



NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

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RETURN REQUESTED

AMTRAK/LABOR PROGRESS

Graham Claytor Steps Up

New Agreements Key to Expansion



—Amtrak photo by Ed Wojtas

Secretary of Transportation Drew Lewis, Amtrak President Alan S. Boyd, and President-elect W. Graham Claytor, Jr., at Amtrak headquarters during June 10 news conference announcing the selection of Claytor.

W. Graham Claytor, Jr., was unanimously elected Chairman and President of Amtrak by the Board of Directors on June 10. Claytor, former Chairman and Chief Executive Officer of Southern Railway (SR), succeeds Alan S. Boyd who resigned effective at the end of business on July 2.

Claytor, a lawyer with the prestigious Washington law firm of Covington and Burling, served under President Carter as Secretary of the Navy and Deputy Secretary of Defense. For a brief period (post-Brock Adams and pre-Neil Goldschmidt), he was acting Secretary of Transportation. He served as law clerk to U.S. Judge Learned Hand (1936-7) and to Supreme Court Justice Louis Brandeis (1937-8).

The June 10 news conference announcing Claytor's appointment was attended by Secretary Drew Lewis, Claytor, Boyd, and several members of the Amtrak Board. It was a mutual admiration feast reminiscent of noncontroversial Senate confirmation hearings.

The three principles had good reasons to feel proud. Lewis, in accepting a prominent Democrat as Boyd's successor, could take credit for treating Amtrak as a business rather than a political football. When a reporter pressed him on this, he drew laughter

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"This is all about growth, which will mean more extended and extensive service to the American public. We have set the groundwork for growth."

—Amtrak President Alan S. Boyd

"I second Mr. Boyd's statement. The new contract agreement is certainly a big step towards any future expansion of the system."

—Rep. Adam Benjamin, Jr. (D-IN), Chairman,
Appropriations Subcommittee on Transportation

"... shows that labor and management can work together to meet the fiscal challenges of today."

—Rep. Norman F. Lent (R-NY), Ranking Member,
Energy & Commerce Subcommittee on
Transportation, Commerce, and Tourism

"... a welcome commitment to allow Amtrak to be more efficient with less subsidies from the federal government."

—U.S. Secretary of Transportation Drew Lewis

Amtrak and the leadership of "six major rail labor organizations have just signed precedent-setting new labor contracts that signal a new era of mutual labor-management cooperation and progress." Continuing to quote from Amtrak President Alan S. Boyd's statement at the May 27 Capitol Hill ceremony where the agreements were signed:

"This is the first time that Amtrak has bargained directly with the unions and marks the beginning of a recognition that passenger service has managerial and work force requirements that are vastly different from those of freight railroads. A new productive partnership—between labor and management at Amtrak begins today—and the benefits to both will mean not only stability of our system but the kind of growth that will respond to market demand...."

"First, labor will have a clearly defined involvement in the management of the nation's rail passenger system through the formation of a joint labor/management productivity council. The concept goes way beyond the traditional suggestion-box approach which characterizes so many labor/management communications systems.

"Second, railroad management and labor have come to terms

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TRAVELERS' ADVISORY

Fear not, Fort Wayne residents, your city won its fight to prevent rerouting of the "Broadway/Capitol Ltd.," thanks largely to the efforts of Reps. Dan Coats (R-IN) and Adam Benjamin, Jr. (D-IN).

Key improvements expected in the Oct. 31 timetable:

- "St. Louis Mule" will depart Kansas City 40 minutes earlier, at 5 p.m., creating a "memory schedule" in the corridor: trains will depart both St. Louis and Kansas City at both 8 a.m. and 5 p.m. The change will permit a 25-minute guaranteed direct connection from the eastbound "Mule" to the southbound "Eagle" at the St. Louis "station" (should we say "zoo"?).

- The New Orleans-Los Angeles "Sunset Ltd." will stop at Ontario (CA) Airport instead of Pomona. The new stop may be Amtrak's only unstaffed station with an adjacent rent-a-car office! "Southwest Ltd." and "Desert Wind" service at Santa Fe's Pomona station will not be affected.

