

May 31, 1991

LB 783A, 783

SENATOR WICKERSHAM: That's correct.

SENATOR CHAMBERS: And from...then from Dakota Junction to Crawford is another piece of the line that the railroad would like to abandon.

SENATOR WICKERSHAM: That's correct.

SENATOR CHAMBERS: And for this portion from Norfolk to Chadron to be viable the state would also have to have access to that portion from Dakota Junction to Crawford.

SENATOR WICKERSHAM: That's correct.

SENATOR CHAMBERS: And that is not included in the \$5 million?

SENATOR WICKERSHAM: That is correct.

SENATOR CHAMBERS: So if there are to be additional negotiations and the C&NW would decide not to abandon but to sell to the state, how much additional money would it cost the state to purchase from Dakota Junction to Crawford?

SENATOR WICKERSHAM: We have...we had only indirectly discussed that issue with them before but I am hopeful that we could acquire that additional tract for the \$5 million that we're asking to be allocated now in conjunction with the balance of the tract. Or is that...actually, in your discussion you have left out a very small segment of the track. I think our objective, if we're able to pass 783A and LB 783, will be to acquire all of the tract from Norfolk to Crawford for \$5 million.

SENATOR CHAMBERS: But that has...that was not what was the subject of the negotiations, not from Norfolk to Crawford, was it?

SENATOR WICKERSHAM: No. Senator Chambers, I said that that will become our objective.

SENATOR CHAMBERS: Okay, but here's what I'm saying. When the \$5 million was being discussed it's for a lesser amount of trackage than from Norfolk to Crawford.