

**Brotherhood of Locomotive Engineers
and Trainmen**

**General Committee of Adjustment
Amtrak / MBCR / Connex**

**Impact of Bush Administration and
Amtrak Board “Reform” Proposals**

May 2005 Estimates



Amtrak System Route Matrix

Type of Service	Route	Work Zones
Long Distance	Auto Train	5; 6
	California Zephyr	8; 11; 12
	Capitol Limited	4
	Cardinal	2; 4; 5
	City of New Orleans	8; 9
	Coast Starlight	10; 12
	Crescent	2; 5; 9
	Empire Builder	7; 10
	Lake Shore Limited	3; 4
	Silver Service	2; 5; 6
	Southwest Chief	8; 11; 12
	Sunset Limited	6; 9; 9A; 12A
	Texas Eagle	8; 9A; 12A
Full State Support	Adirondack	3
	Ann Rutledge	8
	Blue Water	4
	Capitol Corridor	12
	Carolinian	5
	Downeaster	3
	Ethan Allen	3
	Heartland Flyer	9A
	Hiawathas	7
	Illini	8
	Illinois Zephyr	8
	Mules	8
	Pere Marquette	4
	Piedmont	5
	San Joaquins	12
	Vermont	1
Partial State Support	Cascades	10
	Keystone Service	2
	Pacific Surfliner	12
	State House	8
No State Support	Empire Service	3
	Hoosier State	4
	Maple Leaf	3
	Pennsylvanian/Three Rivers	2; 4
	Regional Service	1
	Regional Service	5
	Wolverine	4
Northeast Corridor	Acela Express	1; 2
	Clocker Service	2
	Metroliner	1; 2
	Regional	1; 2
Commuter	Coaster	12
	CONNDOT	1
	MARC	2
	PCS	CS2
	VRE	5

Job Matrix by Type (04/05 for WZ1; 01/05 for all other WZs)

WZ/CB	Road	Extra	Yard	Total
BOS	20	9	11	40
NHV	25	6	5	36
NYZ	13	4	0	17
SPG	8	2	0	10
WZ 1	66	21	16	103
BAL	10	4	0	14
HAR	7	4	1	12
NYP	30	22	52	104
PHL	23	10	14	47
WAS	31	12	0	43
WZ 2	101	52	67	220
ALB	44	13	2	59
BRA	5	2	0	7
BUF	9	3	0	12
POR	6	2	0	8
WZ 3	64	20	2	86
CHE	0	5	20	25
CHR	7	3	0	10
DET	9	4	0	13
FWA	1	0	0	1
HRB	2	2	0	4
IND	4	3	1	8
TOL	9	7	0	16
WZ 4	32	24	21	77
CLT	7	3	0	10
FL5	6	2	0	8
HUN	4	2	0	6
PGH	2	2	0	4
RGH	7	2	0	9
RVR	13	4	0	17
VRE	11	4	0	15
WWS	9	6	0	15
WWW	2	2	0	4
WZ 5	61	27	0	88
MKE	10	4	0	14
SCD	8	3	0	11
WZ 7	18	7	0	25
FL6	2	1	0	3
JAS	11	6	0	17
JAW	2	2	0	4
JAX	14	5	0	19
MIA	4	2	0	6
WZ 6	33	16	0	49
WZ WUT	0	13	46	59

WZ/CB	Road	Extra	Yard	Total
CDL	7	3	0	10
CH8	7	4	0	11
CW8	5	3	0	8
KCY	10	4	0	14
LAJ	2	1	0	3
LNK	2	2	0	4
MEM	4	0	0	4
QCY	2	2	0	4
STL	2	3	0	5
WZ 8	41	22	0	63
HOS	3	1	0	4
MEI	10	4	0	14
NOL	7	4	1	12
WZ 9	20	9	1	30
FTW	7	4	0	11
LRK	7	4	0	11
SAS	9	3	0	12
WZ 9A	23	11	0	34
PDX	16	6	0	22
SBY	8	5	0	13
SEA	14	5	2	21
SPK	7	2	0	9
WZ 10	45	18	2	65
ABQ	14	6	0	20
DEN	14	4	0	18
GJT	3	1	0	4
SLC	7	6	0	13
SPX	3	1	0	4
WZ 11	41	18	0	59
LAX	22	15	8	45
OAK	42	13	3	58
OSS	5	1	0	6
SAC	29	9	0	38
SAN	9	3	0	12
SLO	7	3	0	10
WZ 12	114	44	11	169
ELP	6	3	0	9
LOS	0	6	0	6
WZ 12A	6	9	0	15
LOR	9	3	0	12
SFA	8	3	1	12
WZ ATR	17	6	1	24
GLY	4	0	0	4
SFO	15	5	1	21
SJC	18	6	4	28
WZ CS2	37	11	5	53
AMTRAK	719	328	172	1,219

