



MR – CO –03-11/2022

**NEW PENN MOTOR EXPRESS,
YRC FREIGHT, INC &
HOLLAND**

**2022 TERMINAL CONSOLIDATION,
TERMINAL ZIP CODE REALIGNMENT,
VELOCITY CENTER & ROAD
NETWORK REALIGNMENT
CHANGE OF OPERATIONS
(Article 8, Section 6)**

- Consolidating twenty-two (22) terminals
- Zip code realignment of two hundred (200) terminals
- Establishes thirty-five (35) Velocity Distribution Centers
- Establishes nine hundred ninety-eight (998) additional Utility Employee Positions
- The Utility Drivers will travel approximately 175-miles to or from the Velocity Distribution Centers
- Allows Each Utility Employee to Return Home After Each Tour of Duty
- Establishes additional Turns, Meet & Turns within the system
- Eventual reduction in the utilization of Sleeper Teams
- Establishes additional Road Domiciles at Terminals to create hiring opportunities
- Reversing Specified Road Bids



October 19, 2022

Sean O'Brien
President
25 Louisiana Avenue NW
Washington, DC 02001

John Murphy
National Freight Director
25 Louisiana Avenue NW
Washington, DC 02001

Don Emery
President TMI
2800 West 66th St.
Mission Hills, KS 66208

Dear Mr. O'Brien,

YRC Freight, New Penn and Holland are requesting a Multi-Region Change of Operation hearing to be determined, and implementation date to be determined in accordance with Article 8, Section 6 of the Current NMFA. This Change of Operations concerns the consolidations of twenty-two (22) terminal locations into existing terminal operations or current co-hab operations and establishes thirty-five (35) Velocity Distribution Centers. This Change will realign the zip code area for all operating Companies in the East, Central and portions of the Southern region. It will also establish one dispatch system and one utility operation across all operating Companies as the Company moves toward becoming One Yellow, reducing the number of terminals by nineteen (19), reversing and redefining bids, road turns, meet and turns, laydowns and reducing Sleeper Teams. The purpose of this Change request is to create Super Regional network built for speed, by increasing density and load factor in P&D and Linehaul movements, improve service, reduce empty mileage, eliminate certain fixed costs (building and lease, management staffing, taxes, communication expenses, etc.), improve efficiencies and helping to create a competitive advantage in the marketplace.

Company representatives will meet with National Freight Director John Murphy, Assistant Freight Director Danny Avelyn, the Area Freight Coordinators, and all Local Unions involved regarding this Change of Operations request.

The Company fully intends to comply with the terms of the National Master Freight Agreement, all involved Supplemental Agreements and all White Paper Clerical and Maintenance Agreements.

Please do not hesitate to contact me with any questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Gladfelter".

Mark Gladfelter
Director of Trucker Relations

CC:

Tony Jones
Assistant National Freight Director
555 East Rich Street
Columbus, OH 43215

Ron Seamans
Western Regional Freight Coordinator
379 West Valley Road
Rialto, CA 92376

Lendon Grisham
Southern Regional Freight Coordinator
1050 Cornelia Street
Nashville, TN 37217

IBT Freight Division
25 Louisiana Avenue NW
Washington, DC 02001

Danny Avelyn
Assistant National Freight Director
4349 S. 90th St
Omaha, NE 68127

Bill Wedebrand
Central Regional Freight Coordinator
9422 Ulysses Street NE
Blaine, MN 55434

Edgar Thompson
Eastern Regional Freight Coordinator
2552 Jefferson Street
Harrisburg, PA 17110

EASTERN REGION LOCAL UNIONS

Teamsters Local Union No. 25 544 Main Street Charlestown, MA 02129	Teamsters Local Union No. 29 12 Cedar Park Lane Verona, VA 24482
Teamsters Local Union No. 71 2529 Beltway Blvd Charlotte, NC 28214	Teamsters Local Union No. 107 12275 Townsend Road Philadelphia, PA 19154
Teamsters Local Union No. 110 153 Ebony Road Ebensburg, PA 15931	Teamsters Local Union No. 118 130 Metro Park Rochester, NY 14623
Teamsters Local Union No. 170 330 South West Cutoff Worcester, MA 01604	Teamsters Local Union No. 171 2550 W. Main Street Salem, VA 24153
Teamsters Local Union No. 175 267 Staunton Avenue SW South Charleston, WV 25303	Teamsters Local Union No. 229 1260 O'Neill Highway Dunmore, PA 18512
Teamsters Local Union No. 249 4701 Butler Street Pittsburgh, PA 15201	Teamsters Local Union No. 251 121 Bightridge Avenue E. Providence, RI 02914
Teamsters Local Union No. 294 890 Third Street Albany, NY 12206	Teamsters Local Union No. 317 566 Spencer Street Syracuse, NY 13218
Teamsters Local Union No. 326 451 Churchmans Rd New Castle, DE 19720	Teamsters Local Union No. 340 27 Main St. South Portland, ME 04106
Teamsters Local Union No. 355 1030 S. Dukeland Street Baltimore, MD 21223-3303	Teamsters Local Union No. 384 2910 Hannah Avenue Norristown, PA 19401
Teamsters Local Union No. 391 PO Box 35405 Greensboro, NC 27425	Teamsters Local Union No. 397 1344 East 11th Street Erie, PA 16503
Teamsters Local Union No. 401 260 South Washington St Wilkes-Barre, PA 18703	Teamsters Local Union No. 404 115 Progress Avenue Springfield, MA 01101
Teamsters Local Union No. 429 1055 Spring Street Reading, PA 19610-1746	Teamsters Local Union No. 449 2175 William Street Buffalo, NY 14206-2418
Teamsters Local Union No. 453 200 S. Lee St Cumberland, MD 21502	Teamsters Local Union No. 509 310 Bennett Center Greer, SC 29650
Teamsters Local Union No. 560 707 Summit Ave 5th Floor Union City, NJ 07087	Teamsters Local Union No. 592 3705 Carolina Ave Richmond, VA 23222
Teamsters Local Union No. 597 149 Quarry Hill Rd Barre, VT 05641	Teamsters Local Union No. 633 53 Goffstown Rd Manchester, NH 03105
Teamsters Local Union No. 639 3100 Ames Pl NE Washington DC, DC 20018	Teamsters Local Union No. 641 714 Rahway Avenue Union, NJ 07083
Teamsters Local Union No. 676 101 Crescent Boulevard Collingswood, NJ 08108	Teamsters Local Union No. 677 1871 Baldwin Street Waterbury, CT 06706
Teamsters Local Union No. 687 14 Elm Street Potsdam, NY 13676	Teamsters Local Union No. 701 2003 US Route #130 Suite B North Brunswick, NJ 08902
Teamsters Local Union No. 707 14 Front Street Hempstead, NY 11550-3602	Teamsters Local Union No. 764 450 Beaver Street Milton, PA 17847
Teamsters Local Union No. 773 3614 Lehigh Street Suite A Whitehall, PA 18052	Teamsters Local Union No. 776 2552 Jefferson Street Harrisburg, PA 17110-2505
Teamsters Local Union No. 822 5718 Barte Street Norfolk, VA 23502	Teamsters Local Union No. 992 10312 Remington Dr Hagerstown, MD 21740

CENTRAL REGION LOCAL UNION

Teamsters Local Union No. 20 435 South Hawley Street Toledo, OH 43609	Teamsters Local Union No. 24 3070 West Market Street Suite 201 Akron, OH 44333
Teamsters Local Union No. 26 908 N Neil Street Champaign, IL 61820	Teamsters Local Union No. 41 4501 Emanuel Clever II Blvd. Kansas City, MO 64130
Teamsters Local Union No. 89 3813 Taylor Blvd Louisville, KY 40215	Teamsters Local Union No. 100 2100 Oak Road Cincinnati, OH 45241
Teamsters Local Union No. 120 9422 Ulysses St. N.E. Blaine, MN 55434	Teamsters Local Union No. 135 2829 Madison Avenue Indianapolis, IN 46225
Teamsters Local Union No. 175 267 Staunton Avenue SW South Charleston, WV 25303	Teamsters Local Union No. 179 1000 NE Frontage Rd. Joliet, IL 60431
Teamsters Local Union No. 200 6200 W. Bluemound Rd Milwaukee, WI 53213	Teamsters Local Union No. 215 825 Walnut Evansville, IN 47706
Teamsters Local Union No. 236 715 South 3 rd Street Paducah, KY 42003	Teamsters Local Union No. 238 5000 J. St. SW Cedar Rapids, IA 52404
Teamsters Local Union No. 245 1850 East Division Springfield, MO 65803	Teamsters Local Union No. 299 2741 Trumbull Detroit, MI 48216
Teamsters Local Union No. 325 5533 Eleventh St. Rockford, IL 61109	Teamsters Local Union No. 346 2802 West First Street Duluth, MN 55806
Teamsters Local Union No. 364 2405 E. Edison Rd South Bend, IN 46615	Teamsters Local Union No. 371 101 31st Avenue Rock Island, IL 61201
Teamsters Local Union No. 377 1223 Teamster Drive Youngstown, OH 44502	Teamsters Local Union No. 406 3315 Eastern Ave SE Grand Rapids, MI 49508
Teamsters Local Union No. 407 3320 Superior Avenue Cleveland, OH 44114	Teamsters Local Union No. 413 555 East Rich St. Columbus, OH 43215
Teamsters Local Union No. 414 2644 Cass St. Fort Wayne, IN 46808	Teamsters Local Union No. 554 4349 South 90 St. Omaha, NE 68127
Teamsters Local Union No. 600 161 Weldon Parkway Maryland Heights, MO 63043	Teamsters Local Union No. 614 75 N Saginaw St. Pontiac, MI 48342
Teamsters Local Union No. 627 7101 N. Allen Rd. Peoria, IL 61614	Teamsters Local Union No. 651 100 Blue Sky Pkwy Lexington, KY 40509
Teamsters Local Union No. 662 850 State Highway 153 Suite D Mosinee, WI 54455	Teamsters Local Union No. 673 1050 West Roosevelt Rd. West Chicago, IL 60185
Teamsters Local Union No. 688 4349 Woodson Rd. Suite 200 St. Louis, MO 63134	Teamsters Local Union No. 695 1314 N Stoughton Rd Madison, WI 53714
Teamsters Local Union No. 696 3600 N.E. Sardou Topeka, KS 66616	Teamsters Local Union No. 705 1645 W. Jackson Blvd Suite 700 Chicago, IL 60612
Teamsters Local Union No. 710 9000 West 187th Street Mokena, IL 60448	Teamsters Local Union No. 795 4921 Cessna Drive Wichita, KS 67210
Teamsters Local Union No. 823 1601 S. Maiden Lane Joplin, MO 64801	Teamsters Local Union No. 833 3628 B West Truman Blvd. Jefferson City, MO 65109
Teamsters Local Union No. 908 800 St Johns Avenue Lima, OH 45804	Teamsters Local Union No. 916 3361 Teamsters Way Springfield, IL 62707
Teamsters Local Union No. 957 2719 Armstrong Ln Dayton, OH 45414	

SOUTHERN REGION LOCAL UNION

Teamsters Local Union No. 5 1772 Dallas Dr Baton Rouge, LA 70806	Teamsters Local Union No. 79 5818 E Dr Martin Luther King Jr Blvd Tampa, FL 33619
Teamsters Local Union No. 270 701 Elysian Fields Ave. New Orleans, LA 70117	Teamsters Local Union No. 385 126 North Kirkman Road Orlando, FL 32811
Teamsters Local Union No. 402 2208 E. 2nd Street Muscle Shoals, AL 35661	Teamsters Local Union No. 480 1050 Cornelia Street Nashville, TN 37217
Teamsters Local Union No. 512 1210 Lane Ave N Jacksonville, FL 32254	Teamsters Local Union No. 519 2306 Montclair Ave Knoxville, TN 37917
Teamsters Local Union No. 528 407 Arrowhead Blvd Jonesboro, GA 30236	Teamsters Local Union No. 568 920 Grimmer Dr Shreveport, LA 71107
Teamsters Local Union No. 612 50 Bagby Drive Birmingham, AL 35219	Teamsters Local Union No. 667 796 East Brooks Road Memphis, TN 38116
Teamsters Local Union No. 728 2540 Lakewood Ave, SW Atlanta, GA 30315	Teamsters Local Union No. 769 12365 West Dixie Hwy North Miami, FL 33161
Teamsters Local Union No. 878 6000 Patterson Ave. Little Rock, AR 72219	Teamsters Local Union No. 891 2648 Old Brandon Road Pearl, MS 39208
Teamsters Local Union No. 991 112 south Broad Street Mobile, AL 36602	

GENERAL OPERATING STATEMENT

This 2022 Regional Velocity Distribution Center and Road Network Realignment Change of Operations request is filed simultaneously with an Article 3, Section 7 MR-UE-02-11/2022 Utility Employee Change of Operations request to facilitate the operational ability of YRC Freight, New Penn and Holland to become One Yellow. This will provide customers with one company for both regional and long-haul shipments leading to improved asset utilization, enhanced network efficiencies and cost savings.

It will significantly improve the customer service product by using Toledo, OH, Kansas City, MO, Cincinnati, OH, Saint Paul, MN, Indianapolis, IN, Bolingbrook, IL, Joliet, IL, Des Moines, IA, South Bend, IN, Rock Island, IL, Cleveland, OH, Columbus, OH, Saint Louis, MO, Tomah, WI, Chicago Heights, IL, Charlotte, NC, Philadelphia, PA, Scranton, PA, Greensboro, NC, Buffalo, NY, Spartanburg, SC, Richmond, VA, Maybrook, NY, Camp Hill, PA, Harrisburg, PA, Hagerstown, MD, Orlando, FL, Nashville, TN, Knoxville, TN, Birmingham, AL, Memphis, TN, Atlanta, GA, Atlanta, GA, Little Rock, AR and Jackson, MS as Velocity Distribution Centers.

This proposed Change of Operations, in combination with the proposed Utility Employee Change of Operations, will strengthen the integrity of freight flow within the linehaul network by:

- Establishing a new Linehaul Network utilizing the Holland dispatch procedure (Hoffa dispatch rules)
- Redesigning the Zip Code Areas
- Establishing nine hundred ninety-eight (998) Utility Driver positions at one hundred forty-four (144) terminals and thirty-five (35) Velocity Distribution Centers, each within approximately 175-mile radius of their respective destination.
- Merging the Holland operations with the YRC Freight operations in the following locations with Holland being the surviving employer.
 - 211 Akron, OH
 - 313 Milwaukee, WI
 - 381 Omaha, NE
 - 303 Chicago North, IL
- Merging the New Penn Pittsburgh, PA operation with the YRC Freight Pittsburgh, PA operation with New Penn being the surviving employer.
- Merging the YRC Freight, Holland and New Penn operations at Buffalo, NY 205 with Holland being the surviving employer.
- Merging the YRC Freight operations with the New Penn Newburgh, NY operations currently cohabbed at Maybrook, NY with YRC Freight being the surviving employer
- Merging the YRC Freight operations with the Holland operations currently cohabbed in the following locations with Holland being the surviving employer.
 - 216 Cincinnati, OH - Holland
 - 547 Springfield, MO - Holland

The result of these modifications will have a positive impact on improving the regional and national service product to our customers.

By re-engineering the P&D and line-haul operation, this Multi Region Change of Operations will allow YRC Freight, New Penn and Holland (also known as Yellow) to provide a competitive service, secure additional revenue and provide new Union jobs.

All employees accepting transfer opportunities under this Change of Operations will work under the National Master Freight Agreement, the applicable Supplemental Agreements, work rules, rates of pay and conditions in effect at the surviving employers terminal/domicile to which they transfer.

GENERAL PROVISIONS

This 2022 Regional Velocity Distribution Center and Road Network Realignment Change of Operations must be implemented simultaneously and is part and parcel to YRC Freight, Holland and New Penn Utility Employee Change of Operations (MR-UE-02-11/2022) which will have an effect on both road driver positions and local cartage positions. The Company will comply with the seniority application decision of the Committee however, we would put forward the following job opportunity proposal for the National Utility Employee Review Committee and Multi-Region Change of Operations Committee's consideration:

The establishment of one dispatch system and utility operation will connect New Penn, Holland and YRC Freight to a new Linehaul network. There will be turns, meet and turns, and laydowns in this new system. The work rules or practices will remain at each location of the surviving employer.

- Bidding opportunities afforded in the 2022 Regional Velocity Distribution Center and Road Network Realignment Change of Operations for the Road and Local Cartage classifications at closing locations will be identified as follow the work opportunities to gaining locations prior to any pool bidding.
- Terminals that are losing road and are gaining Utility Employee positions shall have the first opportunity to bid those gaining Utility Employee positions within the terminal based on their respective terminal bidding procedures and practices. The numbers to be bid shall be equal to or less than the number of positions lost. In no event will a location be permitted to bid more positions than it is losing. These bids will be posted and awarded at each location described above, prior to any pool bidding.
- Bidding opportunities afforded in the 2022 Regional Velocity Distribution Center and Road Network Realignment Change of Operations for the Road and Local Cartage classifications will be identified as "Pool" bid opportunities. Article 8 Section 6 and Article 3 Section 7 pool bid opportunities will be available simultaneously to the respective bidder during the telephone pool bid. For pool bidding participants, both active and inactive employees shall be afforded the opportunity to participate in the bidding, however, employees hired on or after the postmark date of mailing for this Change of Operations shall not be able to bid. The pool bid employees will be bid active to active and inactive to inactive. Single line locations will bid positions in seniority as they have in the past.
- At those gaining facilities where there are employees on letter of layoff who are senior to employees transferring in, those senior laid off employees may not exercise their seniority to bump the less senior employee unless and until such time as they are recalled by letter of recall or worked back on by the terms of their Supplement to fill regular available work opportunities, at which time they shall be dovetailed on the active seniority list, but will not be able to displace a less senior Utility Employee prior to six (6) months after implementation, after which the Utility Employee positions will be bid

consistent with the Local Union practice or consistent with the applicable Supplement. However, in the event of a layoff, employees will be laid off in seniority order.

When approved, the Company will post sign-up sheets for pool bidding for a period of seven (7) days and will take place as agreed upon by the Change of Operations Committee decision after the terminal bidding of road drivers to Utility positions at the same terminal location.

The Companies propose a cutoff date for any new hire as of the postmark date of mailing for this Change of Operations. Those attaining seniority after this date shall not be eligible to participate in the bid. In addition, we would further propose that the postmark date of the mailing for this Change of Operations be utilized as the date to determine active status (layoff vs. active).

The company seeks to implement the 2022 Terminal Consolidation, Terminal Zip Code Realignment, Velocity Distribution Center & Road Network Realignment Change of Operations to be determined.

Moving expenses in this Change of Operations will be handled in accordance with the provisions contained in Article 8, Section 6 of the National Master Freight Agreement.

The Companies are proposing all New Penn drivers obtain their doubles, triples and tanker endorsements within thirty (30) days of implementation of the Change. They will be required to maintain all endorsements in accordance with the NMFA.

The Company agrees that nothing in this proposed Change of Operations is intended to violate and/or alter the provisions of the NMFA or the applicable supplemental agreements.

BIDDING/SENIORITY INFORMATION

Employees who are qualified bidders on Long-Term Disability (LTD) at the time of bid shall be allowed to bid.

Any employee, by reason of seniority who becomes eligible to bid but needs training to be CDL qualified, shall be offered a sixty (60) day training period by the Company in order to qualify. This does not apply to employees bidding a Utility Employee position in the Article 3 section 7 change. The period to commence the training may begin upon implementation of the change. The Company will provide training personnel and equipment at the location where the employee is currently domiciled or otherwise as mutually agreed to. If the employee fails to qualify during such sixty (60) day training period, they shall forfeit their bid and return to the seniority list at their present location.

SENIORITY DISPOSITION

The Company will offer job opportunities at gaining locations in accordance with the numbers set forth in the attached Exhibits. These exhibits identify all gaining and losing locations in all phases of the change and the overall impact on each location.

The bidding for the below listed positions described in Exhibit 7 will be as follows:

SINGLE LINE SENIORITY TERMINALS

- Terminal bid open to all fully qualified CDL drivers
- Any unfilled positions will be included in the pool bid

SEPARATE LINE SENIORITY TERMINALS

- Terminal bid open to current road drivers only
- Any unfilled positions will be included in the pool bid
- Any remaining unfilled positions will be reposted at the specific terminal and made available to all qualified local cartage employees.

TELEPHONE BID

The company will utilize a telephone bid procedure wherein it will combine the seniority lists by appropriate classification from all losing locations.

In addition, seniority lists from the gaining domiciles will be made available to eligible bidders at losing terminals to aid them in selecting a domicile to which they can transfer.

EASTERN REGION

**New Penn
Billerica, MA – 109
Local #25**

LOCAL CARTAGE

PRESENT OPERATION

Billerica, MA currently operates as an end of line terminal in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Billerica, MA terminal will lose work and be a net minus one (-1) local cartage position as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Billerica, MA currently operates as a road domicile in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Billerica, MA road operation will lose work and be a net minus four (-4) road driver positions as per Exhibit 3.

