

SPEAKER NICHOL: The house is under call. Will you please return to the Chamber and record your presence. If you are in the Chamber, please record your presence and unauthorized personnel please leave the floor. Please record your presence. I see several of you here who have not recorded your presence. We're looking for Senator Schmit. Senator Beyer, would you like to speak on this? Okay, go ahead. Now, we're under call and you must be in your seats. I must insist on that since we are under call, that you remain in your seats.

SENATOR BEYER: Mr. Speaker and colleagues, I oppose the bill and irregardless of what you've heard on the safety factors, whether they've been proven or disproved, I think you have to look at a couple of the handouts that were handed out today and one of them really surprised me, the one from a Nebraska District of the Optimists International. The arguments are a lot of, in that letter, of what I was going to use. I did not know the letter was coming. I don't know whether anybody else did, but I didn't. These are concerns that, in my opinion, are pretty valid. I have seen some of it. I live at Gretna. I travel back and forth every day to the Legislature. The biggest share of the time I use Highway 6. I once in a while use the interstate, but most of the time Highway 6. I can see a lot of these trains. These trains are over a mile long and just in the past several weeks there have been several times that there has been two and three trains backed up between Ashland and Lincoln here where the caboose is sitting maybe two or three blocks behind the crossing. You keep driving and then you get up to the engine and it's parked clear of the other crossing. So that leaves that crossing open, but the one in the rear end there is blocked and if the fire department has to make a call or the emergency squad has to go and if there wasn't a caboose back there, I don't know how they would notify that train to move so that that unit could get through. The unit, basically, without a caboose would have to drive another two, three, sometimes four or five miles to get around the train and if they go toward the head end of the train and then the train decides to start moving, they have to wait until it clears before they can go and that can be quite disastrous to somebody whose house is on fire or who has got a family member that is hurt...

SPEAKER NICHOL: The call is raised.