

YAGGIE'S INC.

3rd and Mulberry, P.O. Box 134 • Yankton, South Dakota 57078 • (605) 665-7801

March 17, 2005



213 589

Mr. Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423-0001

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Re: **Finance Docket No. 34667**
BNSF Railway Company -- Purchase and
Operation -- State of South Dakota

Dear Secretary Williams:

My name is Mark A. Yonke. I am the President of Yaggie's, Inc. in Yankton, South Dakota. Our elevator facility is located on the Mitchell-Sioux City rail line owned by the State of South Dakota and currently operated by the BNSF Railway. Our facility is capable of loading 54-car grain trains for outbound movement by BNSF.

We are supportive of the efforts of the State of South Dakota to ensure that adequate rail service and market access is provided for grain shippers of all sizes within the state. We have benefited from the public-private partnership that allowed the State to make significant investments in the region's railroad infrastructure, and that ultimately resulted in the preservation and improvement of rail service on the Core Lines which we now utilize. We do not believe that the pending sale of the Core Lines to BNSF should be allowed to threaten the same availability of adequate rail service on other state-owned rail lines elsewhere in South Dakota.

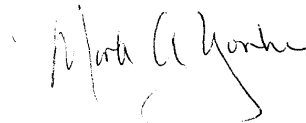
BNSF, as the major Class I railroad providing service to grain shippers in South Dakota, has in recent years increasingly favored the movement of South Dakota grain via 110-car elevators and "shuttle trains." Whatever their benefits, such operations should not be allowed to squeeze out the rail transportation services needed by the many remaining smaller shippers.

Anything that expands the competitiveness and market access of South Dakota grain is good for all of us. Conversely, those things which diminish the market and attractiveness of South Dakota grain can have an impact throughout the state. Nor is it beneficial if BNSF believes it only has to compete for traffic from large, 110-car elevators, knowing that smaller elevators have been effectively shut out from rail-served markets.

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I declare under penalty of perjury under the laws of the United States that the foregoing is true and correct, and that I am qualified and authorized to file this statement.

Very truly yours,

A handwritten signature in dark ink, appearing to read "Mark A. Yonke", written in a cursive style.

Mark A. Yonke

cc: Adrian L. Steel, Jr., Mayer Brown & Platt, 1909 K Street, NW, Washington, DC 20006
Myles L. Tobin, Fletcher & Sippel, 29 North Wacker Drive, Ste. 920, Chicago, IL 60606