

arguments. First of all, I guess I've become a little incensed because twice a day, usually, I drive over Highway 15 from 92 to the Seward County line and I continually have to rebuild the front end on my beat up old Oldsmobile because of the potholes and the cracks in that highway that generally are there every week and has been a bad road ever since it was built. And it was not damaged by farm trucks, it was because the contractor cheated when it was built. But we put up with that. The other reason I support the amendment is because 99 percent of my farm trucks only ever travel on a state highway when they hop across the thing going to Bellwood or once in a while to David City or maybe to Rising City. And, as Senator Coordsen said, you can't get up to more than 35 miles an hour unless I'm going downhill. That's pretty risky. But my principle concern is that each year in the fall we find the highway carrier enforcement people set up shop, Valparaiso, Bellwood, Prague, where they specifically know that farmers will be coming off of side roads, gravel roads, dirt roads, totally unimproved minimum maintenance roads, and you can pick up a lot of mud on a road on your truck and they sit there, nothing more than a trap, and seem to take special delight in aggravating some farmer who is trying to get his crop out and who inadvertently might be a little over the scale...over the limit. I don't encourage that we always encourage our people on loading trucks to keep them below the limit. I don't like to load them up, none of us do. But there are many times when because of the variation in moisture, it's hard to tell exactly what you have on a truck, still does not excuse the deliberate overloading. But I think that when you view the low quality of roads most of us put up with in rural areas, we do not have the kind of roads you have in this area. We do not have the kind of roads you have in Lancaster County and Douglas County. We have the kind of roads that you can't get up any speed on and we all know that damage to roads is not just weight, it is weight times velocity. If you don't know that, then why do you slow down when you hit a rough spot in the road? Why do you throttle back an aircraft in rough weather, because it's weight times velocity that determines the impact upon the road. It's much...and I know there are engineers that would probably give me all sorts of other arguments but the facts are my Kentucky winner tells me that it is a lot different impact if you're traveling 60 miles an hour than if you're traveling 35. I guess my other concern is this, and that is that it ought to be the business of government to encourage, educate and facilitate commerce, industry and agriculture. It ought not to be their business to try to entrap. And I have no