

government on this, I really do. I agree with the statements that have been made that it sent a good sign to Congress and those that are working for this law right now. But for anyone to expect that this bill could pass this year and then rules and regs be drawn up and it would be in effect almost immediately, don't hold your breath. Before I came into this body, I was in Washington trying to promote very reasonable, rational safety rules before Congress. And we got the bills passed and they have yet to write the rules and regs, five years later, four years later. They have yet to write the rules and regs and these are such crazy rules such as if you have people working 200 feet above a river or a bridge, you should give them a safety line or a net or at least a boat in the water to pull their dead body out should they fall off. And you shouldn't be allowed to have your employees breathe deadly fumes. You should take into consideration when a person is sleeping in a bunk car with no sanitary facilities that you should at least let them sleep in peace as opposed to having the 150,000-ton freight train screaming by less than 15 feet from where they lay their head on the pillow. Crazy things like that. And yet five years later there's still no rules and regs in effect. So I think we need to push Congress a little bit here because, for the most part, Congress, in environmental law, tells us we must be as strict or we may be more strict. And, in this case, as Senator Kristensen points out, the supremacy clause says we should not interfere or be contrary. I don't think this is interfering and it's not necessarily contrary. It may be a little more rational than the federal, a little more sane and make a lot more sense, but I don't think it's necessarily contrary, because it goes a little beyond. Now the rear end device is used for many things other than checking air pressure throughout the train. When we put up slow orders on the track per federal rules and regulations, the engineer in the train has to know where his entire train is. If you put up a slow order, in other words, this track is not good for 60 miles an hour, it's only good for 25, and that's what my job is, you put up an order and you put it from point A to point B. So the engineer needs to know when his entire train, the front end and the rear end, is across point A and B so he can resume normal speed. And we slow them down because if they go normal speed, they're liable to have an accident. And, again, referring to what Senator Bernard-Stevens was discussing, that's very important in this day and age. If you read and being involved in environmental issues, I've noticed the...