

March 30, 1982

LB 408

in by the minute.

SENATOR LAMB: The Call is raised. Senator Wiitala, on the motion to suspend the rules.

SENATOR WIITALA: Mr. Speaker, colleagues, I guess since I have been trying to talk here, I would have to rise at this moment in opposition to Senator DeCamp's movement to suspend all debate on this issue. I still think there is a lot of things that need to be addressed and there is probably a lot more things that should be placed on this bill to make everybody comfortable with it. So I don't think we really need to get into a hurry, but for my own part I would just like to reiterate some of the views I mentioned earlier and respond to some of the opinions of others. First of all, I don't look at this issue as a contest between the railroads and the trucking industry. I have not been lobbied by either party on this issue, and when I take a look at the correspondence I received, it is little or nothing. But there is a difference though, railroads own the tracks and they can do what they want. You don't have to worry about putting limitations on the number of cars they carry across the tracks because they own both the railroads and the tracks. The railroads so effectively have put into force safety precautions and they look after those railroads that are traveling those lines and make sure that there aren't collisions and we certainly do not have to worry about autos and trucks and RVs and so forth being destroyed on railroad tracks but such is not the case with our state's highways and interstate. The public owns them and we are deserving of a voice in how vehicles travel upon them. I speak a little bit from experience. I have not driven a semi truck but I do drive daily during session between Omaha and Lincoln and believe me it is a lot different along that stretch than the highways, the interstate systems, in Wyoming, Montana, Utah and Nevada. Take a count the next time that you are traveling those roads. Members, the question I am going to raise is what is going to happen when these triple trailers teem up in convoy fashion which trucks seem to have the inclination to do at times. Along with the triple truck you have got two or three of these triple trucks running simultaneously. Again I want to raise the question that when there are hazardous conditions, how can a passenger, a driver in a vehicle, safely pass that type of a combination. I am reminded in Omaha when I was trying to gain access on the interstate and a truck was following...I was on the interstate and was in my blind spot from my little car and I didn't see it. I didn't see that truck until I took a better look and I was between the two axles. I was looking right through it and it was on me and