

TRANSCRIPT PREPARED BY THE CLERK OF THE LEGISLATURE  
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FLOOR DEBATE

February 14, 2002 LB 185

Don Pederson, check in please. Senator Wickersham, check in please. Senator Bromm, Senator Landis, Senator Schrock, the house is under call. Senator Raikes, Senator Schrock, and Senator Landis, the house is under call. Senator Schrock, the house is under call, and Senator Landis. Senator Schrock, the house is under call, and Senator Landis. Please report to the Chamber. Senator Schrock. All members present or accounted for. There has been a request for a roll call vote. The question before the body is ceasing debate on the advancement of LB 185. Mr. Clerk.

CLERK: (Roll call vote taken. Legislative Journal page 626.)  
16 ayes, 26 nays, Mr. President, to cease debate.

SENATOR CUDABACK: Debate does not cease and I raise the call. We will resume debate on advancement of LB 185. Senators wishing to speak is Senators Janssen, Coordsen, Connealy, Chambers and Smith. Senator Janssen.

SENATOR JANSSEN: Thank you, Senator Cudaback and members. You know, I...I think I realize why the Union Pacific has and Burlington Northern has a two-man crew right now. It's because of safety. Now you put yourself in their position. If you were running that locomotive down the track with I don't know how many cars they get on them, up to two miles long, I don't know how many cars that would be. It doesn't make any difference. The reason they have two men in that crew right now is because of safety. What makes you think that they wouldn't continue to do so? They might not, but if I was in their shoes, I certainly would. But if we don't have this bill, they would have the option of running it with one person, or in the near future with nobody. I think this is a reasonable bill. I don't see anything wrong with it. They are doing it now. This will ensure that they continue to do that. For the people's sake across the state of Nebraska, I think that is one of the reasons they have the two-man crew now because they don't want anything to happen. Things are less likely to happen with two people than with one. I don't know what the average age of the people who are in the cab, I don't know whether they are conductors or whatever they are, engineers, that goes to show you how much I know about train crews, but I would imagine the average age is