

material in the trucking industry or in the railroad industry, and the accident that could incur because of the make-up, the physical make-up of the employee at that point is going to be certainly a local hazard, except a provision directed at a local hazard that is consistent with this part, and that does not impose an undue burden on interstate commerce. And what that basically is saying is that we, in the Nebraska Legislature, or any state governmental body, can pass a regulation, and you can't preempt federal law, except if you do something that is consistent with what we have, which we are doing, and if it doesn't...if it doesn't infringe upon interstate commerce, that is okay. And what I would put to you is that the LB 1062, which was agreed upon by the body earlier today, is not an infringement or an undue burden on interstate commerce at all. All it basically tells the railroad organization is that, listen, you are going to have to do a little bit of testing procedures with this group, and you can handle that. It is not big. It is not terrible. You have got the people. You have got the organization. It can be done. There is no need for preemption. I'd like to also talk about a concept I am having a little problem with in regards to the railroads, and I know they are out there lobbying very heavily, and they are very sharp, much sharper than I, and very convincing. One of the things I have a problem with is the railroads which has caused a lot of problems for the State of Nebraska. And I am not going to railroad bash now and talk about whether they should have been paying their taxes, whether they are being helpful to our local subdivisions, because that is the 4-R Act and those things have passed us and we are trying to go on from that point. But we have had some problems, obviously, and what they are able to do in one aspect, they are able to take a federal law and go to each state individually and get things worked out differently for them. They may have a 25 percent agreement with the State of Nebraska and they are going to deal that with their taxes, and they may have some other agreement with the State of Wyoming or the State of Kansas, wherever they are going to make a separate agreement, and they may have 20 different agreements, or five or six different agreements. Yet when we come to this one, the railroads are saying, you know, if we have a small change in Nebraska and a small change in Kansas, and a different set of standards then in Illinois, or whatever, that makes it more difficult for us. I relate that to, for example, a multinational corporation. A multinational corporation may be in 10 or 15 different countries. In each of those countries, they have a different currency, they have different banking