



Thank you, Co-Chair Gorsek and Co-Chair McLain, Co-Vice Chairs ~~Starr and Boshart~~ ~~Davis~~ and other distinguished members of the Transportation Committee.

My name is Daniel Garrison. I am the Oregon Safety and Legislative Director for SMART Transportation Division, representing 450 active members and 1600 inactive members of SMART Transportation Division in the State of Oregon.

I am here to testify on SB 723 which will require 2 people in the cab of a locomotive. First, I'd like to thank Senator Gorsek, and Representative Nathanson for being the Chief Sponsors of this bill and Senators Pham and Webber as well as Rep Ruiz for being Regular sponsors of SB 723.

The biggest reason for this legislation is simple: Safety. Not only for the employees of the Railroad but for the communities that the railroad runs through. Take conductors, for example. The conductor is often the "first" first responder on the scene of a train derailment. They have the necessary paperwork to give to emergency personnel that outlines where certain cars are on the train, including hazmat cars. If there is a fire in one of the cars that happens to be hazardous, then the paperwork will tell the firefighters what the commodity is and how to figure out how to fight the fire.

2nd If for some reason the train is blocking a crossing and emergency personnel must get across the tracks, the conductor can get back to the crossing and cut the train in two and separate the train for the purpose of possibly saving someone's life or keeping a house from burning to the ground.

3rd Railroad schedules are unpredictable. A freight train is never on time. We are never certain when we will go to work. We could get called in 12 hours earlier or 12 hours later than we expected. In reality, having 2 people in the cab of a locomotive makes sense to help keep each other alert and attentive. I have had times when my train was showing for 9 o'clock in the morning, I laid down to go to sleep, and the phone rang for that very train that was showing for 9 in the morning. 12 hours early. Those have been some very long nights for me. If it wasn't for conversations with my conductor, I could have fallen asleep operating the train.

4th Breakdowns on trains. The roving conductor that the railroads are proposing in place of a qualified conductor could potentially be 50 to 100 miles away. Some of the territory that we traverse you can not get to via vehicle which could potentially take hours for the roving conductor to get to the location of the train to fix the issue. Down in Eugene, our managers don't bother leaving to come to help us with breakdowns because they know

that by the time they get to the location we will have the issue fixed. ~~So, it would be a waste of their time to even come out.~~ If there is only one person on the train, then there is a chance that it will take hours to get a train fixed, along with the risk of someone getting seriously hurt or possibly killed.

In the past, I've had an issue with a hand brake that was left on. I noticed the white smoke coming from the car and asked my engineer to verify, we both agreed, and he stopped the train. I walked back to the car and found there was indeed a hand brake that was still on the car. The car was a liquid nitrogen car. It could have been a potentially dangerous situation if there was only one single person in the cab of a locomotive. This issue delayed the train for no more than 20 minutes. It was a quick and simple fix.

The railroads will tell you that the push to get 2 people in the cab of a locomotive is part of collective bargaining. Here's the truth: it's not. Health and welfare along with pay structures are what Collective Bargaining is about, not crew sizes.

Common sense rules are needed to protect the integrity of the freight rail systems in the State of Oregon. Rail labor encourages the use of technology to supplement the strengths of our members, but oversight is needed to set standards for an adequate level of safety.

In closing I ask you to support SB 723 and pass this bill through the Transportation Committee and send it to the floor of the Senate for a vote. I appreciate your time and effort on this bill and am willing to answer any questions.

Thank you.