

SENATOR HANNIBAL: Mr. Speaker and members, I rise to oppose the amendment. What Senator Vickers is offering, and I believe he is offering it in good faith, effectively kills the bill. And we just honestly cannot accept the amendment. We are dealing with a situation where we have one spot in the middle of the United States that has certain regulations, state mandated regulations that no other states around us have. And to deal with this situation by taking from one regulatory body, the Legislature, to another regulatory body, the Public Service Commission, I see no benefit to that. I don't believe it belongs in either place and I think we have adequate safeguards right now. All the railroad industry is regulated on a national basis. I think it is proper that it is done that way. I don't see this as a friendly amendment in any way. I don't think it is portable and I want you to know I think it just guts the bill. It guts the bill. Now, if you want to gut the bill, if you want to kill the bill, here is your chance. I hope you won't advance the amendment.

SPEAKER NICHOL: Senator Nelson, please.

SENATOR NELSON: Mr. President and members of the body, of course, you would probably expect me to do what I am saying. I do support the amendment. I think that this is the only fair way. I still say that this is a safety issue, having had probably maybe about as much or if not as much on hands experience as anyone else in the body. Some of these issues are accidents that are avoided and so on. I have never recorded accidents or things that were avoided. So that we simply can never prove and would not show up in the statistics. I have in front of me a letter dated March 19th from the Burlington Northern Railroad. "Effective this date double train operations will commence east of Alliance." Goes on to tell, "This operation will consist of either two coal or hopper trains doubled together with a head end consisting of six locomotives." It goes on. "The following instructions are to be used when operating these double trains. The maximum of five locomotives and your consist can be on the line and operating with the sixth locomotive isolated. Operating the sixth locomotive at low speeds can develop excessively high drawbar forces and could lead to an unavoidable train separation. When using the automatic train brakes you must be very careful when attempting a running release. Remember, it will take more than twice as long as usual to get a complete train brake release, therefore, you should not attempt a running release under 20 miles per