Comparison of Bush Administration and Amtrak Board Plans

Element	Currently	Bush Plan	Board Plan
Long-distance service	13 routes	Decreasing sliding scale of operating subsidies (40¢, 20¢, 10¢, 0) leading to elimination.	Non-specific performance targets; limited federal and state funding to forestall elimination; outsourcing and privatization.
Fully state-supported service	16 routes	Privatize after 3 years.	States must pay fully-allocated costs, plus an equipment capital charge; outsourcing and privatization.
Partially state-supported service	4 routes	Eliminate if not fully state-funded; otherwise privatize after 3 years.	
Other short-distance service	7 routes		
Northeast Corridor	4 lines	Privatize after 3 years.	Outsourcing and privatization.
Maintenance of plant	Amtrak employees	Privatize after 6 years.	
Maintenance of equipment	Amtrak employees	To be privatized.	
Commuter service	5 systems	Subject to losing contracts.	Subject to losing contracts.
Ownership of plant	NEC (except BOS-MA/RI State Line and NHV-NRO); NHV-SPG; PHL-HAR; NY (29 mi.); MI (96 mi.); CHI Union Station; other yard track.	NEC to State Compact; other properties to states or regional authorities.	Fill in NEC gaps, spin off everything else, and eventually end vertical integration.
Ownership of equipment	Amtrak	Operator or authority.	Amtrak owns; state pays equipment charge, except where state owns or service has been privatized.
Legal framework	RLA / RRA / RUIA / FELA	Not specifically addressed; vague reference to four years' protection.	NLRA w/Congressional intervention; Social Security & state unemployment for new hires; no state court FELA jurisdiction.
Capital maintenance and improvement.	NEC is 100% federal (underfunded and deferred); all other is state-funded.	Bring NEC to state of good repair at 100%; thereafter all on the basis of a federal-state match that levels out at 50-50. Same match off-Corridor for corridor development.	Bring NEC to state of good repair at 100%; thereafter each state and NEC operator pays access and life cycle replacement capital costs.

Job Security Key

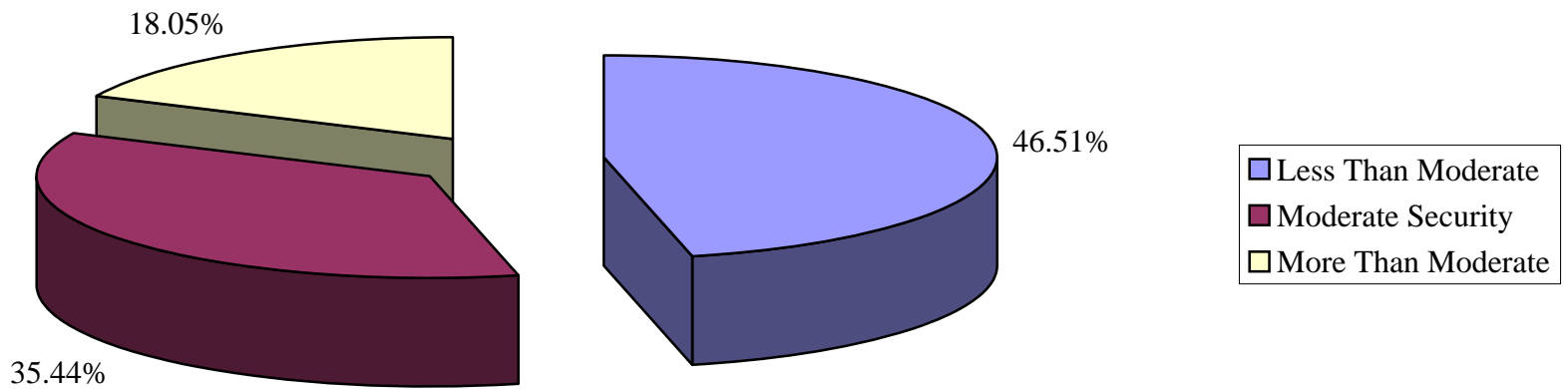
Category	Type of Service
Less than moderate	Clocker Service
	Long Distance Service
	No State Support
	Combination job (less than moderate + moderate)
Moderate security	Commuter Service
	Partial State Support
	Regional Service
	Combination job (less than moderate + more than moderate)
More than moderate	Acela Express
	Fully State Supported
	Metroliner Service
	Combination job (moderate + more than moderate)

Job Security (by Work Zone and Crew Base)

