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pay a little more and they killed the coal slurry pipeline and all that but quite the opposite. This amendment could have a profound effect upon things other than your fine UP railroad going through your area, Sam, where you have got all the money and all the wonders in the world and the thing build up. Up in my territory we have got the C & NW and we are just getting ready in trying to fix her up and make it so it can carry trains and haul a little coal. Now you tap the railroads up there for another five, six thousand dollars per crossing right now when they are just trying to survive and they are not going to make it in a lot of cases. They are not going to be developing the spur lines like he mentioned. It is not going to be good. It is going to hurt us. So I urge you to reject the amendment. They are trying to get things done based upon the standards and formulas and known cost that they have now and you completely change the rules of the ball game and it is just going to hurt like blazes. I repeat, you have got two different situations. UP is in one condition, C&NW up there is in another. So don't ruin my part of the territory and our whole railroad line with a little amendment like this that could have some pretty severe financial impact.

SPEAKER MARVEL: Senator Cullan.

SENATOR CULLAN: Mr. President, members of the Legislature, it is interesting that Senator DeCamp and I are on opposite sides of this issue but I do believe that the railroads can afford and perhaps I am just looking at it narrowly from my own legislative district but I believe the Burlington Northern and the Union Pacific and the railroads that I am familiar with, and I am not that familiar with C & NW, Senator DeCamp, but the railroads I am familiar with can afford and I think should pay additional funds to support these crossings. I suppose even if these amendments are rejected that the railroads can contribute more for these crossings and certainly the railroads, especially those where the traffic is increasing, had better do a good job of getting these things constructed and getting the materials there and quit dragging their feet because the people of the State of Nebraska are tired of having to wait for a year or two years for a railroad crossing. So I support Senator Dworak's amendments. If they don't get adopted, I still think it is a good bill but I would say this. The railroads and the State Department of Roads had better take notice that the people of the State of Nebraska through this Legislature want those crossings built and we want them built while the money is available, while we have