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On Behalf Of:  
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Measure, Appointment or Topic: SB723

I have been with the railroad for over 10 years. Working both positions in the cab I have seen how it is vital for having 2 people in the cab of every train for safe movement of freight. There have been more occasions then I care to remember over my 10 years where the conductor has seen something and was able to notify the engineer of people, vehicles, trees, and many other obstacles on the tracks that allowed the safe stopping of the train so no incident occurred.

I have seen testimony of people talking about how SB 723 is not needed because it is already federally mandated which is true. But it is also true that as soon as it was federally mandated that the class 1 railroads filed a lawsuit to have it overturned. Many other states are adopting legislature as another layer of protection to keep there people and infrastructure safe.

Other testimony talking about technology in the cab of trains as a safety measure making a second person in the cab obsolete. The technology they are talking about is PTC (positive train control) and EMS (energy management system). What they are not saying is that only about 2/3 of the trains that I run have PTC/EMS. 1/3 of the trains do not have that technology, and of those trains without it they are mostly the heaviest trains that we move requiring a lot more stopping distance so having a second person in the cab is vital for giving the engineer as much notice as possible to safely get it stopped in case of emergency.