

railroad. There is. What I think we need to talk about, and we all know it, we hear horror stories, we hear them, both sides, on all the controversial issues. What we are talking about is a reasonable situation. What is reasonable? Reasonable, I think, says we've got to repeal the caboose bill, and I'll tell you why. If you want to get into safety and you want to get theoretic about safety, why don't we shut them down, shut them down. You won't have any rail accidents, you won't have any fires, you won't have anything out there. Shut them down, take them out of the state. How about trucks? Shut them down. Or you want to be a little more reasonable than just shutting them both down? How about we just cut their speeds down? Maximum speed 40 miles an hour, 25 miles an hour, trucks too, cars too. It's a matter of reasonableness. I think the evidence is very clear that the issues at hand, safety, economics, labor-management, are on our side. I haven't heard anything on the other side saying that we still have a safety problem. If there would ever be a safety problem come up in the next time that I'm here, I may not even be back, but if there is, I'll be the first one to jump up here and put that thing back on. I'd urge you, advance LB 807. I'll give the rest of my time to Senator DeCamp.

SPEAKER NICHOL: Senator DeCamp, you have two and a half minutes.

SENATOR DECAMP: Mr. President, if anybody in here plans to take a vacation, about the first thing you do is you look at the climate of the place you are going to. That is exactly what business does, of any type. before they go to a state, before they invest in that state. So in the most fundamental sense it is an economic development issue because I think what happens here sets pretty much the precedent, sets the standard that other business is watching. So it is far more than a \$6 million issue on one particular industry. You noted some of the amendments by my very good friend, Senator Nelson. And those amendments were epitomized by the idea of additional regulation and state intervention, exactly the opposite of the approach the legislation we are proposing here takes. My fear is that with some of the absences here today that there is probably maybe 24 votes instead of 25. And I would hope that if it gets to that point, maybe one of those people who might have doubts yet would give it the benefit of the doubt to the second stage. And, as I say, I think the real issue is the