

Scoular Grain Company over near Brunswick, they began to put forth an effort to make these unit trains, fill them with grain and haul them to Sioux City. They've done a tremendous job upgrading that track now and the old Short line, now known as the Burlington Northern, is a very viable track. The Chicago-Northwestern can do the same thing. The ability is there. The grain is there. Scoular has...I think Scoular has one, a grain elevator out by Bassett. There are several facilities available in O'Neill for grain loading. They haven't pursued that business. I think if we looked to the future and we can see that the potential is there for a tremendous amount of business if they will pursue it. Also I think when our country, I don't like to say reaches the rest of the world, but some day we're going to find that these diesel fuel prices are going to catch up with us. In Europe diesel fuel is approximating \$4.00 a gallon now. I don't think it is too far behind here. When that happens it looks to me like this will be one of the most reasonable means of transportation that we have. I think we really should be looking toward the future with this railroad. So, I, too, would urge that you support this resolution and give us some impetus when we contact the congressional delegation in Washington asking for their help. Thank you. Oh, say, I'd like to give the rest of my time to Senator Morrissey, please.

**SPEAKER BARRETT:** Thank you. Senator Morrissey, approximately two and a half minutes.

**SENATOR MORRISSEY:** Thank you, Senator Dierks, Mr. Speaker and members, welcome to the wonderful world of short-lining. I just urge you to take note of this lesson that we're being given today. Short-lining can be good. Short-lining can be bad. It can be manipulative as Senator Lamb has described. It's been going on across the country and it's just been basically getting a rubber stamp from the ICC. And Senator Lamb has included a copy of this resolution to the ICC who needs to be more aware of how the effects of short-lining, when they are bad, can affect the towns along these lines, especially in the instance of the CNW line up there where there is no interstate and it is a very viable means of transportation. We must also consider the economics and the benefits that are spread across the entire state. The more traffic that moves on the rail is a less amount that moves on the highways, and that is a very important aspect. I've had a highway between Tecumseh and Auburn last summer literally destroyed by truck traffic rerouted from Highway 2