

TR-230876

## Public Comments by Case

**Total Comments:** 9

**In Favor:** 9

**Opposed:** 0

**Undecided:** 0

Received  
Records Management  
Nov 20, 2023

Filing Support	Commenter	Source	Comments
Yes			
	Jason R Kaady	Web	
	Brandon Farris	Web	
	Dylan Ekins	Web	
	Spenser Sado	Web	
	Rodney Jones	Web	As a railroader for the last 18 years, I have gained an appreciation for the saying “you don’t know what you don’t know”. I have seen it time and again proven itself with less experienced employees. Just this last October in BNSF’s Tacoma yard, two inexperienced switchmen lined themselves into a track with a derail on it. One of them rode the cars over that derail as the car derailed off the track, he jumped off at the last second, breaking his arm on the fall. The rail car tipped over onto its side away from him. This incident became a 50/50 potential to be a fatality. If he/she had been on the other side of the car, he may not have broken his arm, but the car would’ve tipped over onto him, surely killing him. And now, our area is seeing an influx of experienced crews from other parts of the country, but they haven’t a clue about any of our territorial environmental risks. I place a very high expectation upon myself to do all that I can to help my less experienced coworkers get through their days safely. But I all just one person, who happens to be an engineer. So I can’t be with them all of the time. With more exposure to risks, the potential of opportunity and risk meeting increases. Please help us.
	Luis Banterrez	Web	
	Devon McKnight	Web	I’m a locomotive engineer with over eight years of experience. Whenever I have new conductor on my train they lack the proper knowledge and safety know how to get the job done. This then requires me to explain the job and have them go out and do it on their own. The problem with this is that I am normally 1.5 miles away on the head end of the train. The conductor is left to handle things on their own in area they are unfamiliar with and with severe lack of training and expertise. This has resulted in multiple derailments and safety violations. The best method to combat this problem is to REQUIRE the new conductors to have a minimum number of days “shadowing” an experienced conductor before they are allowed in that

			environment on their own. This has been proposed by SMART and I agree that this solution should be required. Thank you.
	Rodney Jones	Web	As a railroader for the last 18 years, I have gained an appreciation for the saying “you don’t know what you don’t know”. I have seen it time and again proven itself with less experienced employees. Just this last October in BNSF’s Tacoma yard, two inexperienced switchmen
	Luis Banterrez	Web	