

that. But we have a section of track that also out there, from Dakota Junction to Crawford, that's a connecting line, that we're not getting as part of this. The track, west of Crawford, has been wiped out by the storm. There are some hints and indications that maybe this line needs to be abandoned, so you can pay for that abandonment to fix that section of the track, because that's what really does connect out in the west end. Then I sit and look that we're going to take money out of the Reserve Fund, and after the amendments have been made that Reserve Fund may not be paid back for as much as 10 to 15 years. Then I start to look at the policy and the precedent of that, if it's a railroad this year, what other industry or product are we going to have to come back and try to find some system to save and to do. And I think that's probably part of our good purpose here is to save those things, if we can, but if it also makes good policy, if it makes policy that we can use across the board. Then I look at the appropriations bill that accompanies this, and that depletes the Light Density Rail Line Assistance Fund, it takes most all the money out of that fund, that's money that we've used in the past, I think the last time was 1988. We've used it several times during the 1980s as a revolving fund for other areas, to give them some assistance for projects. I don't know if that's going to be paid back or not, I suppose that it can be, but it does take most of that fund out. And sometime through the whole thing, and this piece of legislation may well pass and go through. But at some point in time I think we have to sit down and look at the real policy that's here, that we don't have all the answers, that we don't have a price tag for the track. I don't know what we're inheriting as far as liability. And if Senator Morrissey was here maybe he could talk to me about some of the liabilities that occur along a set of tracks, because you never know what you're going to get, whether it's fuel dumps or whatever that occurs along those lines. And I think what we've done with this bill is probably said, look, we've been trying to stave off abandonment and, if we can keep this bill alive, we can do that. And that's probably the good purpose, because we don't want to just give up. We have members of Congress who want to fight to save the line and don't want to abandon it, but that is a separate issue from purchasing a section of track and having some entity run and operate that, the issues of liability, liability not only for the operation, but the liability of the land that we may be receiving through this whole process, the process of paying those funds back, the process of depleting that Light Density Fund. And I don't know if there's anyone else who wanted to