard funds provided by Rail-Highway Safety Program

by Stan Sindmann
Assistant Manager
Western Coal Property Protection Project

The Rail-Highway Safety Program is an important feature of the work the company is doing to build a new line of railroad through the Powder River Basin. This program is designed to provide a safe and efficient transportation system for coal and other commodities being transported by rail.

The program includes:

1. Safety education and outreach programs
2. Community relations efforts
3. Legislation efforts
4. Media relations efforts
5. Safety audits and inspections

The program is supported by a variety of public and private sources, including federal, state, and local governments, as well as private industry.

The program is managed by a team of experienced professionals who work closely with the company's management team and the local community to ensure the safety of all parties involved.

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Costs, approvals, studies, etc.

The cost of the North Western's new coal line will total $231 million. This figure includes $52.7 million for the C&NW share of the joint line, $27.7 million for the existing line, $41.7 million for support facilities, and $80 million for operating costs and capitalized reserves.

The projects are expected to be completed by 1982, and the resulting increase in the amount of coal that can be transported will have a significant impact on the local economy and the national energy market.

In the Western Planner area is as follows:

- Wyoming: 2,056,860 tons
- Montana: 2,056,071 tons
- Nebraska: 6,924,443 tons
- South Dakota: 2,056,860 tons

The other categories of the Federal-Aid Highway Funds that may be used for rail-highway crossing improvements are the Federal Highway Bridge Program, the Federal Aid State Road Program, and the Federal Highway Bridge Planning Program.

In general, the program led by the C&NW to modify its application for FRA in January, 1979, for construction of the Powder River line had a total cost of $231 million. This figure includes more than 450 miles of C&NW line.

Before the line can be built, the Illinois Commerce Commission (ICC) must issue a certificate of public convenience and necessity.
South Dakota 'Railplan' serves development

by

Arthur Wilner
Fifth District Planning Staff

Rail service in South Dakota has been characterized by the reorganization of trends in the railroad industry nationally. Public attitudes toward railroad travel are complex and vary considerably, depending on the region and transportation policy in general. This has led to a significant shift in the rail industry, which is the result of decisions by the private sector to discontinue or reduce non-rail transportation services. South Dakota faces unique challenges in the context of rail transport, and the state has taken steps to address them.

Rail lines in South Dakota were relatively late and marginal additions to corporate systems which were themselves comparatively weak. South Dakota was subjected to a substantial decline in the number of rail service and the general disrepair that characterized the state's railroad system. The railroad service was, in general, geared towards the local economy, and the rail system was a significant part of the state's transportation infrastructure.

In 1979, the state of South Dakota took action to address these issues, and a new rail plan was developed. The plan was designed to meet the transportation needs of the state and was focused on the following objectives:

1. Re-establishing a comprehensive rail system in South Dakota that can handle the state's transportation needs.
2. Developing a rail system that can support economic development and growth.
3. Improving rail service to provide better connectivity between major cities and towns.

The plan was designed to be flexible and adaptable, allowing for changes and improvements as the state's needs and priorities evolve. The plan was expected to provide a framework for future rail service in South Dakota, ensuring that the state's transportation system remains relevant and useful for decades to come.

In conclusion, the South Dakota Railplan serves as a model for other states looking to revitalize their rail systems. By focusing on the state's unique transportation needs, the plan has helped to ensure that South Dakota's rail system remains a valuable asset for years to come.
B-N’s posture: Stop-listen, try to help

by Alan R. Boyce
Assistant Vice-President
Burlington Northern

For more than a century, Burlington Northern and its predecessor lines have consisted with the towns along their lines, depending upon them as the towns depend upon the railroad.

The residents of these cities know they need the railroad. This fact was demonstrated recently when 80 percent of the respondents to a survey done by the North Dakota State Highway Department, a member of the DOT, said they believe their communities benefit from railroad operations.

But even the best of relationships have their conflicts, and such is the case of the railroad and the cities it serves. BN knows that it must be responsive to concerns about possible negative impacts of rail traffic on communities. It knows that it is not responsive to the negative impacts, people may forget the many positive impacts... the jobs, the goods provided, the purchases made and the taxes paid.

