

cities are willing to go along with this and that is generally where the weight problem comes in. It is more with the cities than with our highways. They complain about the damage on the streets. It is not going to increase the weights because they still come under the same weight laws that we have in the State of Nebraska. So I think I can see a lot of benefit to it in the cities without any more damage if the cities are willing to go along with it. Thank you.

SENATOR CLARK: Senator Haberman.

SENATOR HABERMAN: Question.

SENATOR CLARK: The question has been called for. Do I see five hands? I do. Those wishing to cease debate will vote aye. Those opposed vote nay.

CLERK: Senator Clark voting yes.

SENATOR CLARK: 27 ayes, 0 nays to cease debate, Mr. President.

SENATOR CLARK: Debate is ceased. Senator Fowler, do you wish to close?

SENATOR FOWLER: Okay, if I can try again to explain it. If a Continental Trailways bus drives down "O" Street in Lincoln it can be a hundred and two inches wide because it is an intercity bus. However, a Lincoln Transportation System Bus, a bus that travels within Lincoln, the new buses at ten feet, a hundred and six inches, would not be able, hundred and two inches, sorry, would not be able to go down that same street. So the wider Greyhound bus could go down the street now under state law. All we want to do is let a municipality's buses be the same width. It does not raise the width beyond any vehicle that is allowed. It just brings the buses that travel within a city into conformity with the buses, allowable width for buses that travel between cities. And for that reason I brought the amendment in. Buses are getting bigger in cities. I move its adoption.

SENATOR CLARK: The question is the adoption of the Fowler amendment. All those in favor vote aye. All those opposed vote nay. Record the vote.

CLERK: 28 ayes, 2 nays, Mr. President, on adoption of Senator Fowler's amendment.

SENATOR CLARK: The amendment is adopted. The next amendment.