

much detail. There was one proposal that I finally felt was reasonable that I thought the railroads were going with, and it would have actually ultimately raised more money than the ton-mile tax. They felt they just could not afford that in the form, I guess, we offered. What my amendment does, it says, okay, we keep the ton-mile tax. They were going to come and try to repeal it this session. I told them, I, as one individual to whatever degree I was able to, would fight any attempt to repeal it to the ends of the earth, so to speak, and I think some other legislators indicated that same thing. I said what I would personally be willing to do, and I think what some other people indicated they would be willing to do, was give a little additional time now that we have got the short session and we will have six or eight months to work out something, to come up with something that will get these overpasses built, that will comply with the various federal laws on it, and that will get some money out of the railroads. And in return for that I suggested we delay for one year the implementation of the ton-mile tax. Now your first inclination is to say, holy mackerel, DeCamp, you know, you fought so hard to put this on, what are you doing, selling out? No, not at all. I think the railroads and Senator George and the members of that committee can tell you there was no one that pressed the railroads harder and told them the stuff they were bringing was more junky than I did. At the same time, this is the first ton-mile tax in the United States. It is the first one that has ever been indicated by any high public officials would be constitutional, and if we have to use it I want her to have been given the benefit of every doubt. I don't want any railroad, any official, to ever be able to say, well you didn't work with us, you didn't cooperate, this was just an attack. The ton-mile tax is kind of like, if I were going to use a comparison, it's kind of like the child-support lien when you get divorced. It is hanging over your head and, baby, you better be ready to pay it, or you are in deep trouble. We keep it intact this way. It is hanging over their head, and they know she is going to come about or they better come up with a solution. I urge you to adopt it with that understanding that this is far better than any attempt to repeal it, and that I think we can hold onto it and collect millions in the future one way or another to get these overpasses built.

SPEAKER MARVEL: Senator Kremer, we are speaking to the DeCamp amendment found on page 768.

SENATOR KREMER: That's right, Mr. Chairman. I would like to