

B&O Eastern District (and Willard/Crestline supply point on Western District)

If ratified:

- Current seniority rights to assignments/positions maintained as prior right rosters (with a process for rationing prior rights when assignments are decreased).
- New York Dock auto certification for employees whose assignments are abolished (within 90 days before or after notice) when new service is established in Willard/Crestline, Cleveland, New Castle and Philadelphia.
- Deadhead by trains eliminated except in case of emergency conditions (Rule 100, Section 11) wherein transportation in passenger carrying conveyances would be prohibitive for safety reasons.
- Up to 100 Personal Leave Days may be carried over and held.
- Up to 2 weeks of vacation (instead of 1) may be converted to daily vacation; and weekly vacations started on Saturday (currently Sunday) starting in 2011 so that an employee taking a single week of vacation will get a full weekend off.
- Instructor allowance increased to \$18.00.
- Road AFHT meal allowance increased to \$10.00 (\$2.00 increase).
- CSX payroll will not be allowed to recover overpayments after 60 days from date of payment (Note: This has been a huge problem in the past.)
- CSX payroll to recognize 234 “computed” days (180 basic days x 1.3 days = 234 days) for road service employees to qualify for vacation (Note: This has been a dispute in the past).
- Engine service seniority date in relative train service seniority order retained (under the Fischbach Award).

If not ratified:

- The change in service routes identified and coordination of the territories identified in the Carrier’s notice of December 2, 2009 would still take place (former CR Northern, B&O Eastern and contiguous parts of the B&O Western District to be coordinated under one agreement), but the parties would be forced to arbitrate the conditions under which that coordination will take place pursuant to Section 4 of the New York Dock provisions imposed by the Surface Transportation Board in FD 33388.
- Negotiated prior rights and automatic NYD certification will be forfeited.
- All of the enhancements to the B&O Schedule Agreement identified above will be forfeited.
- Increased number of assignments in Philadelphia and New Castle, PA, forfeited.

- North Baltimore facility to be switched by CSXT crews (under a separate agreement) will be forfeited.

B&O Western District (excluding the Willard/Crestline supply point)

If ratified:

- Current seniority rights to assignments/positions maintained as prior right rosters (with a process for rationing prior rights when assignments are decreased).
- New York Dock auto certification for employees whose assignments are abolished in Garrett (within 90 days before or after notice) when new service is established pursuant to the coordination.
- Deadhead by trains eliminated except in case of emergency conditions (Rule 100, Section 11) wherein transportation in passenger carrying conveyances would be prohibitive for safety reasons.
- Up to 100 Personal Leave Days may be carried over and held.
- Up to 2 weeks of vacation (instead of 1) may be converted to daily vacation.
- Instructor allowance increased to \$18.00.
- Road AFHT meal allowance increased to \$10.00 (\$2.00 increase).
- CSX payroll will not be allowed to recover overpayments after 60 days from date of payment (Note: This has been a huge problem in the past.)
- CSX payroll to recognize 234 “computed” days (180 basic days x 1.3 days = 234 days) for road service employees to qualify for vacation (Note: This has been a dispute in the past).
- Engine service seniority date in relative train service seniority order retained (under the Fischbach Award).
- North Baltimore facility to be switched by CSXT crews (under a separate agreement).

If not ratified:

- The change in service routes identified and coordination of the territories identified in the Carrier’s notice of December 2, 2009 would still take place (former CR Northern, B&O Eastern and contiguous parts of the B&O Western District to be coordinated under one agreement), but the parties would be forced to arbitrate the conditions under which that coordination will take place pursuant to Section 4 of the New York Dock provisions imposed by the Surface Transportation Board in FD 33388.
- Western District locations (other than Willard/Crestline) will not be included in the new NMA seniority district.
- Western District Willard/Crestline employees taking seniority on the Consolidated NMA roster could be required to forfeit their B&O Western District rights in an arbitrated agreement.

- Automatic NYD certification for employees in Garrett who may be affected by assignments being moved to North Baltimore will be forfeited.
- All of the enhancements to the B&O Schedule Agreement identified above will be forfeited.
- North Baltimore facility to be switched by CSXT crews (under a separate agreement) will be forfeited.