

that are running out here without cabooses, 16 million, 2,000 miles a day by UP alone, 2,000 train miles a day right now are being run without cabooses. That is not in Florida. That is in Wyoming, that's in Colorado, that's in Kansas, it's in Iowa, it's in South Dakota, it's in Missouri, it's all around us. And these statistics have been compiled in the last two years since we've really had a way of measuring statistics, since we have really had a way of figuring out whether we do have a higher incidence of safety problems running without a caboose. They are contemporary statistics. They show that there is no difference in safety. I challenge the other side to tell me where there is some difference in safety. You've got 16 million miles out there, 16 million miles without cabooses. Bring up some statistics to show me in states where that has happened that incidents of safety problems have gone up. Show them to me. I'm a reasonable person, I'd like to think. I think the time has come that this needs to be removed, the caboose needs to be removed. I don't see any advantage of pushing this off for another year, especially with regard to the economic problems we have in the state. Again, as Senator Johnson so eloquently said,...

SPEAKER NICHOL: One minute.

SENATOR HANNIBAL: ...we've got some problems. Economic development, economic development, economic development, that is all we hear around here. That is all we hear back in our district. That is all we talk about. We've got some problems. Here is a chance, here is a chance to help economic development in our state. I suggest that we do not indefinitely postpone LB 807 and get on and advance it.

SPEAKER NICHOL: Senator Haberman, then Senator Labeledz.

SENATOR HABERMAN: Mr. President, members of the body, Senator John DeCamp said debate will not change anybody's mind. Who is one of the greatest debaters on the floor? Senator DeCamp. They have talked about economy and safety. So I would like to have you listen and I'll tell you about economy and safety. I have a letter here from Schoular. Now, Schoular says they serve 15,000 farmer producers in the State of Nebraska through its 30 grain elevators. The cost savings resulting from the repeal of the caboose requirement will have a positive residential impact on the agriculture economy in the State of Nebraska. That is what they wrote