

consideration and try and load legal. There is nothing a farmer hates to see worse than a state scale man down the road when they're headed for town with the trucks because they always wonder, in the back of their mind, did I load that truck too heavy this time? I might have been legal last time. A lot of times the scale man will ask you for some ticket weights so he can see what you've been doing in history. And if you happen to be over on one load but you have two or three before that that were legal, they will help you out a little bit. But I think this bill just shows a lot of good common sense and I commend Senator Coordsen for bringing it in front of the body.

PRESIDENT MOUL: Thank you, Senator Schrock. Senator Warner.

SENATOR WARNER: Madam President and members of the Legislature, it's kind of a bad week and in the course of roughly 15 hours I find myself close to Senator Coordsen on an amendment. The argument...there are two reasons why I oppose this, as I have indicated in the past, I'm one that's affected. That's all I have is single axle trucks. My opposition is one of two principles. One is there was considerable discussion made that we have a number of allowances already, which is true and, as I recall, I think I probably opposed most of them except the overweight probably for ice and mud. It was all in the principle, the same route we've gone with tax exemption, as you will recall. We do one and then we do another because if we do one, what justification do you have. Now why do we have weight limits? Well, it's really very simple. The reason we have weight limits is that they correspond to the design standards under which highways are built and those design standards, since about 19...in the 1960s, have been 20,000 pounds for a single axle truck. Prior to that, for a good many years, the design standard was for 18,000 pounds but we had a one-ton allowance for error before you were fined, so you could haul 20,000. Well, what happened, of course, obviously, is that we all loaded up to 20,000. That's exactly what we did, because that's what the tolerance allowed. And we had the same problem of trying to figure out whether we were 18,010 pounds or 2,010 pounds, but didn't change a thing as to guessing what was the weight on the truck. And finally in the sixties it was changed to 20,000 because it was, obviously, the tolerance was meaningless even though it was for a good cause, at least in some people's minds. But I think the principle of making another exception is not justified. I understand if somebody has difficulty in knowing how many bushels you've got on the truck, it's actually a pretty