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And I really think that this isn't probably legislation that's necessary. I think it'll happen anyway wherever they are closed. And I'm surprised when you say that, you know, when you ride on that train, Senator Baker, from, you know, that what Exeter, or wherever it is, has five crossings or four crossings. Perhaps that's what they need. Now if they didn't want any...and same way as in Scottsbluff over there. They have several crossings going through town and the negotiations underway now that they will build an overpass and close some of the crossings out. And that's what the problem is now, or it isn't a problem but they're trying to decide which ones to close out and which ones to have the overpass on. So this is something that's being worked out all the time. But I certainly wouldn't like to see it put into statute that they have the privilege to start closing some of these crossings if they have one within a quarter of a mile that's got gates or, for that matter, any other way of closing crossings. This...out in the rural areas and especially out in the Sandhills, that's quite a issue when you start closing railroad crossings because, up until now, most of them that are left there are ones that have to be there. I, myself, where I've lived, some of the crossings we've had there have been there since the railroad went through in the early days. Some of them have already been taken out when there used to be more people lived there. I've known of several crossings that have been taken out over the years. And if no one is using them, why, and you can make...and get around them some other way, it's usually no problem. But this is something that I really don't think we need to have into legislation and I think this is probably something that you can work out with the railroads and the community can usually always work them out. And there's never been that, a problem of not being able to negotiate with them that I've known of. There's times when you've had to probably point out to them what the need is but usually if there's a need for that crossing to be there, it will be there. So I think probably by this day and age, with your larger train traffic and your heavier rail and that sort of thing and your concrete ties that they put in, why, I think if there is a way to close a crossing out, they certainly would. So it would be whatever the communities want. And you want to remember the railroads don't own the whole country, it's the people that are living here, and the railroads