

October 26, 1982
Letter No. 3 – Combination of Road and Yard Service

Mr. W. J. Wanke
First Vice President
Brotherhood of Locomotive Engineers
1116 BLE Building
1365 Ontario Avenue
Cleveland, OH 44144

Dear Mr. Wanke:

This has reference to our discussions during negotiation of Rule 3 “Classification and Basis of Pay” of the Agreement signed this date. During such discussions, the parties agreed to the establishment of one class of employee, “Passenger Engineer” for all Amtrak service and the establishment of a single hourly rate of pay for all such employees.

In the establishment of such single, or common, basis of pay, it was understood:

1. Regular assignments which contemplate a combination of traditional road passenger work and traditional road freight and/or yard work may be established. It is understood that the provisions of Rule 6(l) will apply. The rule is not intended to result in the reduction of regular assignments. To the extent practical, the present grouping of traditional road passenger and traditional road freight and/or yard crews will be maintained.
2. Road Passenger Engineers may be required to perform any work necessary in the handling of cars of their own train or trains, provided that setting off or picking up such cars will be limited to straight moves.
3. Yard Passenger Engineers may perform any service covered by the provisions of this Agreement, but will not be used to perform service outside the limits of their crew base except in emergency situations. If Yard Passenger Engineers are sent outside of their crew base in an emergency to assist in the movement of a train, they may advance the train only toward their crew base and may perform any service relating to the movement of the train, including intermediate station stops.

Very truly yours,
(original signed by)
G. F. Daniels
Vice President - Labor Relations

I concur.

(original signed by)
W. J. Wanke
First Vice President

Note: Letter #3 to the October 26, 1982 Agreement does not apply to the points covered in the December 23, 1985 Memorandum of Understanding, except at Chicago (Working Zone 4).