



NEWS

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AMTRAK REACHES ACCORDS TO TAKE OVER LOCOMOTIVE
ENGINEERS, TRAIN CONDUCTORS FROM CONTRACT RAILROADS

WASHINGTON -- In a major step to improve productivity and passenger service, Amtrak today announced that it has reached agreement with the Brotherhood of Locomotive Engineers (BLE) and the United Transportation Union (UTU) to take over direct employment of most engineers, conductors and their assistants working in rail passenger service outside the Northeast Corridor. Amtrak took over train and engine crews in its own Washington-to-Boston rail corridor on Jan. 1, 1983.

Outside the Northeast Corridor, train operating crews are now employed by the freight railroad over whose tracks the Amtrak passenger trains operate. The transfer of operating crews to Amtrak over the next 18 months will give the rail passenger corporation direct control over all employees on the vast majority of its intercity trains for the first time in its fifteen-year history.

In announcing the new accords which have been in negotiations for four months, Amtrak president W. Graham Claytor, Jr., said: "These agreements represent one of the most significant advances in Amtrak's history, enabling the company to achieve its own ambitious productivity goals while improving the quality of rail passenger service we provide the traveling public." Claytor praised the BLE and UTU leadership for making the takeover agreements possible,

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adding: "We owe much to the dedication and hard work of our employees in achieving the progress Amtrak has made in the last five years, and we welcome these train and engine crews to the company as a vital component of our rail system."

Arrangements being made with the various operating freight railroads in accordance with these labor agreements will enable the change of employment of train and engine crews from that of the contracting freight railroads to Amtrak. These changes will be phased in route by route over an approximately 18-month period, beginning this April 1st in the East and Midwest, and then proceeding to all of those other routes where significant savings can be achieved.

Under the new agreements, freight railroad employees eligible for Amtrak service will be invited to bid on rail passenger jobs based on their railroad seniority. Train and engine crews will no longer be compensated under the freight industry's standard of train mileage or hours of service, known as the dual basis of pay; rather, they will be paid by Amtrak under a contractually defined standard 40-hour work week. With the absorption of these new employees, so critical to the success of Amtrak's operations, Amtrak will become the first and only major U.S. railroad operating under totally revised, modern work rules. The company estimated that annual savings from the new contracts when fully implemented will amount to approximately \$20-\$30 million annually.

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Amtrak has been steadily increasing its revenues and reducing its dependence on federal government payments over the last six years, and the train and engine crew takeover is seen as another major step in the corporation's efforts to improve both its financial performance and the quality of its passenger service.

Amtrak today announced that it has reached an agreement with the Brotherhood of Locomotive Engineers (BLE) and the United Brotherhood of Carpenters and Joiners of America (UBCA) to take over direct employment of crew engineers, conductors and their assistants working in rail passenger service outside the Northeast Corridor. Amtrak took over train and engine crews in its own Washington-to-Boston rail corridor on Jan. 1, 1982.

Outside the Northeast Corridor, train operating crews are now employed by the freight railroad over whose tracks the Amtrak passenger trains operate. The transfer of operating crews to Amtrak over the next 18 months will give the rail passenger corporation direct control over all employees on the vast majority of its operating lines for the first time in its fifteen-year history.

In announcing the new actions which have been in negotiation for over a year, Amtrak president N. Graham Claytor, Jr., said, "These agreements represent one of the most significant advances in corporate history, enabling the company to achieve its own economic and operating goals while improving the quality of rail passenger service to provide the traveling public." Claytor praised the BLE and UBCA leadership for making the takeover agreements possible.