

SB723_Requires that trains have a minimum of two crew members — SUPPORT

The length of freight trains has increased steadily during the decade between 2008 and the present, resulting in freight/tank trains that may exceed 2 miles in length. Though technical innovations have improved efficiency and overall safety, the length has brought about some challenges for operational safety and efficiency.

Two circumstances come front of mind:

- If the engineer is the sole operator on board, there is no option for efficient transfer to a qualified freight conductor in the event of a fatal derailment, medical emergency or exhaustion.
- It may be necessary to disconnect a portion of a freight train onto a side rail because of malfunction/equipment failure or transfer to another train. The complexity of disconnecting and reconnecting is a many-step procedure requiring a single engineer to travel more than a mile between the side rail and the engine multiple times for disconnection-reposition-reconnection maneuvers. Not only does this require a long, fast hike, this prolonged exercise will obstruct that track for use of other trains.
A conductor with a communication radio can direct the engineer remotely, with specific instructions for the maneuver.

Thank you for bringing forward the requirement for a second crew member on trains in Oregon. A second operator just makes sense.

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