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Fischer Truck & Bus Service Inc.

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715-352-2114

June 22, 2000

Docket Clerk.
U.S. DOT Dockets, Room PL-401
400 Seventh St. SW
Washington, D.C. 20590-0001

Docket No FMCSA-97-2350 - 4317

My name is Donald J Fischer, I own a fleet of 15 tractors and trailers. I also have 14 owner/operators leased to us. My company is governed by the hours of service requirements enforced by the DOT. I do not ask or allow my drivers or o/o's to drive when tired, they must comply with hours of service and all DOT requirements.

The new "proposed" laws would devastate my company. I would be forced to find new drivers, in an already fatigued market. Where would I be able to find qualified drivers, willing to drive under these rules when my good drivers are unwilling to drive with these conditions. I would be forced to put inexperienced, unsafe drivers on the road.

If my driver was to take a load of paper to

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He will leave on tuesday and drive 12 hours. - Wednesday 12 hours - thursday 12 hours. deliver friday morning after another 3 1/2 hours driving, with 1 hour unloading. He's now empty but has driving time (3 hours) to get to the strawberry packing house to reload for Chicago. He will have to wait at the packing house, while the berries are picked, packed and loaded. total waiting time 8 hours. He cannot (under proposed laws) leave the packing facility. He needs to rest for 10 hours. He can't legally leave, and where will he sleep safely and secure for 10 hours. If he could leave, the truckstops are full by 5pm. Quite a dilema. He parks in a abandoned grocery store parking lot. Could you get quality rest under these conditions? OK somehow he rests, and starts at 4pm to drive home to Mid West. drives 7 hours, stops for the night, drives 10 hours. He now has to have 32 hour "weekend" in Evanston Wyoming. According to the "new rules" he is to be relieved of all duties on his "weekend". We all know reefers are [illegible] Who is going

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to make sure it stays running and the berries are OK.?
He can legally leave (this afternoon), with a case of food poisoning. He could possibly drive for 5 hours then take a 4 hour nap - BUT new rules he has to drive the whole 12 hours with a 2hr break. These strawberries are getting pretty juicy by now. He can maybe drive 12 hours on wednesday with a delivery time at the water market in Chicago on friday afternoon. When was the last time you were in Chicago rush hour on friday afternoon? He's late for his delivery. Won't unload him until Sunday 6pm. More waiting So he has to babysit a load of berries that are close to going bad - Does he stay in Chicago? or does he use the extra fuel to spend time at home? Economics say stay ~~home~~ there - his wife says come home. If he wouldn't of had to spend time in Wyoming he could be home with his family If this doesn't promote Road Rage I don't know what

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One of my drivers had a clutch go out in Washington. He was down for a day and a half. Under the "new rules" he would have just lost those miles and hours because he would of had to be on duty. No money made for him or me.

Next point, Proposed Black Box - I was under the impression this was not a communist country. Could you tell me any other business which the government has proposed this type of interference or control. Not only is it going to be costly, but it is just plain not right to monitor anyones life. I thought black boxes were used to monitor prisoners. I cannot afford to buy and install black boxes when my revenue will be down because of truck inactivity

The proposed rules are simply unacceptable to me, and are not necessary. I urge their rejection

I urge you to support paragraph 335 of Senate Bill 2720 and House Bill 4511

Donald Fischer
Pres.