

May 31, 1991

LB 783A, 783

success today. I am willing to continue to take the risk of negotiations and do everything possible to save the line.

PRESIDENT MOUL: Thank you, Senator Wickersham. Senator Pirsch.

SENATOR PIRSCH: Thank you, Madam President. And, Senator Wickersham, I did vote for LB 783 and then we got the letter from the C&NW and I did not vote for this A bill. I do plan to vote to advance it but I think we should have some more questions answered and Senator Chambers did...did ask a few that I was concerned about. When we're talking about this line from Crawford to Chadron we are talking about the line that was damaged from the storm. Is that correct?

SENATOR WICKERSHAM: That's correct. We have had...

SENATOR PIRSCH: Does...do your negotiations or did they fall through...is the railroad repairing this or that was just their reason for abandoning?

SENATOR WICKERSHAM: We have every reason to believe that the C&NW will early next week file an abandonment proceeding covering the segment of line from Dakota Junction, Nebraska which is just west of Chadron to Crandall, Wyoming and that is west of Crawford so it would include Crawford.

SENATOR PIRSCH: And that includes the damaged section?

SENATOR WICKERSHAM: That's correct. Although we have had the damage...we have had the track evaluated from Crawford east to Chadron or to Dakota Junction, whichever point you want to refer to. And in the opinion of the...one examiner was an employee of the Public Service Commission, working for the State of Nebraska; the other was a private consultant that we have hired. In the opinion of both gentlemen, the line is repairable and it is repairable economically.

SENATOR PIRSCH: The figure in the letter was a half million dollars, approximately.

SENATOR WICKERSHAM: That's correct.

SENATOR PIRSCH: And who will be paying that amount?

SENATOR WICKERSHAM: We have talked with shippers who are