**YRC Freight
Boston, MA - 100
Local #25**

LOCAL CARTAGE

PRESENT OPERATION

Boston, MA currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Boston, MA terminal will lose work and be a net minus one (-1) local cartage position as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Boston, MA currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Boston, MA road operation will lose work and be a net minus two (-2) road driver positions as per Exhibit 3.

**YRC Freight
Staunton, VA - 647
Local #29**

LOCAL CARTAGE

PRESENT OPERATION

Staunton, VA currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Staunton, VA terminal will be a net zero (0) local cartage positions. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Staunton, VA currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Staunton, VA road operation will gain work and be a net plus four (+4) road driver positions as per Exhibit 3.

The company proposes to operate the Staunton, VA meet and turn as described in Exhibit 8:

- Nashville, TN – 422
- Nashville, TN – 395

**YRC Freight
Charlotte, NC - 653
Local #71**

LOCAL CARTAGE

PRESENT OPERATION

Charlotte, NC currently operates as a Velocity Distribution Center in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Charlotte, NC terminal will gain work and be a net plus three (+3) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Charlotte, NC currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Charlotte, NC road operation will lose work and be a net minus eighty-four (-84) road driver positions as per Exhibit 3.

The company proposes to operate the Charlotte, NC meet and turn as described in Exhibit 8:

- Harrisburg, PA – 135
- Hagerstown, MD – 153
- Pittsburgh, PA – 213
- Cincinnati, OH – 216
- Cleveland, OH – 218
- Indianapolis, IN – 324
- Birmingham, AL – 421
- Nashville, TN – 422
- Orlando, FL – 423
- Toledo, OH - 425
- Tampa, FL – 754
- Cleveland, OH – 332
- Indianapolis, IN - 357
- Columbus, OH – 857
- Dayton, OH - 339
- Akron, OH – 211

**Holland
Charlotte, NC - 329
Local #71**

LOCAL CARTAGE

PRESENT OPERATION

Charlotte, NC currently operates as an end of line terminal in the Holland network.

PROPOSED OPERATION

As a result of the realignments described in this change, the Charlotte, NC terminal will gain work and be a net plus twenty-eight (+28) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Charlotte, NC currently operates as a road domicile in the Holland network.

PROPOSED OPERATION

As a result of the realignments described in this change, the Charlotte, NC road operation will lose work and be a net minus twenty-three (-23) road driver positions as per Exhibit 3.

The company proposes to operate the Charlotte, NC meet and turn as described in Exhibit 8:

- Pittsburgh, PA - 213
- Cincinnati, OH - 216
- Cleveland, OH - 218
- Indianapolis, IN - 324
- Nashville, TN – 422

**YRC Freight
Florence, SC - 695
Local #71**

LOCAL CARTAGE

PRESENT OPERATION

Florence, SC currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Florence, SC terminal will gain work and be a net plus seven (+7) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

**New Penn
Cinnaminson, NJ - 114
Local #107**

LOCAL CARTAGE

PRESENT OPERATION

Cinnaminson, NJ currently operates as an end of line terminal in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Cinnaminson, NJ terminal will gain work and be a net plus nineteen (+19) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Cinnaminson, NJ currently operates as a road domicile in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Cinnaminson, NJ road operation will lose work and be a net minus six (-6) road driver positions as per Exhibit 3.

**YRC Freight
Philadelphia, PA - 152
Local #107**

LOCAL CARTAGE

PRESENT OPERATION

Philadelphia, PA currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Philadelphia, PA terminal will be established as a Velocity Distribution Center and will lose work and be a net minus twenty-nine (-29) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Philadelphia, PA currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Philadelphia, PA road operation will lose work and be a net minus fourteen (-14) road driver positions as per Exhibit 3.

The company proposes to operate the Philadelphia, PA meet and turn as described in Exhibit 8:

- Cleveland, OH - 218

**New Penn
Altoona, PA - 121
Local #110**

LOCAL CARTAGE

PRESENT OPERATION

Altoona, PA currently operates as an end of line terminal in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Altoona, PA terminal will gain work and be a net plus four (+4) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Altoona, PA currently operates as a road domicile in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Altoona, PA terminal will lose work and be a net minus two (-2) road driver position as per Exhibit 3.

**YRC Freight
Du Bois, PA - 203
Local #110**

LOCAL CARTAGE

PRESENT OPERATION

Du Bois, PA currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Du Bois, PA terminal will be a net zero (0) local cartage positions. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

**New Penn
Rochester, NY - 119
Local #118**

LOCAL CARTAGE

PRESENT OPERATION

Rochester, NY currently operates as an end of line terminal in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Rochester, NY terminal will close and lose work and be a net minus fourteen (-14) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Rochester, NY currently operates as a road domicile in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Rochester, NY road domicile will close and lose work and be a net minus four (-4) road driver positions as per Exhibit 3. Available work opportunities will be offered as per Exhibit 4.

**YRC Freight
Rochester, NY - 256
Local #118**

LOCAL CARTAGE

PRESENT OPERATION

Rochester, NY currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Rochester, NY terminal will gain work and be a net plus twelve (+12) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip Codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Rochester, NY does not currently operate a road domicile.

PROPOSED OPERATION

As a result of the realignments described in this change, the Rochester, NY terminal will establish a road domicile and will gain work and be a net plus three (+3) road driver positions as per Exhibit 3. Available work opportunities will be offered as per Exhibit 4.

**YRC Freight
Elmira, NY - 198
Local #118
LOCAL CARTAGE**

PRESENT OPERATION

Elmira, NY currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Elmira, NY terminal will gain work and be a net plus one (+1) local cartage position as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Elmira, NY does not currently operate a road domicile.

PROPOSED OPERATION

As a result of the realignments described in this change, the Elmira, NY terminal will establish a road domicile and will gain work and be a net plus one (+1) road driver position as per Exhibit 3.

**YRC Freight
Worcester, MA - 186
Local #170**

LOCAL CARTAGE

PRESENT OPERATION

Worcester, MA currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Worcester, MA terminal will lose work and be a net minus seven (-7) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Worcester, MA currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Worcester, MA road domicile will close and will lose work and be a net minus ten (-10) road driver positions as per Exhibit 3.

**YRC Freight
Roanoke, VA - 617
Local #171**

LOCAL CARTAGE

PRESENT OPERATION

Roanoke, VA currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Roanoke, VA terminal will be a net zero (0) local cartage positions. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Roanoke, VA does not currently operate a road domicile.

PROPOSED OPERATION

As a result of the realignments described in this change, the Roanoke, VA terminal will establish a road domicile and will gain work and be a net plus two (+2) road driver positions as per Exhibit 3.

**YRC Freight
Clarksburg, WV - 220
Local #175**

LOCAL CARTAGE

PRESENT OPERATION

Clarksburg, WV currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Clarksburg, WV terminal will gain work and be a net zero (0) local cartage position. Zip Codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Clarksburg, WV currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Clarksburg, WV road operation will lose work and be a net zero (0) road driver positions.

**YRC Freight
Charleston, WV - 292
Local #175**

LOCAL CARTAGE

PRESENT OPERATION

Charleston, WV currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Charleston, WV terminal will lose work and be a net minus three (-3) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Charleston, WV currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Charleston, WV road operation will lose work and be a net minus four (-4) road driver positions as per Exhibit 3.

**New Penn
Scranton, PA - 141
Local #229**

LOCAL CARTAGE

PRESENT OPERATION

Scranton, PA currently operates as a Velocity Distribution Center in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Scranton, PA terminal will lose work and be a net minus three (-3) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Scranton, PA currently operates as a road domicile in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Scranton, PA terminal will gain work and be a net plus ten (+10) road driver positions as per Exhibit 3.

The company proposes to operate the Scranton, PA meet and turn as described in Exhibit 8:

- Cleveland, OH - 218

**New Penn
Pittsburgh, PA - 128
Local #249**

LOCAL CARTAGE

PRESENT OPERATION

Pittsburgh, PA currently operates as an end of line terminal in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Pittsburgh, PA terminal will close and move to a new location and New Penn will be the surviving employer. Pittsburgh, PA will be a net minus twenty (-20) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Pittsburgh, PA currently operates as a road domicile in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Pittsburgh, PA road domicile will close and will lose work and be a net minus six (-6) road driver positions as per Exhibit 3. Available work opportunities will be offered as per Exhibit 4.

**YRC Freight
Pittsburgh, PA - 213
Local #249**

LOCAL CARTAGE

PRESENT OPERATION

Pittsburgh, PA currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Pittsburgh, PA terminal will close and merge with New Penn at a new location. Pittsburgh, PA will gain work and be a net plus twenty-six (+26) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Pittsburgh, PA currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Pittsburgh, PA road operation will gain work and be a net plus sixteen (+16) road driver positions as per Exhibit 3. Available work opportunities will be offered as per Exhibit 4.

The company proposes to operate the Pittsburgh, PA meet and turn as described in Exhibit 8:

- Chicago Heights, IL – 309
- Charlotte, NC – 653
- Charlotte, NC – 329

**New Penn
Providence, RI - 105
Local #251**

LOCAL CARTAGE

PRESENT OPERATION

Providence, RI currently operates as an end of line terminal in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Providence, RI terminal will be a net zero (0) local cartage positions. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Providence, RI currently operates as a road domicile in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Providence, RI road operation will lose work and be a net minus three (-3) road driver positions as per Exhibit 3.

**YRC Freight
Providence, RI - 108
Local #251**

LOCAL CARTAGE

PRESENT OPERATION

Providence, RI currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Providence, RI terminal will gain work and be a net plus one (+1) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Providence, RI currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Providence, RI road operation will gain work and be a net plus two (+2) road driver positions as per Exhibit 3.

**New Penn
Albany, NY – 104
Local #294**

LOCAL CARTAGE

PRESENT OPERATION

Albany, NY currently operates as an end of line terminal in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Albany, NY terminal will be a net zero (0) local cartage positions. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Albany, NY currently operates as a road domicile in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Albany, NY terminal will lose work and be a net minus three (-3) road driver positions as per Exhibit 3.

**New Penn
Syracuse, NY - 118
Local #317**

LOCAL CARTAGE

PRESENT OPERATION

Syracuse, NY currently operates as an end of line terminal in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Syracuse, NY terminal will close and lose work and be a net minus twenty-three (-23) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Syracuse, NY currently operates as a road domicile in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Syracuse, NY terminal will close the road domicile and will lose work and be a net minus four (-4) road driver positions as per Exhibit 3. Available work opportunities will be offered as per Exhibit 4.

**YRC Freight
Syracuse, NY - 266
Local #317**

LOCAL CARTAGE

PRESENT OPERATION

Syracuse, NY currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Syracuse, NY terminal will gain work and be a net plus twenty-four (+24) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Syracuse, NY currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Syracuse, NY road operation will gain work and be a net zero (0) road driver position.

**YRC Freight
Seaford, DE - 177
Local #326**

LOCAL CARTAGE

PRESENT OPERATION

Seaford, DE currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Seaford, DE terminal will gain work and be a net plus one (+1) local cartage position as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Seaford, DE does not currently operate a road domicile.

PROPOSED OPERATION

As a result of the realignments described in this change, the Seaford, DE terminal will establish a road domicile will gain work and be a net plus two (+2) road driver positions as per Exhibit 3.

**YRC Freight
Wilmington, DE - 184
Local #326**

LOCAL CARTAGE

PRESENT OPERATION

Wilmington, DE currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Wilmington, DE terminal will gain work and be a net plus five (+5) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Wilmington, DE currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Wilmington, DE road operation will gain work and be a net plus one (+1) road driver position as per Exhibit 3.

**New Penn
Portland, ME- 154
Local #340**

LOCAL CARTAGE

PRESENT OPERATION

Portland, ME currently operates as an end of line terminal in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Portland, ME terminal will lose work and be a net minus one (-1) local cartage position as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Portland, ME currently operates as a road domicile in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Portland, ME road operation will gain work and be a net plus one (+1) road driver positions as per Exhibit 3.

**New Penn
Waterville, ME- 191
Local #340**

LOCAL CARTAGE

PRESENT OPERATION

Waterville, ME currently operates as an end of line terminal in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Waterville, ME terminal will gain work and be a net plus two (+2) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Waterville, ME currently operates as a road domicile in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Waterville, ME road operation will gain work and be a net plus three (+3) road driver positions as per Exhibit 3.

**New Penn
Baltimore, MD - 113
Local #355**

LOCAL CARTAGE

PRESENT OPERATION

Baltimore, MD currently operates as an end of line terminal in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Baltimore, MD terminal will gain work and be a net plus ten (+10) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Baltimore, MD currently operates as a road domicile in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Baltimore, MD road operation will lose work and be a net minus five (-5) road driver positions as per Exhibit 3.

**YRC Freight
Baltimore, MD - 155
Local #355**

LOCAL CARTAGE

PRESENT OPERATION

Baltimore, MD currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Baltimore, MD terminal will lose work and be a net minus fourteen (-14) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Baltimore, MD currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION.

As a result of the realignments described in this change, the Baltimore, MD road operation will lose work and be a net minus two (-2) road driver positions as per Exhibit 3.

**YRC Freight
Lansdale, PA - 143
Local #384**

LOCAL CARTAGE

PRESENT OPERATION

Lansdale, PA currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Lansdale, PA terminal will gain work and be a net plus six (+6) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Lansdale, PA currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Lansdale, PA road operation will lose work and be a net minus five (-5) road driver positions as per Exhibit 3.

**YRC Freight
Raleigh, NC - 616
Local #391**

LOCAL CARTAGE

PRESENT OPERATION

Raleigh, NC currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Raleigh, NC terminal will close and lose work and be a net minus twenty-eight (-28) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

**Holland
Raleigh, NC – RA/622
Local #391**

LOCAL CARTAGE

PRESENT OPERATION

Raleigh, NC currently operates as an end of line terminal in the Holland network.

PROPOSED OPERATION

As a result of the realignments described in this change, the Raleigh, NC terminal will gain work and be a net plus four (+4) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Raleigh, NC currently operates as a road domicile in the Holland network.

PROPOSED OPERATION

As a result of the realignments described in this change, the Raleigh, NC road operation will lose work and be a net minus fifteen (-15) road driver position as per Exhibit 3.

**YRC Freight
Wilmington, NC - 623
Local #391**

LOCAL CARTAGE

PRESENT OPERATION

Wilmington, NC currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Wilmington, NC terminal will gain work and be a net plus one (+1) local cartage position as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Wilmington, NC does not currently operate a road domicile.

PROPOSED OPERATION

As a result of the realignments described in this change, the Wilmington, NC will establish a road domicile and will gain work and be a net plus two (+2) road driver positions as per Exhibit 3.

**YRC Freight
Wilson, NC - 650
Local #391**

LOCAL CARTAGE

PRESENT OPERATION

Wilson, NC currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Wilson, NC terminal will gain work and be a net plus six (+6) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Wilson, NC does not currently operate a road domicile.

PROPOSED OPERATION

As a result of the realignments described in this change, the Wilmington, NC terminal will establish a road domicile and will gain work and be a net plus six (+6) road driver positions as per Exhibit 3.

**YRC Freight
Jacksonville, NC - 656
Local #391**

LOCAL CARTAGE

PRESENT OPERATION

Jacksonville, NC currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Jacksonville, NC terminal will gain work and be a net plus one (+1) local cartage position as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Jacksonville, NC does not currently operate a road domicile.

PROPOSED OPERATION

As a result of the realignments described in this change, the Jacksonville, NC terminal will establish a road domicile and will gain work and be a net plus two (+2) road driver positions as per Exhibit 3.

**Holland
Greensboro, NC – GB/671
Local #391**

LOCAL CARTAGE

PRESENT OPERATION

Greensboro, NC currently operates as an end of line terminal in the Holland network.

PROPOSED OPERATION

As a result of the realignments described in this change, the Greensboro, NC terminal will be established as a Velocity Distribution Center and will gain work and be a net plus twelve (+12) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Greensboro, NC currently operates as a road domicile in the Holland network.

PROPOSED OPERATION

As a result of the realignments described in this change, the Greensboro, NC road operation will gain work and be a net zero (0) road driver positions.

The company proposes to operate the Greensboro, NC meet and turn as described in Exhibit 8:

- Harrisburg, PA - 135
- Cincinnati, OH - 216
- Cleveland, OH - 218
- Indianapolis, IN - 324
- Nashville, TN - 422
- Columbus, OH – 857
- Akron, OH – 211
- Nashville, TN - 395

**YRC Freight
Fayetteville, NC - 679
Local #391**

LOCAL CARTAGE

PRESENT OPERATION

Fayetteville, NC currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Fayetteville, NC terminal will be a net zero (0) local cartage positions. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Fayetteville, NC currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Fayetteville, NC road operation will gain work and be a net plus one (+1) road driver position as per Exhibit 3.

**YRC Freight
Erie, PA - 232
Local #397**

LOCAL CARTAGE

PRESENT OPERATION

Erie, PA currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Erie, PA terminal will gain work and be a net plus two (+2) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Erie, PA does not currently operate a road domicile.

PROPOSED OPERATION

As a result of the realignments described in this change, the Erie, PA will establish a road domicile and will gain work and be a net plus one (+1) road driver position as per Exhibit 3.

**YRC Freight
Scranton, PA - 178
Local #401**

LOCAL CARTAGE

PRESENT OPERATION

Scranton, PA currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Scranton, PA terminal will lose work and be a net minus one (-1) local cartage position as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Scranton, PA currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Scranton, PA road operation will lose work and be a net minus six (-6) road driver positions as per Exhibit 3.

**New Penn
Springfield, MA - 133
Local #404**

LOCAL CARTAGE

PRESENT OPERATION

Springfield, MA currently operates as an end of line terminal in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Springfield, MA terminal will gain work and be a net plus sixteen (+16) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

**New Penn
Reading, PA - 102
Local #429**

LOCAL CARTAGE

PRESENT OPERATION

Reading, PA currently operates as an end of line terminal in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Reading, PA terminal will gain work and be a net plus three (+3) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Reading, PA currently operates as a road domicile in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Reading, PA road domicile will close and will lose work and be a net minus five (-5) road driver positions as per Exhibit 3.

**New Penn
Buffalo, NY - 130
Local #449**

LOCAL CARTAGE

PRESENT OPERATION

Buffalo, NY currently operates as an end of line terminal in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Buffalo, NY terminal will close and lose work and be a net minus twenty-four (-24) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Buffalo, NY currently operates as a road domicile in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Buffalo, NY road domicile will close and lose work and be a net minus fifteen (-15) road driver positions as per Exhibit 3. Available work opportunities will be offered as per Exhibit 4.

**YRC Freight
Buffalo, NY - 205
Local #449**

LOCAL CARTAGE

PRESENT OPERATION

Buffalo, NY currently operates as a Velocity Distribution Center in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Buffalo, NY terminal will gain work and be a net plus sixty (+60) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip Codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Buffalo, NY currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Buffalo, NY road operation will lose work and be a net minus thirty-one (-31) road driver positions as per Exhibit 3.

The company proposes to operate the Buffalo, NY meet and turn as described in Exhibit 8:

- Maybrook, NY - 123
- Richmond, VA - 172
- Cincinnati, OH - 216
- Chicago Heights, IL - 309
- Bolingbrook, IL - 318
- Indianapolis, IN – 324
- South Bend, IN – 311

**Holland
Buffalo, NY – BU/634
Local #449**

LOCAL CARTAGE

PRESENT OPERATION

Buffalo, NY currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Buffalo, NY terminal will close and lose work and be a net minus fifty (-50) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Buffalo, NY currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Buffalo, NY road operation will close and lose work and be a net minus eleven (-11) road driver positions as per Exhibit 3. Available work opportunities will be offered as per Exhibit 4.

**YRC Freight
Bedford, PA - 201
Local #453**

LOCAL CARTAGE

PRESENT OPERATION

Bedford, PA currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Bedford, PA terminal will be a net zero (0) local cartage positions. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Bedford, PA does not currently operate a road domicile.

PROPOSED OPERATION

As a result of the realignments described in this change, the Bedford, PA road domicile will be established and gain work and be a net plus two (+2) road driver positions as per Exhibit 3.

**YRC Freight
Columbia, SC - 683
Local #509**

LOCAL CARTAGE

PRESENT OPERATION

Columbia, SC currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Columbia, SC terminal will close and lose work and be a net minus sixteen (-16) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

**Holland
Columbia, SC – CB/328
Local #509**

LOCAL CARTAGE

PRESENT OPERATION

Columbia, SC currently operates as an end of line terminal in the Holland network.

PROPOSED OPERATION

As a result of the realignments described in this change, the Columbia, SC terminal will gain work and be a net plus eleven (+11) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Columbia, SC currently operates as a road domicile in the Holland network.

