

**NOTICE PURSUANT TO ARTICLE I, SECTION 4  
OF THE NEW YORK DOCK CONDITIONS  
FINANCE DOCKET NO. 33388**

CSX Transportation, Inc. (“CSXT”) serves this notice pursuant to Article I, Section 4 of the New York Dock conditions imposed in Finance Docket No. 33388.

By this notice, CSXT is proposing to consolidate and coordinate train operations, employees, and related facilities in the territory covered by the Northern District (former Conrail), the territory covered by the Eastern District, and certain contiguous parts of the Western District, to create a larger territory for train operations, to be known as the Northern Mid-Atlantic District. The consolidation of the Eastern and Northern Districts and parts of the Western District will allow CSXT to better utilize locomotive engineer employees throughout the larger territory, improve train service, operate trains more efficiently, realize costs savings, and improve utilization of equipment.

The limits of the Northern Mid-Atlantic District are as follows:

Northern Limits: Canadian/New York Border.

Southern Limits (from west to east): Columbus, OH (exclusive), Richmond, VA, (exclusive), Huntington, WV (exclusive).

Western Limits: North Baltimore, OH.

Eastern Limits: Boston, MA.

The above includes all main lines, branch lines, yard tracks, industrial leads, stations between points identified, and all terminals that lie at the end of a line segment. A map showing the proposed Northern Mid-Atlantic District is attached as Exhibit A to this Notice.

CSXT anticipates that the following initial operational changes will be implemented as a result of the proposed coordination.

1. North Baltimore, Ohio. A new home terminal and away-from-home terminal will be established at North Baltimore, Ohio in connection with the new intermodal terminal being constructed at that location. This new terminal and territory between North Baltimore and Willard, Ohio, which is currently in the Western District will be included in the proposed consolidated district. North Baltimore will be the supply point and home terminal for trains originating at the new terminal and operating east. North Baltimore will be a new away-from-home terminal for pools at Buffalo (former Conrail), Cleveland (Consolidated B&O Eastern and Western Districts and former Conrail), and other supply points east of North Baltimore. North Baltimore will also be a new home terminal for trains operating in the Western District between North Baltimore and Chicago. In order to protect service east of North Baltimore, new positions will be established at this new supply point. In addition, positions and work will be transferred to North Baltimore from Garrett and Willard (both in the Western District), and from Cleveland and Buffalo(both former Conrail). North Baltimore will also be the location for extra boards protecting train operations between that home terminal and points east, including Buffalo (former Conrail) and Cleveland (former Conrail and Consolidated B&O Eastern and Western Districts).

2. Cleveland, Ohio. Cleveland is currently operated as two terminals, one at Clark Avenue Yard (Consolidated B&O Eastern and Western Districts) and one at Collinwood Yard (former Conrail). Cleveland will become a single, consolidated terminal. The working limits of the Northern District (former Conrail) and Consolidated B&O Eastern and Western Districts in Cleveland will be combined into the new consolidated terminal. Employees on the new

consolidated roster who are based at Cleveland will be used throughout the Cleveland Consolidated Terminal area. Service east (Consolidated B&O Eastern District and former Conrail), west (Consolidated B&O Western District), and south (Consolidated B&O Western District) of Cleveland will be protected by pools and extra boards based at the consolidated terminal.

3. Train operations between Cleveland (former Conrail and Consolidated B&O Eastern and Western Districts) and Columbus (Consolidated B&O Western District) will be included in the new consolidated district and protected by pools and extra lists at the consolidated Cleveland Terminal.

4. Buffalo. Train operations between Buffalo (former Conrail) and New Castle, Pennsylvania (Consolidated B&O Eastern District) will be coordinated in the new district and protected by pools established at Cleveland and/or New Castle. Ashtabula will no longer be a crew change point for road crews based in Buffalo and New Castle.

5. Philadelphia. Train operations between Philadelphia (Consolidated B&O Eastern District) and Selkirk (former Conrail) will be coordinated in the new Northern Mid-Atlantic District. North Bergen, New Jersey will no longer serve as an away-from-home terminal for certain crews based at Philadelphia and Selkirk. Philadelphia will become the home terminal for the pool protecting through trains operating between Philadelphia (Consolidated B&O Eastern District) and Selkirk (former Conrail). The extra boards at Selkirk will be reduced in size and those at Philadelphia increased.

6. Selkirk. Selkirk will no longer serve as a home terminal for crews operating through trains between Selkirk and Philadelphia. Similarly, the size of the extra boards at Selkirk will be reduced.

7. North Bergen. The work territory of pools whose home terminal is North Bergen will be expanded to include the territory between Selkirk and Syracuse. North Bergen will also be a supply point for service between North Bergen and Worcester.

8. Syracuse. Train operations between Syracuse and North Bergen and between Syracuse and Springfield and Worcester will be coordinated in the new consolidated district. Syracuse will serve as a terminal or away-from-home terminal for service between Syracuse and Buffalo or Cleveland and between Syracuse and Worcester or Springfield.

All road territory and terminals within the Northern Mid-Atlantic District will have one common locomotive engineer work force working under one labor agreement. CSXT is proposing that the Single System Agreement apply to the new Northern Mid-Atlantic District.

The proposed consolidation of territory and coordination of work therein will result in the rearrangement of forces in the Eastern and Northern Districts and part of the Western District. All employees in the craft of locomotive engineers in the Northern Mid-Atlantic District will be placed on a new consolidated seniority roster, the Northern Mid-Atlantic District Roster. This roster will replace and eliminate the Consolidated B&O Eastern Seniority District Roster and the Northern District Seniority Roster. In addition, some employees now on the Consolidated B&O Western District Roster will be placed on the new Northern Mid-Atlantic District Roster. The proposed consolidation of seniority districts will not create any new prior rights. Current equity arrangements will be eliminated.

Employees on the Consolidated B&O Western District Roster will continue to have rights to work on some trains that move between points in the Western District, as modified by this proposal, and points in the new Northern Mid-Atlantic District.

CSXT expects that the consolidation of the Eastern and Northern Districts and a portion of the Western District and the coordination of the work within the consolidated territory will have the following impacts on engine service employees.

**Selkirk, NY**

- 3 engineer positions abolished
- 2 engineer positions transferred to Philadelphia

CSXT anticipates that no employees will be furloughed, because CSXT anticipates that positions will be available for employees affected by these abolishments.

**Cleveland, OH**

- 3 engineer positions abolished at Clark Avenue Yard
- 1 engineer position transferred from Buffalo

CSXT anticipates that the abolishment of these positions could result in furloughs for several months during the year.

**Manville, NJ**

- 1 engineer position abolished

CSXT anticipates that no employees will be furloughed, because CSXT anticipates that positions will be available for the employee affected by this abolishment.

**Philadelphia, PA**

- 2 engineer positions transferred from Selkirk

**Garrett, IN**

- 3 engineer positions transferred to North Baltimore

**Willard, OH**

- 11 engineer positions transferred to North Baltimore

CSXT anticipates that positions will be available for some of the employees affected by these abolishments at the new home terminal and supply point to be established at North Baltimore, Ohio.

**North Baltimore, OH**

- 7 new engineer positions added
- 14 engineer positions transferred from Willard and Garrett

**Buffalo, NY**

- 1 engineer position transferred to Cleveland

CSXT will be entering into negotiations with the employees' representatives for the purpose of reaching an implementing agreement required by Article I, Section 4 of the New York Dock conditions, which will protect the interests of employees affected by the proposed consolidation and coordination of work in the consolidated territory.

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