

etcetera, because you may not believe it, but railroad locomotives are way more efficient for fuel use and pollute less than the equivalent number of semis that haul that same tonnage down the road. So there are some hidden benefits also that I don't think were even listed on their sheet. So I would urge you to take a look at it and consider moving it on so they can continue to negotiate. Thank you.

SPEAKER BAACK: Thank you, Senator Morrissey. Senator Lynch.

SENATOR LYNCH: Question.

SPEAKER BAACK: The question has been...more discussion. I will see what the body wants. Do I see five hands? I do see five hands. We will proceed to vote on ceasing debate. All those in favor vote aye, opposed vote no. Record, Mr. Clerk.

CLERK: 4 ayes, 10 nays, Mr. President, to cease debate.

SPEAKER BAACK: Debate does not cease. Senator Schmit.

SENATOR SCHMIT: Mr. President and members, I think that it's been interesting there has not been any real objection to this bill, or should not be. I think it's important also that you recognize, as has been pointed out, that the issue is not a local issue. In this instance, it happens to be an issue which concerns a certain area of Nebraska but it is one which could concern any of us at any time. I think it's also important to know that even though it would be possible for it to concern any of us, that in this particular instance it is a significant segment of rail line in an area which does not have the very best roads, does not have very good access to the rest of the state, and if there is any way which we can devise to keep this railroad operating, we should do so. The State of South Dakota, a number of years ago, took it upon themselves to guarantee that there would be continued rail service in certain parts of that state and they took that obligation as a state obligation. We have, of course, a concern here because there are those who say the state cannot maintain both roads and railroads but there are many various entities to which this state has given incentives and which have been of great value in maintaining an enterprise in a certain part of the state. And I would be strongly in favor of trying to devise a mechanism or system whereby we could keep this rail line viable. Once it is gone, it's never again going to be reconstructed and the costs of alternative services