PROPOSED OPERATION

As a result of the realignments described in this change, the Columbia, SC road operation will lose work and be a net minus sixteen (-16) road driver positions as per Exhibit 3.

**YRC Freight
Charleston, SC - 688
Local #509**

LOCAL CARTAGE

PRESENT OPERATION

Charleston, SC currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Charleston, SC terminal will be a net zero (0) local cartage position. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Charleston, SC does not currently operate a road domicile.

PROPOSED OPERATION

As a result of the realignments described in this change, the Charleston, SC terminal will establish a road domicile and will gain work and be a net plus five (+5) road driver positions as per Exhibit 3.

**Holland
Spartanburg, SC – SP/682
Local #509**

LOCAL CARTAGE

PRESENT OPERATION

Spartanburg, SC currently operates as an end of line terminal in the Holland network.

PROPOSED OPERATION

As a result of the realignments described in this change, the Spartanburg, SC terminal will establish a Velocity Distribution Center and lose work and be a net minus four (-4) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Spartanburg, SC currently operates as a road domicile in the Holland network.

PROPOSED OPERATION

As a result of the realignments described in this change, the Spartanburg, SC road operation will lose work and be a net minus fourteen (-14) road driver positions as per Exhibit 3.

The company proposes to operate the Spartanburg, SC meet and turn as described in Exhibit 8:

- Harrisburg, PA - 135
- Hagerstown, MD - 153
- Columbus, OH – 857
- Memphis, TN - 431

**YRC Freight
Kearny, NJ - 111
Local #560**

P&D

PRESENT OPERATION

Kearny, NJ currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Kearny, NJ terminal will lose work and be a net minus seven (-7) P&D positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Kearny, NJ currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Kearny, NJ road operation will lose work and be a net minus four (-4) road driver positions as per Exhibit 3.

**YRC Freight
Richmond, VA - 172
Local #592**

LOCAL CARTAGE

PRESENT OPERATION

Richmond, VA currently operates as a Velocity Distribution Center in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Richmond, VA terminal will lose work and be a net minus four (-4) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Richmond, VA currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Richmond, VA road operation will gain work and be a net plus six (+6) road driver positions as per Exhibit 3.

The company proposes to operate the Richmond, VA meet and turn as described in Exhibit 8:

- Maybrook, NY – 123
- Buffalo, NY - 205
- Atlanta, GA – 402
- Toledo, OH – 425
- Columbus, OH – 857

**YRC Freight
Bellows Falls, VT - 180
Local #597**

LOCAL CARTAGE

PRESENT OPERATION

Bellows Falls, VT currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Bellows Falls, VT terminal will gain work and be a net plus one (+1) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Bellows Falls, VT currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Bellows Falls, VT road operation will gain work and be a net zero (0) road driver positions.

**New Penn
Burlington, VT – 188
Local #597**

LOCAL CARTAGE

PRESENT OPERATION

Burlington, VT currently operates as an end of line terminal in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Burlington, VT terminal will be a net zero (0) local cartage positions. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Burlington, VT currently operates as a road domicile in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Burlington, VT road operation will gain work and be a net zero (0) road driver positions.

**YRC Freight
Manchester, NH - 140
Local #633**

LOCAL CARTAGE

PRESENT OPERATION

Manchester, NH currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Manchester, NH terminal will gain work and be a net plus three (+3) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Manchester, NH currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Manchester, NH road operation will gain work and be a net zero (0) road driver positions.

**YRC Freight
Manassas, VA - 149
Local #639**

LOCAL CARTAGE

PRESENT OPERATION

Manassas, VA currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Manassas, VA terminal will gain work and be a net plus three (+3) local cartage positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminals as defined per Exhibit 10.

**YRC Freight
Washington, DC - 183
Local #639**

LOCAL CARTAGE

PRESENT OPERATION

Washington, DC currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Washington, DC terminal will gain work and be a net plus six (+6) local cartage positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminals as defined per Exhibit 10.

**YRC Freight
Carlstadt, NJ - 126
Local #641**

LOCAL CARTAGE

PRESENT OPERATION

Carlstadt, NJ currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Carlstadt, NJ terminal will gain work and be a net plus nineteen (+19) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Carlstadt, NJ currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Carlstadt, NJ road operation will gain work and be a net plus four (+4) road driver positions as per Exhibit 3.

**New Penn
South Kearny, NJ - 106
Local #641**

LOCAL CARTAGE

PRESENT OPERATION

South Kearny, NJ currently operates as an end of line terminal in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the South Kearny, NJ terminal will gain work and be a net plus one (+1) local cartage position as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

South Kearny, NJ currently does not operate as a road domicile.

PROPOSED OPERATION

As a result of the realignments described in this change, the South Kearny, NJ terminal will establish a road domicile and will gain work and be a net plus one (+1) road driver position as per Exhibit 3.

**New Penn
Newburgh, NY - 129
Local #641**

PRESENT OPERATION

Newburgh, NY currently operates as a Velocity Distribution Center in the New Penn network as defined in previous change of operations. This operation is currently cohabbed with the YRC Freight Maybrook, NY operation.

PROPOSED OPERATION

As a result of the realignments described in this change, the Newburgh, NY terminal will close and merge into the YRC Freight Maybrook, NY terminal.

**New Penn
Trenton, NJ - 124
Local #641**

LOCAL CARTAGE

PRESENT OPERATION

Trenton, NJ currently operates as an end of line terminal in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Trenton, NJ terminal will lose work and be a net minus twelve (-12) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Trenton, NJ currently operates as a road domicile in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Trenton, NJ road operation will lose work and be a net minus six (-6) road driver positions as per Exhibit 3.

**YRC Freight
Atlantic City, NJ - 165
Local #676**

LOCAL CARTAGE

PRESENT OPERATION

Atlantic City, NJ currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Atlantic City, NJ terminal will be a net zero (0) local cartage positions. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Atlantic City, NJ does not currently operate a road domicile.

PROPOSED OPERATION

As a result of the realignments described in this change, the Atlantic City, NJ terminal will establish a road operation and will gain work and be a net plus one (+1) road driver position as per Exhibit 3.

**YRC Freight
Middletown, CT - 145
Local #677**

LOCAL CARTAGE

PRESENT OPERATION

Middletown, CT currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Middletown, CT terminal will lose work and be a net minus seventeen (-17) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

**New Penn
Southington, CT - 139
Local #677**

LOCAL CARTAGE

PRESENT OPERATION

Southington, CT currently operates as an end of line terminal in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Southington, CT terminal will gain work and be a net plus five (+5) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Southington, CT currently operates as a road domicile in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Southington, CT terminal road domicile will close and will lose work and be a net minus three (-3) road driver positions as per Exhibit 3.

**YRC Freight
Plattsburgh, NY - 237
Local #687**

LOCAL CARTAGE

PRESENT OPERATION

Plattsburgh, NY currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Plattsburgh, NY terminal will gain work and be a net plus one (+1) local cartage position as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Plattsburgh, NY does not currently operate a road domicile.

PROPOSED OPERATION

As a result of the realignments described in this change, the Plattsburgh, NY terminal will establish a road domicile and will gain work and be a net plus three (+3) road driver positions as per Exhibit 3.

**YRC Freight
South Plainfield, NJ - 122
Local #701**

LOCAL CARTAGE

PRESENT OPERATION

South Plainfield, NJ currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the South Plainfield, NJ terminal will lose work and be a net minus ten (-10) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

South Plainfield, NJ currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the South Plainfield, NJ road operation will lose work and be a net minus five (-5) road driver position as per Exhibit 3.

**YRC Freight
Trenton, NJ - 112
Local #701**

LOCAL CARTAGE

PRESENT OPERATION

Trenton, NJ currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Trenton, NJ terminal will gain work and be a net plus nineteen (+19) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Trenton, NJ currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Trenton, NJ road operation will lose work and be a net minus eight (-8) road driver positions as per Exhibit 3.

**YRC Freight
Brooklyn, NY - 187
Local #707**

LOCAL CARTAGE

PRESENT OPERATION

Brooklyn, NY currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Brooklyn, NY terminal will gain work and be a net plus twenty-three (+23) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Brooklyn, NY currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Brooklyn, NY road operation will gain work and be a net plus two (+2) road driver positions as per Exhibit 3. Available work opportunities will be offered as per Exhibit 4.

MECHANICS

PRESENT OPERATION

Brooklyn, NY currently operates as a maintenance facility in the YRC Freight network with mechanic functions that support the operation.

PROPOSED OPERATION

As a result of the realignments described in this change, the Brooklyn, NY shop will gain work and be a net plus six (+6) mechanic positions. Available work opportunities will be offered as per Exhibit 5.

CLERICAL

PRESENT OPERATION

Brooklyn, NY currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Brooklyn, NY terminal will gain work and be a net plus three (+3) clerical positions as defined in Exhibit 6.

**YRC Freight
Long Island, NY - 132
Local #707**

LOCAL CARTAGE

PRESENT OPERATION

Long Island, NY currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Long Island, NY terminal will gain work and be a net plus eighteen (+18) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Long Island, NY currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Long Island, NY road operation will gain work and be a net plus two (+2) road driver positions as per Exhibit 3.

CLERICAL

PRESENT OPERATION

Long Island, NY currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Long Island, NY terminal will gain work and be a net plus two (+2) clerical positions as defined in Exhibit 6.

**YRC Freight
Deer Park, NY - 116
Local #707
LOCAL CARTAGE**

PRESENT OPERATION

Deer Park, NY currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Deer Park, NY terminal will gain work and be a net plus twenty (+20) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Deer Park, NY currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Deer Park, NY road operation will gain work and be a net plus four (+4) road driver positions as per Exhibit 3.

CLERICAL

PRESENT OPERATION

Deer Park, NY currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Deer Park, NY terminal will gain work and be a net plus two (+2) clerical positions as defined in Exhibit 6.

**YRC Freight
Mount Vernon, NY - 150
Local #707**

LOCAL CARTAGE

PRESENT OPERATION

Mount Vernon, NY currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Mount Vernon, NY terminal will gain work and be a net plus fifteen (+15) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Mount Vernon, NY currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Mount Vernon, NY road operation will gain work and be a net plus two (+2) road driver positions as per Exhibit 3.

**New Penn
Maspeth, NY - 107
Local #707**

LOCAL CARTAGE

PRESENT OPERATION

Maspeth, NY currently operates as an end of line terminal in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Maspeth, NY terminal will close and lose work and be a net minus sixty-eight (-68) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Maspeth, NY currently operates as a road domicile in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Maspeth, NY road domicile will close and will lose work and be a net minus one (-1) road driver positions as per Exhibit 3. Available work opportunities will be offered as per Exhibit 4.

MECHANICS

PRESENT OPERATION

Maspeth, NY currently operates as a maintenance facility in the New Penn network with mechanic functions that support the operation.

PROPOSED OPERATION

As a result of the realignments described in this change, the Maspeth, NY shop will close and lose work and be a net minus six (-6) mechanic positions as per Exhibit 5.

CLERICAL

PRESENT OPERATION

Maspeth, NY currently operates as an end of line terminal in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Maspeth, NY terminal will close and lose work and be a net minus seven (-7) clerical positions as defined in Exhibit 6.

**YRC Freight
Maybrook, NY - 123
Local #707**

LOCAL CARTAGE

PRESENT OPERATION

Maybrook, NY currently operates as a Velocity Distribution Center in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Maybrook, NY terminal will lose work and be a net minus eleven (-11) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

DOCK

PRESENT OPERATION

Maybrook, NY currently operates as a Velocity Distribution Center in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Maybrook, NY terminal will gain work and be a net plus seventeen (+17) dock positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Maybrook, NY currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Maybrook, NY road operation will lose work and be a net minus twenty-eight (-28) road driver positions as per Exhibit 3.

The company proposes to operate the Maybrook, NY meet and turn as described in Exhibit 8:

- Richmond, VA - 172
- Buffalo, NY - 205
- Cleveland, OH - 218
- Toledo, OH - 425
- Columbus, OH – 857
- Cleveland, OH - 332

**New Penn
Milton, PA – 138
Local #764**

LOCAL CARTAGE

PRESENT OPERATION

Milton, PA currently operates as an end of line terminal in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Milton, PA terminal will be a net zero (0) local cartage positions. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Milton, PA currently operates as a road domicile in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Milton, PA road domicile will close and will lose work and be a net minus three (-3) road driver positions as per Exhibit 3.

**YRC Freight
Allentown, PA - 158
Local #773**

LOCAL CARTAGE

PRESENT OPERATION

Allentown, PA currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Allentown, PA terminal will gain work and be a net plus twelve (+12) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Allentown, PA currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Allentown, PA road domicile will close and will lose work and be a net minus ten (-10) road driver positions as per Exhibit 3.

**New Penn
Camp Hill, PA - 103
Local #776**

LOCAL CARTAGE

PRESENT OPERATION

Camp Hill, PA currently operates as a Velocity Distribution Center in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Camp Hill, PA terminal will lose work and be a net minus three (-3) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Camp Hill, PA currently operates as a road domicile in the New Penn network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Camp Hill, PA road operation will lose work and be a net minus sixteen (-16) road driver positions as per Exhibit 3.

**YRC Freight
Harrisburg, PA - 135
Local #776**

LOCAL CARTAGE

PRESENT OPERATION

Harrisburg, PA currently operates as a Distribution Center in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Harrisburg, PA terminal will be established as a Velocity Distribution Center and will lose work and be a net minus four (-4) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Harrisburg, PA currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Harrisburg, PA road operation will gain work and be a net plus forty-four (+44) road driver positions as per Exhibit 3.

The company proposes to operate the Harrisburg, PA meet and turn as described in Exhibit 8:

- South Bend, IN - 311
- Indianapolis, IN - 324
- Toledo, OH - 425
- Knoxville, TN - 432
- Charlotte, NC - 653
- Greensboro, NC - 671
- Spartanburg, SC - 682
- Columbus, OH - 857
- Indianapolis, IN - 357

**YRC Freight
Norfolk, VA - 615
Local #822**

LOCAL CARTAGE

PRESENT OPERATION

Norfolk, VA currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Norfolk, VA terminal will be net zero (0) local cartage positions. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Norfolk, VA does not currently operate a road domicile.

PROPOSED OPERATION

As a result of the realignments described in this change, the Norfolk, VA terminal will establish a road domicile and will gain work and be a net plus two (+2) road driver position as per Exhibit 3.

**YRC Freight
Hagerstown, MD - 153
Local #992**

LOCAL CARTAGE

PRESENT OPERATION

Hagerstown, MD currently operates as a Velocity Distribution Center in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Hagerstown, MD terminal will lose work and be a net minus four (-4) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Hagerstown, MD currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Hagerstown, MD road operation will lose work and be a net minus six (-6) road driver positions as per Exhibit 3.

The company proposes to operate the Hagerstown, MD meet and turn as described in Exhibit 8:

- South Bend, IN - 311
- Knoxville, TN - 432
- Charlotte, NC - 653
- Spartanburg, SC - 682
- Columbus, OH - 857

CENTRAL REGION

YRC Freight Toledo, OH - 251 Local #20

LOCAL CARTAGE

PRESENT OPERATION

Toledo, OH currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Toledo, OH terminal will close and lose work and be a net minus twenty-six (-26) local cartage position as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Toledo, OH currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Toledo, OH road operation will close and lose work and be a net minus four (-4) road driver positions as per Exhibit 3. Available work opportunities will be offered as per Exhibit 4.

CLERICAL

PRESENT OPERATION

Toledo, OH currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Toledo, OH terminal will close and lose work and be a net minus three (-3) clerical positions as defined in Exhibit 6.

MECHANICS

PRESENT OPERATION

Toledo, OH currently operates as a maintenance facility in the YRC Freight network with mechanic functions that support the operation.

PROPOSED OPERATION

As a result of the realignments described in this change, the Toledo, OH shop will close and lose work and be a net minus four (-4) mechanic positions as per Exhibit 5.

MAINTENANCE

PRESENT OPERATION

Toledo, OH currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Toledo, OH terminal will close and lose work and be a net minus one (-1) maintenance position as defined in Exhibit 5.

**Holland
Toledo, OH – TO/425
Local #20**

LOCAL CARTAGE

PRESENT OPERATION

Toledo, OH currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Toledo, OH terminal will establish a Velocity Distribution Center and will gain work and be a net plus ten (+10) local cartage positions. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Toledo, OH currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Toledo, OH road operation will gain work and be a net plus twenty-one (+21) road driver positions as per Exhibit 3. Available work opportunities will be offered as per Exhibit 4.

The company proposes to operate the Toledo, OH meet and turn as described in Exhibit 8:

- Maybrook, NY - 123
- Harrisburg, PA - 135
- Richmond, VA - 172
- Nashville, TN - 422
- St. Louis, MO - 621
- Charlotte, NC – 653

CLERICAL

PRESENT OPERATION

Toledo, OH currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Toledo, OH terminal will gain work and be a net plus three (+3) clerical positions as defined in Exhibit 6.

MECHANICS

PRESENT OPERATION

Toledo, OH currently operates as a maintenance facility in the Holland network with mechanic functions that support the operation.

PROPOSED OPERATION

As a result of the realignments described in this change, the Toledo, OH shop will gain work and be a net plus four (+4) mechanic positions. Available work opportunities will be offered as per Exhibit 5.

MAINTENANCE

PRESENT OPERATION

Toledo, OH currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Toledo, OH terminal will gain work and be a net plus one (+1) maintenance position as defined in Exhibit 5.

**YRC Freight
Akron, OH - 211
Local #24**

LOCAL CARTAGE

PRESENT OPERATION

Akron, OH currently operates as a Distribution Center in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Akron, OH terminal will be established as an end of line losing work and be a net minus seventy-two (-72) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

CITY

PRESENT OPERATION

Akron, OH currently operates as a Distribution Center in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Akron, OH terminal will be established as an end of line gaining work and be a net plus sixty-eight (+68) city cartage positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Akron, OH currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Akron, OH road operation will lose work and be a net minus seventy-one (-71) road driver positions as per Exhibit 3.

The company proposes to operate the Akron, OH meet and turn as described in Exhibit 8:

- Nashville, TN - 422
- St. Louis, MO - 621
- Charlotte, NC - 653
- Greensboro, NC - 671

CLERICAL

PRESENT OPERATION

Akron, OH currently operates as a Distribution Center in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Akron, OH terminal will be established as an end of line and will gain work and be a net plus eight (+8) clerical positions as defined in Exhibit 6.

**Holland
Akron, OH – AK/208
Local #24**

LOCAL CARTAGE

PRESENT OPERATION

Akron, OH currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Akron, OH terminal will close and lose work and be a net minus sixty-eight (-68) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Akron, OH currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Akron, OH road operation will lose work and be a net minus thirty-three (-33) road driver positions as per Exhibit 3. Available work opportunities will be offered as per Exhibit 4.

CLERICAL

PRESENT OPERATION

Akron, OH currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Akron, OH terminal will close and lose work and be a net minus ten (-10) clerical positions as defined in Exhibit 6.

**Holland
Danville, IL – DN/337
Local #26**

LOCAL CARTAGE

PRESENT OPERATION

Danville, IL currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Danville, IL terminal will lose work and be a net minus one (-1) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Danville, IL currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Danville, IL road operation will lose work and be a net minus eleven (-11) road driver positions as per Exhibit 3.

**YRC Freight
Kansas City, MO - 326
Local #41**

LOCAL CARTAGE

PRESENT OPERATION

Kansas City, MO currently operates as a Velocity Distribution Center in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Kansas City, MO terminal will gain work and be a net plus twelve (+12) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Kansas City, MO currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Kansas City, MO road operation will gain work and be a net plus twenty-three (+23) road driver positions as per Exhibit 3.

The company proposes to operate the Kansas City, MO meet and turn as described in Exhibit 8:

- Chicago Heights, IL - 309
- South Bend, IN - 311
- Indianapolis, IN - 324
- Saint Paul, MN - 347
- Nashville, TN - 422
- Memphis, TN - 431
- Little Rock, AR - 580
- Sioux Falls, SD – 861
- Chicago North, IL – 303
- Milwaukee, WI – 343
- Memphis, TN - 385

**Holland
Kansas City, KS – KC/364
Local #41**

LOCAL CARTAGE

PRESENT OPERATION

Kansas City, KS currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Kansas City, KS terminal will gain work and be a net plus twenty-seven (+27) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Kansas City, KS currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Kansas City, KS road operation will lose work and be a net minus ten (-10) road driver positions as per Exhibit 3.

The company proposes to operate the Kansas City, KS meet and turn as described in Exhibit 8:

- Indianapolis, IN - 324
- Nashville, TN - 422

**YRC Freight
Bowling Green, KY - 202
Local #89**

LOCAL CARTAGE

PRESENT OPERATION

Bowling Green, KY currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Bowling Green, KY terminal will gain work and be a net plus five (+5) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Bowling Green, KY currently does not operate a road domicile.

