

to, certainly is the local hazard exceptions. And local hazard exceptions have been defined in the bill as certain mile markers which are switch yards. Is that an appropriate...

SENATOR WICKERSHAM: Yeah, terminal areas.

SENATOR KRISTENSEN: Terminal areas?

SENATOR WICKERSHAM: Yeah.

SENATOR KRISTENSEN: Those are not all terminal areas in the State of Nebraska. Is that true?

SENATOR WICKERSHAM: No, those are terminal areas that have the greatest volume of traffic under current railroad operations.

SENATOR KRISTENSEN: And is there something unique about those areas that make them extra hazard areas?

SENATOR WICKERSHAM: Yes.

SENATOR KRISTENSEN: And what are those?

SENATOR WICKERSHAM: Okay, in those particular areas it becomes more important to, for example, know exactly how far your train has moved. And that's one of the provisions in the bill and it's one of the things these devices do. If you...

SENATOR KRISTENSEN: Now, if I can just interrupt you, the reason you would want to know that is so you don't block the intersections. That has nothing to do with volume of trains, that has something to do with blocking the intersection. Is that correct?

SENATOR WICKERSHAM: Well, I think you're talking about car intersections and it's potentially important for that standpoint but it's also important in the pure operation of the train as they move through the switchyards and attempt to know whether they've gone through a switch and whether their train is now out on what I would refer to as straight track or whether it's still moving through switching systems. If, for example, they attempt to accelerate the train too quickly while they're still in the switchyards it can cause a derailment.

SENATOR KRISTENSEN: Okay, and that would be the major...it's