

SENATOR NELSON: Yes, Mr. President, members of the body, I wish that I could give a speech quite as eloquent as Senator Johnson. But I can tell that Senator Hefner and Senator Johnson have only been reading one side of the newspaper. The same unsigned letter went out to a lot of the shippers in my area that only two states have it. Let me help you out on that a little bit. Let's try Montana, Oregon, Nebraska, Virginia, Illinois, and South Carolina have antiquated laws. New Mexico has one that is a regulation the same as the law. Texas also has over 75 cars for hazardous material. Texas and California are targeted because they are very strong union states. The State of California in both houses passed by a good margin last year, and the Governor vetoed it. They'll be back again, so we have more than two states. It is in the committee right now in Iowa. Missouri just passed the law, Minnesota. So let's get away from that two states and let's get down to the true facts. Another thing is there are 26 states, and I can verify that, of some type of consideration or so on. Another point, let's go down through it, labor, this is a labor-management issue. You're kidding yourself if you think they are going to have five men in the cab of that engine. In the first place there isn't even space for them hardly. There are three seats in there. So we are getting down to Alliance, Ravenna, North Platte, Nebraska, and so on. We are talking economics of the town. I'll go on safety. That is kind of a big laugh to me. I have read and heard railroad probably for 39 years, so I can relate some incidents, and this will not show up on the record. So these safety records that are being quoted, to me, really mean nothing. Incidentally, on my figures so that, I took this...I did not take this bill lightly. As you know, I'm probably one of the key ones, Public Works Committee, having been in the railroad, my husband worked, they treated him very fine through his years. But I tried to come up with the economics. I searched my soul. I tried to do my own investigating. I did not take anyone's word. I didn't take the same two states right down the line. I called Cleveland and I did not take Ray Linewebber's word. I wanted to check these out for myself so I could become a little bit more knowledgeable on the issue. First I'll go on the safety a little bit. All of these records that they are proposing do not mention, because they are unrecorded, of the accidents that were...that did not happen because of that man in the caboose. Namely, I'll say the car runs into the side of the train, and so on. That is one thing where they need a man