PROPOSED OPERATION

As a result of the realignments described in this change, the Bowling Green, KY terminal will establish a road domicile and will gain work and be a net plus two (+2) road driver positions as per Exhibit 3.

**Holland
Louisville, KY – LO/244
Local #89**

LOCAL CARTAGE

PRESENT OPERATION

Louisville, KY currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Louisville, KY terminal will gain work and be a net plus eight (+8) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Louisville, KY currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Louisville, KY road operation will lose work and be a net minus fourteen (-14) road driver positions as per Exhibit 3.

**Holland
Cincinnati, OH – CI/331
Local #100**

PRESENT OPERATION

Cincinnati, OH currently operates as a Velocity Distribution Center in the Holland network as defined in previous change of operations. This operation is currently cohabbed with the YRC Freight Cincinnati, OH operation.

PROPOSED OPERATION

As a result of the realignments described in this change, the Cincinnati, OH terminal will close and merge into the YRC Freight Cincinnati, OH terminal.

**YRC Freight
Cincinnati, OH - 216
Local #100**

LOCAL CARTAGE

PRESENT OPERATION

Cincinnati, OH currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, Cincinnati, OH will be established as a Velocity Distribution Center and gain work and be a net plus one (+1) local cartage position as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Cincinnati, OH currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Cincinnati, OH road operation will lose work and be a net minus eighteen (-18) road driver positions as per Exhibit 3.

The company proposes to operate the Cincinnati, OH meet and turn as described in Exhibit 8:

- Atlanta, GA - 402
- St. Louis, MO - 621
- Charlotte, NC – 653
- Greensboro, NC – 671
- Buffalo, NY – 205
- Rock Island, IL - 371

**YRC Freight
Granite Falls, MN - 335
Local #120**

LOCAL CARTAGE

PRESENT OPERATION

Granite Falls, MN currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Granite Falls, MN terminal will close and be a net zero (0) local cartage position as they currently do not have any employees. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

**YRC Freight
Saint Cloud, MN - 346
Local #120**

LOCAL CARTAGE

PRESENT OPERATION

Saint Cloud, MN currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Saint Cloud, MN terminal will lose work and be a net minus one (-1) local cartage position as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Saint Cloud, MN does not currently operate a road domicile.

PROPOSED OPERATION

As a result of the realignments described in this change, the Saint Cloud, MN terminal will establish a road domicile and will gain work and be a net plus one (+1) road driver position as per Exhibit 3.

**Holland
Owatonna, MN – OW/388
Local #120**

LOCAL CARTAGE

PRESENT OPERATION

Owatonna, MN currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Owatonna, MN terminal will lose work and be a net minus two (-2) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Owatonna, MN currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Owatonna, MN road domicile will close and lose work and be a net minus five (-5) road driver positions as per Exhibit 3.

**YRC Freight
Sioux Falls, SD - 861
Local #120**

LOCAL CARTAGE

PRESENT OPERATION

Sioux Falls, SD currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Sioux Falls, SD terminal will gain work and be a net plus two (+2) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Sioux Falls, SD currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Sioux Falls, SD road operation will gain work and be a net plus three (+3) road driver positions as per Exhibit 3.

The company proposes to operate the Sioux Falls, SD meet and turn as described in Exhibit 8:

- Kansas City, MO - 326

**Holland
Worthington, MN – WO/430
Local #120**

LOCAL CARTAGE

PRESENT OPERATION

Worthington, MN currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Worthington, MN terminal will lose work and be a net minus five (-5) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Worthington, MN currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Worthington, MN road operation will lose work and be a net minus six (-6) road driver positions as per Exhibit 3.

**YRC Freight
Saint Paul, MN - 347
Local #120**

LOCAL CARTAGE

PRESENT OPERATION

Saint Paul, MN currently operates as a Velocity Distribution Center in the YRC Freight network as defined in previous Change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Saint Paul, MN terminal will gain work and be a net plus eleven (+11) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Saint Paul, MN currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Saint Paul, MN road operation will gain work and be a net plus thirty-nine (+39) road driver positions as per Exhibit 3.

The company proposes to operate the Saint Paul, MN meet and turn as described in Exhibit 8:

- Chicago Heights, IL - 309
- South Bend, IN - 311
- Indianapolis, IN - 324
- Kansas City, MO - 326
- St. Louis, MO – 621
- St. Louis, MO – 419
- South Bend, IN - 312

**Holland
Minneapolis, MN – MS/424
Local #120**

LOCAL CARTAGE

PRESENT OPERATION

Minneapolis, MN currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Minneapolis, MN terminal will gain work and be a net plus fifteen (+15) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Minneapolis, MN currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Minneapolis, MN road operation will lose work and be a net minus nine (-9) road driver positions as per Exhibit 3.

The company proposes to operate the Minneapolis, MN meet and turn as described in Exhibit 8:

- Chicago Heights, IL – 309
- Indianapolis, IN – 324
- Saint Louis, MO – 621

**YRC Freight
Terre Haute, IN - 356
Local #135**

LOCAL CARTAGE

PRESENT OPERATION

Terre Haute, IN currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Terre Haute, IN terminal will gain work and be a net plus six (+6) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Terre Haute, IN does not currently operate as a road domicile.

PROPOSED OPERATION

As a result of the realignments described in this change, the Terre Haute, IN terminal will establish a road domicile and will gain work and be a net plus one (+1) road driver positions as per Exhibit 3.

**YRC Freight
Indianapolis, IN - 324
Local #135**

LOCAL CARTAGE

PRESENT OPERATION

Indianapolis, IN currently operates a Velocity Distribution Center in the YRC Freight network as defined in previous Change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Indianapolis, IN terminal will gain work and be a net plus twenty-two (+22) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Indianapolis, IN currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Indianapolis, IN road operation will gain work and be a net plus sixteen (+16) road driver positions as per Exhibit 3.

The company proposes to operate the Indianapolis, IN meet and turn as described in Exhibit 8:

- Harrisburg, PA - 135
- Kansas City, MO - 326
- Saint Paul, MN - 347
- Tomah, WI - 396
- Atlanta, GA - 402
- Memphis, TN - 431
- Springfield, MO – 547
- Charlotte, NC – 653
- Buffalo, NY – 205
- Des Moines, IA – 375
- Greensboro, NC – 671
- Charlotte, NC – 329
- Memphis, TN – 385
- Atlanta, GA – 403
- Minneapolis, MN – 424
- Kansas City, KS - 364

Holland
Indianapolis, IN – IN/357
Local #135

LOCAL CARTAGE

PRESENT OPERATION

Indianapolis, IN currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Indianapolis, IN terminal will lose work and be a net minus twenty (-20) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Indianapolis, IN currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Indianapolis, IN road operation will lose work and be a net minus thirty-seven (-37) road driver positions as per Exhibit 3.

The company proposes to operate the Indianapolis, IN meet and turn as described in Exhibit 8:

- Harrisburg, PA - 135
- Atlanta, GA - 402
- Charlotte, NC – 653

Holland
Huntington, WV – HU/290
Local #175

LOCAL CARTAGE

PRESENT OPERATION

Huntington, WV currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Huntington, WV terminal will gain work and be a net plus nine (+9) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Huntington, WV currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Huntington, WV road operation will lose work and be a net minus sixteen (-16) road driver positions as per Exhibit 3.

**YRC Freight
Bolingbrook, IL - 318
Local #179**

LOCAL CARTAGE

PRESENT OPERATION

Bolingbrook, IL currently operates as a Velocity Distribution Center in the YRC Freight network as defined in previous Change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Bolingbrook, IL terminal will lose work and be a net minus thirty-one (-31) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Bolingbrook, IL currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Bolingbrook, IL road operation will gain work and be a net plus four (+4) road driver positions as per Exhibit 3.

The company proposes to operate the Bolingbrook, IL meet and turn as described in Exhibit 8:

- Buffalo, NY - 205

**Holland
Joliet, IL – JO/360
Local #179**

LOCAL CARTAGE

PRESENT OPERATION

Joliet, IL currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Joliet, IL terminal will establish a Velocity Distribution Center and will gain work and be a net plus eleven (+11) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Joliet, IL currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Joliet, IL road operation will lose work and be a net minus eighteen (-18) road driver positions as per Exhibit 3.

The company proposes to operate the Joliet, IL meet and turn as described in Exhibit 8:

- Nashville, TN – 422

**YRC Freight
Milwaukee, WI - 313
Local #200**

LOCAL CARTAGE

PRESENT OPERATION

Milwaukee, WI currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Milwaukee, WI terminal will gain work and be a net plus one hundred twelve (+112) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Milwaukee, WI currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Milwaukee, WI road operation will gain work and be a net plus seven (+7) road driver positions as per Exhibit 3.

The company proposes to operate the Milwaukee, WI meet and turn as described in Exhibit 8:

- Kansas City, MO - 326

CLERICAL

PRESENT OPERATION

Milwaukee, WI currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Milwaukee, WI terminal will gain work and be a net plus ten (+10) clerical positions as defined in Exhibit 6.

**Holland
Milwaukee, WI – MI/386
Local #200**

LOCAL CARTAGE

PRESENT OPERATION

Milwaukee, WI currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Milwaukee, WI terminal will close and lose work and be a net minus one hundred twenty-six (-126) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Milwaukee, WI currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Milwaukee, WI road operation will close and will lose work and be a net minus twenty-nine (-29) road driver positions as per Exhibit 3. Available work opportunities will be offered as per Exhibit 4.

CLERICAL

PRESENT OPERATION

Milwaukee, WI currently operates as an end of line terminal in the Holland network as defined in previous Change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Milwaukee, WI terminal will close and lose work and be a net minus eleven (-11) clerical positions as defined in Exhibit 6.

**Holland
Evansville, IN – EV/322
Local #215**

LOCAL CARTAGE

PRESENT OPERATION

Evansville, IN currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Evansville, IN terminal will lose work and be a net minus two (-2) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Evansville, IN currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Evansville, IN road operation will lose work and be a net minus nineteen (-19) road driver positions as per Exhibit 3.

**YRC Freight
Paducah, KY - 348
Local #236**

LOCAL CARTAGE

PRESENT OPERATION

Paducah, KY currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Paducah, KY terminal will gain work and be a net plus seven (+7) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

**YRC Freight
Mason City, IA - 389
Local #238**

LOCAL CARTAGE

PRESENT OPERATION

Mason City, IA currently operates as an end of line terminal in the YRC Freight network as defined in previous Change of Operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Mason City, IA terminal will gain work and be a net plus three (+3) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Mason City, IA does not currently operate a road domicile.

PROPOSED OPERATION

As a result of the realignments described in this change, the Mason City, IA terminal will establish a road domicile and will gain work and be a net plus one (+1) road driver position as per Exhibit 3.

**Holland
Des Moines, IA – DS/375
Local #238**

LOCAL CARTAGE

PRESENT OPERATION

Des Moines, IA currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Des Moines, IA terminal will establish a Velocity Distribution Center and lose work and be a net minus three (-3) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Des Moines, IA currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Des Moines, IA road operation will gain work and be a net plus eight (+8) road driver positions as per Exhibit 3.

The company proposes to operate the Des Moines, IA meet and turn as described in Exhibit 8:

- South Bend, IN - 311
- Indianapolis, IN - 324
- St. Louis, MO – 621

**Holland
Springfield, MO – SG/416
Local #245**

PRESENT OPERATION

Springfield, MO currently operates as an end of line terminal in the Holland network as defined in previous change of operations. This operation is currently cohabbed with the YRC Freight Springfield, MO operation.

PROPOSED OPERATION

As a result of the realignments described in this change, the Springfield, MO terminal will close and merge into the YRC Freight Springfield, MO terminal.

**YRC Freight
Springfield, MO - 547
Local #245**

LOCAL CARTAGE

PRESENT OPERATION

Springfield, MO currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Springfield, MO terminal will gain work and be a net plus one (+1) local cartage position as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Springfield, MO currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Springfield, MO road operation will gain work and be a net plus twenty (+20) road driver positions as per Exhibit 3.

The company proposes to operate the Springfield, MO meet and turn as described in Exhibit 8:

- Indianapolis, IN – 324
- Dallas, TX – 511
- Chicago Heights, IL - 309

**Holland
Jackson, MI – JA/358
Local #299**

LOCAL CARTAGE

PRESENT OPERATION

Jackson, MI currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Jackson, MI terminal will lose work and be a net minus one (-1) local cartage position as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Jackson, MI currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Jackson, MI road operation will lose work and be a net minus fourteen (-14) road driver positions as per Exhibit 3.

**YRC Freight
Detroit, MI - 261
Local #299**

LOCAL CARTAGE

PRESENT OPERATION

Detroit, MI currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Detroit, MI terminal will close and lose work and be a net minus fifty-eight (-58) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Detroit, MI currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Detroit, MI road domicile will close and lose work and be a net minus eight (-8) road driver positions as per Exhibit 3. Available work opportunities will be offered as per Exhibit 4.

CLERICAL

PRESENT OPERATION

Detroit, MI currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Detroit, MI terminal will close and lose work and be a net minus five (-5) clerical positions as defined in Exhibit 6.

**Holland
Detroit, MI – DE/262
Local #299**

LOCAL CARTAGE

PRESENT OPERATION

Detroit, MI currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Detroit, MI terminal will gain work and be a net plus forty-two (+42) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Detroit, MI currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Detroit, MI road operation will gain work and be a net plus fifteen (+15) road driver positions as per Exhibit 3. Available work opportunities will be offered as per Exhibit 4.

CLERICAL

PRESENT OPERATION

Detroit, MI currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Detroit, MI terminal will gain work and be a net plus five (+5) clerical positions as defined in Exhibit 6.

**Holland
Rockford, IL – RO/319
Local #325**

LOCAL CARTAGE

PRESENT OPERATION

Rockford, IL currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Rockford, IL terminal will lose work and be a net minus twelve (-12) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Rockford, IL currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Rockford, IL road operation will lose work and be a net minus sixteen (-16) road driver positions as per Exhibit 3.

**YRC Freight
Duluth, MN - 370
Local #346**

LOCAL CARTAGE

PRESENT OPERATION

Duluth, MN currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Duluth, MN terminal will gain work and be a net plus four (+4) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Duluth, MN does not currently operate a road domicile.

PROPOSED OPERATION

As a result of the realignments described in this change, the Duluth, MN terminal will establish a road domicile and will gain work and be a net plus one (+1) road driver position as per Exhibit 3.

**YRC Freight
South Bend, IN - 312
Local #364**

LOCAL CARTAGE

PRESENT OPERATION

South Bend, IN currently operates as a Velocity Center in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the South Bend, IN terminal will be established as an end of line and gain work and be a net plus five (+5) local cartage position as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

South Bend, IN currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the South Bend, IN road operation will gain work and be a net plus four (+4) road driver position as per Exhibit 3.

The company proposes to operate the South Bend, IN meet and turn as described in Exhibit 8:

- Nashville, TN – 422
- St. Paul, MN - 347

**Holland
South Bend, IN – SB/311
Local #364**

LOCAL CARTAGE

PRESENT OPERATION

South Bend, IN currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the South Bend, IN terminal will establish a Velocity Distribution Center and will lose work and be a net minus sixteen (-16) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

South Bend, IN currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the South Bend, IN road operation will gain work and be a net plus thirteen (+13) road driver positions as per Exhibit 3.

The company proposes to operate the South Bend, IN meet and turn as described in Exhibit 8:

- Harrisburg, PA - 135
- Hagerstown, MD – 153
- Buffalo, NY - 205
- Kansas City, MO - 326
- Saint Paul, MN - 347
- Des Moines, IA - 375
- Tomah, WI - 396
- St. Louis, MO – 621
- Nashville, TN - 422

**Holland
Rock Island, IL – RI/371
Local #371**

LOCAL CARTAGE

PRESENT OPERATION

Rock Island, IL currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Rock Island, IL terminal will establish a Velocity Distribution Center and lose work and be a net minus nine (-9) local cartage position as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Rock Island, IL currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Rock Island, IL road operation will lose work and be a net minus eight (-8) road driver positions as per Exhibit 3.

The company proposes to operate the Rock Island, IL meet and turn as described in Exhibit 8:

- Cincinnati, OH – 216
- Cleveland, OH - 218

**Holland
Youngstown, OH – YT/436
Local #377**

LOCAL CARTAGE

PRESENT OPERATION

Youngstown, OH currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Youngstown, OH terminal will gain work and be a net plus five (+5) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Youngstown, OH currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Youngstown, OH road domicile will close and lose work and be a net minus eleven (-11) road driver positions as per Exhibit 3.

CLERICAL

PRESENT OPERATION

Youngstown, OH currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Youngstown, OH terminal will gain work and be a net plus one (+1) clerical position as defined in Exhibit 6.

**YRC Freight
Iron Mountain, MI - 230
Local #406**

LOCAL CARTAGE

PRESENT OPERATION

Iron Mountain, MI currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Iron Mountain, MI terminal will gain work and be a net plus four (+4) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

**Holland
Gaylord, MI – GY/288
Local #406**

LOCAL CARTAGE

PRESENT OPERATION

Gaylord, MI currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Gaylord, MI terminal will be a net zero (0) local cartage positions. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Gaylord, MI currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Gaylord, MI road operation will lose work and be a net minus three (-3) road driver positions as per Exhibit 3.

**YRC Freight
Grand Rapids, MI - 272
Local #406**

LOCAL CARTAGE

PRESENT OPERATION

Grand Rapids, MI currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Grand Rapids, MI terminal will close and lose work and be a net minus thirty-eight (-38) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Grand Rapids, MI currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Grand Rapids, MI road operation will close and lose work and be a net minus seven (-7) road driver positions as per Exhibit 3. Available work opportunities will be offered as per Exhibit 4.

**Holland
Grand Rapids, MI – GR/350
Local #406**

LOCAL CARTAGE

PRESENT OPERATION

Grand Rapids, MI currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Grand Rapids, MI terminal will gain work and be a net plus thirty-two (+32) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip Codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Grand Rapids, MI currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Grand Rapids, MI road operation will lose work and be a net minus twenty-two (-22) road driver positions as per Exhibit 3. Available work opportunities will be offered as per Exhibit 4.

**Holland
Birch Run, MI – BR/263
Local #406**

LOCAL CARTAGE

PRESENT OPERATION

Birch Run, MI currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Birch Run, MI terminal will lose work and be a net minus two (-2) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Birch Run, MI currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Birch Run, MI road operation will lose work and be a net minus fourteen (-14) road driver positions as per Exhibit 3.

**YRC Freight
Cleveland, OH - 218
Local #407**

LOCAL CARTAGE

PRESENT OPERATION

Cleveland, OH currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Cleveland, OH terminal will establish a Velocity Distribution Center and will gain work and be a net plus twenty-one (+21) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Cleveland, OH currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Cleveland, OH road operation will gain work and be a net plus forty-two (+42) road driver positions as per Exhibit 3.

The company proposes to operate the Cleveland, OH meet and turn as described in Exhibit 8:

- Maybrook, NY - 123
- Scranton, PA - 141
- Rock Island, IL - 371
- Nashville, TN -422
- Knoxville, TN - 432
- St. Louis, MO - 621
- Charlotte, NC – 653
- Greensboro, NC – 671
- Philadelphia, PA – 152
- Charlotte, NC – 329

CLERICAL

PRESENT OPERATION

Cleveland, OH currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Cleveland, OH terminal will gain work and be a net plus one (+1) clerical position as defined in Exhibit 6.

**Holland
Cleveland, OH – CL/332
Local #407**

LOCAL CARTAGE

PRESENT OPERATION

Cleveland, OH currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Cleveland, OH terminal will gain work and be a net plus eight (+8) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Cleveland, OH currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Cleveland, OH road operation will lose work and be a net minus twenty-four (-24) road driver positions as per Exhibit 3.

The company proposes to operate the Cleveland, OH meet and turn as described in Exhibit 8:

- Maybrook, NY - 123
- Nashville, TN -422
- Charlotte, NC – 653

**YRC Freight
Columbus, OH - 857
Local #413**

LOCAL CARTAGE

PRESENT OPERATION

Columbus, OH currently operates as a Velocity Distribution Center in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Columbus, OH terminal will gain work and be a net plus eight (+8) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Columbus, OH currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Columbus, OH road operation will gain work and be a net plus fifty-one (+51) road driver positions as per Exhibit 3.

