

addressing the problem. By passing the ton mile tax, the first time in the history of the United States, we finally got a lock. We had no lobbyists helping, we had nothing. We just had a lot of Senators who had stopped at railroad crossings and waited for trains. At the time we passed it and even the next year you may remember, I said if you will come up with the same amount of money or more in a system that we can start building things in Nebraska, I will help you get it done..I am simply living up to a commitment I repeatedly made on the floor, repeatedly made everywhere. If you come up with an alternate system I will offer it and try to help you get it passed. Now when they first offered other systems, they were hokey ones. Things where they came up with junk language where they said, well, we will do this and this and this and blah-blah, but they never ever came up with any proposal for them to pay money. They always had to do with..well we will get something out of Washington and do this. I said no, you guys pay. You are running your trains, you help us pay. That is what we are doing with the train mile. I think you should reject the amendment and try to get the bill passed in its present form. I don't think I have lobbied two people on this bill. I don't know what lobbyists, I assume the railroad lobbyists are working on it, but I think the legislators know that this is the solution to get things going.

SPEAKER MARVEL: Senator DeCamp,..I'm sorry Senator Cullan. Your light is on..

SENATOR CULLAN: Mr. President, since Senator DeCamp mentioned my name I thought I would press my button and see what he was going to say about me and this was one instance where I can rise after Senator DeCamp has said something and say that this time I think he is telling you the truth.

SPEAKER MARVEL: Pat, what do we have next? O.k. Senator Haberman, do you want to close on this amendment? Then we are going to have to close up shop.

SENATOR HABERMAN: Mr. President, fellow colleagues, quote Senator DeCamp back in 1979, I don't know whether it was 200 or 240 million net profit and about 20, I think it was 20 or maybe 30 percent of their traffic is through this state. Somebody ought to be help paying a little. Well if their profit was forty million net profit, and thirty percent of their traffic was through this state, back in 1979, I don't think it is asking too much to raise it from 6 7/10 to 8 7/10, because we know their profit has increased. We know this. So therefore I ask that you support this amendment and John says he hasn't lobbied anybody, he doesn't have to. The railroad has hired big guns out there. I have been seeing