

# INITIATIVE MEASURE 233

Official ballot title:\*

## REPEALING FREIGHT TRAIN CREW LAW

**AN ACT** regarding train crew requirements in the railroad industry; repealing a statute which prohibits operating freight trains having twenty-five or more cars with a crew of less than six, or light engines with a crew of less than three, outside yard limits and where more than two trains per day operate over the same line or part thereof; prohibiting the state from preventing railroads from manning freight trains in accordance with collective bargaining agreements or any national or other settlement of train crew size; and declaring that the size of passenger train crews shall not be affected thereby.

\* Ballot Title as issued by the Attorney General.

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## Statement **FOR**

### **Initiative 233 eliminates featherbedding and allows collective bargaining**

Washington's obsolete law restricts modern railroad practices. It arbitrarily fixes freight train crew size at more than is necessary for safe and efficient operation. This results in excessive costs of more than \$4 million per year.

Unnecessary firemen and brakemen will no longer be required, enabling Washington railroads to operate freight trains in accordance with collective bargaining agreements.

### **Will not affect safety of operations**

Fact-finding boards of both Presidents Eisenhower and Kennedy found firemen are no longer necessary and fewer brakemen will not impair safety or efficiency.

Initiative 233 does not apply to passenger trains. It applies only to freight trains. Two men will ride in the cab, the same as on passenger trains, providing one of the world's safest modes of transportation.

### **Railroads pledge job security**

The railroads pledge that no fireman or brakeman regularly employed on the date of passage of this initiative will lose his employment status because of such passage.

### **Lets Washington compete with other western states**

No other western state now has such a law. The cost of forced use of unneeded men is

reflected in higher freight rates which must be borne by consumers, shippers and industry. Our state's industries and the public are placed at a competitive disadvantage as long as this antiquated law remains on the books.



Your vote for 233 will help end Railroad Featherbedding.

Initiative 233 is supported by more than 70 organizations concerned with Washington's economic growth.

*Committee appointed to compose statement FOR Initiative 233:*

FRED H. TOLAN, State Chairman, Committee for Transportation Economy; ERNEST FALK, Manager, Northwest Horticultural Council; WILLIAM L. BELL, First Vice President, Washington Association of Wheat Growers; Director, North Pacific Grain Growers, Inc.

*Advisory Committee:* WILLIAM M. BLACK, Director, Western Wood Products Association; T. B. MONSON, Vice President, Pacific Car & Foundry Company; DALE SMITH, General Manager, Western Farmers Association; DALE GREENWOOD, Executive Director, Washington Railroad Association; JOHN FLUKE, President, Seattle Chamber of Commerce.

*Explanatory comment issued by the  
Attorney General as required by law*

**The Law as it now exists:**

Under an existing statute, it is unlawful for any freight train having twenty-five or more cars to be operated in this state outside of yard limits with a crew consisting of less than six men (one engineer, one fireman, one conductor, two brakemen and one flagman) if the train is run on a line or part thereof over which two or more trains are run in each twenty-four hour day. The same statute also requires that a light engine, without cars, shall have a crew consisting of one engineer, one fireman, and one conductor when being run outside yard limits on such a line. A separate statute contains a similar, though not identical, train crew requirement for passenger trains.

**Effect of Initiative Measure No. 233  
if approved into Law:**

This initiative would repeal the existing statute relating to the size of freight train crews, as above described, but will not affect the statute relating

to the size of passenger train crews. In addition, the initiative provides that no law or order of any state regulatory agency shall prevent railroads from manning freight trains in accordance with collective bargaining agreements or any national or other settlement of train crew size.

*Note: Complete text of Initiative Measure No. 233 appears on Page 35.*

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## Statement **AGAINST**

### **Initiative 233 would eliminate a needed safety law**

The Washington Safe Train Law was enacted to insure that profit motivations of competing railroads would not override safety precautions necessary for the general public and railroad crewmen. Your vote AGAINST Initiative 233 will keep that Washington law establishing *minimum* safe operating railroad crews. This law is needed now more than ever because of increased speed, size and complexity of railroad equipment. Dangers to children, pedestrians and vehicles have increased with our expanding population. Natural hazards of railroading in Washington, over mountain grades and turns, are as evident today as when this safety law was enacted.

### **Initiative 233 would eliminate public safeguards**

If Initiative 233 is passed, our State will be stripped of the necessary power to require minimal safe manning of freight trains. Railroad companies could operate trains with fewer crewmen than the Legislature determined necessary for public safety. Brakemen as well as Firemen have been removed from train crews and railroad accidents, damage and death, have increased in all those states where safe train laws have NOT been maintained.

### **Initiative 233 would create unsafe operating conditions**

Defeat of Initiative 233 will keep *all* crew members essential to safe, efficient rail service. Firemen will be retained as safety lookouts on the engineer's blind side of the engine, as troubleshooters, and as trained relief for engineers.

