

March 10, 1981

LB 190

trains going through. We are the corridor. We are the main shoot for all the coal traffic, and it is going to impact upon the lives of every farmer, every citizen, every person in this state. It is going to impact upon you when you have to sit waiting there for 20 or 30 minutes with a loadfull of school children with your car running in the middle of winter and burning an extra quarter of a gallon of gasoline. It is going to impact upon the farmer when he has got a ten ton truck loaded with grain and he has to sit for 20 minutes. It is going to cost millions and millions of dollars to the citizens of this state for the benefit of having coal passed through here to be delivered in South Carolina and North Carolina and places like that. The railroads will pass this tax on. There is no two ways about that. They will pass it on to the buyers of that coal, and those people should be helping to pay in their energy costs for the inconvenience they are causing us and the additional cost. So the new tax upon the railroads is really a tax upon the citizens of southern states who are receiving the benefit of Nebraska's geography and the trains' tracks running through this state. I urge you to advance the bill and support it all the way on Final Reading with the E clause.

PRESIDENT: Senator Schmit.

SENATOR SCHMIT: Mr. President and members of the Legislature, a question of Senator DeCamp.

PRESIDENT: Senator DeCamp, will you respond?

SENATOR DeCAMP: I suppose.

SENATOR SCHMIT: I apologize for not having been here yesterday when all the rhetoric took place, but I would like to ask you, Senator DeCamp, how do you base the revenue charges on the various trains?

SENATOR DeCAMP: Okay, Senator Schmit, it works something like this. About 7 cents a mile for every train per mile going through the state, so let's assume a train goes 300 miles through the State of Nebraska...7 cents is a rough figure, I think it is 6.7, but let's say it is 300 miles, that train pays \$21 tax, special tax, that it is not paying now for the benefit of going through the state and possibly causing inconvenience of cars waiting and so on and so forth.

SENATOR SCHMIT: Okay, if the train is ten cars long or