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allowed 25 percent grace weight. But when a farmer hauls his beets from the farm to the stockpile he is not allowed any overage in weight. The reason I think the amendment is good is that it is fair both ways because some of the farmers hauling the beets from the farm to the stockpile also hire out to the sugar company with the same truck to haul the beets from the pile to the sugar factory. So you have a situation where a farmer can be fined because he is hauling it from the stockpile to the factory where he could be hauling from the farm to the pile. So with the amendment the way it is, it allows the same trucker perhaps the same grace weight in hauling from the farm to the pile as from the pile to the sugar factory.

SENATOR COPE: I won't ask you more questions until next time then.

SPEAKER MARVEL: Senator Koch.

SENATOR KOCH: Mr. Speaker, I am surprised at Senator Dworak. He talks about safety and how it's convenient, but the other day on 35 I think his button was generally in favor to repeal the safety inspection law. We are talking about an economic factor here that I think is very important. We are also talking about I think the use of energy wisely, and the people who raise sugar beets cannot always be certain that their weight is correct. We have made some exceptions. I see nothing unusual about this. And also in relation to the implements of husbandry, as you know, the technology becomes more efficient, the headers get wider and as long as they are preceded by flagged persons and so forth, and move at only 25 miles, the greatest distance, there is nothing wrong with this. And I think it is good legislation to adapt to some unique conditions in certain parts of the State of Nebraska, and I support the amendment and the total bill.

SPEAKER MARVEL: Senator Dworak.

SENATOR DWORAK: Mr. Speaker, I would like this question divided to zero in on the different areas of this...I think Senator Koch and Senator Cope are missing my point. We really have two areas. We have the overweight problem which is an economic problem on roads, not a safety problem, I concur with that, Senator Koch. But we also have the width problem where we are authorizing broader widths for combines and broader widths for some other types of vehicles, and that is specifically uniquely a safety issue. I think both issues, the economical issue and the safety issue are important and I think it is the wrong way to go. But I think this body