

jobs, although if they attract Burlington trains, it would be better for the company, as a whole, so that is a little quagmire that I get into there. But if they don't get the trackage rights from Dakota Junction to Crawford that is mentioned in this letter, I don't think they would necessarily get the BN business, and they can save the Burlington considerable mileage on empty coal trains, grain trains coming down and going to the west coast. They can save them some mileage and then money by jumping across their line from Sioux City to O'Neill, getting on the C&NW in O'Neill, going on to Chadron and across to Crawford and back on the BN. They can save a lot of mileage doing that. So if...

PRESIDENT MOUL: One minute.

SENATOR MORRISSEY: ...they are figuring that, that is an iffy proposal in itself because I believe, Senator Wickersham, the line between Chadron or Dakota Junction and Crawford, is that where the flood was?

SENATOR WICKERSHAM: There was some flooding there, but the worst damage was done west of Crawford.

SENATOR MORRISSEY: West of..okay, all right. Again, though, the track rights there, if, indeed, we got those, I would be much more comfortable with this bill, as I think the Governor would probably be, too. And now this latest letter that I credit the sponsors of this bill for putting it out as quickly as they got it that, basically, puts the kibosh, according to the letter, on getting trackage rights there would put at risk the potential for Burlington Northern to use that track, the Northern Line. And if, indeed, they were counting on attracting that traffic, then that would also make the viability of the line...put the viability of the line in question, too.

PRESIDENT MOUL: Time.

SENATOR MORRISSEY: So, again, I am going to vote for the bill on Select File, maybe not on Final, but I just wanted to raise some of the questions. Thank you.

PRESIDENT MOUL: Thank you, Senator Morrissey. Senator Schmit, followed by Senators Lynch, Moore, Hartnett, and Abboud. Senator Schmit.