

Journeyman Pipe Fitters and Apprentices



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HB 492 – Movement of Freight – Required Crew
FAVORABLE

Dear Chair Barve, Vice Chair Stein, and honorable members of the House Environment and Transportation Committee:

I'm pleased to present this letter in strong support of HB 492 – Movement of Freight – Required Crew, and in solidarity with the thousands of men and women who labor across 140,000 U.S. miles of rail, 24/7 to move America's freight across the great nation.

This is a simple, necessary and common-sense bill.

Rail operation is extremely difficult and dangerous work, and it is said that there is no civilian employment more dangerous than railroads. Beyond the safety of the rail workers themselves, and the importance of the seamless movement of goods through our complex commerce and port systems, is the vastly overlooked safety of the public.

To give some perspective of the dangerous instrumentality of rail lines, a typical freight train operated by a single crew member may be over 100 cars in length, some 2-4 miles long, and may take a mile or more to come to a stop. If anything goes wrong in that scenario, if a single train operator becomes incapacitated, or must tend to an emergency situation, there must be a second person who can step in to avoid catastrophic results.

It is inconceivable that there exists no requirement that such a safety protocol be in effect. By requiring at least 2 crew members in rail operation, this legislation provides the same level of redundancy found in far less dangerous modes of transportation.

For the forgoing reasons, we thank this committee for your consideration, and we ask for a favorable committee report.

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