Proponents of 233 would have you believe that a brakeman is always in the cab. The truth is, his duties require that he be on the ground during all industrial switching operations, which leaves the engineer operating blind over 65% of the time.

### **Initiative 233 would not reduce rail freight rates**

Rates have increased in the three Western States which have repealed their safe train laws. This clearly indicates that 233 would not benefit Washington shippers economically. Although railroad earnings are at their highest peak since World War II, the railroads would sacrifice safety for increased profits.

Keep Washington safe—vote "NO" on Initiative 233.

*Committee appointed to compose statement AGAINST Initiative Measure No. 233:*

DONALD E. BREEDEN, State Legislative Chairman, Brotherhood of Locomotive Firemen and Enginemen; ARTHUR J. MCGINN, State Legislative Representative, Brotherhood of Railroad Trainmen; GEORGE KARGIANIS, Attorney, Seattle.

*Advisory Committee:* CLARENCE C. DILL, Attorney, Spokane; JOE DAVIS, President, Washington State Labor Council; JAMES KEEFFE, State Senator; WILLIAM J. S. (BILL) MAY, State Representative; ANTON EBERLE, President, Sav-More Food, Inc.

COMPLETE TEXT OF

# INITIATIVE MEASURE 233

Ballot Title as issued by the Attorney General:

## REPEALING FREIGHT TRAIN CREW LAW

**AN ACT** regarding train crew requirements in the railroad industry; repealing a statute which prohibits operating freight trains having twenty-five or more cars with a crew of less than six, or light engines with a crew of less than three, outside yard limits and where more than two trains per day operate over the same line or part thereof; prohibiting the state from preventing railroads from manning freight trains in accordance with collective bargaining agreements or any national or other settlement of train crew size; and declaring that the size of passenger train crews shall not be affected thereby.

*Be it enacted by the people  
of the State of Washington:*

SECTION 1: RCW section 81.40.020 is hereby repealed.

SECTION 2: No law or order of any regulatory agency of this state shall prevent a common carrier by railroad from manning its freight trains in accordance with collective bargaining agreements or any national or other settlement of train crew size. The size of passenger train crews shall not be affected by this act.

SECTION 3: All acts or parts of acts in conflict with or in derogation of this act are hereby repealed insofar as the same are in conflict with, or in derogation of, this act or any part thereof.

Initiative Measure No. 233 filed in the office of the Secretary of State as of March 22, 1966.

Sponsors filed 166,866 supporting signatures as of July 6, 1966.

Canvass of signatures completed as of September 7, 1966 and petitions found sufficient. Measure then certified to the November 8, 1966 state general election ballot for approval or rejection by the voters.

A. LUDLOW KRAMER, *Secretary of State.*

COMPLETE TEXT OF

# REFERENDUM BILL NUMBER 14

(CHAPTER 158, LAWS 1965, EX. SESSION)

Ballot Title as issued by the Attorney General:

## BONDS FOR PUBLIC SCHOOL FACILITIES

**AN ACT** Authorizing the issuance and sale of state general obligation bonds in the sum of \$16,500,000; providing for payment of the bonds from unpledged retail sales tax revenues or other means authorized by the legislature; appropriating proceeds therefrom for state matching funds for constructing public school plant facilities; and authorizing the state board of education to make certain contingent allocations of funds for public school construction.

LEGISLATIVE TITLE

(Senate Bill No. 40)

### PUBLIC SCHOOL PLANT FACILITIES— FINANCING

AN ACT Relating to the public schools and the support thereof; authorizing the issuance and sale of state general obligation bonds to provide for needed public school plant facilities; providing ways and means to pay said bonds; making appropriations; and providing for submission of this act to a vote of the people.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

**NEW SECTION.** Section 1. For the purpose of furnishing funds for state assistance in providing public school plant facilities, there shall be issued and sold, at any time prior to April 1, 1970, general obligation bonds of the state of Washington in the sum of sixteen million five hundred thousand dollars to be paid and discharged not more than twenty years after the date of issuance. The issuance, sale and retirement of said bonds shall be under the general supervision and control of the state finance committee.

The state finance committee is authorized to prescribe the forms of such bonds; the provisions of sale of all or any portion or portions of such bonds; the terms, provisions, and covenants of said bonds, and the sale, issuance, and redemption thereof. None of the bonds herein authorized shall be sold for less than the par value thereof.

The bonds shall pledge the full faith and credit of the state of Washington and contain an unconditional promise to pay the principal and interest when due.

The committee may provide that the bonds, or any of them, may be called prior to the maturity date thereof under such terms, conditions, and provisions as it may determine and may authorize the use of facsimile signature in the issuance of such bonds and upon any coupons attached thereto.