

March 27, 1979

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these as soon as the rail line would be abandoned. I move that this amendment be adopted.

PRESIDENT: The Chair recognizes Senator Cullan.

SENATOR CULLAN: Mr. President and members of the Legislature, I would like to ask Senator Maresh a question if he would respond.

PRESIDENT: Senator Maresh, do you respond?

SENATOR MARESH: Yes, Senator Cullan.

SENATOR CULLAN: Senator Maresh, what if there are certain instances where removing property from abandoned railroad property...removing crossing arms, etc., would cost more and in some cases considerably more than the salvage value of that property, under your amendments would it still be required to remove that property, given the economic situation where it is not cost effective to remove that property?

SENATOR MARESH: According to the fiscal impact statement, I believe the cross arm signals cost \$75,000, and I can't see that it would cost more to remove those \$75,000 cross arms than what they are worth.

SENATOR CULLAN: Well, if they were ten, or twenty or thirty years old, and had no value?

SENATOR MARESH: Well, I think the Department of Roads would have to use that judgment, but these signals weren't very old. I don't think they were over ten years old, and there are communities that are asking for signals, and they aren't getting these because the traffic count is low and there haven't been any fatalities for a number of years on that crossing, but at the same time I think we need to use some judgment and to salvage these as soon as the rail line is abandoned.

SENATOR CULLAN: So, for the record then, the Department of Roads would have to use their judgment as far as protecting the state's investment. It would allow them to leave that there if necessary if the economic situation justified that.

SENATOR MARESH: I believe if they were thirty years old and were obsolete, that we could abide by their judgment that they weren't salvageable, but like these signals that