

derailed at this point but, as we all know, there are a couple more obstacles it has to cross before it gets to the roundhouse. I'm going to vote against the bill. I hope enough others vote against it to stop it from advancing.

SPEAKER NICHOL: Senator Wesely, then Senator Schmit.

SENATOR WESELY: Thank you. Mr. Speaker, members, I voted against the kill motion. And you're going to find in a few minutes I'm going to vote against advancement. I ask you to consider voting against advancement as well. The reason I give for that is it seems as though we are talking in two different concepts here. Yes, it is good, no, it is bad, and somewhere in between I think is actually where we ought to find ourselves. There is a need for cabooses on certain trains. The negotiation through the labor process has found that we do need cabooses on many types of trains. We haven't eliminated through that process, and even with this bill passing you would still find cabooses in use. Senator Hannibal said that. We all know that to be the case. This doesn't eliminate cabooses completely. On the other hand, if we keep the bill and we force cabooses on every train, I think it also has to be acknowledged that there may be some cases, in many cases, in fact, where we really maybe don't need to go that far and have a caboose on every train over 1,000 feet long. It seems to me that there is a legitimate position by a very important industry in this state, the railroad industry, with their headquarters of the Union Pacific here that employ a lot of people, and we ought to be cognizant of their concerns and listen to what they have to say. At the same time, they employ many people who work awfully hard and similarly have seen, in their personal lives, the fact that there is some virtue to cabooses. So where do you find the common ground? Well I've passed out an editorial from the Lincoln Journal. I think that editorial states about where I am at on the issue. I am not ready to support outright repeal of this law. I think that would be a serious mistake. It would send the wrong signal to the state about the situation because I think that cabooses do serve a safety purpose. I think that we ought to maintain them to some degree. And I don't think it's wrong for us to have it in statute because in safety matters there is a legitimate place for statutes to address those concerns to protect the public. So that is not the wrong thing to have in our statutes, as some have implied. I think it has a place. But maybe that statute went a little