- The New York-New Orleans "Crescent" will stop at Picayune, MS, instead of Poplarville, permitting direct service to a larger population.

Gone are Cascade Trailways' Seattle-Airport-Tacoma-Fort Lewis-Olympia and East Olympia-Olympia bus connections to Amtrak trains. Tacoma-Bremerton remains, although Amtrak regards the interline agreement as dead and may not admit existence of the service.

The Klamath Falls-Medford bus connection operated by "Train-bus" is dead. The Resort Bus Lines Chemult-Bend service is out but is expected to resume operations from Dec. 15 through the end of April, 1983.

Work Cut Out For Montana And North Dakota

Montana has indicated to Amtrak some interest in restoring service on the southern route across Montana and North Dakota, traversed until Oct. '79 by the heavily used "North Coast Hiawatha." At Amtrak's suggestion, Montana is exploring with North Dakota the possibility of submitting a two-state application for service which would be jointly funded by Amtrak and the states under Section 403(b) of the Amtrak law. Unfortunately, North Dakota's initial response to Montana's tentative contact was not encouraging. North Dakota and Montana NARP members should contact state legislators and state DOT's, seeking their support.

If North Dakota doesn't act soon, it may find the ex-Northern Pacific route through Bismarck removed from the mainline freight network. South Dakota has acquired and is rehabilitating the former Milwaukee Road mainline between Terry (Miles City), MT; Aberdeen, SD; and Ortonville, MN. Burlington Northern is likely to become the operator of this line. The Aberdeen line has more tangent track than the Bismarck line and is 18 miles shorter (Miles City-St. Paul), so BN might be tempted to downgrade the Bismarck line and divert traffic via Aberdeen. Amtrak's first opportunity to serve South Dakota!

Another BN reroute seems certain and could have a much more serious impact on "Hiawatha" restoration efforts. Under this plan, southwestern Montana loses mainline freight service. Traffic formerly operated via Missoula and Butte or Helena would leave the southern route at Billings and head northwest via Great Falls to join the northern route at Shelby.

This adds 125 miles to the Billings-Sandpoint, ID run. Derailments in Marias Pass or anywhere in Glacier Park or along the 336-mile Shelby-Sandpoint line could cut Montana and the Dakotas off from Washington and force Minneapolis-Seattle rail freight to detour via Nebraska or Canada. The advantage of the reroute is that BN's heavy coal trains could avoid the steep grades around Garrison on the southern route.

Western Montana would be reduced from three east-west mainlines a few years ago to one. The Department of Defense should be concerned, and NARP will make sure it is alerted.

Trackwork on the Aberdeen line is expected to take about two years; the Montana reroute about three. However, BN Chairman Richard Grayson, in a letter to Rep. Pat Williams (D-MT), said Montana track upgrading will start this summer and some trains probably will be rerouted north by the end of the year. (*Great Falls Tribune*, June 19).

C&O Workers and NARP Advertise "The Cardinal"

Most of the advertising for Amtrak's NY-Cincinnati-Chicago "Cardinal" has been financed and placed by C&O employees and NARP members, hoping to assure the permanence of the route, which was discontinued Oct. 1, 1981, and revived on a tri-weekly basis on Jan. 8, 1982.

While riding the train from Hamilton, OH, to Chicago, NARP Director Ted Scull of New York and NARP Member John Wilson of Hamilton learned from Conductor Roland Douglas that some 30 C&O employees had taken out ads for the train in three on-line newspapers—in Marion, Muncie, and Peru, Indiana.

Douglas said, as spokesman for the group, "We are proud of our train and we decided to take up a collection to advertise the 'Cardinal' because we knew that Amtrak was not going to. We put up a notice in the train crew's office in



—Photo by Ted Scull

C&O Conductor Roland Douglas working "The Cardinal"

"In Congress there was good bipartisan support in both Houses. It finally became apparent that the Cardinal was not just 'Bob Byrd's Train' but rather a train of great interest and importance to so many Senators and Congressmen as well as their constituency."

—Tod Hanger in the March, '82
Chesapeake & Ohio Historical Newsletter

Peru, and the money just came rolling in. Most who contributed were not even in passenger service.

