

SENATOR SAVAGE: You and I were both in the room yesterday Senator Carpenter, I think when the owner and operator got up and said that he lost the competition to the rail road on potatoes in Idaho. Was that correct?

SENATOR CARPENTER: Yes.

SENATOR SAVAGE: Then you said that they were not in competition.

SENATOR CARPENTER: You can't answer that question yes or no. Let me say, why don't we, to prove my point, why don't we say that the railroads go your best and charge what you want too. Why do we have them operate in the area of tariffs? In order to insure that they can operate. Because we have found from experience years ago that when you turn them loose, it is dog eat dog and pretty soon you have the railroads all in trouble. What I did say Senator some of them do have tariffs and some of them don't but the average trucker if he knew that he had a liveable rate, would be glad to have it and then he would compete not on price, cut throat price and sit on service and things that the railroads put out. I do say again that the truckers, irrespective of what they said up there, the average trucker if he felt that he could get his rates set and everybody would haul for the same rates at the products for the same distance then he is in a position to make a living, otherwise it is dog eat dog and let the lord take the high most of it. I'm going to introduce the bill anyway and I'm going to find out how many people are interested beyond conservation to help these truckers.

PRESIDENT: We are actually debating the Stull amendment to the Whitney amendment to the Legislative Resolution. Senator Kelly did you want to be heard on the Stull amendment? This is the only one that would include the railroads. Lets try and confine our remarks to that amendment please.

SENATOR KELLY: Yes, Mr. President, I would talk to the Stull amendment that it must be realized that these people are in direct competition with the railroads and providing their services to their shipper and to the receiver. However the services that the independent trucker puts out to the receiver which is a company like ours, way above and beyond the call of duty. They will perform services as to specific time when they will arrive at your dock so that you can plan your unloading so that you can have your crews available to unload those trucks and they rarely miss. If the independent trucker is half-way close in price with the railroad he has absolutely no fear of competition then from rail, because anybody who receives quantities of goods would far prefer to receive those on his truck dock than he would on a team track at a railroad where cartage would then be involved from that railroad site to the warehouse. Probably anyway that 75-85% of the delivery points of merchandise in a place like Nebraska are all off railroads. Seventy-five years ago the reverse was true. But the service that was put out by the trucking industry during this period have completely reversed the whole situation. I have no fear of including the railroads in this resolution at all. I think that the truckers will handle their own.

PRESIDENT: We are actually still speaking on the Stull amendment now. Who else wants to be heard on the Stull amendment? Senator Nore did you want to be heard on the Stull amendment?