

asking, on incidents, a lot of times if they find a dragging brake shoe or something like this that it is a small item, they stop the train and they report it. If the electronic detectors don't pick it up, it is not actually documented anyplace and this is what I would like to see done, so we have a better understanding sometime in the future just what the true safety aspect of the crewmen and the caboose is.

SENATOR HANNIBAL: You are asking me again?

SENATOR PAPPAS: Yes.

SENATOR HANNIBAL: I don't have any problem with that.

SENATOR PAPPAS: Okay.

SENATOR HANNIBAL: I certainly would...I would be happy to ask them to do that. I don't think I have any control over that situation but our (interruption)...

SENATOR PAPPAS: (Interruption. Inaudible.)

SENATOR HANNIBAL: ...is all straight up front that the evidence so far says that there is no significant change in safety and I wholeheartedly believe that and if there is evidence to be gathered to find out differently, I would certainly be interested in seeing that.

SENATOR PAPPAS: Okay. I...you have got a lot of handout...a lot of materials over the last two or three months on cabooses and just recently I sent you one out from Keck, Sr., in North Platte. It talked about several instances where he, himself, as a crewman on the caboose, helped save personal lives over the last six or seven or eight or nine years. This is one example. This is why I hope sometime in the future they do document more times about the true safety in need of a manned caboose and Senator Scofield would like to have a little bit of my time.

PRESIDENT: Senator Scofield.

SENATOR SCOFIELD: Thank you, Senator Pappas. I would certainly echo my concerns that Senator Pappas has raised as well as Senator Nelson and would agree with Senator Hannibal that he doesn't have any control over the railroad, neither do I, neither do any of us in here and that is, I guess, why I feel very strongly that perhaps we should approach this whole issue