

state that could be abandoned, and they may potentially be abandoned sooner because we do something like that. I don't know, that's one of the problems I have with this, but yet I've been supporting it. This line is definitely looking at taking business from my railroad, I know they are, the people looking to buy it told me that, and yet I've supported it all the way through. And now I'm having trouble with the funding, and have had all along, and have openly said so, so I'm not doing this for anyone other than myself. I think I made some very good cases. And to say that, if we don't do this now, we have no options to oppose abandonment is wrong. If we had no options and no reasons to oppose abandonment, we had no reasons to bring this bill. The ICC is generally a rubber stamp for the railroad companies. But we have very good reasons to oppose abandonment. We can go to the ICC and say, we had a bill in the Legislature and we got it passed, a commitment, but we couldn't get the funding. Money is short, it's short everywhere. Now if that's not a big commitment out of a state, and the Governor and the Legislature saying something like that, well, then you don't know how the ICC works. There has been similar cases to this line that the ICC has stopped the abandonment proceedings, similar cases. The exact same reasons that apply to the reason for this bill apply to our case to oppose abandonment on the ICC level. I understand they've started on that portion, that connector, the junction. And I can't understand why, if it's in such bad shape now after the flood, the CNW wouldn't want us to have that piece. And I talked to Senator Wickersham about it, it's because they don't want us to have access to their track. So they've got us, we'll be a captive customer. We could shift to the UP, down in Norfolk, but they could do the same thing to us that the CNW seems to be doing to us right now. Usually, if you show up with a load of cars, because that's what they want, they want somebody to bring them a whole bunch of cars at once, they'll take them, but they don't have to. They could charge us rates because we would be...they would own us, the Union Pacific would own us at that time, and the rates on that car, they'd own them, because if we didn't go to them, we wouldn't go anywhere. We'd just have cars running back and forth, across that line. So this isn't as cut and dried as it seems. It isn't a guarantee, but I was supporting it all along, but now I can't. Now I guess maybe I'll pull my bracket bill and just vote on the...let you vote on the A bill, but I'm not going to vote for it now. Again, I say it's a unique area. Other railroads...We need to look at this, but right now, with me, this is not the right time and the right place. And maybe it was foolish of me