

seats and record your presence. The house is under call. Senator Schellpeper has authorized call-in votes.

ASSISTANT CLERK: Senator Abboud voting yes. Senator Hartnett voting yes. Senator Beutler voting yes. Senator Kristensen voting no. Senator Jones voting yes. Senator Bromm voting yes.

SENATOR WILL: Members, please record your presence. The house is under call. Mr. Clerk, please record.

CLERK: 25 ayes, 8 nays to cease debate.

SENATOR WILL: Debate has ceased. Again, I would remind the membership that the house is under call. If you are not in the Chamber and you are not excused, please report. Senator Engel, you are recognized to close.

SENATOR ENGEL: Mr. Chairman, members of the House, in closing, I would like to mention just a few things. One is I, too, listen to Senator Chambers when he mentioned piddle and play. I think we were all in that stage of life at one time when we were little bitty children, we piddled. Some of them even played in their piddle. But we've all grown up. We still play in different ways but one place I do not believe we should be playing is playing on the interstate. I don't believe we should be playing with other people's lives. So, also, I would like to mention, Senator Chambers, that I have driven on the autobahn in Germany several years ago when I lived there, five years ago when I visited, and he is right. You should be prepared. The only thing is on the autobahn and you are driving 90 to 100 miles an hour, you have to, but when you do see an accident, you really see a very, very severe accident. So I think that could happen on our interstate at 75. If, like I say, if I had my choice, I'd probably keep it at 65, but I am a realist and I think 70 is a good compromise. I would like to make one exception. I know, Senator Matzke, I realize we can't make exceptions for one individual, but if I could, tell your wife that I would for her sake. But in closing, I know it is the desire of this body to raise the limits, and those which are proposed for state highways and expressways in LB 901 are modest, and do allow the Director of Roads to reduce them if safety or design problems are apparent. But I think we should exercise similar prudence when it comes to the rural interstate. Seventy miles per hour is sufficient and I urge the adoption of