

now with some government help, both from South Dakota and from the federal government to upgrade the line. So now there is a viable line called the DM & E that goes across South Dakota. So now the Chicago-Northwestern wants to abandon the line in Nebraska and I have a letter from an official here which confirms that and so what are they doing? Now they are transferring the freight. Instead of sending it over the Nebraska line, suddenly it's more efficient to send it over the South Dakota line, and so now they've transferred that freight over to the South Dakota line which means that there is no traffic across Nebraska that originates up there in Wyoming and in South Dakota and so, certainly, it's going to be a losing proposition, no doubt about it. Manipulated, of course, by the Chicago-Northwestern but that's the way it happened. So this...we have met with a lot of shippers who are adversely impacted by this turn of events across the northern edge of Nebraska. This resolution sets out the problems. The line is going to be for sale. One of the other problems is how much of that line is going to be for sale? Well, we're going to start just east of Chadron and we're going to end up just west of Norfolk. That's the part that is going to be for sale. Now that's the line that goes from nowhere to nowhere, of course, when you don't have the facilities in Chadron on one end and you don't have facilities in Norfolk on the other end to make it a viable line so you've got something there that is for sale, but really it's a nothing for sale because you don't have guaranteed access to either end, and so, of course, the bids that have come in for that segment of railroad have not been overwhelmingly large because of that problem and so this is pointing out some of the problems. It's a fairly lengthy resolution and it's on page 1047 of the Journal and I would suggest that you may want to pursue that because it pretty well outlines the problem and, frankly, vents our frustration about the whole turn of events.

SPEAKER BARRETT: Thank you. Senator Scofield, please, followed by Senator Peterson.

SENATOR SCOFIELD: Thank you, Mr. President and members, Senator Lamb has developed for you this scenario that confronts us with the potential abandonment of the Chicago-Northwestern line and I rise to urge your support for this resolution. The communities that are represented along this line have already seen a considerable loss in terms of employment and quality of service along with the deliberate diversion of that bentonite traffic which is so important to make that line viable. This has been