



## PEOPLE AROUND THE U.S. UNDERSTAND: A TWO-PERSON FREIGHT CREW IS SAFER FOR YOU

Legislation requiring a crew of at least two individuals has been made law in four states and is being considered in many others. This is a matter of public safety. At all hours, day and night, trains up to two miles long or longer carrying cargo and hazardous materials roll through our communities.

### WHY THIS MATTERS:

- On July 6, 2013, an unattended freight train carrying crude oil derailed and exploded in Lac-Megantic, Quebec, killing 47 people and destroying the town. The train rolled away because its single crew member could not properly secure it by himself.

- Engineers and conductors each are responsible for a long list of unique duties, most of which must be carried out simultaneously for the train's safe and efficient operation.

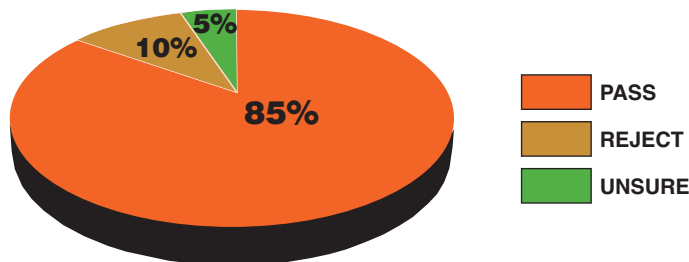
- Two-person crews not only help prevent potential accidents or derailments, they play a critical role in emergency situations. The back of this sheet shows one of many instances where the presence of more than one crew member helped to save a life.

- Having two-person crews is one of the most-effective ways to combat fatigue among operating employees — the most critical safety issue facing the rail industry today.

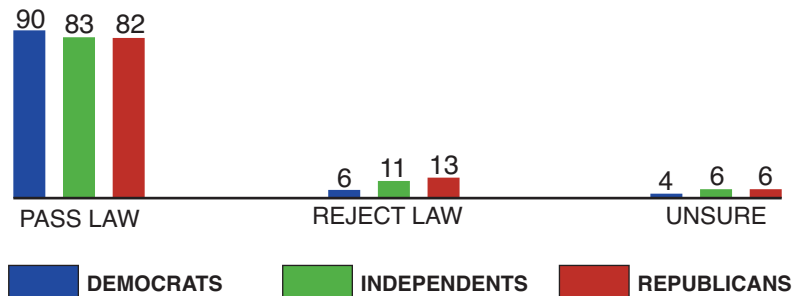
- Positive Train Control (PTC), while an important safety technology, cannot replace the vital role a second crew member fills in freight rail operations.



**85%** of respondents to a series of surveys **avored** legislation requiring two-person crews.\*



### IT'S AN ISSUE THAT'S BEYOND POLITICAL PARTY...



**No matter who you are, where you live or what your partisan inclinations, Americans strongly support two-person crew legislation.**

\* Combined data is from 8,649 interviews from 18 statewide and congressional district surveys (January 2015 to January 2019). Results are weighted by congressional district. For full methodology and question wording, look for National Survey Compilation at [www.dfmresearch.com](http://www.dfmresearch.com).

## A rail carrier group says: “There is no data showing that two-person crews are safer than one-person crews.”



“On January 20, 2018, two SMART TD members were on a train with an engineer from another union when they encountered an unfortunate incident. SMART TD members **Donovan Neely** and **Noah Messlein** were working a transfer job to the Port of Stockton. After delivering their rail cars to the port and picking up some return cars, they began heading back to Mormon yard in Stockton, Calif. After the crew members heard a strange noise, the engineer looked in the rearview mirror and noticed something out of the ordinary. The three-man crew decided the best course of action was to stop the train and walk back to investigate.



*Donovan*

“Noah and Donovan noticed a man laying near the tracks with a severed arm. Noah immediately began coordinating emergency services with the dispatcher, and Donovan realized that the man was going to bleed out if nothing was done to help him. Relying on training from his time in the U.S. Navy, Donovan had Noah hand his belt over and fashioned a tourniquet around the man’s limb to stop the bleeding.



*Noah*

“Emergency services arrived and took the man to the hospital for treatment, but they noted that if the bleeding had not been stopped with the tourniquet before they arrived, the man would not have survived.

“Our local is very proud of Noah and Donovan’s actions in such a stressful and difficult situation. Their immediate action saved this man’s life, and is a great compliment to their personal character and a testament to the great brothers and sisters we have working alongside us every day.”

— **Andrew Andrakowicz**,  
SMART Transportation Division Secretary and Treasurer,  
Local 1241 (Richmond, Calif.)

## What would have happened with one person or no crew on the train?