"The ad tells people what they need to know to ride the train—the days of operation, arrival and departure times at each station, the price of a round-trip ticket, and where it goes."

Douglas has 37 years of service with the C&O, four of them on the "Cardinal." With his seniority, he doesn't have to worry about losing his passenger job as he can always go back to freight. But he likes his "Cardinal" job and he wants the train to succeed.

Over \$13,000 or roughly half of the proceeds from NARP's special membership appeal were devoted to newspaper and radio advertising from Cincinnati to White Sulphur Springs. ■

New Agreements (continued from page 1)

with the need for more cost-effective rail passenger operations. Labor has taken the lead in holding down wage increases in these agreements below levels already negotiated with the nation's freight railroads.

"And Third, labor work rules have been modernized. These agreements clearly demonstrate that not only is high-quality labor indispensable to smooth, efficient operations, but that modern, flexible work rules permit the labor force to make optimum use of its broad range of skills. Management, for its part, is declaring its willingness—and its enthusiasm—for involving labor spokesmen or leaders in some formerly closely held areas of decision-making and direction of the work force."

The six unions involved (see photo caption—Terriego wears his Carmen "cap" when dealing with Amtrak) represent nearly 3/4 of the 18,000 workers employed directly by Amtrak. Subsequently, a similar contract was signed by the International Brotherhood of Firemen and Oilers on behalf of its 300 Amtrak workers.

Over the 39-month term of the contracts, the average Amtrak worker will receive wage increases up to 18.7%, depending upon future cost-of-living adjustments. (The nation's freight railroads, by contrast, last year signed 39-month contracts that provide for wage increases of more than 30%).

The Joint Labor/Management Productivity Council "will establish local task forces to ensure a comprehensive analysis and re-



—Amtrak photo by Ed Wojtas

Leaders of six railway brotherhoods prepare to sign new collective agreements covering almost 13,000 Amtrak employees, 72% of the company's total workforce. Taking part in the signing ceremonies in Washington, D.C., are (standing l-r): Robert McCarthy, assistant railroad coordinator for the International Association of Machinists; Rep. Norman F. Lent (R-NY), ranking minority member of the House Transportation and Commerce Subcom.; Brotherhood of Maintenance of Way Employees President Ole M. Berge; Adam Benjamin, Jr. (D-Ind.), chairman of the House Appropriations Transportation Subcommittee; James E. Yost, international representative with the International Brotherhood of Boilermakers and Blacksmiths Railroad Division; Richard I. Kilroy, Brotherhood of Railway and Airline Clerks president; Albert A. Terriego, director of the Transport Workers Union Railroad Division and chairman of the Joint Council of Carmen; and International Brotherhood of Electrical Workers International Vice President Andrew M. Ripp. Seated (l-r) are Amtrak President Alan S. Boyd and George Daniels, Amtrak labor relations vice president.

view of each phase of Amtrak's operation (and they) will recommend changes and may institute experimental programs in order to test the . . . changes. The Council will submit a final report on January 1, 1984, summarizing its activities and the activity of the local task forces, outlining its findings and the results of any experimental program, and making specific recommendations for changes that will enhance the productivity of Amtrak."

Included in the almost 100 changes are new rules which permit Amtrak to meet the requirements of its service by:

- altering the starting times of employees;
- splitting the normal eight hour shifts at certain locations;
- permitting employees to perform work formerly reserved to other job classifications;
- retaining qualified employees on key positions for a fixed period of time; and
- extending the probationary period of new-hires to permit better screening of prospective employees.

The symbolic value of these agreements is at least as important as their substance. In 1981, Congress bucked the administration to save Amtrak. Many observers felt that—in order to maintain Congress's pro-Amtrak spirit and certainly to permit the service expansion needed to lower Amtrak's unit costs—labor needed to respond with unprecedented productivity improvements.

Rail passenger supporters have watched nervously as the airlines, automakers, and even some freight railroads increased productivity through cooperation with their unions.

Until now, defenders of Amtrak could point only to small improvements painstakingly negotiated on a case-by-case basis. Not even *that* on many urban transit systems! "The labor problem" was frequently cited by critics, including the Reagan administration, many NARP members, and some individuals who refused invitations to join NARP.

