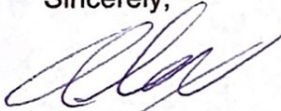


5. Is the proposed location ideal? It is roughly 40 miles from the interchange in Mitchell. Has anyone checked with BNSF to see if they would consider a train "constructively placed" that far away meeting the requirements for the \$100/car fast load discount? A mutually beneficial location would be a pass/meet track parallel to the BNSF line north of North Yard in Mitchell. Two miles are there with no public crossings. I suggest the state pay for the track and the BNSF contribute the bridge or culverts crossing the creek which feeds Lake Mitchell. Perhaps BNSF would agree such a track would satisfy the requirements of paragraph #2.

6, Heath Haden, VP-Operations, said the pass/meet track near Gavilon would be beneficial for movement of DSRC's local train. DSRC contracts with an out of state firm for dispatching DSRC trains. The SDDOT should buttress Mr. Haden's statement with a statement from the contractor dispatcher stating how frequently DSRC locals are operated west of Mitchell's yard limit.

Sincerely,



Alex Huff

Incorporator & past co-owner, Dakota Southern Railway Company

cc: Governor Noem
Bob Mercer