

June 4, 1991

LB 783A, 783

PRESIDENT MOUL: LB 783 passes. LB 783A.

CLERK: Madam President, Senator Morrissey would move to bracket LB 783A until January 1, 1992.

PRESIDENT MOUL: Senator Morrissey.

SENATOR MORRISSEY: Thank you, Madam President and members. I don't know what I'm going to do here. I disagree with Senator Chambers, I guess, on...we were talking between us on the policy. I think it's not necessarily bad policy to do what Senator Lamb and Senator Wickersham are trying to do. I've stated that. I very clearly see the cost savings in the future, and it's hard for us to look at the penny wise and pound foolish. Many times we don't appropriate money that could give us matching federal funds, simply because it's a bad time to do it. The what-ifs that Senator Kristensen and Senator Moore talked about are very real, especially in business nowadays. Environmental audits, they're a necessity anymore. Costs of cleanups, they're out of sight, they could eat the \$5 million we put up here in the blink of an eye. But one of my biggest problems in supporting the funding right now is the CNW, as we stated on an earlier stage of debate, what are they doing? Are they being a good citizen and giving us this \$2 million difference in the scrap value? If, indeed, the CNW are such a good citizen then why are they dealing in such an underhanded manner, sending Senator Wickersham and Lamb that fax the other day, at the last minute, during debate that the deals off, not guaranteeing that we're going to have trackage rights, which are very important, in my estimation, from Dakota Junction down to the rest of their main line. The scrap value guarantee initially made me more at ease with some of these problems. But you look at the scrap value, and they're figuring an extra, also an extra 10.7 million, a percentage of scrap from the 10.7 million in rehab. A lot of that rehab will be ballast, which isn't worth very much at all. Ballast is a rock they put around the ties. The ties they put in, they may be used ties that they insert, a lot of short lines like this replace older ties with used ties. And even if you do it with just a new tie, a tie...a used tie is worth a buck, basically, for the scrap. So, if you've got the old ties that are presently there, that's worth a buck. You go out and put in used ties, when you take it out again and scrap it, it's still worth a buck. Even if you go out and put a new tie in, a brand new tie, it might be worth two