The company proposes to operate the Columbus, OH meet and turn as described in Exhibit 8:

- Maybrook, NY - 123
- Harrisburg, PA - 135
- Hagerstown, MD - 153
- Richmond, VA - 172
- Atlanta, GA - 402
- Nashville, TN - 422
- Memphis, TN - 431
- St. Louis, MO - 621
- Charlotte, NC - 653
- Greensboro, NC - 671
- Spartanburg, SC - 682

**Holland
Columbus, OH – CO/330
Local #413**

LOCAL CARTAGE

PRESENT OPERATION

Columbus, OH currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Columbus, OH terminal will gain work and be a net plus thirteen (+13) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Columbus, OH currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Columbus, OH road operation will lose work and be a net minus twenty-nine (-29) road driver positions as per Exhibit 3.

**YRC Freight
Fort Wayne, IN - 246
Local #414**

LOCAL CARTAGE

PRESENT OPERATION

Fort Wayne, IN currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Fort Wayne, IN terminal will gain work and be a net plus one (+1) local cartage position as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Fort Wayne, IN currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Fort Wayne, IN road operation will gain work and be a net plus three (+3) road driver positions as per Exhibit 3.

**Holland
Fort Wayne, IN – FW/341
Local #414**

LOCAL CARTAGE

PRESENT OPERATION

Fort Wayne, IN currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Fort Wayne, IN terminal will gain work and be a net plus four (+4) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Fort Wayne, IN currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Fort Wayne, IN road operation will lose work and be a net minus twenty-three (-23) road driver positions as per Exhibit 3.

**YRC Freight
Kearney, NE - 863
Local #554**

LOCAL CARTAGE

PRESENT OPERATION

Kearney, NE currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Kearney, NE terminal will be a net zero (0) local cartage position. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

**YRC Freight
Sioux City, IA - 860
Local #554**

LOCAL CARTAGE

PRESENT OPERATION

Sioux City, IA currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Sioux City, IA terminal will gain work and be a net plus four (+4) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Sioux City, IA does not currently operate a road domicile.

PROPOSED OPERATION

As a result of the realignments described in this change, the Sioux City, IA terminal will establish a road domicile and will gain work and be a net plus three (+3) road driver positions as per Exhibit 3.

**YRC Freight
Omaha, NE - 381
Local #554**

LOCAL CARTAGE

PRESENT OPERATION

Omaha, NE currently operates as a Velocity Distribution Center in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Omaha, NE terminal will be established as an end of line terminal and will gain work and be a net plus nineteen (+19) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Omaha, NE currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Omaha, NE road operation will gain work and be a net plus eleven (+11) road driver positions as per Exhibit 3.

The company proposes to operate the Omaha, NE meet and turn as described in Exhibit 8:

- Chicago Heights, IL - 309
- Denver, CO - 890

CLERICAL

PRESENT OPERATION

Omaha, NE currently operates as a Velocity Distribution center in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Omaha, NE terminal will gain work and be a net plus three (+3) clerical positions as defined in Exhibit 6.

Holland
Omaha, NE – OM/397
Local #554

LOCAL CARTAGE

PRESENT OPERATION

Omaha, NE currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Omaha, NE terminal will close and lose work and be a net minus twenty-three (-23) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Omaha, NE currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Omaha, NE road operation will close and lose work and be a net minus nine (-9) road driver positions as per Exhibit 3. Available work opportunities will be offered as per Exhibit 4.

CLERICAL

PRESENT OPERATION

Omaha, NE currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Omaha, NE terminal will close and lose work and be a net minus three (-3) clerical positions as defined in Exhibit 6.

**YRC Freight
Saint Louis, MO - 621
Local #600**

DOCK

PRESENT OPERATION

Saint Louis, MO currently operates as a Velocity Distribution Center in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Saint Louis, MO terminal will gain work and be a net plus twenty-two (+22) dock positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

P&D

PRESENT OPERATION

Saint Louis, MO currently operates as a Velocity Distribution Center in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Saint Louis, MO terminal will lose work and be a net minus twelve (-12) P&D positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Saint Louis, MO currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Saint Louis, MO road operation will gain work and be a net plus fifteen (+15) road driver positions as per Exhibit 3.

The company proposes to operate the St. Louis, MO meet and turn as described in Exhibit 8:

- Cincinnati, OH – 216
- Cleveland, OH – 218
- South Bend, IN – 311
- St. Paul, MN – 347
- Minneapolis, MN – 424
- Des Moines, IA – 375
- Tomah, WI – 396
- Atlanta, GA – 402
- Atlanta, GA - 403
- Toledo, OH – 425
- Jackson, MS – 455
- Columbus, OH – 857
- Knoxville, TN – 432
- Birmingham, AL -421
- Akron, OH – 211

Holland
Saint Louis, MO – SL/419
Local #600

LOCAL CARTAGE

PRESENT OPERATION

Saint Louis, MO currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Saint Louis, MO terminal will gain work and be a net plus twenty-eight (+28) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Saint Louis, MO currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Saint Louis, MO road operation will lose work and be a net minus forty-three (-43) road driver positions as per Exhibit 3.

The company proposes to operate the Saint Louis, MO meet and turn as described in Exhibit 8:

- Saint Paul, MN - 347
- Atlanta, GA - 402
- Atlanta, GA - 403

Holland
Sikeston, MO – SI/345
Local #600

LOCAL CARTAGE

PRESENT OPERATION

Sikeston, MO currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Sikeston, MO terminal will lose work and be a net minus two (-2) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Sikeston, MO currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Sikeston, MO road operation will lose work and be a net minus eighteen (-18) road driver positions as per Exhibit 3.

**YRC Freight
Pontiac, MI - 223
Local #614**

LOCAL CARTAGE

PRESENT OPERATION

Pontiac, MI currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Pontiac, MI terminal will gain work and be a net plus forty-seven (+47) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Pontiac, MI currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Pontiac, MI road operation will gain work and be a net plus fourteen (+14) road driver positions as per Exhibit 3.

**YRC Freight
Peoria, IL - 314
Local #627**

LOCAL CARTAGE

PRESENT OPERATION

Peoria, IL currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Peoria, IL terminal will close and lose work and be a net minus ten (-10) local cartage position as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

Holland
Lexington, KY – LE/245
Local #651

LOCAL CARTAGE

PRESENT OPERATION

Lexington, KY currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Lexington, KY terminal will lose work and be a net minus one (-1) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Lexington, KY currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Lexington, KY road operation will lose work and be a net minus eighteen (-18) road driver positions as per Exhibit 3.

Holland
Wausau, WI – WS/428
Local #662

LOCAL CARTAGE

PRESENT OPERATION

Wausau, WI currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Wausau, WI terminal will gain work and be a net plus three (+3) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Wausau, WI currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Wausau, WI road operation will lose work and be a net minus two (-2) road driver positions as per Exhibit 3.

**YRC Freight
Eau Claire, WI - 336
Local #662**

LOCAL CARTAGE

PRESENT OPERATION

Eau Claire, WI currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Eau Claire, WI terminal will gain work and be a net plus three (+3) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Eau Claire, WI currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Eau Claire, WI terminal will close the road domicile and will lose work and be a net minus two (-2) road driver positions as per Exhibit 3.

**Holland
Appleton, WI – AP/315
Local #662**

LOCAL CARTAGE

PRESENT OPERATION

Appleton, WI currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Appleton, WI terminal will lose work and be a net zero (0) local cartage positions. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Appleton, WI currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Appleton, WI road operation will gain work and be a net plus three (+3) road driver positions as per Exhibit 3.

**YRC Freight
Chicago West, IL - 304
Local #673**

LOCAL CARTAGE

PRESENT OPERATION

Chicago West, IL currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Chicago West, IL terminal will gain work and be a net plus fourteen (+14) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Chicago West, IL currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Chicago West, IL road operation will gain work and be a net plus three (+3) road driver positions.

**YRC Freight
Quincy, IL - 344
Local #688**

LOCAL CARTAGE

PRESENT OPERATION

Quincy, IL currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Quincy, IL terminal will gain work and be a net plus five (+5) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

**YRC Freight
Madison, WI - 394
Local #695**

LOCAL CARTAGE

PRESENT OPERATION

Madison, WI currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Madison, WI terminal will gain work and be a net zero (0) local cartage position. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Madison, WI does not currently operate a road domicile.

PROPOSED OPERATION

As a result of the realignments described in this change, the Madison, WI terminal will establish a road domicile and will gain work and be a net plus one (+1) road driver position as per Exhibit 3.

CLERICAL

PRESENT OPERATION

Madison, WI currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Madison, WI terminal will gain work and be a net plus one (+1) clerical position as defined in Exhibit 6.

**Holland
Tomah, WI – TM/396
Local #695**

LOCAL CARTAGE

PRESENT OPERATION

Tomah, WI currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Tomah, WI terminal will establish a Velocity Distribution Center and will lose work and be a net minus ten (-10) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Tomah, WI currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Tomah, WI road operation will lose work and be a net minus four (-4) road driver positions as per Exhibit 3.

The company proposes to operate the Tomah, WI meet and turn as described in Exhibit 8:

- Indianapolis, IN - 324
- St. Louis, MO – 621
- South Bend, IN – 311
- Indianapolis, IN – 324
- St. Louis, MO – 621

**YRC Freight
Portage, WI – R67
Local #695**

ROAD

PRESENT OPERATION

Portage, WI currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Portage, WI road domicile will close and will lose work and be a net minus two (-2) road driver positions as per Exhibit 3. Available work opportunities will be offered as per Exhibit 4.

**YRC Freight
Salina, KS - 367
Local #696**

LOCAL CARTAGE

PRESENT OPERATION

Salina, KS currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Salina, KS terminal will be a net zero (0) local cartage position. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Salina, KS does not currently operate a road domicile.

PROPOSED OPERATION

As a result of the realignments described in this change, the Salina, KS terminal will establish a road domicile and will gain work and be a net plus three (+3) road driver positions as per Exhibit 3.

**YRC Freight
Topeka, KS - 352
Local #696**

LOCAL CARTAGE

PRESENT OPERATION

Topeka, KS currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Topeka, KS terminal will be a net zero (0) local cartage position. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

**YRC Freight
Chicago Heights, IL - 309
Local #705/710**

P&D-Local#705

PRESENT OPERATION

Chicago Heights, IL currently operates as a Velocity Distribution Center in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Chicago Heights, IL terminal will lose work and be a net minus nine (-9) P&D positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminals as defined per Exhibit 10.

LOCAL CARTAGE-Local#710

PRESENT OPERATION

Chicago Heights, IL currently operates as a Velocity Distribution Center in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Chicago Heights, IL terminal will lose work and be a net minus ten (-10) local cartage positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD-Local#710

PRESENT OPERATION

Chicago Heights, IL currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Chicago Heights, IL road operation will gain work and be a net plus six (+6) road driver positions as defined in Exhibit 3.

The company proposes to operate the Chicago Heights, IL meet and turn as described in Exhibit 8:

- Buffalo, NY – 205
- Pittsburgh, PA – 213
- Kansas City, MO - 326
- Saint Paul, MN - 347
- Omaha, NE - 381
- Nashville, TN - 422
- Memphis, TN - 431
- Springfield, MO – 547
- Memphis, TN – 385
- Minneapolis, MN – 424
- Nashville, TN - 395

Holland
McCook, IL – CH/320
Local #705/710

P&D – Local#705

PRESENT OPERATION

McCook, IL currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the McCook, IL terminal will gain work and be a net plus twenty (+20) P&D positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminals as defined per Exhibit 10.

LOCAL CARTAGE- Local#710

PRESENT OPERATION

McCook, IL currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the McCook, IL terminal will gain work and be a net plus eight (+8) local cartage positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD – Local# 710

PRESENT OPERATION

McCook, IL currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the McCook, IL road operation will lose work and be a net minus seventeen (-17) road driver positions as per Exhibit 3.

Holland
Wheeling, IL – WH/323
Local #705/710

P&D- Local#705

PRESENT OPERATION

Wheeling, IL currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Wheeling, IL terminal will close and lose work and be a net minus fifty-five (-55) P&D positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

LOCAL CARTAGE – Local#710

PRESENT OPERATION

Wheeling, IL currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Wheeling, IL terminal will close and lose work and be a net minus thirty-six (-36) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD – Local#710

PRESENT OPERATION

Wheeling, IL currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Wheeling, IL road operation will close and lose work and be a net minus fourteen (-14) road driver positions as per Exhibit 3. Available work opportunities will be offered as per Exhibit 4.

CLERICAL – Local#710

PRESENT OPERATION

Wheeling, IL currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Wheeling, IL terminal will close and lose work and be a net minus eleven (-11) clerical positions as defined in Exhibit 6.

**YRC Freight
Chicago North, IL - 303
Local #705/710**

P&D – Local#705

PRESENT OPERATION

Chicago North, IL currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Chicago North, IL terminal will gain work and be a net plus sixty-one (+61) P&D positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

LOCAL CARTAGE – Local#710

PRESENT OPERATION

Chicago North, IL currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Chicago North, IL terminal will gain work and be a net plus thirty-two (+32) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD – Local#710

PRESENT OPERATION

Chicago North, IL currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Chicago North, IL road operation will gain work and be a net plus three (+3) road driver positions as defined in Exhibit 3.

The company proposes to operate the Chicago North, IL meet and turn as described in Exhibit 8:

- Kansas City, MO – 326
- Memphis, TN – 431

CLERICAL- Local#710

PRESENT OPERATION

Chicago North, IL currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Chicago North, IL terminal will gain work and be a net plus eleven (+11) clerical positions as defined in Exhibit 6.

**YRC Freight
Wichita, KS - 569
Local #795**

LOCAL CARTAGE

PRESENT OPERATION

Wichita, KS currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Wichita, KS terminal will gain work and be a net plus one (+1) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Wichita, KS do not currently operate a road domicile.

PROPOSED OPERATION

As a result of the realignments described in this change, the Wichita, KS terminal will establish a road domicile and will gain work and be a net plus three (+3) road driver positions as per Exhibit 3.

**Holland
Joplin, MO – JP/548
Local #823**

LOCAL CARTAGE

PRESENT OPERATION

Joplin, MO currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Joplin, MO terminal will lose work and be a net zero (0) local cartage positions. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Joplin, MO currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Joplin, MO road operation will lose work and be a net minus four (-4) road driver positions as per Exhibit 3.

**YRC Freight
Columbia, MO - 343
Local #833**

LOCAL CARTAGE

PRESENT OPERATION

Columbia, MO currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Columbia, MO terminal will gain work and be a net plus two (+2) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

**YRC Freight
Lima, OH - 250
Local #908**

LOCAL CARTAGE

PRESENT OPERATION

Lima, OH currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Lima, OH terminal will gain work and be a net plus six (+6) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Lima, OH does not currently have a road domicile.

PROPOSED OPERATION

As a result of the realignments described in this change, the Lima, OH terminal will establish a road domicile and will gain work and be a net plus four (+4) road driver positions as per Exhibit 3.

**YRC Freight
Decatur, IL - 355
Local #916**

LOCAL CARTAGE

PRESENT OPERATION

Decatur, IL currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Decatur, IL terminal will close and lose work and be a net minus five (-5) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

**Holland
Lincoln, IL – LI/368
Local #916**

LOCAL CARTAGE

PRESENT OPERATION

Lincoln, IL currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Lincoln, IL terminal will gain work and be a net plus eight (+8) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Lincoln, IL currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Lincoln, IL road operation will lose work and be a net minus eighteen (-18) road driver positions as per Exhibit 3.

**YRC Freight
Dayton, OH - 243
Local #957**

LOCAL CARTAGE

PRESENT OPERATION

Dayton, OH currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Dayton, OH terminal will close and lose work and be a net minus twenty-four (-24) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

CLERICAL

PRESENT OPERATION

Dayton, OH currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Dayton, OH terminal will close and lose work and be a net minus two (-2) clerical positions as defined in Exhibit 6.

**Holland
Dayton, OH – DA/339
Local #957**

LOCAL CARTAGE

PRESENT OPERATION

Dayton, OH currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Dayton, OH terminal will gain work and be a net plus one (+1) local cartage positions as defined in Exhibit 1. Available work opportunities will be offered as per Exhibit 2. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Dayton, OH currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Dayton, OH road operation will lose work and be a net minus forty-nine (-49) road driver positions as per Exhibit 3.

The company proposes to operate the Dayton, OH meet and turn as described in Exhibit 8:

- Charlotte, NC – 653

CLERICAL

PRESENT OPERATION

Dayton, OH currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Dayton, OH terminal will gain work and be a net plus two (+2) clerical positions as defined in Exhibit 6.

SOUTHERN REGION

**YRC Freight
Baton Rouge, LA - 473
Local #5**

LOCAL CARTAGE

PRESENT OPERATION

Baton Rouge, LA currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Baton Rouge, LA terminal will be a net zero (0) local cartage position. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Baton Rouge, LA does not currently have a road domicile.

PROPOSED OPERATION

As a result of the realignments described in this change, the Baton Rouge, LA will establish a road domicile and will gain work and be a net plus five (+5) road driver positions as per Exhibit 3.

**YRC Freight
Fort Myers, FL - 728
Local #79**

LOCAL CARTAGE

PRESENT OPERATION

Fort Myers, FL currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Fort Myers, FL terminal will be a net zero (0) local cartage position. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

**YRC Freight
Tampa, FL - 754
Local #79**

LOCAL CARTAGE

PRESENT OPERATION

Tampa, FL currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Tampa, FL terminal will gain work and be a net plus three (+3) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Tampa, FL currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Tampa, FL road operation will gain work and be a net zero (0) road driver positions.

The company proposes to operate the Tampa, FL meet and turn as described in Exhibit 8:

- Atlanta, GA – 402
- Charlotte, NC – 653

**YRC Freight
New Orleans, LA - 471
Local #270**

LOCAL CARTAGE

PRESENT OPERATION

New Orleans, LA currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the New Orleans, LA terminal will gain work and be a net plus two (+2) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

New Orleans, LA does not currently have a road domicile.

PROPOSED OPERATION

As a result of the realignments described in this change, the New Orleans, LA terminal will establish a road domicile and will gain work and be a net plus four (+4) road driver positions as per Exhibit 3.

**YRC Freight
Orlando, FL - 423
Local #385**

LOCAL CARTAGE

PRESENT OPERATION

Orlando, FL currently operates as a Velocity Distribution Center in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Orlando, FL terminal will lose work and be a net minus three (-3) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Orlando, FL currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Orlando, FL road operation will gain work and be a net plus six (+6) road driver positions as per Exhibit 3.

The company proposes to operate the Orlando, FL meet and turn as described in Exhibit 8:

- Atlanta, GA – 402
- Mobile, AL – 429
- Charlotte, NC – 653

**YRC Freight
Ocala, FL - 714
Local #385**

LOCAL CARTAGE

PRESENT OPERATION

Ocala, FL currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Ocala, FL terminal will be a net zero (0) local cartage position. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Ocala, FL does not currently operate a road domicile.

PROPOSED OPERATION

As a result of the realignments described in this change, the Ocala, FL terminal will establish a road domicile and will gain work and be a net plus six (+6) road driver positions as per Exhibit 3.

The company proposes to operate the Ocala, FL meet and turn as described in Exhibit 8:

- Jackson, MS – 455

**Holland
Decatur, AL – DR/409
Local #402**

LOCAL CARTAGE

PRESENT OPERATION

Decatur, AL currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Decatur, AL terminal will lose work and be a net minus one (-1) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Decatur, AL currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Decatur, AL road operation will lose work and be a net minus fourteen (-14) road driver positions as per Exhibit 3.

**YRC Freight
Nashville, TN - 422
Local #480**

LOCAL CARTAGE

PRESENT OPERATION

Nashville, TN currently operates as a Velocity Distribution Center in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Nashville, TN terminal will gain work and be a net plus thirty-eight (+38) local cartage positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Nashville, TN currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Nashville, TN road operation will gain work and be a net plus eight (+8) road driver positions as per Exhibit 3.

The company proposes to operate the Nashville, TN meet and turn as described in Exhibit 8:

- Cleveland, OH - 218
- Chicago Heights, IL - 309
- Kansas City, MO - 326
- Jackson, MS - 455
- Staunton, VA - 647
- Charlotte, NC – 653
- Charlotte, NC – 329
- Greensboro, NC - 671
- Columbus, OH – 857
- Toledo, OH – 425
- Joliet, IL – 360
- South Bend, IN – 311
- Akron, OH – 211
- Cleveland, OH – 332
- South Bend, IN – 312
- Kansas City, KS - 364

**Holland
Nashville, TN – NA/395
Local #480**

LOCAL CARTAGE

PRESENT OPERATION

Nashville, TN currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Nashville, TN terminal will be a net zero (0) local cartage position. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Nashville, TN currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Nashville, TN road operation will lose work and be a net minus thirty-six (-36) road driver positions as per Exhibit 3.

The company proposes to operate the Nashville, TN meet and turn as described in Exhibit 8:

- Chicago Heights, IL – 309
- Staunton, VA - 647
- Greensboro, NC -671

**YRC Freight
Jackson, TN - 435
Local #480**

LOCAL CARTAGE

PRESENT OPERATION

Jackson, TN currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Jackson, TN terminal will gain work and be a net plus three (+3) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Jackson, TN does not currently have a road domicile.

