

February 1, 2024

**Application for Surface Transportation Board Passenger Rail
Advisory Committee (PRAC) Vacancy per STB Decision
EP 774 (Sub-No. 1).**

1. Candidate Information:

Name: George H. Luchs

**Current Position: Locomotive Engineer, National Railroad
Passenger Corporation (Amtrak).**

Business Contact Information:

- **Mailing Address: 1303 3rd Street, Trailer A, Oakland CA
94607**
- **Business Phone: (707) 688-9780; alternate (510) 725-2687
(supervisor Road Foreman of Engines Charles Miller)**
- **Email address: gluchs@sbcglobal.net or
luchsg@amtrak.com**

**2. PRAC Vacancy Applying for: National Railroad Passenger
Corporation (Amtrak).**

3. Experience and Qualifications:

I have 29 years of experience in passenger train operations with Amtrak in the capacity of Conductor, Locomotive Engineer, Road Foremen of Engines and Assistant Superintendent, Road Operations. I am also a retired from a 28 year career in the US Navy Reserve, retiring in 2009 with the rank of Commander. Relevant Amtrak work experience includes the following:

As a Conductor, based in Washington D.C., I worked for three years (1994-1997) in NEC road passenger service on Amtrak trains (road service to Philadelphia and New York, work trains and yard service in Washington Terminal) and Maryland Department of Transportation (MARC) Penn Line (Washington D.C. to Baltimore/Perryville MD) commuter trains.

As a Locomotive Engineer, I initially operated Amtrak off-corridor inter-city (Virginia, Carolina and Florida service) trains based out of Washington D.C. (1997-2000) to Richmond VA, Newport News VA, Raleigh, NC, Florence, SC, and Charlottesville, VA. During this time period, I also worked Virginia Rail Express (VRE) commuter trains working out of the Fredericksburg, VA and Manassas VA, crew bases.

I subsequently transferred to the Los Angeles area and worked as an engineer in Metrolink commuter service (2000-2005) based out of the Riverside CA and San Bernardino CA crew bases.

Following a return to craft in 2014, I worked as an engineer out of the Oakland, CA crew base (2014 to present) initially on the California Zephyr (2014-2018) from Oakland to Reno; currently I work as an engineer on the CA state-supported San Joaquin service trains from Oakland to Merced, CA.

As a Road Foreman of Engines, based in Los Angeles, CA, (2005-2013) I trained and supervised train and engine service crews of the Southwest Chief and Sunset Limited trains. Filled in for temporary supervisory vacancies and worked in Albuquerque NM, La Junta CO and Maricopa AZ crew bases. I also supported 8th Street Yard (LA Terminal), Pacific Surfliner and Metrolink train operations as required. Responsible for operating and train handling rules compliance; worked to resolve customer complaints; performed conductor revenue audits; and worked frequently with host railroad representatives (UPRR and BNSF) and regulatory agency representatives (FRA and CA PUC) in performing joint efficiency testing. Directed Amtrak responses to service disruptions on host railroad and home territories. Worked closely with host railroad (UPRR and BNSF) passenger operations personnel with train delay reporting, service disruptions and train dispatching issues involving Amtrak trains.

As Assistant Superintendent, Road Operations, based in Oakland, CA (2013-2014) I was responsible for the day-to-day operations of the San Joaquin Service trains and Oakland

Terminal. Supervised Road Foreman and Trainmasters in the performance of their duties; monitored efficiency testing and safety program compliance and managed manpower staffing of trains. Managed budget for San Joaquin service operations. Oversaw Amtrak response to service disruption issues. Represented Amtrak in a variety of meetings with host railroads (BNSF and UPRR), CALTRANS, FRA, CA PUC and San Joaquin Valley Rail Commission representatives. Worked directly with CALTRANS and Amtrak Mechanical Department to ensure equipment availability for San Joaquin, California Zephyr, Coast Starlight and Capitol Corridor trains.

My work experience at multiple levels of Amtrak (labor and management), with host railroads (UPRR and BNSF) and with regulatory agencies (FRA and CA PUC) provides a diverse and balanced perspective to serve as a member of the PRAC.

4. I am willing to serve as a member of the PRAC in a representative capacity on behalf of the National Railroad Passenger Corporation (Amtrak).

Thank you for your consideration of my application for PRAC candidacy.

Sincerely,

George H. Luchs