
RULE 2 – CLASSIFICATIONS AND BASIS OF PAY

- a. The rate of pay for Passenger Engineers effective January 1, 2000, is \$26.65 an hour.
- b. Passenger Engineers will be paid for each trip or tour of duty at the straight-time rate for the first eight hours between the time they are required to report for duty until the time they are released on completion of service, and at the time and one-half rate for all time in excess of eight hours. Passenger Engineers paid 40 straight-time hours in a work week will be paid at the time and one-half rate for all additional time paid for in the work week. The term “work week” for regularly assigned Passenger Engineers will mean a week beginning on Monday.¹

Note: The weekly period for extra board guarantee purposes is a period of seven consecutive days, starting with Monday.²

Note: In off-corridor, in lieu of the provisions of Rule 2, paragraph (b), of the October 26, 1982, Agreement, the following will apply:

Passenger Engineers will be paid for each trip or tour of duty at the straight time rate for the first eight hours between the time they are required to report for duty until they are released on completion of service, and at the time and on-half rate for all time in excess of eight hours. Passenger Engineers paid 40 straight-time hours for service performed in yard and work train service in a work week will be paid at the time and one-half rate for all additional such service performed in the work week.

- c. Except as provided in Rule 13, regularly assigned Passenger Engineers and Passenger Engineers assigned to an extra board will be paid a minimum of eight hours for each tour of duty.
- d. When pilots are required for engine service, they will come from the ranks of Passenger Engineers and will be paid the Passenger Engineer’s rate of pay.
- e.
 - 1. Except as provided in Rule 14, Passenger Engineers in the Northeast Corridor service held at other than their home crew base will be paid for the actual time so held for the first eight hours in any 24-hour period.
 - 2. Except as provided in Rule 14, Passenger Engineers in off-corridor service held at other than their home crew base will be paid for the actual time so held after the expiration of 12 hours, with a maximum of 8 hours in any 24-hour period.
- f. Effective August 3, 1992, Passenger engineers shall be paid at ninety percent (90%) of the applicable hourly rate of pay for any yard assignment they work during their first two (2) years of service.

¹ January 27, 2012 Wage and Rules Settlement Agreement.

² January 27, 2012 Wage and Rules Settlement Agreement.

- g. The passenger engineer rules agreement dated October 26, 1982, as amended by the December 23, 1985 Memorandum of Understanding, will be applied to the Auto Train service.

Q & A's – RULE 2 – CLASSIFICATION AND BASIS OF PAY

- Q1. A Passenger Engineer arrives late at turning point and misses the return leg of his assignment. What compensation will he be entitled to?
- A1. He may be instructed to deadhead combined with service or he may perform service to his Crew Base with not less than the earnings of his assignment. **Agreed: 6/23/83**
- Q2. Under this rule Passenger Engineers are entitled to the overtime rate for all time in excess of 40) straight time hours in a work week. However, in service between Philadelphia, and Harrisburg, assignments are advertised to operate six (6) days every other week. Will this require payment at overtime or does the guarantee waive such payment?
- A2. The guarantee provided for the Harrisburg to Philadelphia service is a special arrangement which is not subject to the overtime after 40 hours provision of Rule 2. The first eight hours worked on a sixth day which is scheduled for purposes of the Harrisburg/Philadelphia guarantee is to be paid at the pro rata rate. Any time worked in excess of eight hours on such day would be paid for at a rate of time and one-half. **Agreed: 3/22/83**
- Q3. A Passenger Engineer assigned to a New York-Philadelphia Road Passenger run, with a three hour layover at the Philadelphia Crew Base is used to perform service during the three hour layover. Is the Passenger Engineer entitled to any additional compensation?
- A3. No; however, Letter No.3 would apply. **Agreed: 4/6/83**
- Q4. What will a Passenger Engineer be paid if, by virtue of performing work during his layover period, he misses the return leg of his assignment?
- A4. Time will be computed from time he reported to duty at his home Crew Base until the time relieved at his home Crew Base, with not less than the earnings of his regular assignment. **Agreed: 4/6/83**
- Q5. If a Passenger Engineer is called off the New York Extra Board for service to Washington, DC, deadhead combined with service, may he be required to perform service back from Washington?
- A5. Yes. **Agreed: 4/6/83**
- Q6. A Passenger Engineer's assignment operates a total time on duty for four (4) hours per day, five days a week. If such Passenger Engineer performs service on the sixth and seventh day of his work week, is he entitled to be paid time and one-half for each day with a minimum of eight hours time and one-half? (BLE 3/22/83)
- A6. Yes **Agreed: 3/22/83**

- Q7. What is meant by “ninety percent (90%) of the applicable hourly rate of pay” in the application of this article?
- A7. Work performed in yard service shall be paid at ninety percent (90%) of the passenger engineer’s then applicable rate under the rate progression provisions of the agreement. **Agreed 8/3/92 (pursuant to Public Law 102-306)**
- Q8. How is the first two (2) years of service defined? Do employees receive credit for prior Amtrak service or engine service with other rail corporations toward the two (2) year period?
- A8. The two (2) years of service is the first twenty-four (24) months after an employee enters engine service with Amtrak. There is no credit for prior service under this agreement. **Agreed 8/3/92 (pursuant to Public Law 102-306)**