PROPOSED OPERATION

As a result of the realignments described in this change, the Jackson, TN will establish a road domicile and will gain work and be a net plus one (+1) road driver position as per Exhibit 3.

**YRC Freight
Jacksonville, FL – 730
Local #512**

LOCAL CARTAGE

PRESENT OPERATION

Jacksonville, FL currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Jacksonville, FL terminal will lose work and be a net minus one (-1) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

**YRC Freight
Knoxville, TN - 432
Local #519**

LOCAL CARTAGE

PRESENT OPERATION

Knoxville, TN currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Knoxville, TN terminal will gain work and be a net plus five (+5) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Knoxville, TN currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Knoxville, TN road operation will gain work and be a net plus thirty-nine (+39) road driver positions as per Exhibit 3.

The company proposes to operate the Knoxville, TN meet and turn as described in Exhibit 8:

- Harrisburg, PA - 135
- Hagerstown, MD - 153
- Cleveland, OH - 218
- St. Louis, MO – 621

**Holland
Knoxville, TN – KN/366
Local #519**

LOCAL CARTAGE

PRESENT OPERATION

Knoxville, TN currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Knoxville, TN terminal will establish a Velocity Distribution Center and will lose work and be a net minus twenty-two (-22) local cartage positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Knoxville, TN currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Knoxville, TN road operation will lose work and be a net minus thirty-one (-31) road driver positions as per Exhibit 3.

**YRC Freight
Bristol, TN - 644
Local #519**

LOCAL CARTAGE

PRESENT OPERATION

Bristol, TN currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Bristol, TN terminal will gain work and be a net plus twelve (+12) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Bristol, TN does not currently have a road domicile.

PROPOSED OPERATION

As a result of the realignments described in this change, the Bristol, TN terminal will establish a road domicile and will gain work and be a net plus seven (+7) road driver positions as per Exhibit 3.

**YRC Freight
Athens, GA - 401
Local #528**

LOCAL CARTAGE

PRESENT OPERATION

Athens, GA currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Athens, GA terminal will gain work and be a net zero (0) local cartage positions. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Athens, GA does not currently operate a road domicile.

PROPOSED OPERATION

As a result of the realignments described in this change, the Athens, GA terminal will establish a road domicile and will gain work and be a net plus one (+1) road driver position as per Exhibit 3.

**YRC Freight
La Grange, GA - 412
Local #528**

LOCAL CARTAGE

PRESENT OPERATION

La Grange, GA currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the La Grange, GA terminal will gain work and be a net plus five (+5) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

**YRC Freight
Macon, GA - 414
Local #528**

LOCAL CARTAGE

PRESENT OPERATION

Macon, GA currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Macon, GA terminal will be a net zero (0) local cartage positions. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

**Holland
Chattanooga, TN – CT/433
Local #528**

LOCAL CARTAGE

PRESENT OPERATION

Chattanooga, TN currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Chattanooga, TN terminal will lose work and be a net minus seven (-7) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Chattanooga, TN currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Chattanooga, TN road operation will lose work and be a net minus thirty (-30) road driver positions as per Exhibit 3.

**YRC Freight
Augusta, GA - 684
Local #528**

LOCAL CARTAGE

PRESENT OPERATION

Augusta, GA currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Augusta, GA terminal will gain work and be a net plus two (+2) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

**YRC Freight
Valdosta, GA - 705
Local #528**

LOCAL CARTAGE

PRESENT OPERATION

Valdosta, GA currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Valdosta, GA terminal will be a net zero (0) local cartage positions. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Valdosta, GA currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Valdosta, GA road operation will gain work and be a net zero (0) road driver positions.

The company proposes to operate the Valdosta, GA meet and turn as described in Exhibit 8:

- Jackson, MS - 455

**YRC Freight
Alexandria, LA - 404
Local #568**

LOCAL CARTAGE

PRESENT OPERATION

Alexandria, LA currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Alexandria, LA terminal will be a net zero (0) local cartage positions. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

**YRC Freight
Monroe, LA - 480
Local #568**

LOCAL CARTAGE

PRESENT OPERATION

Monroe, LA currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Monroe, LA terminal will be a net zero (0) local cartage positions. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

**YRC Freight
Shreveport, LA - 510
Local #568**

LOCAL CARTAGE

PRESENT OPERATION

Shreveport, LA currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Shreveport, LA terminal will gain work and be a net zero (0) local cartage position. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Shreveport, LA currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Shreveport, LA road operation will lose work and be a net minus three (-3) road driver positions as per Exhibit 3.

**YRC Freight
Montgomery, AL - 415
Local #612**

LOCAL CARTAGE

PRESENT OPERATION

Montgomery, AL currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Montgomery, AL terminal will gain work and be a net plus six (+6) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Montgomery, AL does not currently operate a road domicile.

PROPOSED OPERATION

As a result of the realignments described in this change, the Montgomery, AL terminal will establish a road domicile and will gain work and be a net plus one (+1) road driver position as per Exhibit 3.

Holland
Birmingham, AL – BI/421
Local #612

LOCAL CARTAGE

PRESENT OPERATION

Birmingham, AL currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Birmingham, AL terminal will establish a Velocity Distribution Center and will lose work and be a net minus three (-3) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Birmingham, AL currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Birmingham, AL road operation will lose work and be a net minus one (-1) road driver positions as per Exhibit 3.

The company proposes to operate the Birmingham, AL meet and turn as described in Exhibit 8:

- St. Louis, MO – 621
- Charlotte, NC – 653

Holland
Memphis, TN – ME/385
Local #667

LOCAL CARTAGE

PRESENT OPERATION

Memphis, TN currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Memphis, TN terminal will gain work and be a net plus forty-three (+43) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Memphis, TN currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Memphis, TN road operation will lose work and be a net minus twelve (-12) road driver positions as per Exhibit 3.

The company proposes to operate the Memphis, TN meet and turn as described in Exhibit 8:

- Chicago Heights, IL - 309
- Indianapolis, IN – 324
- Kansas City, MO - 326

**YRC Freight
Memphis, TN - 431
Local #667**

LOCAL CARTAGE

PRESENT OPERATION

Memphis, TN currently operates as a Velocity Distribution Center in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Memphis, TN terminal will lose work and be a net minus twenty-one (-21) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Memphis, TN currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Memphis, TN road operation will gain work and be a net plus thirty-seven (+37) road driver positions as per Exhibit 3.

The company proposes to operate the Memphis, TN meet and turn as described in Exhibit 8:

- Chicago Heights, IL - 309
- Indianapolis, IN - 324
- Kansas City, MO - 326
- Atlanta, GA - 402
- Atlanta South, GA – 411
- Columbus, OH – 857
- Spartanburg, SC – 682
- Chicago North, IL – 303
- Atlanta, GA – 403

**YRC Freight
Tupelo, MS - 462
Local #667**

LOCAL CARTAGE

PRESENT OPERATION

Tupelo, MS currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Tupelo, MS terminal will gain work and be a net plus two (+2) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Tupelo, MS does not currently operate a road domicile.

PROPOSED OPERATION

As a result of the realignments described in this change, the Tupelo, MS terminal will establish a road domicile and will gain work and be a net plus one (+1) road driver position as per Exhibit 3.

**YRC Freight
Atlanta, GA - 402
Local #728**

LOCAL CARTAGE

PRESENT OPERATION

Atlanta, GA currently operates as a Velocity Distribution Center in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Atlanta, GA terminal will gain work and be a net plus twenty-two (+22) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Atlanta, GA currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Atlanta, GA road operation will lose work and be a net minus twenty-seven (-27) road driver positions as per Exhibit 3.

The company proposes to operate the Atlanta, GA meet and turn as described in Exhibit 8:

- Richmond, VA - 172
- Cincinnati, OH - 216
- Indianapolis, IN - 324
- Orlando, FL - 423
- Memphis, TN - 431
- Jackson, MS - 455
- St. Louis, MO – 621
- Tampa, FL - 754
- Columbus, OH – 857
- St. Louis, MO – 419
- Indianapolis, IN - 357

**Holland
Atlanta, GA – AT/403
Local #728**

LOCAL CARTAGE

PRESENT OPERATION

Atlanta, GA currently operates as an end of line terminal in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Atlanta, GA terminal will gain work and be a net plus four (+4) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Atlanta, GA currently operates as a road domicile in the Holland network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Atlanta, GA road operation will lose work and be a net minus thirty-three (-33) road driver positions as per Exhibit 3.

The company proposes to operate the Atlanta, GA meet and turn as described in Exhibit 8:

- Indianapolis, IN - 324
- Memphis, TN – 431
- St Louis, MO - 621

**YRC Freight
Atlanta South, GA - 411
Local #728**

LOCAL CARTAGE

PRESENT OPERATION

Atlanta South, GA currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Atlanta South, GA terminal will be a net zero (0) local cartage position. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Atlanta South, GA currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Atlanta South, GA road operation will gain work and be a net plus thirteen (+13) road driver positions as per Exhibit 3.

The company proposes to operate the Atlanta South, GA meet and turn as described in Exhibit 8:

- Memphis, TN – 431

**YRC Freight
Savannah, GA - 685
Local #728**

LOCAL CARTAGE

PRESENT OPERATION

Savannah, GA currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Savannah, GA terminal will be a net zero (0) local cartage position. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Savannah, GA does not currently operate a road domicile.

PROPOSED OPERATION

As a result of the realignments described in this change, the Savannah, GA terminal will establish a road domicile and will gain work and be a net plus six (+6) road driver positions as per Exhibit 3.

**YRC Freight
Miami, FL - 740
Local #769**

LOCAL CARTAGE

PRESENT OPERATION

Miami, FL currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Miami, FL terminal will lose work and be a net minus three (-3) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Miami, FL currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Miami, FL road operation will gain work and be a net plus three (+3) road driver positions as per Exhibit 3.

**YRC Freight
West Palm Beach, FL - 757
Local #769**

LOCAL CARTAGE

PRESENT OPERATION

West Palm Beach, FL currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the West Palm Beach, FL terminal will gain work and be a net plus four (+4) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

West Palm Beach, FL does not currently operate a road domicile.

PROPOSED OPERATION

As a result of the realignments described in this change, the West Palm Beach, FL terminal will establish a road domicile and will gain work and be a net plus two (+2) road driver positions as per Exhibit 3.

**YRC Freight
Little Rock, AR - 580
Local #878**

LOCAL CARTAGE

PRESENT OPERATION

Little Rock, AR currently operates as a Velocity Distribution Center in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Little Rock, AR terminal will lose work and be a net minus four (-4) local cartage positions as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Little Rock, AR currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Little Rock, AR road operation will gain work and be a net plus two (+2) road driver positions as per Exhibit 3.

The company proposes to operate the Little Rock, AR meet and turn as described in Exhibit 8:

- Kansas City, MO – 326

**YRC Freight
Jackson, MS - 455
Local #891**

LOCAL CARTAGE

PRESENT OPERATION

Jackson, MS currently operates as a Velocity Distribution Center in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Jackson, MS terminal will lose work be a net minus three (-3) local cartage position as defined in Exhibit 1. Zip codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Jackson, MS currently operates as a road domicile in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Jackson, MS road operation will lose work and be a net minus eight (-8) road driver positions as per Exhibit 3.

The company proposes to operate the Jackson, MS meet and turn as described in Exhibit 8:

- Atlanta, GA - 402
- Nashville, TN - 422
- St. Louis, MO - 621
- Valdosta, GA – 705
- Ocala, FL - 714

**YRC Freight
Mobile, AL - 429
Local #991**

LOCAL CARTAGE

PRESENT OPERATION

Mobile, AL currently operates as an end of line terminal in the YRC Freight network as defined in previous change of operations.

PROPOSED OPERATION

As a result of the realignments described in this change, the Mobile, AL terminal will lose work and be a net minus two (-2) local cartage positions as defined in Exhibit 1. Zip Codes will be distributed to the gaining terminals as defined per Exhibit 10.

ROAD

PRESENT OPERATION

Mobile, AL does not currently operate a road domicile.

PROPOSED OPERATION

As a result of the realignments described in this change, the Mobile, AL terminal will establish a road domicile and will gain work and be a net plus fifteen (+15) road driver positions as per Exhibit 3.

The company proposes to operate the Mobile, AL meet and turn as described in Exhibit 8:

- Orlando, FL - 423

EXHIBIT 1 LOCAL CARTAGE

EXHIBIT 1																	
Dock, Box Truck/Dock, P&D - Gains Summary									Dock, Box Truck/Dock, P&D - Losses Summary								
GAIN									LOSS								
Local	OpCo	City	ST	Term Code	DOCK	Box Truck/	P&D	TOTAL GAIN	Local	OpCo	City	ST	Term Code	DOCK	Box Truck/	P&D	TOTAL LOSS
429	NPME	Reading	PA	102	0	0	3	3	25	YRCF	Boston	MA	100	0	0	-1	-1
641	NPME	South Kearny	NJ	106	0	0	1	1	776	NPME	Camp Hill	PA	103	-6	0	3	-3
251	YRCF	Providence	RI	108	0	0	1	1	707	NPME	Maspeth	NY	107	0	-8	-60	-68
701	YRCF	Trenton	NJ	112	7	0	12	19	25	NPME	Billerica	MA	109	0	0	-1	-1
355	NPME	Baltimore	MD	113	4	0	6	10	560	YRCF	Kearny	NJ	111	0	0	-7	-7
107	NPME	Cinnaminson	PA	114	8	0	11	19	317	NPME	Syracuse	NY	118	0	-2	-21	-23
707	YRCF	Deer Park	NY	116	0	3	17	20	118	NPME	Rochester	NY	119	0	-1	-13	-14
110	NPME	Altoona	PA	121	0	0	4	4	701	YRCF	South Plainfield	NJ	122	-4	0	-6	-10
707	YRCF	Maybrook	NY	123	17	0	0	17	707	YRCF	Maybrook	NY	123	0	-2	-9	-11
641	YRCF	Carlstadt	NJ	126	4	0	15	19	641	NPME	Trenton	NJ	124	-4	0	-8	-12
707	YRCF	Long Island	NY	132	0	3	15	18	249	NPME	Pittsburgh	PA	128	-1	0	-19	-20
404	NPME	Springfield	MA	133	6	0	10	16	449	NPME	Buffalo	NY	130	0	-1	-23	-24
677	NPME	Southington	CT	139	0	0	5	5	776	YRCF	Harrisburg	PA	135	10	0	-14	-4
633	YRCF	Manchester	NH	140	0	0	3	3	229	NPME	Scranton	PA	141	-6	0	3	-3
384	YRCF	Lansdale	PA	143	2	0	4	6	677	YRCF	Middletown	CT	145	-5	0	-12	-17
639	YRCF	Manassas	VA	149	0	0	3	3	107	YRCF	Philadelphia	PA	152	-11	0	-18	-29
707	YRCF	Mount Vernon	NY	150	4	1	10	15	992	YRCF	Hagerstown	MD	153	-3	0	-1	-4
773	YRCF	Allentown	PA	158	5	0	7	12	340	YRCF	Por land	ME	154	0	0	-1	-1
326	YRCF	Seaford	DE	177	0	0	1	1	355	YRCF	Baltimore	MD	155	-5	0	-9	-14
597	YRCF	Bellows Falls	VT	180	0	0	1	1	592	YRCF	Richmond	VA	172	-4	0	0	-4
639	YRCF	Washington	DC	183	2	0	4	6	401	YRCF	Scranton	PA	178	0	0	-1	-1
326	YRCF	Wilmington	DE	184	1	0	4	5	170	YRCF	Worcester	MA	186	-3	0	-4	-7
707	YRCF	Brooklyn	NY	187	0	3	20	23	449	YRCF	Buffalo	NY	205	-6	0	0	-6
340	YRCF	Waterville	ME	191	0	0	2	2	24	HIMES	Akron	OH	208	0	0	-68	-68
118	YRCF	Elmira	NY	198	0	0	1	1	24	YRCF	Akron	OH	211	-72	0	0	-72
89	YRCF	Bowling Green	KY	202	1	0	4	5	957	YRCF	Dayton	OH	243	-4	0	-20	-24
449	YRCF	Buffalo	NY	205	0	4	60	64	651	HIMES	Lexington	KY	245	0	0	-1	-1
24	YRCF	Akron	OH	211	0	0	68	68	20	YRCF	Toledo	OH	251	-2	0	-24	-26
249	YRCF	Pittsburgh	PA	213	4	0	22	26	299	YRCF	Detroit	MI	261	-15	-12	-31	-58
100	YRCF	Cincinnati	OH	216	2	0	-1	1	406	HIMES	Birch Run	MI	263	0	0	-2	-2
407	YRCF	Cleveland	OH	218	33	0	-12	21	406	YRCF	Grand Rapids	MI	272	0	-1	-37	-38
614	YRCF	Pontiac	MI	223	16	0	31	47	175	YRCF	Charleston	WV	292	0	0	-3	-3
406	YRCF	Iron Mountain	MI	230	0	0	4	4	705	YRCF	Chicago	IL	309	0	0	-9	-9
397	YRCF	Erie	PA	232	0	0	2	2	710	YRCF	Chicago	IL	309	-10	0	0	-10
687	YRCF	Plattsburgh	NY	237	0	0	1	1	364	HIMES	South Bend	IN	311	-4	0	-12	-16
89	HIMES	Louisville	KY	244	2	0	6	8	627	YRCF	Peoria	IL	314	0	0	-10	-10
414	YRCF	Fort Wayne	IN	246	0	0	1	1	179	YRCF	Bolingbrook	IL	318	-21	0	-10	-31
908	YRCF	Lima	OH	250	0	0	6	6	325	HIMES	Rockford	IL	319	-5	0	-7	-12
118	YRCF	Rochester	NY	256	0	1	11	12	215	HIMES	Evansville	IN	322	0	0	-2	-2
299	HIMES	Detroit	MI	262	11	7	24	42	705	HIMES	Wheeling	IL	323	0	0	-55	-55
317	YRCF	Syracuse	NY	266	0	2	22	24	710	HIMES	Wheeling	IL	323	-36	0	0	-36
175	HIMES	Huntington	WV	290	1	0	8	9	26	HIMES	Danville	IL	337	0	0	-1	-1
705	YRCF	Chicago Nor h	IL	303	0	0	61	61	600	HIMES	Sikeston	MO	345	0	0	-2	-2
710	YRCF	Chicago Nor h	IL	303	32	0	0	32	120	YRCF	Saint Cloud	MN	346	0	0	-1	-1
673	YRCF	Chicago West	IL	304	6	0	8	14	916	YRCF	Decatur	IL	355	0	0	-5	-5
364	YRCF	South Bend	IN	312	-4	0	9	5	135	HIMES	Indianapolis	IN	357	-21	0	1	-20
200	YRCF	Milwaukee	WI	313	15	8	89	112	299	HIMES	Jackson	MI	358	0	0	-1	-1
705	HIMES	Chicago	IL	320	0	0	20	20	519	HIMES	Knoxville	TN	366	-9	0	-13	-22
710	HIMES	Chicago	IL	320	8	0	0	8	371	HIMES	Rock Island	IL	371	-7	0	-2	-9
135	YRCF	Indianapolis	IN	324	28	0	-6	22	238	HIMES	Des Moines	IA	375	-2	0	-1	-3
41	YRCF	Kansas City	MO	326	27	0	-15	12	200	HIMES	Milwaukee	WI	386	-16	-9	-101	-126
509	HIMES	Columbia	SC	328	0	0	11	11	120	HIMES	Owatonna	MN	388	0	0	-2	-2
71	HIMES	Charlotte	NC	329	2	0	26	28	695	HIMES	Tomah	WI	396	-7	0	-3	-10
413	HIMES	Columbus	OH	330	1	0	12	13	554	HIMES	Omaha	NE	397	0	0	-23	-23
407	HIMES	Cleveland	OH	332	2	0	6	8	402	HIMES	Decatur	AL	409	0	0	-1	-1

