

Tecumseh to Auburn that they abandoned. It was my stretch of track. My men and I went up and worked on it. And a couple of years, I guess, or a year or so after it was abandoned, I looked at some of the figures that they showed on how often I had gone up and worked on that track and their figures and my memory didn't quite jibe. So this happens now. C&NW, in my mind, obviously, transferred the business to another area. It has been done and I think this is not good for them to do but it is something that happens in business, free enterprise, that kind of thing happens. But the railroads have traditionally had different regulations imposed upon them because they are very vital to the country and very vital to the area, and in this area, a lot of people will suffer if we can't keep this line going. The farmers, their prices won't be the same. They won't have the option of as many markets as if they have to rely solely on trucking. And the highway...the bill that the folks presented to you on their summary of the costs on highways is, I think, might even be underestimated. A lot of people think it's overestimated. But we had semis diverted between Syracuse and Nebraska City last summer. They came down and ran through Tecumseh towards Auburn and then north to Nebraska City and they literally destroyed that highway in about three months. You can ride on it now, and when there's water on it, it's just grooved all the way, you can almost ride without steering. It's like one of those amusement park rides though, it just throws you all over the highway. And that was done strictly through the diverted truck traffic. These offshoot highways are not built to the specifications to hold these large semis carrying heavy loads of grain. So I truly see the benefits to the highway system of doing something like this. Again, the question of what we should do and what kind of a statement we're making in commitment to the state is one that I have to ponder. But, again, I think we need to give these folks, to keep the negotiations, give them the chance to keep the negotiations going and move this bill along. And I'm still not clear on some of the state's commitments under the lease-purchase option that Senator Wickersham mentioned, maybe he can clarify that a little more when he speaks again. But I would urge you to take a look at the cost benefits of keeping this line open...

SPEAKER BAACK: One minute.

SENATOR MORRISSEY: ...how important it is to these people and look at the costs that are indeed transferred to the highway systems and others, not even considering the pollution,