

I think that it's not in the best interest of the state. So I ask you please to oppose the Dworak motion, and let's go on with the bill, and I want to commend Senator Cullan for introducing this bill. He's raised an important problem in this state. He's got a good solution to the problem as the bill has been amended, and let's leave it as it is and pass it. Thank you.

PRESIDENT: The Chair at this time would like to take the opportunity to introduce from Senator Warner's district 27 fourth grade students, 1 teacher, from Arnold Elementary School in Lincoln, William Schernikau, teacher. They're up in the south balcony. Would they just wave to us? They're up there high, and welcome to the Legislature. The Chair recognizes Senator DeCamp.

SENATOR DeCAMP: Mr. President and members of the Legislature, so that nobody is deceived or alleges that I tried a tricky, I would like you to listen, and Senator Cullan, I particularly ask your indulgence, Senator Wesely, and Senator Dworak. First of all, I commend you for trying to do something about railroad crossings, and the problem we have there, and it is a problem in my district particularly. Second, I make the allegation that if you accept the Dworak amendment, you only make it guaranteed that we'll have no railroad crossings...or no more protection and second, I make the further allegation that if you pass the bill at all in its original form, or the form that it is now, it will accomplish very little, if anything, probably nothing. I have an amendment, and I hope, I sincerely hope that Senator Cullan and Senator Dworak and Senator Wesely would support it. It changes the bill in a major way. You may remember that we thought we were doing a particular thing on this bill. I will read you a quotation from the floor debate. Senator Cullan speaking: "Now the major change, the major purpose for this change is that under the current system three different parties must come to an agreement." Senator Cullan then went on to explain that he was changing that system so that no longer did you basically have to have three parties come to an agreement. Now you could have the Roads Department order it. They find where it's needed and they order it. I made the allegation that such a system, if you ordered financing from the railroads it was unconstitutional, and therefore the bill wouldn't work, or if you didn't have that ordering, if you still had to reach agreement, the bill was precisely the same as it was. Senator Cullan correctly stated a little while ago that indeed there had been an error made, and that goal of being able to order