At the Unit Coal Train Community Impact Conference sponsored by the U.S. Department of Transportation and conducted in St. Louis in August, participants identified five major adverse impacts that might be brought to communities by increased rail traffic: emergency vehicle delay, vehicular delay in general, safety hazards, noise pollution and community growth and economic viability and severance of community services.

"All participants recognized that these adverse impacts are serious problems for some communities. On the other hand, a difference of opinion emerged concerning how many communities currently face or in the future will face serious problems," the DOT’s report on the conference states.

The Railroads & Community Planning

As Guernsey, Wyoming, Mandan, North Dakota, and other Western Planner communities plan in anticipation of impacts from new railroad facilities, Alliance, Nebraska’s experience in coping with a new 224 million-plus locomotive and freight car shop complex at Alliance may be looked at to see how a community has prepared itself.

Alliance lies astride BN’s major coal routes from Pocatello and the basin of Wyoming to the east toward Lincoln and to the south toward Denver and on to the major coal markets in the Midwest, South and Southwest.

The new facility covers about seven acres. In addition to repair shops, a new division office, wastewater treatment facility, and a unit train parking lot were constructed. The project was begun in 1976 and has resulted in a population increase for the city of 6,500 to 9,500.

The 27-month construction project and management of associated impacts involved close cooperation between elected officials, citizens, Alliance’s City Manager Robert Palcek, and BN construction superintendent Donald Zeiss. Increases in population for both construction and operation phases resulted in typical impact town problems: increased traffic, tightening of supplies, laggard behind home construction. But solutions to these demands were achieved and joint participation between the city and BN may also occur in the construction of a grade separation structure on a key road which crosses the rail yard. So far engineering costs have been shared.

BN employment in Alliance is projected to increase from about 600 in 1976 to 1,900 in 1981. Considering there were only a handful of railroad workers prior to that time, the impact of this new facility on the community is apparent. Yet it is the manner in which the growth has been managed by the city and BN which has suggested this project can be used as an example by other communities.

continued on next page
...But City Hall sees unrepentant obstructionism

Michael B. Enzi
Mayor, City of Gillette, Wyoming

From my vantage point, the railroad is the only business that I can think of that makes the federal bureaucracy look flexible and expedient. While railroads, at one time, were the reason for many cities' growth, they frequently divide communities by blocking transportation lanes. They have the potential for delaying and, in some cases, preventing water, sewer, and other utility development. They can increase noise and dust pollution and present some unique safety situations by carrying of hazardous freight.

My first interaction and the beginning of my observation of the railroad began almost as soon as I took office. The City of Rock Springs, Wyoming, had been told by the Union Pacific Railroad that some of the city sewer and water pipes would have to be moved so that the railroad might lay down another parallel track. It became readily apparent to Rock Springs that they did not have easements along the railroad property, but rather licenses, licenses that can be canceled on 90 days notice. They even found out that railroads have legal rights over municipalities and not the other way around.

In response, a bill was introduced in the State Legislature. Therefore, at a meeting with several representatives of municipalities and not the other way around. During this time the railroad announced that they were allowing the neighbors to inspect the municipal records and that Rock Springs would not have to move the pipes. This, however, occurred after the city had spent the money for the only interested community and the bill died on third reading.

Immediately after the session of the Legislature, I began getting visits from representatives of the railroad, starting with their sales representatives, and, slowly, on a two-week basis, working through the chain of command. Each set of visitors contested the railroad traffic figures we presented at the legislative hearings and suggested that I make a request to the railroad for the things we thought needed to be done. They let me know that while they thought we had some good points, they did not have the power to make any decisions. (It seems that the railroad is set up so that no one has the power to make decisions).

I did as suggested and wrote a letter to the Chairman of the Board asking in order of priority:
1. That the railroad immediately cease switching operations across crossings during rush hours.
2. Another crossing to allow people to go around some of the track.
3. Railroad participation in widening the underpass at what was the west edge of town.
4. Having most traffic bypass Gillette.
5. Railroad participation in an intersection.
6. Help in securing additional crossing arms and lights at all grade crossings.