EXHIBIT 1 LOCAL CARTAGE- Continued

662	YRCF	Eau Claire	WI	336	0	0	3	3	612	HMES	Birmingham	AL	421	-2	0	-1	-3
957	HMES	Dayton	OH	339	0	0	1	1	385	YRCF	Orlando	FL	423	0	0	-3	-3
414	HMES	Fort Wayne	IN	341	0	0	4	4	991	YRCF	Mobile	AL	429	0	0	-2	-2
833	YRCF	Columbia	MO	343	0	0	2	2	120	HMES	Worthington	MN	430	0	0	-5	-5
688	YRCF	Quincy	IL	344	0	0	5	5	667	YRCF	Memphis	TN	431	10	0	-31	-21
120	YRCF	Saint Paul	MN	347	18	0	-7	11	528	HMES	Chattanooga	TN	433	0	0	-7	-7
236	YRCF	Paducah	KY	348	0	0	7	7	891	YRCF	Jackson	MS	455	-2	0	-1	-3
406	HMES	Grand Rapids	MI	350	0	0	32	32	878	YRCF	Lit le Rock	AR	580	-4	0	0	-4
135	YRCF	Terre Haute	IN	356	0	0	6	6	391	YRCF	Raleigh	NC	616	-6	0	-22	-28
179	HMES	Joliet	IL	360	12	0	-1	11	600	YRCF	Saint Louis	MO	621	0	0	-12	-12
41	HMES	Kansas City	KS	364	7	0	20	27	449	HMES	Buffalo	NY	634	0	-3	-47	-50
916	HMES	Lincoln	IL	368	0	0	8	8	509	HMES	Spartanburg	SC	682	-4	0	0	-4
346	YRCF	Duluth	MN	370	1	0	3	4	509	YRCF	Columbia	SC	683	0	0	-16	-16
554	YRCF	Omaha	NE	381	0	0	19	19	512	YRCF	Jacksonville	FL	730	0	0	-1	-1
667	HMES	Memphis	TN	385	15	0	28	43	769	YRCF	Miami	FL	740	0	0	-3	-3
238	YRCF	Mason City	IA	389	0	0	3	3									
728	YRCF	Atlanta	GA	402	21	0	1	22									
728	HMES	Atlanta	GA	403	0	0	4	4									
528	YRCF	La Grange	GA	412	0	0	5	5									
612	YRCF	Montgomery	AL	415	0	0	6	6									
600	HMES	Saint Louis	MO	419	11	0	17	28									
480	YRCF	Nashville	TN	422	41	0	-3	38									
120	HMES	Minneapolis	MN	424	6	0	9	15									
20	HMES	Toledo	OH	425	3	0	7	10									
662	HMES	Wausau	WI	428	0	0	3	3									
519	YRCF	Knoxville	TN	432	1	0	4	5									
480	YRCF	Jackson	TN	435	0	0	3	3									
377	HMES	Youngstown	OH	436	0	0	5	5									
667	YRCF	Tupelo	MS	462	0	0	2	2									
270	YRCF	New Orleans	LA	471	0	0	2	2									
245	YRCF	Springfield	MO	547	-5	0	6	1									
795	YRCF	Wichita	KS	569	0	0	1	1									
600	YRCF	Saint Louis	MO	621	22	0	0	22									
391	HMES	Raleigh	NC	622	0	0	4	4									
391	YRCF	Wilmington	NC	623	0	0	1	1									
519	YRCF	Bristol	TN	644	3	0	9	12									
391	YRCF	Wilson	NC	650	1	0	5	6									
71	YRCF	Charlotte	NC	653	27	0	-24	3									
391	YRCF	Jacksonville	NC	656	0	0	1	1									
391	HMES	Greensboro	NC	671	6	0	6	12									
528	YRCF	Augusta	GA	684	0	0	2	2									
71	YRCF	Florence	NC	695	1	0	6	7									
79	YRCF	Tampa	FL	754	0	0	3	3									
769	YRCF	West Palm Beach	FL	757	0	0	4	4									
413	YRCF	Columbus	OH	857	15	0	-7	8									
554	YRCF	Sioux City	IA	860	0	0	4	4									
120	YRCF	Sioux Falls	SD	861	0	0	2	2									
				SUB TOTAL	453	32	859	1342					SUB TOTAL	-287	-39	-819	-1145

EXHIBIT 2 Local Cartage Workmoves

EXHIBIT 2													
Dock, Box Truck/Dock, P&D													
Losses													
Local	OpCo	City	ST	Term Code	DOCK	Box Truck/	P&D	Total Loss	Local	OpCo	City	ST	Term Code
707	NPME	Maspeth	NY	107	0	3	17	20	707	YRCF	Deer Park	NY	116
707	NPME	Maspeth	NY	107	0	2	15	17	707	YRCF	Long Island	NY	132
707	NPME	Maspeth	NY	107	0	0	2	2	707	YRCF	Mount Vernon	NY	150
707	NPME	Maspeth	NY	107	0	3	20	23	707	YRCF	Brooklyn	NY	187
707	NPME	Maspeth	NY	107	0	0	6	6	Pool	Pool	Pool	Pool	Pool
				Total	0	8	60	68					
317	NPME	Syracuse	NY	118	0	2	19	21	317	YRCF	Syracuse	NY	266
317	NPME	Syracuse	NY	118	0	0	2	2	Pool	Pool	Pool	Pool	Pool
				Total	0	2	21	23					
118	NPME	Rochester	NY	119	0	0	1	1	118	YRCF	Elmira	NY	198
118	NPME	Rochester	NY	119	0	0	3	3	449	YRCF	Buffalo	NY	205
118	NPME	Rochester	NY	119	0	1	8	9	118	YRCF	Rochester	NY	256
118	NPME	Rochester	NY	119	0	0	1	1	317	YRCF	Syracuse	NY	266
				Total	0	1	13	14					
449	NPME	Buffalo	NY	130	0	1	19	20	449	YRCF	Buffalo	NY	205
449	NPME	Buffalo	NY	130	0	0	1	1	397	YRCF	Erie	PA	232
449	NPME	Buffalo	NY	130	0	0	3	3	Pool	Pool	Pool	Pool	Pool
				Total	0	1	23	24					
449	HMES	Buffalo	NY	634	0	3	36	39	449	YRCF	Buffalo	NY	205
449	HMES	Buffalo	NY	634	0	0	1	1	397	YRCF	Erie	PA	232
449	HMES	Buffalo	NY	634	0	0	3	3	118	YRCF	Rochester	NY	256
449	HMES	Buffalo	NY	634	0	0	7	7	Pool	Pool	Pool	Pool	Pool
				Total	0	3	47	50					
249	NPME	Pittsburgh	PA	128	1	0	16	17	249	YRCF	Pittsburgh	PA	213
249	NPME	Pittsburgh	PA	128	0	0	1	1	377	HMES	Youngstown	OH	436
249	NPME	Pittsburgh	PA	128	0	0	2	2	Pool	Pool	Pool	Pool	Pool
				Total	1	0	19	20					
24	HMES	Akron	OH	208	0	0	55	55	24	YRCF	Akron	OH	211
24	HMES	Akron	OH	208	0	0	6	6	407	YRCF	Cleveland	OH	218
24	HMES	Akron	OH	208	0	0	2	2	413	HMES	Columbus	OH	330
24	HMES	Akron	OH	208	0	0	4	4	377	HMES	Youngstown	OH	436
24	HMES	Akron	OH	208	0	0	1	1	Pool	Pool	Pool	Pool	Pool
				Total	0	0	68	68					

EXHIBIT 2 Local Cartage Workmoves- Continued

957	YRCF	Dayton	OH	243	0	0	1	1	957	HMES	Dayton	OH	339
957	YRCF	Dayton	OH	243	0	0	3	3	908	YRCF	Lima	OH	250
957	YRCF	Dayton	OH	243	0	0	1	1	413	HMES	Columbus	OH	330
957	YRCF	Dayton	OH	243	4	0	15	19	Pool	Pool	Pool	Pool	Pool
				Total	4	0	20	24					
20	YRCF	Toledo	OH	251	0	0	1	1	414	YRCF	Fort Wayne	IN	246
20	YRCF	Toledo	OH	251	0	0	2	2	299	HMES	Detroit	MI	262
20	YRCF	Toledo	OH	251	2	0	21	23	Pool	Pool	Pool	Pool	Pool
				Total	2	0	24	26					
299	YRCF	Detroit	MI	261	6	5	12	23	614	YRCF	Pontiac	MI	223
299	YRCF	Detroit	MI	261	9	7	19	35	299	HMES	Detroit	MI	262
				Total	15	12	31	58					
406	YRCF	Grand Rapids	MI	272	0	0	32	32	406	HMES	Grand Rapids	MI	350
406	YRCF	Grand Rapids	MI	272	0	1	5	6	Pool	Pool	Pool	Pool	Pool
				Total	0	1	37	38					
627	YRCF	Peoria	IL	314	0	0	5	5	916	HMES	Lincoln	IL	368
627	YRCF	Peoria	IL	314	0	0	5	5	Pool	Pool	Pool	Pool	Pool
				Total	0	0	10	10					
705	HMES	Wheeling	IL	323	0	0	55	55	705	YRCF	Chicago North	IL	303
710	HMES	Wheeling	IL	323	32	0	0	32	710	YRCF	Chicago North	IL	303
710	HMES	Wheeling	IL	323	4	0	0	4	Pool	Pool	Pool	Pool	Pool
				Total	32	0	55	87					
916	YRCF	Decatur	IL	355	0	0	3	3	916	HMES	Lincoln	IL	368
916	YRCF	Decatur	IL	355	0	0	3	3	Pool	Pool	Pool	Pool	Pool
				Total	0	0	6	3					
200	HMES	Milwaukee	WI	386	0	0	1	1	705	YRCF	Chicago North	IL	303
200	HMES	Milwaukee	WI	386	15	8	89	112	200	YRCF	Milwaukee	WI	313
200	HMES	Milwaukee	WI	386	1	1	11	13	Pool	Pool	Pool	Pool	Pool
				Total	16	9	101	126					
554	HMES	Omaha	NE	397	0	0	19	19	554	YRCF	Omaha	NE	381
554	HMES	Omaha	NE	397	0	0	3	3	554	YRCF	Sioux City	IA	860
554	HMES	Omaha	NE	397	0	0	1	1	Pool	Pool	Pool	Pool	Pool
				Total	0	0	23	23					
391	YRCF	Raleigh	NC	616	1	0	5	6	391	YRCF	Wilson	NC	650
391	YRCF	Raleigh	NC	616	0	0	1	1	391	YRCF	Jacksonville	NC	656
391	YRCF	Raleigh	NC	616	0	0	4	4	391	HMES	Raleigh	NC	622
391	YRCF	Raleigh	NC	616	5	0	8	13	Pool	Pool	Pool	Pool	Pool
				Total	6	0	18	24					
509	YRCF	Columbia	SC	683	0	0	11	11	509	HMES	Columbia	SC	328
509	YRCF	Columbia	SC	683	0	0	5	5	Pool	Pool	Pool	Pool	Pool
				Total	0	0	16	16					

EXHIBIT 3 ROAD GAINS LOSSES

EXHIBIT 3													
Road - Gains and Losses Summary							Road - Gains and Losses Summary						
GAIN							Losses						
Local	OpCo	City	ST	Term Code	ROAD	TOTAL GAIN	Local	OpCo	City	ST	Term Code	ROAD	TOTAL LOSS
641	NPME	South Kearny	NJ	106	1	1	25	YRCF	Boston	MA	100	-2	-2
251	YRCF	Providence	RI	108	2	2	429	NPME	Reading	PA	102	-5	-5
707	YRCF	Deer Park	NY	116	4	4	776	NPME	Camp Hill	PA	103	-16	-16
641	YRCF	Carlstadt	NJ	126	4	4	294	NPME	A bany	NY	104	-3	-3
707	YRCF	Long Island	NY	132	2	2	251	NPME	Providence	RI	105	-3	-3
776	YRCF	Harrisburg	PA	135	44	44	707	NPME	Maspeth	NY	107	-1	-1
229	NPME	Scranton	PA	141	10	10	25	NPME	Billerica	MA	109	-4	-4
707	YRCF	Mount Vernon	NY	150	2	2	560	YRCF	Kearny	NJ	111	-4	-4
340	YRCF	Portland	ME	154	1	1	701	YRCF	Trenton	NJ	112	-8	-8
676	YRCF	Atlantic City	NJ	165	1	1	355	NPME	Baltimore	MD	113	-5	-5
592	YRCF	Richmond	VA	172	6	6	107	NPME	Cinnaminson	PA	114	-6	-6
326	YRCF	Seaford	DE	177	2	2	317	NPME	Syracuse	NY	118	-4	-4
326	YRCF	Wilmington	DE	184	1	1	118	NPME	Rochester	NY	119	-4	-4
707	YRCF	Brooklyn	NY	187	2	2	110	NPME	Altoona	PA	121	-2	-2
340	YRCF	Waterville	ME	191	3	3	701	YRCF	South Plainfield	NJ	122	-5	-5
118	YRCF	Elmira	NY	198	1	1	707	YRCF	Maybrook	NY	123	-28	-28
453	YRCF	Bedford	PA	201	2	2	641	NPME	Trenton	NJ	124	-6	-6
89	YRCF	Bowling Green	KY	202	2	2	249	NPME	Pittsburgh	PA	128	-6	-6
249	YRCF	Pittsburgh	PA	213	16	16	449	NPME	Buffalo	NY	130	-15	-15
407	YRCF	Cleveland	OH	218	42	42	764	NPME	Milton	PA	138	-3	-3
614	YRCF	Pontiac	MI	223	14	14	677	NPME	Southington	CT	139	-3	-3
397	YRCF	Erie	PA	232	1	1	384	YRCF	Lansdale	PA	143	-5	-5
687	YRCF	Plattsburgh	NY	237	3	3	107	YRCF	Philadelphia	PA	152	-14	-14
414	YRCF	Fort Wayne	IN	246	3	3	992	YRCF	Hagerstown	MD	153	-6	-6
908	YRCF	Lima	OH	250	4	4	355	YRCF	Baltimore	MD	155	-2	-2
118	YRCF	Rochester	NY	256	3	3	773	YRCF	Allentown	PA	158	-10	-10
299	HMES	Detroit	MI	262	15	15	401	YRCF	Scranton	PA	178	-6	-6
710	YRCF	Chicago North	IL	303	3	3	170	YRCF	Worcester	MA	186	-10	-10
673	YRCF	Chicago West	IL	304	3	3	449	YRCF	Buffalo	NY	205	-31	-31
710	YRCF	Chicago	IL	309	6	6	24	HMES	Akron	OH	208	-33	-33
364	HMES	South Bend	IN	311	13	13	24	YRCF	Akron	OH	211	-71	-71
364	YRCF	South Bend	IN	312	4	4	100	YRCF	Cincinnati	OH	216	-18	-18
200	YRCF	Milwaukee	WI	313	7	7	89	HMES	Louisville	KY	244	-14	-14
662	HMES	Appleton	WI	315	3	3	651	HMES	Lexington	KY	245	-18	-18
179	YRCF	Bolingbrook	IL	318	4	4	20	YRCF	Toledo	OH	251	-4	-4
135	YRCF	Indianapolis	IN	324	16	16	299	YRCF	Detroit	MI	261	-8	-8
41	YRCF	Kansas City	MO	326	23	23	406	HMES	Birch Run	MI	263	-14	-14
120	YRCF	Saint Cloud	MN	346	1	1	406	YRCF	Grand Rapids	MI	272	-7	-7
120	YRCF	Saint Paul	MN	347	39	39	406	HMES	Gaylord	MI	288	-3	-3
135	YRCF	Terre Haute	IN	356	1	1	175	HMES	Huntington	WV	290	-16	-16

696	YRCF	Salina	KS	367	3	3	175	YRCF	Charleston	WV	292	-4	-4
346	YRCF	Duluth	MN	370	1	1	325	HMES	Rockford	IL	319	-16	-16
238	HMES	Des Moines	IA	375	8	8	710	HMES	Chicago	IL	320	-17	-17
554	YRCF	Omaha	NE	381	11	11	215	HMES	Evansville	IN	322	-19	-19
238	YRCF	Mason City	IA	389	1	1	710	HMES	Wheeling	IL	323	-14	-14
695	YRCF	Madison	WI	394	1	1	509	HMES	Columbia	SC	328	-16	-16
528	YRCF	Athens	GA	401	1	1	71	HMES	Charlotte	NC	329	-23	-23
728	YRCF	Atlanta South	GA	411	13	13	413	HMES	Columbus	OH	330	-29	-29
612	YRCF	Montgomery	AL	415	1	1	407	HMES	Cleveland	OH	332	-24	-24
480	YRCF	Nashville	TN	422	8	8	662	YRCF	Eau Claire	WI	336	-2	-2
385	YRCF	Orlando	FL	423	6	6	26	HMES	Danville	IL	337	-11	-11
20	HMES	Toledo	OH	425	21	21	957	HMES	Dayton	OH	339	-49	-49
991	YRCF	Mobile	AL	429	15	15	414	HMES	Fort Wayne	IN	341	-23	-23
667	YRCF	Memphis	TN	431	37	37	600	HMES	Sikeston	MO	345	-18	-18
519	YRCF	Knoxville	TN	432	39	39	406	HMES	Grand Rapids	MI	350	-22	-22
480	YRCF	Jackson	TN	435	1	1	135	HMES	Indianapolis	IN	357	-37	-37
667	YRCF	Tupelo	MS	462	1	1	299	HMES	Jackson	MI	358	-14	-14
270	YRCF	New Orleans	LA	471	4	4	179	HMES	Joliet	IL	360	-18	-18
5	YRCF	Baton Rouge	LA	473	5	5	41	HMES	Kansas City	KS	364	-10	-10
245	YRCF	Springfield	MO	547	20	20	519	HMES	Knoxville	TN	366	-31	-31
795	YRCF	Wichita	KS	569	3	3	916	HMES	Lincoln	IL	368	-18	-18
878	YRCF	Little Rock	AR	580	2	2	371	HMES	Rock Island	IL	371	-8	-8
822	YRCF	Norfolk	VA	615	2	2	667	HMES	Memphis	TN	385	-12	-12
171	YRCF	Roanoke	VA	617	2	2	200	HMES	Milwaukee	WI	386	-29	-29
600	YRCF	Saint Louis	MO	621	15	15	120	HMES	Owatonna	MN	388	-5	-5
391	YRCF	Wilmington	NC	623	2	2	480	HMES	Nashville	TN	395	-36	-36
519	YRCF	Bristol	TN	644	7	7	695	HMES	Tomah	WI	396	-4	-4
29	YRCF	Staunton	VA	647	4	4	554	HMES	Omaha	NE	397	-9	-9
391	YRCF	Wilson	NC	650	6	6	728	YRCF	Atlanta	GA	402	-27	-27
391	YRCF	Jacksonville	NC	656	2	2	728	HMES	Atlanta	GA	403	-33	-33
391	YRCF	Fayetteville	NC	679	1	1	402	HMES	Decatur	AL	409	-14	-14
728	YRCF	Savannah	GA	685	6	6	600	HMES	Saint Louis	MO	419	-43	-43
509	YRCF	Charleston	SC	688	5	5	612	HMES	Birmingham	AL	421	-1	-1
385	YRCF	Ocala	FL	714	6	6	120	HMES	Minneapolis	MN	424	-9	-9
769	YRCF	Miami	FL	740	3	3	662	HMES	Wausau	WI	428	-2	-2
769	YRCF	West Palm Beach	FL	757	2	2	120	HMES	Worthington	MN	430	-6	-6
413	YRCF	Columbus	OH	857	51	51	528	HMES	Chattanooga	TN	433	-30	-30
554	YRCF	Sioux City	IA	860	3	3	377	HMES	Youngstown	OH	436	-11	-11
120	YRCF	Sioux Falls	SD	861	3	3	891	YRCF	Jackson	MS	455	-8	-8
							568	YRCF	Shreveport	LA	510	-3	-3
							823	HMES	J				

EXHIBIT 4 ROAD WORKMOVES

Exhibit 4											
Road Driver Gains & Losses Summary											
Follow the Work											
Loss						Gain					
Local	OpCo	City	ST	Term Code	Road Driver Change	Local	OpCo	City	ST	Term Code	Road Driver Change
24	HMES	Akron	OH	208	-1	413	YRCF	Columbus	OH	857	1
24	HMES	Akron	OH	208	-32	Pool	Pool	Pool	Pool	Pool	32
		Total			-33					Total	33
449	HMES	Buffalo	NY	634	-11	Pool	Pool	Pool	Pool	Pool	11
		Total			-11					Total	11
449	NPME	Buffalo	NY	130	-15	Pool	Pool	Pool	Pool	Pool	15
		Total			-15					Total	15
317	NPME	Syracuse	NY	118	-4	Pool	Pool	Pool	Pool	Pool	4
		Total			-4					Total	4
299	YRCF	Detroit	MI	261	-5	299	HMES	Detroit	MI	262	5
299	YRCF	Detroit	MI	261	-3	614	YRCF	Pontiac	MI	223	3
		Total			-8					Total	8
406	YRCF	Grand Rapids	MI	272	-7	Pool	Pool	Pool	Pool	Pool	7
		Total			-7					Total	7
200	HMES	Milwaukee	WI	386	-5	200	YRCF	Milwaukee	WI	313	5
200	HMES	Milwaukee	WI	386	-24	Pool	Pool	Pool	Pool	Pool	24
		Total			-29					Total	29
249	NPME	Pittsburgh	PA	128	-4	249	YRCF	Pittsburgh	PA	213	4
249	NPME	Pittsburgh	PA	128	-1	453	YRCF	Bedford	PA	201	1
249	NPME	Pittsburgh	PA	128	-1	Pool	Pool	Pool	Pool	Pool	1
		Total			-6					Total	6
118	NPME	Rochester	NY	119	-3	118	YRCF	Rochester	NY	256	3
118	NPME	Rochester	NY	119	-1	Pool	Pool	Pool	Pool	Pool	1
		Total			-4					Total	4
20	YRCF	Toledo	OH	251	-4	20	HMES	Toledo	OH	425	4
		Total			-4					Total	4
710	HMES	Wheeling	IL	323	-14	Pool	Pool	Pool	Pool	Pool	14
		Total			-14					Total	14
707	NPME	Maspeth	NY	107	-1	707	YRCF	Brooklyn	NY	187	1
		Total			-1					Total	1
554	HMES	Omaha	NE	397	-8	554	YRCF	Omaha	NE	381	8
554	HMES	Omaha	NE	397	-1	554	YRCF	Sioux City	IA	860	1
		Total			-9					Total	9
695	YRCF	Portage	WI	R67	-1	Pool	Pool	Pool	Pool	Pool	1
695	YRCF	Portage	WI	R67	-1	695	YRCF	Madison	WI	394	1
		Total			-2					Total	2

