

the local level, participation could be made whereby they could work with the railroad and make an attempt to see that the railroad continues to function that would serve the community. I think some of us have tried to make plain how important a railroad is to the various communities in our state and what happens if this transportation fails, the cost to many of the shippers, especially agriculture shippers. We feel that it is fundamentally necessary that we can do our best to save our railroads through this and in summation is only an idea. It is working in Iowa, I understand, working well. It would provide legislation that would allow us to take advantage of any federal funds that may be available because of the passage of the Four R Act known as the Railroad Revitalization Act. Unless there are further questions that is all the comments that I have. We tried to build into the bill, protection so that any money that is raised at a local level, if it involves taxation, it has to go to the people for a vote. That protection is built in. Any state money that is put in can be only for administrative purposes for that only so the state is protected. Also in the amendments we provided that the state is protected from any liability for bond service should a general obligation bond be sold and I think that, Mr. Chairman, the only comments that I have at this point unless there are questions and I will try to answer them.

SPEAKER MARVEL: Senator Vickers, do you wish to speak to the motion to advance?

SENATOR VICKERS: Yes, I do, Mr. President. Mr. President and members, I rise to say that there are some people from rural Nebraska that has some philosophical problems with this type of legislation and the direction that we are going with it. The problem that I have with it, and I am going to attempt to be as brief as possible, is that we are going to be using tax dollars of various sources as well as the shippers' own dollars to invest in facilities owned by a private industry, the railroad lines, and once those investments are made the control of that line still lies with the private industry. Now philosophically I have a lot of problems with that and by the way, I live on a branch railroad line. I serve on a Public Works Committee that heard this bill. I asked a representative from the railroads, how do we know that we are not going to invest the taxpayer's dollars in some of these lines and then in a few years you are going to say that they are not economically feasible and you are going to want to close them anyway. His reply to me was that we are going to carefully evaluate it and if it is not economically feasible then we won't ask for any assistance from anybody to revitalize them. Well the obvious question then is, if it is so economically feasible why don't you revitalize