Two weeks later I got an acknowledgement that my letter was received and two months later I heard that no representations were unreasonable and that none of them could be complied with.

Since a major discrepancy was over the number of trains, I suggested that since I could not agree with their contention that we were supposed to be coming through Gillette and they could not agree with my 60 trains per day figure, perhaps we could meet in the middle. During the time of the railroad bill hearings, that perhaps we should have proposed a bill for there were less than 30 trains a day through our community we would not ask the Burlington Northern rail service to do a railroad overpass, but as soon as the trains per day exceeded crossings. In Beach, North Dakota, siding extensions are often authorized and built to the east and west of town, which should reduce the duration of the time trains are in Beach. As determinations of the city to build a railroad are based on the current population of the city, additional railroad service could be provided to accommodate the number of people in the community; that the Burlington Northern cannot build crossings. In Fargo and West Fargo, North Dakota, BN has completed construction of a connection that puts much of the traffic to the north of those cities main areas. In Grand Island, Nebraska, trains are sometimes held out of town until other trains have passed through so they can proceed through Grand Island without stoppage. In Gillette, Wyoming, BN is building a new siding, installing new crossing signals, reviewing plans for a proposed overpass and has charged its crews to get all of these actions should aid in preventing blockings. In a town heavily impacted by the coal boom.

Sometimes the congestion concern is not one of trains but of people. A large construction crew can outnumber the entire population of certain small Western towns, and BN is aware of the impact this can have on our community. BN representatives work to prevent any problems that might be caused by the process. Small crews are used for the construction of large track crews, and BN is in contact with the community leaders, telling them the number of workers, when they will arrive and the names of their supervisors. At times the representatives, in contact with community leaders, held a crew out of an area available. The BNSF railroad also has set a new standard for rail crossing safety.
Cheyenne involves many interests
in rail-side redevelopment plan

by Peter L. Innis, AICP
Consulting Planner - C.S. S.A. Wyoming
Cheyenne, WY 82001-4341

This article concerns itself with the planner who is dealing with a specific problem, ordesign, and the resultant plan for the fiber to the utilization of existing railroad facilities and tracks.
The two "sides" can make music together!

New approaches urged in community-railroad controversies

Robert Taft
Superintendent

The presence of railroad operations in a community can be a mixed blessing. On the one hand, railroads can bring jobs, economic growth, and increased revenues from railroad operations. On the other hand, railroads can also create economic challenges and even be a source of trouble for residents. This is where new approaches are urged in community-railroad controversies.

The Railroads & Community Planning

At the January 2012 City of Billings, Montana, has been studying ways of eliminating key at-grade crossings along the railroad tracks and reducing the danger to the community.

The Big Billings

Billings planners talk to people in tackling tracks

Since 1960 the City of Billings, Montana, has been studying ways of eliminating key at-grade crossings along the railroad tracks and reducing the danger to the community. The City of Billings has tackled the problem again this time, by using a transportation steering committee of railroad, city, and neighborhood leaders to identify the most dangerous crossing and then finding solutions.

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Bozeman plans linear park on abandoned rail-route

By Paul J. Bolton
Director, Bozeman, Mt.
City-County Planning Board

The Gallagarter Linear Park Feasibility Study was prepared by the Bozeman City-County planning staff in 1975. The study was funded by a grant of approximately $20,000 from the National Endowment of the Arts, half of which was supported by in-kind staff services. The Gallagarter Linear Park Study consisted of a historical, scientific and economic feasibility account for a 15.6 mile park proposed for the present Chicago, Milwaukee, St. Paul and Pacific Railroad right-of-way from Bozeman, Montana to Gallatin Gateway, Montana.

Aided by The Endowment, scientific natural resource inventories and analyses of existing soils, water and vegetation types were completed for the study. Also, the economic feasibility, detailing public opinion samplings as to preferred activities in the proposed park, need for the park, desire for the park and analyses of construction costs. The public interest in the project became a reality through the aid of the Endowment.

Outlined below are excerpts from the study, copies of which are available from the Bozeman City-County Planning Office, Bozeman, Montana.

