

with a bill that I introduced last year, LB 457, the issue of how do you notify not only the employees, but also the emergency personnel of the contents of hazardous materials that are either in the workplace or being transported across this state? One of the things we were told, and that's the reason 457 didn't come back up again this year, is that a number of regulations require people who handle hazardous material in the workplace or are transporting hazardous material to have on their bill of lading the fact that they do have a hazardous material. Now, I would argue that perhaps that is not always the case, but, nevertheless, there is that requirement. Now, if you're this fire chief and you do have an accident in your community or close to your community, whether or not there is any lives endangered by that accident at the time, when you get there and you could well get there perhaps before somebody could walk back a mile or a mile and a quarter from the head of the train, how do you know what you are dealing with? You would have no idea. So it would not only be the public safety, it would also be the safety of those emergency personnel who might arrive on the scene, not having the advantage of even being able to talk to anybody at that point who had access to that information. It seems to me the same issues are here and I realize there are a lot of members of this Legislature that weren't here a few years ago when we had this discussion, but the issue is still the same. The issue is, in spite of the fact that we have...that the railroads have developed a lot of technology and I don't dispute that technology is advancing. In the business that I'm in I'm aware of technology. The fact is that technology is generally created to measure the workings of the train itself. It is generally created to detect whether or not they have a bearing getting hot or whether or not perhaps a load has shifted or something of that nature. It's not really designed to look the other way, to look away from the track to tell whether or not somebody is coming into an unmarked crossing on the side of a train. Now, I have a great deal of concern about what might happen if you had a train going through rural Nebraska without anybody at the back end, somebody comes over a little hill, somebody crossing a crossing that they cross every day all their lives and suddenly when they get to that little crossing, there is a train in the midst of it. Now, I suggested, halfway in jest, that perhaps we'd ought to require electricity on the trains so they could have the clearance lights like we do on trucks. I don't know how many of you