

SENATOR WESELY: Thank you. It talks about excessive truck weight, an expensive burden we can no longer support. I am going to be reading to you some of the different conclusions that we reach in this item that I think are very important. Once you have a chance to look at the situation, you are going to find that this sort of proposal runs absolutely counter to what is in the best interest of the state. And as I said before, the 80,000 pound limit that they are talking about is backed up by a statement from Dave Coolidge back in 1980 when he says, "It would further appear that much of the economics and advantage of any of three types of units", triple trailer we are talking about, "is lost if the total gross load is limited to 80,000 pounds which presently exists." The Department of Roads recognizes what I just told you, that unless you up the 80,000 pound limit you are not going to get the efficiencies and economies that are claimed under this proposal and after I get a chance to come back and talk to you again about those impacts on the road I think you should clearly see this legislation is not in the best interest of the state.

SENATOR CLARK: Senator Chambers.

SENATOR CHAMBERS: Mr. Chairman and members of the Legislature, Senator Cullan has always impressed me as somebody who is a very rapid learner, and now that I see what his amendment is attempting to do in terms of what he just criticized before, I see he has learned another thing very quickly and is applying it with a vengeance. I have to correct him despite the fact that I am from the city and he is from the country and the farm. He said something in this bill does not have to do with agriculture. Senator Cullan, in Nebraska everything has something to do with agriculture. I want you to keep that in mind. You are welcome. Senator Wesely, this bill is very straightforward in what it does. You said it is really a triple trailer truck. I think there is not a person in the State of Nebraska aware of this bill's existence does not know now what this bill does. But let's look at the symbolism involved in the amendments. The first trailer was a committee amendment. The amendment we are considering now is the second trailer. My amendment which would regulate radar is the third trailer so it is still a triple trailer truck bill no matter how you view it. But in all seriousness, I will have to oppose what Senator Cullan is attempting to do because we all are aware that he is not really interested in the adoption of the amendment that he is offering. He does want to kill the bill. The rules do allow many means and methods of accomplishing this end. At this particular point I hope you will defeat Senator Cullan's attempt, and when Senator Wesely makes his, I hope we will kill Senator Wesely's motion.