

business to do that. Let's go a step further. We passed a no smoking bill in certain areas. And this cost thousands of dollars, thousands of dollars to businesses. So, Senator DeCamp, yes, we have the right. So your argument that we don't have the right to tell people how to run a business, or to restrict business doesn't hold water. Your bushel basket is full of water. That is just one of your good, persuasive arguments. If I had the time, and I might take the time, I bet I could find a list as long as my arm as to the rights we restrict on businesses and the right we restrict how to run a business. What about all of the electrical codes? What about all of the fire codes? There are hundreds of thousands of them, Senator DeCamp. So that argument isn't going to work. That won't work, doesn't even fit in the issue. But, therefore, I think Senator Nelson has a good amendment. And, as you say, you have accepted the germaneness and probably will vote for it. I'd like to see you do that, Senator DeCamp. Thank you, Mr. President.

SPEAKER NICHOL: Senator Pappas, please, then Senator Lamb. Senator Lamb, would you like to speak now? Senator Lamb. Senator Lamb, would you like to speak now? Thank you. I hate to disrupt you.

SENATOR LAMB: Yes, Mr. President, thank you. I guess my comments are not directly on this amendment, but I've had my light on for a long time and I have some comments I'd like to make. I hope we don't have a series of amendments here which could be known as harassing amendments. I hope that we stick on point. I'd like to make one point about this whole issue, it has to do with the train that runs through my district. It is the Chicago Northwestern which runs along the northern edge of the state. Now, this is a train which, last year, lost over \$27 million. If we are talking about jobs, I think this is a good example of how we do not need to have state mandated red tape in order to make it more expensive to keep these trains in operation. The people that run these trains, I should think, would be interested in keeping that Chicago Northwestern line running. I'll just read some of the testimony that was presented before the Public Works Committee by the Chicago Northwestern. Unlike the UP and the BN, who operate in Nebraska, the Northwestern has been designated by the ICC as a marginal railroad. In fact, we are not proud of this, but in 1985 the CNW lost over \$27 million. The employees purchased the railroad back in 1972 from Northwest