

April 4, 1986

LB 807

ASSISTANT CLERK: Senator Pappas has a third amendment to the Hannibal amendment, Mr. President.

SPEAKER NICHOL: Senator Pappas, please.

SENATOR PAPPAS: Yes, Mr. Speaker, colleagues, this is basically a little technical correction amendment that basically says the implementation date of this particular amendment, delays it to January 1, 1987. Now some people may think that that is a delaying tactic but I'll point out to you that that is before, that is before this legislative session starts next year so there is no way to try to come in and try to trick everybody and say, okay, we are going to try to change it or amend it back and put the caboose back on next January when the session starts, that is January 1st. If the people in here that have halfway been paying attention and know and understand what is going on, the reason for this is there is presently a court case, appealing court case at Minneapolis, over the court case from a year ago. That is in the process. I would like to have time so we do not influence the court case, to let them make a good decision on the public safety issue for the future liability of the state. Also, if you noticed, if you noticed that there is an article in the World-Herald this morning on what they call "buy-outs". What these buy-outs are doing, the railroad is basically buying out the seniority rights of railroad employees, and if this bill goes into effect real fast, it is going to put a lot of employees at a disadvantage because they know they are dead anyways and they are going to be gone and it is going to put the railroads at a superior advantage. Now that may not be a big thing to a lot of you but there are a lot of towns in the State of Nebraska, one of them is North Platte, which it is very important to. If you want to look at the amendment as being a compromise amendment, I think you should go back and ask the railroad people how much of a compromise it really is. The amendment you are talking about, if you understand railroads and understand the length of trains and the service of trains that probably when this amendment goes into effect, hopefully January 1st, that probably 75 percent of the trains running through the State of Nebraska, or better, could run without cabooses. We are not even addressing cabooses on trains that carry hazardous materials. We are basically just addressing, let 'em run anyway they want as long as they are under 6,500 feet, less the van trains, unit trains, what else you want to call them on that. I'd ask very much that you seriously consider to allow till January 1st, it also allows time for FRA to adopt regulations, also possibly federal regulations so

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