

Greetings to all who read this, I am a 62-year-old conductor for the Union Pacific Railroad and a Union Representative for the Trainman's Union covering the area north of Portland to Seattle. I am the legislative Representative for that Union, SMART Local 1348. I've worked 1000's of days either fully or partially between those 2 terminals and my testimony is a result of my experiences on that territory in my 21-year career.

Make no mistake this bill, though an effort to protect jobs, is a lot more than that. It's also a call to arms for the people in this country to recognize and call out those who would make the conditions along all class one railroads worse for those who work and live on them. Just because we want to protect our jobs doesn't mean we're wrong when we say something can happen and the lack of response can affect your lives as well as those who work on the railroads.

Nothing matters until something happens.

It might be your family member in that ambulance stuck at the crossing blocked by a train manned with only 1 person so no crossing separation can be made. It might be your neighborhood that suffers the consequences of not having someone secure a disabled train or one that runs out of power on a hill or one that has sparks flying out a mile back in front of a hazardous car. Nothing happens for hours if no one else is on that train.

Up to now there has always been someone to take action, in spite of corporate efforts to eliminate jobs. We understand job reduction comes with advances in technology, but what technological advancement gets a conductor back there more quickly to cut that crossing, set out that hazardous car, make that hot-bearing inspection or otherwise respond to a problem before it becomes a disaster? That technology isn't out there. 1 guy can't do anything unless there's nothing to do but run the train.

Therefore, nothing matters until something happens.

Our safety record in the past? The one that's used for data supporting crew reductions? That safety record reflects the results of multiple crew members on trains in high traffic areas. Even the presence of 2 crew members is no guarantee of disaster avoidance. But, in what world is 1 better than 2 in this situation, other than greed and minimalization of public safety? How is this serving you? Save shareholder money now, ask forgiveness later. This advantage goes very disproportionately to those who don't work or live on the railroad.

Thank you for reading....D Beers