

**APPENDIX “O” – VRE Agreements**

**VRE**

April 1, 1988

Mr. W. G. Hausleiter, General Chairman  
Brotherhood of Locomotive Engineers  
The Craddock Professional Building  
146 Route 130  
Bordentown, NJ 08505

Dear Sir:

This is in reference to our discussions regarding Amtrak’s desire to operate new commuter service in behalf of the Northern Virginia Transportation Commission.

It is agreed that the following will apply to employees operating in commuter service in behalf of the Northern Virginia Transportation Commission:

- 1) Amtrak will notify the Organization thirty (30) days prior to Amtrak’s operation of the service;
- 2) this service will be placed in the Off-Corridor Work Zone 5;
- 3) Articles VI, VIII and Letter No. 2 of the July 18, 1986, Agreement<sup>1</sup> will apply to employees when performing commuter service;
- 4) the Crew Base for employees involved in the Northern Virginia commuter service means the territory encompassed within a radius of fifty (50) miles measured from Union Station, Washington, DC.

If the above properly reflects our understanding, please affix your signature in the space provided below, returning one (1) copy of this letter for our file.

Very truly yours,  
*(original signed by)*  
J. M. Fagnani  
Director-Labor Relations

I CONCUR:  
*(original signed by)*  
W. G. Hausleiter, General Chairman

April 12, 1988  
Date

*(original signed by)*  
A. D. Riddell, Local Chairman

4-10-88  
Date

<sup>1</sup> July 18, 1986 agreement - Appendix M (MBTA Agreements)

April 1, 1988

VRE

Mr. W. G. Hausleiter, General Chairman  
Brotherhood of Locomotive Engineers  
The Craddock Professional Building  
146 Route 130  
Bordentown, NJ 08505

Dear Sir:

This is in reference to the April 1, 1988, Agreement concerning the Northern Virginia commuter service.

It will remain the responsibility of employees to report directly to locations within the Crew Base (presently Manassas and Fredericksburg). However, it was agreed that employees who are required to report to such locations which are within the Crew Base but in excess of thirty (30) miles from Union Station, Washington, DC, will be compensated as follows:

1. Compensation will be limited to the Corporation policy for use of automobiles;
2. Only railroad miles in excess of thirty (30) railroad miles will be utilized in the compensation computation; and
3. Employees will only be entitled to such compensation when called to fill a temporary vacancy and when there are no Northern Virginia commuter service trains or Amtrak trains available for transportation.

The foregoing will in no way affect the application of rules regarding outlying points, points outside the Crew Base.

If the above properly reflects our understanding, please affix your signature in the space provided below, returning one (1) copy of this letter for our file.

Very truly yours,  
*(original signed by)*  
J. M. Fagnani  
Director-Labor Relations

I CONCUR: *(original signed by)*  
W. G. Hausleiter, General Chairman

April 12, 1988  
Date

*(original signed by)*  
A. D. Riddell, Local Chairman

4-12-88  
Date

May 7, 1993

VRE

Mr. F. J. Lex, Local Chairman  
Brotherhood of Locomotive Engineers  
524 Wyncotte Street  
Pittsburgh, PA 15204

Dear Mr. Lex:

This refers to our recent discussions concerning operation of the Northern Virginia Commuter Service.

During our discussions, it was agreed to amend Item 4 of the April 1, 1988, agreement concerning the location of the crew base in this service as outlined below:

The Crew Base for employees involved in the Northern Virginia commuter service means a territory encompassed within a radius of fifty (50) miles measured from Crossroads Yard Fredericksburg, Virginia.

It is further agreed that the April 1, 1988, letter agreement, governing employees reporting for duty within the crew base, will be applicable from Crossroads Yard, Fredericksburg, Virginia rather than Union Station, Washington, DC.

It is understood that the Washington Crew Base Extra Board will supplement the Northern Virginia Commuter Service Engineer Extra Board at the Fredericksburg Crew Base. Accordingly, the August 21, 1992, agreement regarding travel from Union Station, Washington, DC to Crossroads Yards, will continue to apply to employees called from the Washington Crew Base Extra Board.

If the above properly reflects our understanding, please sign in the space provided below.

Very truly yours,  
(original signed by)  
J. M. Fagnani  
Director-Labor Relations

I CONCUR: (original signed by) 5/18/93  
F. J. Lex, Local Chairman Date  
Approved:

(original signed by) 5/27/93  
R. E. Wiggins, General Chairman Date  
(original signed by) 5/24/93  
L. C. Hriczak, Director-Labor Relations Date

VRE

October 28, 1998

Mr. Mark B. Kenny  
Brotherhood of Locomotive Engineers  
Cherry Tree Corporate Center – Suite 125  
535 Route 38  
Cherry Hill, NJ 08002

Dear Mr. Kenny:

This refers to our discussions regarding Virginia Railway Express (VRE)'s desire to implement an incentive bonus plan for their service. Attached for your information and records is a copy of the correspondence concerning the proposed plan, which was sent to all local chairmen in VRE service.

Amtrak would like to accommodate VRE's request for the implementation of their proposed incentive bonus plan. Therefore, Amtrak requests the Organization's concurrence in allowing the implementation of the VRE incentive plan.

If the Organization is agreeable, please sign in the space provided below, returning one fully signed original to me.

Very truly yours,  
*(original signed by)*  
Larry C. Hriczak  
Director – Labor Relations

Attachment  
I concur:  
*(original signed by)*  
Mark B. Kenny, General Chairman