Work Zone / Crew Base	Less Than Moderate	Moderate Security	More Than Moderate
BOS	0	14	26
NHV	1	32	3
NYZ	0	1	15
SPG	6	5	0
WZ 1	7	52	44
BAL	0	14	0
HAR	5	7	0
NYP	14	52	38
PHL	31	12	4
WAS	0	21	22
WZ 2	50	106	64
ALB	21	32	5
BRA	0	0	7
BUF	12	0	0
POR	0	0	8
WZ 3	33	32	20
CHE	20	0	5
CHR	7	0	3
DET	7	0	6
FWA	1	0	0
HRB	4	0	0
IND	8	0	0
TOL	16	0	0
WZ 4	63	0	14
CLT	10	0	0
FL5	8	0	0
HUN	6	0	0
PGH	4	0	0
RGH	3	1	5
RVR	10	7	0
VRE	0	15	0
WWS	10	5	0
WWW	4	0	0
WZ 5	55	28	5
FL6	3	0	0
JAS	17	0	0
JAW	4	0	0
JAX	19	0	0
MIA	6	0	0
WZ 6	49	0	0
MKE	3	6	6
SCD	11	0	0
WZ 7	14	6	6
WZ WUT	13	29	17

Work Zone / Crew Base	Less Than Moderate	Moderate Security	More Than Moderate
CDL	6	1	3
CH8	3	2	6
CW8	8	0	0
KCY	11	0	3
LAJ	3	0	0
LNK	4	0	0
MEM	4	0	0
QCY	0	0	4
STL	0	0	5
WZ 8	39	3	21
HOS	4	0	0
MEI	14	0	0
NOL	12	0	0
WZ 9	30	0	0
FTW	6	2	3
LRK	11	0	0
SAS	12	0	0
WZ 9A	29	2	3
PDX	17	6	0
SBY	13	0	0
SEA	3	18	0
SPK	9	0	0
WZ 10	42	24	0
ABQ	20	0	0
DEN	18	0	0
GJT	4	0	0
SLC	13	0	0
SPX	4	0	0
WZ 11	59	0	0
LAX	14	31	0
OAK	14	44	0
OSS	0	6	0
SAC	10	1	26
SAN	0	12	0
SLO	7	3	0
WZ 12	45	97	26
ELP	9	0	0
LOS	6	0	0
WZ 12A	15	0	0
LOR	12	0	0
SFA	12	0	0
WZ ATR	24	0	0
GLY	0	4	0
SFO	0	21	0
SJC	0	28	0
WZ CS2	0	53	0
AMTRAK	567	432	220

Amtrak Passenger Engineer Job Security



Number of Passenger Engineers with Flowback Rights

Work Zone	National Roster	Prior Right Roster	Percentage Prior Right	No Prior Rights	Flowback (maximum)	Percentage Flowback	Flowback (minimum)
1	111	29	26.13%	82	29	26.13%	82
2	335	135	40.30%	158	135	40.30%	158
3	104	31	29.81%	73	31	29.81%	73
4	106	30	28.30%	67	30	28.30%	67
5	101	40	39.60%	61	40	39.60%	61
6	58	33	56.90%	25	33	56.90%	25
7	27	10	37.04%	17	10	37.04%	17
8	76	22	28.95%	54	22	28.95%	54
9	41	10	24.39%	31	10	24.39%	31
9A	50	13	26.00%	37	13	26.00%	37
10	79	26	32.91%	53	26	32.91%	53
11	62	27	43.55%	35	27	43.55%	35
12	276	47	17.03%	229	47	17.03%	229
12A	18	7	38.89%	11	7	38.89%	11
ATR	26	25	96.15%	1	0	0.00%	26
CS1	2	1	50.00%	1	1	50.00%	1
CS2	62	20	32.26%	42	0	0.00%	62
CSX	in WZ 4	9	100.00%	in WZ 4	9	100.00%	0
NEC	in WZ 2	17	100.00%	in WZ 2	0	100.00%	17
WUT	in WZ 2	25	100.00%	in WZ 2	0	0.00%	25
All NEC	446	206	46.19%	240	164	36.77%	282
Off-Cor.	1,088	351	32.26%	737	306	28.13%	782
Total	1,534	557	36.31%	977	470	30.64%	1,064

Flowback vs. Job Security

Work Zone	Total # of Jobs	Maximum Flowback	Minimum Unprotected	Job Security Rating		
				< Moderate	Moderate	> Moderate
WZ 1	103	29	74	7	52	44
WZ 2	220	135	85	50	106	64
WZ 3	86	31	55	33	32	20
WZ 4	77	39	38	63	0	14
WZ 5	88	40	48	55	28	5
WZ 6	49	33	16	49	0	0
WZ 7	25	10	15	14	6	6
WZ 8	63	22	41	39	3	21
WZ 9	30	10	20	30	0	0
WZ 9A	34	13	21	29	2	3
WZ 10	65	26	39	42	24	0
WZ 11	59	27	32	59	0	0
WZ 12	169	47	122	45	97	26
WZ 12A	15	7	8	15	0	0
WZ ATR	24	0	24	24	0	0
WZ CS1	0	1	0	0	0	0
WZ CS2	53	0	53	0	53	0
WZ WUT	59	0	59	13	29	17
AMTRAK	1,219	470	750	567	432	220