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March 17, 2019

**RE: REGULATION OF RAILROAD CREWS**

Dear Senator \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_,

As a constituent, I urge you to co-sponsor Senate Bill Draft “Regulation of Railroad Crews,” introduced by Senator Terry Van Duyn.

This Bill would require freight trains to by operated by at least two individuals – a certified Conductor and a certified Locomotive Engineer. This requirement is vital to ensure the safety of communities across North Carolina. North Carolina serves two Class I railroads, CSX and Norfolk Southern, passenger service train, Amtrak and numerous shortline operations, covering over 3,200 miles across the state.

Freight trains are typically one to three miles long, handling the most hazardous materials and dangerous chemicals through our communities, and can frequently stop unexpectedly – thus, two crewmembers are necessary to open blocked rail crossings, make repairs to the train, and if needed, be the first-responder in case of a derailment and/or chemical release.

On July 6, 2013, an unattended freight train carrying 72 tank cars of crude oil derailed and exploded in Lac-Megantic, Quebec, killing 47 people and destroying much of the town. The train, operated by a single crewmember, rolled away because the Locomotive Engineer was unable to secure the train properly, and on his own.

Locomotive Engineers and Conductors are each responsible for a long list of unique duties, most of which must be carried out simultaneously. Consolidating these responsibilities onto one individual only worsens the most critical safety issue facing the rail industry today – high levels of fatigue among operating employees, which contribute to additional train accidents. Also, the lack of training and preparedness of a potential hazardous chemical release.

While the railroad industry claims that the implementation of Positive Train Control (PTC) can allow them to safely operate train with a single crewmember, it is simply untrue. PTC cannot be that first responder, see potential security threats, or physically secure trains. These operations require two people – no less.

I respectfully ask that you co-sponsor Bill Draft “Regulation of Railroad Crews.” Thank you very much for your consideration and time. If you have any questions, please contact Ron Ingerick, (828) 242-9576.

Sincerely,

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March 17, 2019

**RE: BILL DRAFT - REGULATION OF RAILROAD CREWS**

Dear Representative \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_,

As a constituent, I urge you to co-sponsor House Bill Draft “Regulation of Railroad Crews,” introduced by

Rep. Brian Turner.

This Bill would require freight trains to by operated by at least two individuals – a certified Conductor and a certified Locomotive Engineer. This requirement is vital to ensure the safety of communities across North Carolina. North Carolina serves two Class I railroads, CSX and Norfolk Southern, passenger service train, Amtrak and numerous shortline operations, covering over 3,200 miles of track across the state.

Freight trains are typically one to three miles long, handling the most hazardous materials and dangerous chemicals through our communities, and can frequently stop unexpectedly – thus, two crewmembers are necessary to open blocked rail crossings, make repairs to the train, and if needed, be the first-responder in case of a derailment and/or chemical release.

On July 6, 2013, an unattended freight train carrying 72 tank cars of crude oil derailed and exploded in Lac-Megantic, Quebec, killing 47 people and destroying much of the town. The train, operated by a single crewmember, rolled away because the Locomotive Engineer was unable to secure the train properly, and on his own.

Locomotive Engineers and Conductors are each responsible for a long list of unique duties, most of which must be carried out simultaneously. Consolidating these responsibilities onto one individual only worsens the most critical safety issue facing the rail industry today – high levels of fatigue among operating employees, which contribute to additional train accidents. Also, the lack of training and preparedness of a potential hazardous chemical release.

While the railroad industry claims that the implementation of Positive Train Control (PTC) can allow them to safely operate train with a single crewmember, it is simply untrue. PTC cannot be that first responder, see potential security threats, or physically secure trains. These operations require two people – no less.

I respectfully ask that you co-sponsor Bill Draft “Regulation of Railroad Crews.” Thank you very much for your consideration and time. If you have any questions, please contact Ron Ingerick, (828) 242-9576.

Sincerely,

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