

potential in using short line operators to run the line as opposed to a Class I operator. You have the letter from Mr. Sabin which indicates he has been involved with short line operations that have worked. They have worked in Iowa. They have worked in Colorado. And, in fact, as I noted earlier, we have one that works in the State of Nebraska. So this is not really anything novel. And, in fact, we have been approached by more than one operator, whom I would consider to be more than credible and more than able to operate this line...

PRESIDENT MOUL: One minute.

SENATOR WICKERSHAM: ...in an economic fashion and also with enough capital to assure us that they would, indeed, have something at risk and would participate fully in making this line successful, if we pass this bill and if we fund it, and can acquire the line for \$5 million.

PRESIDENT MOUL: Thank you, Senator Wickersham. Senator Chambers, followed by Senators Morrissey, Nelson, and Lynch.

SENATOR CHAMBERS: Madam President and members of the Legislature, I'd like to ask Senator Wickersham some questions. Senator Wickersham, I keep hearing about a group who will purchase this railroad. What would this group be called, so that I can use that term to...for reference during the questions I will ask you?

SENATOR WICKERSHAM: Well, you can call it the Northern Line Association.

SENATOR CHAMBERS: Or just a group, and you will understand that that is what I am referring to?

SENATOR WICKERSHAM: That is correct.

SENATOR CHAMBERS: Okay, how much experience in operating this specific line does the current railroad, which owns it, have?

SENATOR WICKERSHAM: C&NW?

SENATOR CHAMBERS: Yes.

SENATOR WICKERSHAM: The C&NW, this line was built...well, of course, it was built in segments, but segments of it are over