The new national agreements are good news. If Amtrak can do as well with the important remaining unions, NARP can testify next year with renewed confidence that Congress should and will respond to labor's good faith by permitting badly needed service expansions. ■

Graham Claytor Steps Up *(continued from page 1)*

by quipping, "There was no Reagan campaign coordinator who was qualified." Lewis has also been associated with what many observers consider the highest quality Amtrak Board appointments to date. Hence Boyd's comment that Lewis has "proved to be a very fine, firm friend of rail passenger service."

Claytor could take pride in the fact that a Republican administration was so impressed with his qualifications, and in all the superlatives Lewis and Boyd were using to describe him.

And the superlatives were heaped on Boyd, another Democrat, as well. From Secretary Lewis: "We would have preferred that he stayed." From Claytor: "Amtrak service is so good that it's not even in the same league" as when Boyd first took over. "It will be a challenge to match the incredible progress that the company has made under the stewardship of Alan Boyd, but with the continued dedication of the company's employees and the help of the Congress and Department of Transportation, it can be done."

It is a great tribute to Boyd that Amtrak's stature has risen to the point where a man with Claytor's reputation in private sector railroading would accept the job.

The transportation community, including U.S. DOT, seemed united in praise of the new appointment. It was a stunningly positive answer to the question everyone had been nervously asking since word of Boyd's resignation got out: could a high quality executive be found who would accept the \$85,000 statutory lid on salary?

Besides his impeccable reputation in the business world, Clay-

"There's no question in my mind that the best possible choice in America was made."

—Alan S. Boyd

"I'm dedicated to maintaining the national system and the Northeast Corridor."

—W. Graham Claytor, Jr.

tor is known as the railroad executive who most enjoys being on the rails. In the late 1960's, your editor saw this enthusiasm firsthand while riding the SR-N&W "Pelican-Tennessean." Claytor walked through the train and, spotting the college student at the vestibule with a camera, invited him to join the Claytors on the open platform office car at the rear of the train, where Claytor happily waltzed around, calling out track locations, and, as we came past the Roanoke shops, pointing out his steam locomotive.

When Amtrak began operations May 1, 1971, SR under Claytor was the only major rail passenger carrier not to join Amtrak and thus incurred the obligation to continue for several years three other trains that Amtrak would have discontinued instantly. Service quality on the "Southern Crescent" set a standard against which early Amtrak service quality could be measured. SR also maintained an active passenger excursion program, mostly behind steam engines—another reflection of Claytor's enthusiasm.

Claytor received his B.A. from the University of Virginia (1933) and J.D. *summa cum laude* from Harvard (1936). He joined Covington and Burling as an associate in 1938 and became a partner in 1947. He joined SR as Vice President—Law in 1963, was appointed President in 1967, and served as Chairman of the Board and CEO in 1976-7.

During the news conference, Claytor spoke highly of the "fine team" of managers Boyd had brought to Amtrak, and said he intended to keep them and work with them. He hadn't studied the specific issues confronting Amtrak and had no opinion yet on whether Amtrak should expand or contract. He also said:

- SR's relationship with Amtrak was very good.
- "I've ridden (Amtrak) a good deal."
- "I'll be getting around the railroad a good deal."
- The public wants good service: on time, everything in working order, good on-board service, no bad food.
- He's had no chance yet to study prospects for high-speed Los Angeles-San Diego passenger trains, an idea he called "terribly interesting." ■

NARP'S 1982-83 BOARD

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*. . . (and address changes) not in the June '81 News (send s.a.s.e. for full list). *Indicates group formed within past year.*

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WISCONSIN ARP. Robert Ballou, President, 1638 N. Mason St., #4, Appleton, WI 54911. ■

TO HELP US CONSIDER NEW BENEFITS. . .

Members with survey experience, access to a WATS phone line, or data processing capability, if you'd like to help in surveying the NARP membership, write to: NARP Membership Task Force, Nancy Ross, Co-chairperson, P.O. Box 1344, Troy, NY 12181.