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LB 508

have that have been brought to my attention in my own district. I had a call last week from a private elevator operator. It wasn't a co-op and not one of the big ones. He bought a couple hundred thousand bushels of grain and has it sold to a terminal elevator. He has borrowed the money to pay the farmer and he can't get it shipped and as long as this happens, we are not going to have a very good grain market and we are not going to have very healthy small elevators for sure. Another incidence that happened in the last couple weeks was that elevators finally put enough heat on the railroad to get some cars and a train was brought in carrying a number of grain cars. The cars were dropped off at ten thirty on Sunday evening and unless they were loaded in ten hours they would receive demurrage on the cars or a penalty. Just to show that the elevators were in good faith and really needed the cars they did load them. They called their help in Sunday night and loaded the cars with grain and the train was ready to go the next morning and of course it was five or six hours late so they would have had a little bit more time. But these are just some of the problems we have in the transportation of not just grain but all the supplies that our smaller communities need and my particular area lays along the Kansas border and those rail lines are having quite a time meeting the demands of those particular elevators and dealers down there, so let's hope we get something done and if we can't get 508 brought to the floor this morning why I hope we will certainly have the promise of the committee that we will get 507 out. Thank you.

PRESIDENT: The Chair recognizes Senator Koch. Senator Koch.

SENATOR KOCH: Move the question.

PRESIDENT: All right, Senator Koch waives it. That will conclude then all those that wish to speak so, Senator Schmit, you may close on your motion.

SENATOR SCHMIT: Mr. President and members of the Legislature, I think as indicated here by Senator Maresh and Senator Kahle, the problem is there. It is very real. Senator Kremer and I have discussed it many many times. We all recognize that there has been a continual controversy between the railroads and the pipeline people relative to the availability of equipment and we know that the railroads when they opposed the slurry pipeline said that they were going to spend the money that they