

line.

**SPEAKER BARRETT:** The Chair recognizes Senator Lamb.

**SENATOR LAMB:** Mr. President and members, and that word is bentonite, that the Clerk stumbled over.

**CLERK:** Thank you, Senator.

**SENATOR LAMB:** And that is a sort of a clay. It is a clay that you put in the bottom of your stock tank so the water doesn't leak out. It's impervious, pretty much impervious to water and it's a product that is mined up in Wyoming close to the South Dakota border and it's a product that is shipped east formerly on the Chicago-Northwestern line. This resolution comes about because of our problems up in the northern part of the state in regard to the Chicago-Northwestern which travels across that whole northern area. It covers my district as well as Senator Scofield's, Senator Dierks' and into Senator Peterson's district. Now, what's the problem? What's the problem? We realize that railroads as companies have problems like every other company and as we have as individuals. But in my opinion we have a specific problem with the Chicago-Northwestern up there which is a little bit different. Now they originally had two lines, one over in South Dakota and then this one in Nebraska. A few years ago, and this is my interpretation of the scenario, they wanted to abandon the one in South Dakota and they wanted to show cause to the Interstate Commerce Commission that as to their reason for abandoning it and that was because they didn't have enough traffic and it wasn't making any money, so what did they do? They transferred the traffic from that South Dakota line down to our Nebraska line which was great for us, we liked it. It is bentonite and wood chips are the main products that provide a lot of traffic. Of course, when we get down into Nebraska we also pick up a lot of grain that goes east and originally there was a lot of grain that came from the South Dakota, Winter, South Dakota, area and other areas going east. However, they had two railroad lines. They wanted to abandon that one in South Dakota so they transferred the freight over to the Nebraska line, thus making a case to abandon the South Dakota line, which they did, and they sold it to a group of investors, by the way, the chairman of which is a former Chicago-Northwestern employee. They also carried back \$3 million of the sale of that line to this group of investors headed by a former employee and so that's a viable line up there