

there is probably not a need for a lot of additional explanation. I think both sides probably have sat down and gone over the details of the bill but essentially as amended by the Public Works Committee what we are looking at is a safety proposal for the State of Nebraska with regards to operation of railroads. And I think Senator Sleck as cosponsor wants to talk about some of those safety aspects. But essentially the bill would require that one of the crew members, in all probability the train conductor, be in the caboose when the train is moving between stations. This will permit that person to observe long trains from the caboose, ensure safe movement should the train have a reverse movement, inspect the train for mechanical defects, any sort of loose loading or vehicles that run into the side of trains, and these incidents do occur daily somewhere in the State of Nebraska. Now you consider some of the materials that trains are now being asked to carry, toxic materials, explosive materials, radioactive materials, you can see that there needs to be all sorts of precautions with regards to the operation of our railroads. The bill as amended also indicates that the caboose should be equipped with an operable short-wave radio with the same frequency as the lead engine so that there can be communication back and forth. The amendment from the Public Works Committee is very essential I think to making this amendment operate. Also that the train contain a fire extinguisher and a first aid kit. Now again the bill as amended is simply safety in the State of Nebraska, something that I think that with the operation of trains as long as they are, given the number of dangerous crossings situations that exist in the State of Nebraska, something that I think we should adopt as public policy.

SPEAKER MARVEL: The Chair recognizes Senator Clark.

CLERK: Mr. President, Senator Clark would move to indefinitely postpone LB 230.

SENATOR CLARK: Mr. President and members of the body, I have got a letter here. It says, "We are writing to urge your opposition to Senator Fowler's 230 dealing with the railroad cabooses. On the surface the bill appears to be only a concern of the railroads and railroad unions when in reality it is an attempt of the unions to inject state government into private collective bargaining between railroads and the unions. If LB 230 were passed, it would encourage similar government intervention into matters concerning private negotiations between business and their employees." Every communication I have had is against it. Now what you are doing here in this particular bill is injecting state government into collective bargaining. I