

its regard because they are, like been said, selling between east of Chadron and west of Norfolk, Nebraska, which makes it practically useless, but hopefully that they will reconsider these...their options. You know, just talking about bentonite and some of those people that are interested is definitely going to upgrade the line and for bentonite and grain, but there is also one aspect that I don't think has been said, that maybe go after some of the coal that is being mined in Wyoming and making it less stressful on Burlington line going down and coming through, connecting at Norfolk and going down UP. There is also the interests of a group that making this a tourist...upgrading it and handle the grain and that and also run a tourist trade. There is all kinds of ideas out there floating around, so I think one thing, Chicago-Northwestern is fearful right now possibly is with their moving in South Dakota, that they would lose some business and I think that's one of the things that is probably staring them in the face because the people that will buy it will definitely be go-getters, from several that I've talked to, and will make it liable and that has not happened with Chicago-Northwestern right now. So I urge you to pass this resolution and ask the Nebraska delegation in Washington to do more work and hopefully with their expertise can get some kind of agreement on the Chicago-Northwestern and keep it viable until the time comes that they do sell it and hopefully just don't close it down and tear up the tracks, so I ask for your support in this resolution. Thank you.

SPEAKER BARRETT: Thank you. Senator Dierks.

SENATOR DIERKS: Thank you, Mr. Speaker and members of the body, of course, my name is on this resolution too and I am extremely interested in the whole process here. Part of what was originally known as the Short line from Sioux City to O'Neill goes through my district and also through Senator Hefner's district and it's now known as the Burlington line and when it was constructed it was known as the Short line and the Short line probably is responsible for my even being here because my great-grandfather came here to build the grade for that line between Sioux City and O'Neill, so...and his name was John Henry, by the way, and so I think that maybe I have a little closeness to this whole situation, but he got to O'Neill and thought that he liked it pretty well and he homesteaded out there. So at any rate the Short line was in danger of being closed several years ago and through the efforts of a number of grain producers out there, the Meurets at Brunswick and the