

Submitter:

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On Behalf Of:

Committee:

Joint Committee On Transportation

Measure, Appointment or Topic:

SB723

In my 8 years on working for the railroad I have learned a few important lessons. The most important being, no matter when you think your going to work, most of the time your wrong. This often lead to employees who have been awake for well over 24 hours, at times even 36 hrs, before we are done with our shift. During times like this it is necessary, not preferred, to have more than one person on a crew, allowing us conversation, oversight, and accountability while transporting some of the most hazardous materials known. So dangerous, they are not allowed to traverse the country on the interstate.

Also this affords us to have a person on the ground inspecting passing trains for safety defects that wayside detectors are incapable of noticing. Daily our fellow employees are stopping the line to address issues that WILL have devastating effects if not addressed.

Perhaps the most important of all, the ability to immediately inspect our own train after a break in two occurs. If a train broke in two in your city, and was leaking hazardous material, would you want someone there to report it immediately to start suppression efforts? Would you think it is acceptable for someone to be the in a few hours, which would definitely be the case, especially in mountainous territory, to report a leak that is now entered creeks, rivers, forests, drinking wells, or neighborhoods?

Businesses want to make money, some at any cost. Hopefully we can keep the cost from being our communities, showing that we won't let railroads find any loopholes to make Oregon's safety a secondary measure.