History
Bozeman, the county seat of Gallatin County, is located in the heart of the Montana Rockies in the agriculturally rich, southwestern corner of the Treasure State. The town received its name from pioneer trail boss John M. Bozeman, who competed successfully for many years in a race to discover the shortest route from Colorado and Wyoming to the gold fields in the vicinity of Virginia City more than a century ago.

Part of the city's colorful history was the development of its own line and the only true interurban rail system—the Gallagarter Electric Railway.

Amid widespread interurban interest in the early 20th century, Bozeman investors stepped forward in 1909 with a solid proposal to construct an electric line to run from Bozeman to the upper Gallatin Valley. Local residents saw the line as bringing business in the form of freight and passengers to their city. The electric would link up with the Northern Pacific Railroad which already had a depot in Bozeman.

Talk of the line by local residents headed by Charles B. Anderson aroused the interest of outsiders, who envisioned the proposed railroad as a link between Bozeman and the Milwaukee Railroad, slowly making its way to Three Forks, some 40 miles to the west. Gallatin Valley residents probably didn't realize that the "outside" parties were directly or indirectly tied to the board rooms in Chicago, Milwaukee and St. Paul Railroad Company.

The electric railway company moved slowly its first year. And then three Washington State men, who were reported by the Bozeman Chronicle to be "largely interested in the undertaking", arrived in Bozeman in 1909. S.M. McKenna, manager of the Puget Sound Bridge and Dredge Co., F.R. Sweeney, a Spokane builder, and C.N. Jaquette, a Spokane engineer, toured the valley but had little to say for the record.

Jaquette remained in Bozeman, however, and headed a group of surveyors who arrived the next day and immediately began work. By early July 1909 their task was completed and CVER treasurer George Cox encouraged all individuals owning land along the right-of-way to come to Bozeman and place deeds to that land in trust for the railway's use.

The electric's route began at the Bozeman city limits, ran south, then west to Bozeman Hot Springs, passing on the way sidings called Patterson, Matthews, Chapman, Potter, Black, and Firely. From the hot springs, the route turned south through Atkins siding to the town of Salesville, now named Gallatin Gateway.

A big day was April 21, 1909, when a crowd of 1,500 witnessed the groundbreaking for the new interurban railroad. Miss Vera Anderson officially christened the enterprise "in the name of the people of Gallatin County," and broke a small bottle of champagne over the plow which turned the first furrow.

By September 23rd, the contractors had finished the entire line to Salesville, 15.6 miles. It was "a splendidly even roadbed," according to one observer. The right-of-way varied from 50 to 130 feet in width, was fenced and protected by cattle guards throughout its entire length, and had eleven sidings to accommodate the lucrative freight traffic from the prosperous ranches in the valley.

Gallatin Valley residents constructed their interurban line "without incurring one cent of indebtedness...which is a record unique in railroad building," proudly claimed the Chronicle on October 28, 1909. The first month of operation proved that the line could function profitably as well. But CVER's independence to enjoy its success was short lived.

On October 28, 1909, a number of Spokane capitalists associated with H.M. Hart purchased virtually all of CVER's stock, obtaining 7,994 shares of the company's 8,000 shares of common stock. The purchasers represented the Milwaukee Railroad, then building through Montana on its way from the Twin Cities to Puget Sound. Bozeman was not on the Milwaukee's main line, and the closest this railroad came to Bozeman was Three Forks, about forty miles northwest. The new owners immediately extended CVER to the nearest possible time to connect with the Milwaukee Road at Three Forks. With the new ownership came also a new name. On September 8, 1910 the Milwaukee Road changed the name of its new-owned CVER to the Gallatin Valley Railway Company.

Steam trains of the Milwaukee Road arrived in Bozeman in October 1910, traveling between Three Forks and Bozeman Hot Springs by way of Gallatin Gateway. Later the line continued to track, from the Hot Springs to Bozeman the steam trains roved over the rails laid by the interurban company.

For the next decade the Gallagarter Valley Railway trackage functioned as a small part of the great Milwaukee Road.

