

hundred miles that had ten or twenty coal trains a day going over it. With the new developments, we said density is important. I think we said too important and we are undoing that. We said now if you have a hundred miles and you have ten trains a day over it that is, to use something simple, a hundred times ten, and so you have got the benefit of having all that traffic through your area, but forgotten in this whole thing was the fact that the feeder lines, the railroad system, the whole picture of the railroad industry is contributed to and supported by the entire State of Nebraska and so what we do with the bill, with the amendment, is give a certain emphasis to density, fifty percent is what we have chosen as a figure with the committee amendments, and, of course, fifty percent to mileage. You can look at the bill best by picking up the sheet that I handed out and on it you will have pink, I don't know why we used pink but anyway you will have pink outlining your particular counties in your district and you can see, for example, that in 1978 when we were just on density, I mean, just on mileage you had a certain value. You had a couple of factors come into play then, 1979 and 80. You had LB 103 and 105 passed and then you had revaluation. Net effect was to just massacre some areas such as Senator Wagner's, Senator Schmit's, so on and give some windfalls that were not anticipated or projected on this floor to some other areas. So what we do then, if you go over to the final column which is what you settled on by your vote, the final column says fifty percent density, fifty percent mileage. What you would do would look at that and say your mill levy times that value is where you are going to get your money from the railroads. So let's just take an example, Douglas County, Omaha, they lose some money. They lose some valuation but they gained far more than they ever anticipated when LB 103 and 105 and revaluation were passed. Lancaster County gains a little money because they lost more. Senator Wagner, Senator Schmit, there is a couple of them that recover by no means all of what they lost but they recover a significant amount. I believe personally and privately over the last three months each of you have been contacted, had this discussed with you and I hope we can advance the bill without too much controversy. I had thought everybody was pretty much in agreement. I noticed in the last five minutes that my good friend Senator Newell is indicating he may not be in agreement now even though I thought he was but overall I think it is pretty well agreed on and I would hope we could advance it and get this situation that is a very sensitive one for everybody for about two years now settled and get some equity in this railroad taxation. A secondary