

have had that experience, but when you come over that little hump and all of a sudden your car lights pick up a train going across the track that you really are not even used to seeing a train on, it might be one of those tri-weekly lines, it kind of causes your heart to skip a few beats and hope that you can get the brakes stopped in time. Now just in case you don't and you plow into the side of that train and the only people, you're in the middle of the night, the only people operating the train are already a quarter of a mile down the track going the other direction. Now what is going to happen to you? Well, I don't think I need to elaborate. There is nobody going to be along there to find you right away and as it mentions in the letter, there are instances where similar situations have happened with young people trying to climb through trains and so forth. I'd like to touch finally, briefly, on the issue of economics. It seems to me that if it was going to be good economically for the shippers of the state, and I understand the needs of the shippers of the State of Nebraska to have as good a shipping rates as possible. Our agricultural producers in terms of the distance from their markets are as far as about anybody else in the United States. That's part of our problem in Nebraska, but the fact is if we were going to save anything on shipping, the decline in fuel prices it seems to me had ought to bring a lot more decline in that shipping rates than whether or not they are pulling a caboose back there on the end of the train. When you're talking about a 100-car train and you add a caboose on the back it's about like having a bicycle on the back of one of Senator Beyer's semis. Now, I don't think that's going to add an awful lot to the cost of operating that semi or I don't think it was going to add an awful lot to the cost of pulling that train. In terms of the cost of that caboose when you spread that over the depreciated life of that caboose and divide that by the total numbers of bushels of grain or other products that that train might haul, it seems to me you're talking a very minute dollar figure in terms of what it might be in reduction of freight rates. So the whole issue, in my opinion, is one that we'd ought to relate back to, what is best for the people of the State of Nebraska. And, in conclusion, I know there are not too many of you, Senator Lamb and Senator Schmit and a few others of you who know what I'm talking about when I talk about driving cattle. Now, if you're out there driving very many cattle, I wouldn't think of not having somebody out in front of them. I don't have to have a law to tell me I do or