That part of the GVR between Three Forks and Salesville (renamed "Gallatin Gateway") became a part of the Milwaukee Road's Public Service Railway. Under Pullman, the line continued as a passenger service out of the National Park. Through Pullman were operated one of the most scenic passenger lines in the world. The Yellowstone Park rail entry route were five miles of electric interurban track. From Bozeman to Hot Springs to Gallatin Gateway. Thus, a local observer, until 1931, could watch the interurban car giving its passengers the thrill of the heaviest steam railroad rolling stock.

The freight-passenger interurban combination continued until 1930 when the Chicago, Milwaukee, St. Paul and Pacific Railroad ("CNP"), known as the "Great Northern" Railway, took over. The railroad was to operate under a train the Milwaukee-organized company, as more and more people went over to the private automobile. From three daily round trips it was cut to two, then to one in 1927. By this time no through passenger service remained on the GVR between Bozeman and Three Forks. Three daily round trips from Three Forks to Gallatin Gateway were provided by a train the Milwaukee had proudly dubbed "The Gallagarter".

The final abandonment of electric operation between Bozeman and Gallatin Gateway is strange story. The Milwaukee Road, it is reported, had long desired to convert the electric segment to steam, but held back in the fear of offending those, still living, who played such important roles in laying its old line twenty years before. One day at a luncheon in 1930 of business leaders in Bozeman, a representative of the Milwaukee was jokingly asked why the railroad didn't get rid of the old interurban car. Delighted, this Milwaukee representative dismissed the suggestion up his sleeves and in due time the order came down to summarily cease electric operation. The last train ran late in 1930 and the trolley wire came down.

From this...on the old "Gallagarter" right-of-way...to this

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What happens at Harlowntown if Milwaukee folds?

by Adela Anwer

Consultant in rural community planning and development for the Department of Community Affairs

"If the Milwaukee is not allowed to abandon lines west of Miles City, the entire railroad may eventually be forced into liquidation." So says the Draft Environmental Impact Statement prepared by the Interstate Commerce Commission (ICC).

In December 1977, the Milwaukee Railroad filed a petition for reorganization under the federal Bankruptcy Act. Thomas P. McMillen, the federal judge who is handling the Milwaukee case, appointed a trustee to oversee reorganization of the railroad into a profitable business. In August 1978, the Milwaukee Railroad announced its intention to cease all operations west of Miles City, Montana and petitioned Judge McMillen to abandon those lines on November 1, 1979, stating that the western operation was unprofitable and could drag the entire system into ruin.

Since that announcement, citizens and officials in Montana have been fighting to maintain continued operation of the Milwaukee system in our state.

Why are Montanans so united in their effort to keep the Milwaukee’s western lines in operation? What will happen in Montana if the abandonment is allowed to take place? According to the Draft EIS prepared by the ICC, "the net socio-economic and environmental impact of abandonment of the Milwaukee line west of Miles City will be decided adversely.

Agriculture is the base of the entire state’s economy. If agriculture in Montana is not healthy, it will have a ripple effect throughout the state’s natural resources. Today, the Burlington Northern and Milwaukee railroads combined do not have the capacity to handle Montana’s grain production. Loss of the Milwaukee would be a major setback.

Affected will be little towns like Harlowntown, Montana. Harlowntown, population 1,300, is the county seat of Wheatland County, in central Montana, one of the most productive grain growing and ranching areas of the state. Milwaukee is the only railroad that runs west and the Milwaukee has a roundhouse in Harlowntown where its engines are maintained and repaired.

At one time, the Milwaukee carried the mail and passenger service as well as freight. They terminated their mail service during the fifties and discontinued their passenger service a few years later. In the early sixties, before Milwaukee service began its decline, Harlowntown was home to 250 Milwaukee employees and their families. Only a year ago there were nearly 100.

Now there are no more than 75-80, and this number will continue to decline through layoffs and retirements.

The Milwaukee has always been Harlowntown’s local railroad. Economically, the town has grown around the railroad. Businesses opened and developed as the Milwaukee increased its circulation. But now, the Milwaukee is gone, and the banks, stores, and office of the Continental Bank in Harlowntown, Wonder, "The businessman here has served them (the Milwaukee Railroad) for years. What happens to him now?" Piper thinks some businesses in town will fold, the others will have to readjust.

