

financing the line entirely by the State of Nebraska. We are insisting that other people have money at risk. That is part of our guarantee that the project will succeed and, in fact, that it will not become what Senator Chambers alludes to as a will-o'-the-wisp. When you have self-interest in the terms of dollars that you, yourself, have invested, then the project becomes more viable. Then you see that it can be successful. If, if the operators, the shippers, and other interested parties were simply able to lay back and rely upon the State of Nebraska,...

PRESIDENT MOUL: One minute.

SENATOR WICKERSHAM: ...then I would have the same fears as Senator Chambers and some of the others have expressed, but that is not, that is not what we are proposing, and that is not something that I would support myself. We have to see that other people are at risk. We have to see that they want it to be successful, and if they want it to be successful, it will be.

PRESIDENT MOUL: Thank you, Senator Wickersham. Senator Morrissey.

SENATOR MORRISSEY: Thank you, Madam President and members. I have got some of Senator Crosby's jelly beans in my mouth here. I will do my best, though. Senator Wickersham, could you answer a quick question or two for me, please?

SENATOR WICKERSHAM: Yes.

SENATOR MORRISSEY: Do you know, part of their bottom line and their cash flow, is it figured on nonunion wages?

SENATOR WICKERSHAM: For the short line operator?

SENATOR MORRISSEY: Yes.

SENATOR WICKERSHAM: I don't really know. Some of them operate with union... I am sure that some of them have union employees and some of them do not. I think that varies, Senator Morrissey.

SENATOR MORRISSEY: I figured it would be nonunion, but I just wondered if that played a big part in their cash flow. I would imagine not since they don't plan on a lot of employees.