

SENATOR HANNIBAL: Mr. Speaker and members, I honestly...I'm like Senator DeCamp, that I would really question the germaneness of this. But, rather than get into an argument on the germaneness issue, I think that the amendment has absolutely nothing to do as far as I can see with a caboose being on the back of the train. Whether it is a safety issue of the caboose back there, or a labor-management issue, or an economics issue, with the possible exception that this thing could be considered, I assume, a bargaining issue with management and labor as far as at the bargaining table, whether they want to air condition a locomotive or not. But I certainly don't see the relevance to the issue at hand. Rather than argue whether it be germane or not, I think I would just oppose the amendment.

SPEAKER NICHOL: Senator Smith, please.

SENATOR SMITH: Thank you, Mr. President. I'd like to ask a couple of questions of Senator Nelson, if I could, please.

SPEAKER NICHOL: Okay.

SENATOR SMITH: Just clarification, Senator Nelson. Would you explain a little bit more about the compartment that you are talking about? Is this a different compartment than the crew that presently rides in the front of the train would be riding in? Is it a new compartment, a different one?

SENATOR NELSON: No, Senator Smith. The only thing is it would be behind the lead engine. If you've ever ridden behind a diesel unit or so on, it is the carbon and so on that sifts and blows in those windows. If you are riding in the lead engine, you don't have that problem.

SENATOR SMITH: Oh, okay, in other words, the lead compartment or engine, whatever you call it, does not have heating...or I mean it does have heating, I'm sure, but it isn't air conditioned.

SENATOR NELSON: Four windows.

SENATOR SMITH: The windows make the conditioning. Okay. In other words, you are saying there is a need for this because of the conditions that would affect their breathing.