Mayor Oscar Biegel is not optimistic. He says the town has lost at least 20 families since August 1978, and some businesses are just hanging on. Should the Milwaukee abandon its western lines, Harlowntown would lose an annual payroll of one and a half million dollars. Biegel said that, if this happens, Harlowntown would lose 33-35% of its population, the schools would deteriorate, the hospital would close, and a lot of businesses would close.

Furthermore, with working-age families forced to leave to seek employment elsewhere, the city’s debt burdens would fall to the elderly and fixed-income persons.

Traditionally, the Milwaukee has been the biggest taxpayer in Wheatland County, paying over $50,000 in annual property taxes. Loss of this revenue will "impair the county’s ability to provide essential services," according to the ICC’s Draft EIS. Especially hard hit will be the schools. In Wheatland, as in other counties in the state where the Milwaukee is a significant taxpayer, the school system has become very dependent on the railroad’s segment of the tax base. Even though many families with children may leave Harlowntown if the Milwaukee pulls out, the schools still will have approximately the same fixed costs. Without the railroad’s taxes both educational programs and physical facilities are likely to deteriorate.

Needless to say, emotions run high in Harlowntown these days. "There is a very bitter resentment against Milwaukee management," says Jerry Miller, editor of The Times-Clarin, the area’s weekly newspaper. This sentiment has been echoed and over and over by other citizens in Harlowntown.

Loss of the Milwaukee would not just involve jobs and income. Harlowntown is home to Milwaukee employees and their families. They enjoy the small-town lifestyle that they have a sense of belonging to the community. "The most important thing to me is that I’m going to lose good neighbors," says Dave Piper.

Are the citizens of Harlowntown simply the innocent victims of an unfortunate situation? People in Harlowntown don’t think so. There seems to be nearly unanimous agreement in Harlowntown that the Milwaukee’s present financial situation is due almost entirely to poor management. Dave Piper is convinced that the Milwaukee management wants to lose money to get rid of the western lines as soon as possible. He believes that the present Milwaukee management has no interest in running a railroad.

Now has the Milwaukee responded to the plight of the community that will be without railroad service, jobs, and taxes? If they cease operations? They have said very little. "They have no feeling toward the City (Harlowntown) at all," comments Dave Piper.

Many Montanans believe that the Milwaukee management never had any desire or intention to reorganize and run the railroad for a profit. According to testimony presented before the ICC by Joe Brand, Montana legislator and Milwaukee employee for 38 years, as the cracks deteriorated, Milwaukee service became slow and unreliable, causing some shippers to look for other means to transport their products. Brand explained that as the Milwaukee lost customers, they paid less and less attention to serving the accounts they had left, creating a vicious cycle in which an increasing number of Montana shippers were forced to find other, often more expensive, means of transporting their products. Which they could rely on to move their freight.

Just before the Milwaukee’s November 1 abandonment was to go into effect, the U.S. Congress stepped in. Funds were appropriated to run the railroad’s western lines in order to give Montana’s legislators the chance to develop their own plan. Congress directed that the plan be submitted to the ICC by December 1, and allowed the ICC until January 1, 1980 to approve or reject it. Known as Employees, Shippers, and Montana, it has been presented to the ICC.

If the ICC approves the plan, shippers and employees will have until April 15, 1980 to raise the approximately $800,000 they will need to take over from the Milwaukee. Up until that time the Milwaukee will receive $15 million in federal funds to operate its lines west of Miles City.

In Harlowntown, everyone believes that ICC’s acceptance of the ESOP is a step in the right direction. There is hope in Harlowntown. If there weren’t, says the Mayor, "the city would have lost more families than they have.

The ESOP appears to be the last opportunity to maintain the railroad. It’s not just a few isolated incidents. If the Milwaukee that will suffer if the shippers and employees are not given an opportunity to make the railroad work. Montana is a sparsely populated rural state. It is made of of many Harlowntowns. There are hundreds of small rural communities throughout the state that depend upon the railroad to transport their products to nationwide and worldwide markets.

Harlowntown needs the railroad. Montana’s farmers need the railroad. The entire state of Montana depends upon a rail system through the state to the west coast.