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were not able to get trucks to haul their beets to Colorado to the market, and as a consequence they are five hundred and fifty thousand dollars worth of sugar beets left out in the fields, because a part of the reason being that they could not get trucks. So these farmers came to me and said we need a bill, so we went to the roads department and had a conference in the Governor's office, Governor's hearing room, then we went to see the Governor, and the roads department and the Governor is approving of this bill, and the purpose of it is to make it possible for the farmers to get their products to market. Now in the state of Nebraska at the present time the elevators can't even buy grain because they can't get the grain to market. The railroad cars are so short that you can't get the grain to market. Now this is an attempt to try to alleviate that, and so I'm opposed to killing this bill. Now what would be done, I can't find it exactly, the place in the bill, I'll have to reread the bill to check out where it says how much they can, what the highway department can do, but the bill says that they can increase the weights to the extent which the roads would be able to take care of it and that the bridges would be able to take care of and get these products to market. Now I can not understand why Senator Carpenter would want to kill this bill to prevent the farmers in the state of Nebraska from getting the products to market when the roads can stand and when the bridges can stand it in certain areas, now our purpose here was to extend the permit law and not change the law throughout the state of Nebraska because there is some roads where the bridges cannot stand to haul in excess above the present legal weight. Now what we want to do is to make it possible for these trucks that are now, capable of hauling a bigger load, then the present law allows, make it possible for them to do so. Now technological improvements are made we find that more trucks, bigger trucks are hauling grain and hauling sugar beets. We are building better roads, and this law simply to update this is to make it possible for these people to get the products to storage or get it to market.

SPEAKER: The Chair recognizes Senator Clark, then Senator Stull, then Senator Kremer, then Senator Nore.

SENATOR CLARK: Mr. President and members of the body, I'd certainly speak against killing this bill, as Senator Carpenter perhaps knows because he has it in his particular district, at the present time you have to get special permit to move twenty five ton cranes. That's the only way you can do it. Now that is a specified route. In the first place you can't overload a truck too far or your going to drive the hubs off the car, off the truck. You can only go so far with it. Now I have in my particular district many of these farmers that are being harassed by the patrol and I wrote quite a little letter I might say to Colonel Krueger on it. They're harassing the farmers, these farmers are fighting the frost so that the beets will not freeze in the field, any damage that could possibly happen to the roads if any would happen, would be economically picked up by the economy of the farmer getting his beets to market or wheat to market. It is the most important bill that I think that we have before us today. These permits for cranes they give them a specified route, where to go, the same thing would happen in the particular bill, and really the thing I'm against is the patrol harassing these people, even though they are not over loaded, they stop them to weigh them to find that they are, whether they are or not, this means sometimes the difference between getting an extra truck load out of the field or not, and I would certainly be against killing this bill.

SPEAKER: The Chair recognizes Senator Stull.