

October 26, 1982
Letter No. 6 – Overtime in Commuter Service

Mr. W. J. Wanke
First Vice President
Brotherhood of Locomotive Engineers
1116 BLE Building 1365 Ontario Avenue
Cleveland, OH 44114

Dear Mr. Wanke:

This will confirm the understanding reached during the negotiation of the Agreement dated October 26, 1982.

In the event Amtrak assumes operation of commuter trains or acts for or on behalf of commuter agencies in the operation of commuter trains, the following rule will be effective with respect to Passenger Engineers employed in the operation of such trains:

Passenger Engineers whose assignment includes short turnaround passenger runs, no single trip of which is scheduled to exceed two (2) hours, will be paid overtime for all time actually on duty, or held for duty, in excess of eight (8) hours (computed on each run from the time required to report for duty to the end of that run) within nine (9) consecutive hours. Time will be counted as continuous service in all cases where the interval of release from duty at any point does not exceed one (1) hour.

Please indicate your concurrence by affixing your signature in the space provided below.

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

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

Q & A - LETTER NO. 6

- Q1. Can Passenger Engineers covering the Maryland DOT Commuter Service assignments who are under pay (continuous time) during their layover at Washington be used to perform protect service? A1. Yes. **Agreed: 6/23/83**
- Q2. A Passenger Engineer whose assignment includes operation of trains in commuter service under Letter No. 6 operates the first leg of his assignment from 6:00 am to 8:00 am and after an eight (8) hour layover, operates the final leg of his assignment from 4:00 pm to 6:00 pm. How will such Passenger Engineer be compensated.
- A2. Eight (8) hours at the straight time rate and three (3) hours at the time and one-half rate. **Agreed: 6/23/83**