

March 10, 1980

LB 666

State of Nebraska. Consequently, the committee on Revenue at that time felt that this was not an idle threat, and perhaps there were reasons why the rolling stock of the railroads should be exempt. And then, of course, those in the trucking industry felt they should have the same privilege and we allowed them the same privilege. Now, what do we have today? Today the railroads are saying that we are just not going to or we cannot build enough cars to move the grain...if you want them you better buy them yourself. So why are we saying that private ownership should not be afforded the same privilege when it comes to rolling stock as the railroads or as the truckers? All that Senator Schmit is trying to do is to guarantee that we will at least get this considered this year. There is no guarantee as far as I can see at the rate that we are moving that LB 795 is going to get any consideration this session. I think it is only fair and something we have done often. It does not hurt Senator Kahle's bill, and I believe we ought to move on it. I do support Senator Schmit's proposal to put LB 795 onto LB 666. It is something we have always done. We should do it now and it is going to help not only agriculture, it is not going to help only rural elevators, it is going to help the entire State of Nebraska and it is something we need.

SENATOR CLARK: The Chair recognizes Senator Nichol.

SENATOR NICHOL: Mr. Chairman and members of the Legislature, everytime we go to giving away tax money it makes me flinch a little. Now, Senator Schmit, as I understand it your 795 has to do with the private ownership of railroad cars, not necessarily the taxes that they pay for the material that goes into those railroad cars. If this is wrong somebody please correct me. But now we are saying, rolling stock, you are not taxed and if private ownership decides to build railroad cars, and I suppose we are really talking about railroad cars that ship grain now, and I think that is really the crux of it and we have all been trying to get railroad cars that handle grain. It seemed like when the situation came along to haul coal, there wasn't a problem. We had hundreds of thousands of cars, it looks like, almost immediately on the railroads and so there is no problem with hauling coal, but when you come to grain it seems like it is not a profit making venture so they are extremely reluctant, they, the railroads, to provide cars to haul grain, and that is where we are now. Now if we are going to consider giving away all of the tax for the materials used in building railroad cars, we are saying to the public that is not interested in grain,

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