

different opinion than people who come down here saying they are speaking for trucking interests. When they say they are speaking for the trucking industry, they don't mean the drivers. There are also independent truck drivers to whom time is money. The more rapidly they can move without violating the law, the more opportunity they have to earn a decent living, and money is hard to come by in these days. So you can say, make these truck drivers creep along the highway, and that is really unfair and not considering the realities of their economic circumstances. There are salespersons who have territory to cover. The more slowly they have to drive, the less territory they can cover, the less money they make, the more difficult it is to meet their family needs, and all those family values go out the window because you know the spouse is going to be angry and peeved when bills come due and there is no money to pay them. When Mrs. Jones over there is able to get something, and Mrs. Jackson cannot, there are problems.

SENATOR WILL: One minute.

SENATOR CHAMBERS: If Mr. Jones is able to do little things in his workshop because he can buy a new set of tools, and Mr. Jackson cannot, then there is contention there. So the reality of the situation is that we have different forces at play here. What I wish we, as a Legislature, would look at is the reality of a rural state like Nebraska, and by that I mean it's very large; it has wide-open spaces; it has long unobstructed highways, and by unobstructed, I am talking about your view of what's ahead of you. So I think it would be preposterous for us to say we are just going to raise this limit to 70 miles an hour. We've got to go at least to 75. I should have done what I started to do and written the bill for 115 miles an hour. Then when you brought me down to 75 screaming and kicking, you'd say we beat the stew out of him, look how conservative he is now.

SENATOR WILL: Time. Thank you, Senator Chambers. Senator Coordsen.

SENATOR COORDSEN: Well, thank you, Mr. President. I've stayed out of this debate because I can't talk fast enough to keep up with you all's speed limits, but in looking at some of the handouts that we have, I find, again, that the roads are designed primarily for what we are proposing. Matter of fact,