EXHIBIT 5 MECHANICS

Exhibit 5											
Mechanic Gains & Losses Summary											
Follow the Work											
Loss						Gain					
Local	OpCo	City	ST	Term Code	Mechanic Change	Local	OpCo	City	ST	Term Code	Mechanic Change
707	NPME	Maspeth	NY	107	-6	707	YRCF	Brooklyn	NY	187	6
			Total		-6					Total	6
20	YRCF	Toledo	OH	251	-4	20	HMES	Toledo	OH	425	4
			Total		-4					Total	4
Maintenance Gains & Losses Summary											
Follow the Work											
Loss						Gain					
Local	OpCo	City	ST	Term Code	Mechanic Change	Local	OpCo	City	ST	Term Code	Mechanic Change
20	YRCF	Toledo	OH	251	-1	20	HMES	Toledo	OH	425	1
			Total		-1					Total	1

EXHIBIT 6 CLERICAL

Exhibit 6											
Clerical Gains & Losses Summary											
Follow the Work											
Loss						Gain					
Local	OpCo	City	ST	Term Code	Clerical Change	Local	OpCo	City	ST	Term Code	Clerical Change
707	NPME	Maspeth	NY	107	-3	707	YRCF	Brooklyn	NY	187	3
707	NPME	Maspeth	NY	107	-2	707	YRCF	Long Island	NY	132	2
707	NPME	Maspeth	NY	107	-2	707	YRCF	Deer Park	NY	116	2
			Total		-7					Total	7
24	HMES	Akron	OH	208	-8	24	YRCF	Akron	OH	211	8
24	HMES	Akron	OH	208	-1	407	YRCF	Cleveland	OH	218	1
24	HMES	Akron	OH	208	-1	377	HMES	Youngstown	OH	436	1
			Total		-10					Total	10
957	YRCF	Dayton	OH	243	-2	957	HMES	Dayton	OH	339	2
			Total		-2					Total	2
200	HMES	Milwaukee	WI	386	-10	200	YRCF	Milwaukee	WI	313	10
200	HMES	Milwaukee	WI	386	-1	695	YRCF	Madison	WI	394	1
			Total		-11					Total	11
554	HMES	Omaha	NE	397	-3	554	YRCF	Omaha	NE	381	3
			Total		-3					Total	3
710	HMES	Wheeling	IL	323	-11	710	YRCF	Chicago North	IL	303	11
			Total		-11					Total	11
20	YRCF	Toledo	OH	251	-3	20	HMES	Toledo	OH	425	3
			Total		-3					Total	3
299	YRCF	Detroit	MI	261	-5	299	HMES	Detroit	MI	262	5
			Total		-5					Total	5

EXHIBIT 7 ROAD and UTILITY

EXHIBIT 7					
Utility Follow the Work Opportunities					
Local	OpCo	City	ST	Code	Utility
25	YRCF	Boston	MA	100	0
429	NPME	Reading	PA	102	5
776	NPME	Camp Hill	PA	103	3
294	NPME	Albany	NY	104	3
251	NPME	Providence	RI	105	0
707	NPME	Maspeth	NY	107	1
25	NPME	Billerica	MA	109	0
560	YRCF	Kearny	NJ	111	4
701	YRCF	Trenton	NJ	112	8
355	NPME	Baltimore	MD	113	5
107	NPME	Cinnaminson	PA	114	2
317	NPME	Syracuse	NY	118	4
118	NPME	Rochester	NY	119	2
701	YRCF	South Plainfield	NJ	122	5
707	YRCF	Maybrook	NY	123	6
641	NPME	Trenton	NJ	124	3
249	NPME	Pittsburgh	PA	128	6
449	NPME	Buffalo	NY	130	1
404	NPME	Springfield	MA	133	2
764	NPME	Milton	PA	138	2
677	NPME	Southington	CT	139	0
384	YRCF	Lansdale	PA	143	5
107	YRCF	Philadelphia	PA	152	7
992	YRCF	Hagerstown	MD	153	5
355	YRCF	Baltimore	MD	155	2
773	YRCF	Allentown	PA	158	10
401	YRCF	Scranton	PA	178	6
170	YRCF	Worcester	MA	186	5
449	YRCF	Buffalo	NY	205	1
24	HMES	Akron	OH	208	20
24	YRCF	Akron	OH	211	20
100	YRCF	Cincinnati	OH	216	23
407	YRCF	Cleveland	OH	218	9
89	HMES	Louisville	KY	244	13
651	HMES	Lexington	KY	245	5
20	YRCF	Toledo	OH	251	4
299	YRCF	Detroit	MI	261	8
406	HMES	Birch Run	MI	263	3
406	YRCF	Grand Rapids	MI	272	7
406	HMES	Gaylord	MI	288	0
175	HMES	Huntington	WV	290	3
175	YRCF	Charleston	WV	292	0

325	HMES	Rockford	IL	319	13
705/710	HMES	Chicago	IL	320	18
215	HMES	Evansville	IN	322	11
705/710	HMES	Wheeling	IL	323	14
509	HMES	Columbia	SC	328	9
71	HMES	Charlotte	NC	329	6
413	HMES	Columbus	OH	330	8
407	HMES	Cleveland	OH	332	11
662	YRCF	Eau Claire	WI	336	2
26	HMES	Danville	IL	337	5
957	HMES	Dayton	OH	339	13
414	HMES	Fort Wayne	IN	341	19
600	HMES	Sikeston	MO	345	4
406	HMES	Grand Rapids	MI	350	26
135	HMES	Indianapolis	IN	357	17
299	HMES	Jackson	MI	358	6
179	HMES	Joliet	IL	360	10
41	HMES	Kansas City	KS	364	0
519	HMES	Knoxville	TN	366	1
916	HMES	Lincoln	IL	368	9
371	HMES	Rock Island	IL	371	8
667	HMES	Memphis	TN	385	0
200	HMES	Milwaukee	WI	386	29
120	HMES	Owatonna	MN	388	5
480	HMES	Nashville	TN	395	0
695	HMES	Tomah	WI	396	3
554	HMES	Omaha	NE	397	9
728	YRCF	Atlanta	GA	402	16
728	HMES	Atlanta	GA	403	4
402	HMES	Decatur	AL	409	8
600	HMES	Saint Louis	MO	419	0
612	HMES	Birmingham	AL	421	1
480	YRCF	Nashville	TN	422	5
120	HMES	Minneapolis	MN	424	3
662	HMES	Wausau	WI	428	2
120	HMES	Worthington	MN	430	2
528	HMES	Chattanooga	TN	433	17
377	HMES	Youngstown	OH	436	10
891	YRCF	Jackson	MS	455	1
568	YRCF	Shreveport	LA	510	0
823	HMES	Joplin	MO	548	4
449	HMES	Buffalo	NY	634	0
71	YRCF	Charlotte	NC	653	13
391	HMES	Greensboro	NC	671	4
509	HMES	Spartanburg	SC	682	17
695	YRCF	Portage	WI	R67	0

EXHIBIT 8 PRIMARIES

ROAD PRIMARIES			
Code	Origin Name	Code	Destination Name
100	BOSTON	123	MAYBROOK
400	BOSTON	205	BUFFALO
108	PROVIDENCE	123	MAYBROOK
408	PROVIDENCE	205	BUFFALO
111	KEARNY	153	HAGERSTOWN
444	KEARNY	244	AKRON
444	KEARNY	248	CLEVELAND
112	TRENTON	153	HAGERSTOWN
442	TRENTON	244	AKRON
442	TRENTON	248	CLEVELAND
446	DEER PARK	244	AKRON
122	SOUTH PLAINFIELD	153	HAGERSTOWN
422	SOUTH PLAINFIELD	244	AKRON
423	MAYBROOK	444	KEARNY
423	MAYBROOK	442	TRENTON
423	MAYBROOK	446	DEER PARK
423	MAYBROOK	422	SOUTH PLAINFIELD
423	MAYBROOK	426	CARLSTADT
423	MAYBROOK	432	LONG ISLAND
423	MAYBROOK	435	HARRISBURG
423	MAYBROOK	443	LANSDALE
423	MAYBROOK	445	MIDDLETOWN
423	MAYBROOK	450	MOUNT VERNON
423	MAYBROOK	452	PHILADELPHIA
423	MAYBROOK	454	PORTLAND
423	MAYBROOK	458	ALLENTOWN
123	MAYBROOK	160	MONTREAL
423	MAYBROOK	472	RICHMOND
423	MAYBROOK	478	SCRANTON
123	MAYBROOK	182	SHERBROOKE,PQ
423	MAYBROOK	487	BROOKLYN
423	MAYBROOK	404	WATERVILLE
423	MAYBROOK	237	PLATTSBURGH
426	CARLSTADT	244	AKRON
432	LONG ISLAND	244	AKRON
435	HARRISBURG	444	KEARNY
435	HARRISBURG	442	TRENTON
435	HARRISBURG	446	DEER PARK
435	HARRISBURG	422	SOUTH PLAINFIELD
435	HARRISBURG	426	CARLSTADT
435	HARRISBURG	432	LONG ISLAND
435	HARRISBURG	443	LANSDALE
435	HARRISBURG	449	MANASSAS
435	HARRISBURG	450	MOUNT VERNON
435	HARRISBURG	452	PHILADELPHIA
435	HARRISBURG	453	HAGERSTOWN
435	HARRISBURG	455	BALTIMORE
435	HARRISBURG	458	ALLENTOWN
435	HARRISBURG	465	ATLANTIC CITY
435	HARRISBURG	472	RICHMOND
435	HARRISBURG	477	SALISBURY
435	HARRISBURG	478	SCRANTON
435	HARRISBURG	483	WASHINGTON
435	HARRISBURG	484	WILMINGTON
435	HARRISBURG	487	BROOKLYN
435	HARRISBURG	498	ELMIRA
435	HARRISBURG	204	BEDFORD
435	HARRISBURG	243	PITTSBURGH
140	MANCHESTER	123	MAYBROOK

140	MANCHESTER	205	BUFFALO
143	LANSDALE	153	HAGERSTOWN
443	LANSDALE	244	AKRON
450	MOUNT VERNON	244	AKRON
462	PHILADELPHIA	463	HAGERSTOWN
452	PHILADELPHIA	244	AKRON
453	HAGERSTOWN	324	INDIANAPOLIS
453	HAGERSTOWN	432	KNOXVILLE
453	HAGERSTOWN	653	CHARLOTTE
453	HAGERSTOWN	867	COLUMBUS
455	BALTIMORE	244	AKRON
458	ALLENTOWN	463	HAGERSTOWN
458	ALLENTOWN	244	AKRON
472	RICHMOND	453	HAGERSTOWN
472	RICHMOND	244	AKRON
178	SCRANTON / WIKES-	153	HAGERSTOWN
478	SCRANTON / WIKES-	244	AKRON
180	BELLOWS FALLS	123	MAYBROOK
184	WILMINGTON	172	RICHMOND
486	WORCESTER	423	MAYBROOK
486	WORCESTER	205	BUFFALO
487	BROOKLYN	244	AKRON
205	BUFFALO	423	MAYBROOK
205	BUFFALO	436	HARRISBURG
205	BUFFALO	408	ELMIRA
205	BUFFALO	256	ROCHESTER
205	BUFFALO	266	SYRACUSE
205	BUFFALO	303	CHICAGO NORTH
205	BUFFALO	304	CHICAGO WEST
205	BUFFALO	300	CHICAGO
205	BUFFALO	324	INDIANAPOLIS
244	AKRON	423	MAYBROOK
244	AKRON	436	HARRISBURG
244	AKRON	449	MANASSAS
244	AKRON	463	HAGERSTOWN
244	AKRON	483	WASHINGTONDC
244	AKRON	204	BEDFORD
244	AKRON	203	DU BOIS
244	AKRON	205	BUFFALO
244	AKRON	243	PITTSBURGH
244	AKRON	248	CLEVELAND
244	AKRON	223	PONTIAC
244	AKRON	232	ERIE
244	AKRON	243	DAYTON
244	AKRON	264	TOLEDO
244	AKRON	261	DETROIT
244	AKRON	342	SOUTH BEND
244	AKRON	324	INDIANAPOLIS
244	AKRON	422	NASHVILLE
244	AKRON	624	ST. LOUIS
244	AKRON	653	CHARLOTTE
244	AKRON	867	COLUMBUS
244	AKRON	R67	PORTAGE
213	PITTSBURGH	857	COLUMBUS
246	CINCINNATI	205	BUFFALO
246	CINCINNATI	653	CHARLOTTE
248	CLEVELAND	423	MAYBROOK
248	CLEVELAND	436	HARRISBURG
248	CLEVELAND	205	BUFFALO
248	CLEVELAND	342	SOUTH BEND
248	CLEVELAND	422	NASHVILLE
248	CLEVELAND	624	SAINT LOUIS
248	CLEVELAND	R67	PORTAGE

220	CLARKSBURG	857	COLUMBUS
223	PONTIAC	312	SOUTH BEND
223	PONTIAC	857	COLUMBUS
246	FORT WAYNE	211	AKRON
250	LIMA	211	AKRON
251	TOLEDO	309	CHICAGO
261	DETROIT	205	BUFFALO
261	DETROIT	312	SOUTH BEND
261	DETROIT	857	COLUMBUS
266	SYRACUSE	123	MAYBROOK
272	GRAND RAPIDS	211	AKRON
292	CHARLESTON	436	HARRISBURG
292	CHARLESTON	422	NASHVILLE
303	CHICAGO NORTH	211	AKRON
303	CHICAGO NORTH	218	CLEVELAND
303	CHICAGO NORTH	324	INDIANAPOLIS
303	CHICAGO NORTH	422	NASHVILLE
304	CHICAGO WEST	211	AKRON
304	CHICAGO WEST	621	ST LOUIS
309	CHICAGO	211	AKRON
309	CHICAGO	216	CINCINNATI
309	CHICAGO	218	CLEVELAND
309	CHICAGO	223	PONTIAC
309	CHICAGO	230	IRON MOUNTAIN
309	CHICAGO	246	FORT WAYNE
309	CHICAGO	250	LIMA
309	CHICAGO	261	DETROIT
309	CHICAGO	272	GRAND RAPIDS
309	CHICAGO	303	CHICAGO NORTH
309	CHICAGO	304	CHICAGO WEST
309	CHICAGO	312	SOUTH BEND
309	CHICAGO	313	MILWAUKEE
309	CHICAGO	314	PEORIA
309	CHICAGO	318	BOLINGBROOK
309	CHICAGO	324	INDIANAPOLIS
309	CHICAGO	326	KANSAS CITY
309	CHICAGO	347	ST. PAUL
309	CHICAGO	394	MADISON
309	CHICAGO	422	NASHVILLE
309	CHICAGO	431	MEMPHIS
309	CHICAGO	621	ST. LOUIS
309	CHICAGO	642*	SEATTLE
309	CHICAGO	813*	TRACY
309	CHICAGO	830*	BLOOMINGTON
309	CHICAGO	841*	PHOENIX
309	CHICAGO	875*	PORTLAND
309	CHICAGO	881*	SALT LAKE CITY
309	CHICAGO	890*	DENVER
312	SOUTH BEND	205	BUFFALO
312	SOUTH BEND	857	COLUMBUS
313	MILWAUKEE	211	AKRON
313	MILWAUKEE	218	CLEVELAND
318	BOLINGBROOK	211	AKRON
318	BOLINGBROOK	621	ST LOUIS
324	INDIANAPOLIS	436	HARRISBURG
324	INDIANAPOLIS	202	BOWLING GREEN
324	INDIANAPOLIS	216	CINCINNATI
324	INDIANAPOLIS	243	DAYTON
324	INDIANAPOLIS	246	FORT WAYNE
324	INDIANAPOLIS	250	LIMA
324	INDIANAPOLIS	251	TOLEDO
324	INDIANAPOLIS	261	DETROIT
324	INDIANAPOLIS	272	GRAND RAPIDS

324	INDIANAPOLIS	312	SOUTH BEND
324	INDIANAPOLIS	326	KANSAS CITY
324	INDIANAPOLIS	347	ST. PAUL
324	INDIANAPOLIS	355	DECATUR
324	INDIANAPOLIS	356	TERRE HAUTE
324	INDIANAPOLIS	402	ATLANTA
324	INDIANAPOLIS	411	ATLANTA SOUTH
324	INDIANAPOLIS	422	NASHVILLE
324	INDIANAPOLIS	431	MEMPHIS
324	INDIANAPOLIS	621	ST. LOUIS
324	INDIANAPOLIS	653	CHARLOTTE
324	INDIANAPOLIS	857	COLUMBUS
326	KANSAS CITY	343	COLUMBIA
326	KANSAS CITY	344	QUINCY
326	KANSAS CITY	347	ST. PAUL
326	KANSAS CITY	352	TOPEKA
326	KANSAS CITY	367	SALINA
326	KANSAS CITY	381	OMAHA
326	KANSAS CITY	389	MASON CITY
326	KANSAS CITY	508	GARLAND
326	KANSAS CITY	511	DALLAS
326	KANSAS CITY	525	FT WORTH
326	KANSAS CITY	531	OKLAHOMA CITY
326	KANSAS CITY	547	SPRINGFIELD
326	KANSAS CITY	560	WICHITA
326	KANSAS CITY	863	KEARNEY
326	KANSAS CITY	890	DENVER
326	KANSAS CITY	813*	TRACY
326	KANSAS CITY	830*	BLOOMINGTON
326	KANSAS CITY	841*	PHOENIX
326	KANSAS CITY	851*	EL PASO
326	KANSAS CITY	859*	ALBUQUERQUE
326	KANSAS CITY	875*	PORTLAND
326	KANSAS CITY	881*	SALT LAKE CITY
336	EAU CLAIRE	300	CHICAGO
347	ST. PAUL	335	GRANITE FALLS
347	ST. PAUL	336	EAU CLAIRE
347	ST. PAUL	370	DULUTH
347	ST. PAUL	408	MINOT
347	ST. PAUL	602	BISMARCK
347	ST. PAUL	668	WATERTOWN
347	ST. PAUL	861	SIOUX FALLS
347	ST. PAUL	864	FARGO
347	ST. PAUL	881*	SALT LAKE CITY
347	ST. PAUL	890*	DENVER
381	OMAHA	309	CHICAGO
381	OMAHA	890	DENVER
402	ATLANTA	401	ATHENS
402	ATLANTA	411	ATLANTA SOUTH
402	ATLANTA	412	LA GRANGE
402	ATLANTA	414	MACON
402	ATLANTA	415	MONTGOMERY
402	ATLANTA	423	ORLANDO
402	ATLANTA	431	MEMPHIS
402	ATLANTA	433	CHATTANOOGA
402	ATLANTA	455	JACKSON
402	ATLANTA	621	ST. LOUIS
402	ATLANTA	683	COLUMBIA
402	ATLANTA	684	AUGUSTA
402	ATLANTA	685	SAVANNAH
402	ATLANTA	714	OCALA
402	ATLANTA	730	JACKSONVILLE
402	ATLANTA	754	TAMPA

411	ATLANTA SOUTH	431	MEMPHIS
411	ATLANTA SOUTH	455	JACKSON
422	NASHVILLE	202	BOWLING GREEN
422	NASHVILLE	216	CINCINNATI
422	NASHVILLE	326	KANSAS CITY
422	NASHVILLE	348	PADUCAH
422	NASHVILLE	402	ATLANTA
422	NASHVILLE	414	ATLANTA SOUTH
422	NASHVILLE	415	MONTGOMERY
422	NASHVILLE	434	MEMPHIS
422	NASHVILLE	432	KNOXVILLE
422	NASHVILLE	433	CHATTANOOGA
422	NASHVILLE	435	JACKSON
422	NASHVILLE	455	JACKSON
422	NASHVILLE	462	TUPELO
422	NASHVILLE	621	ST. LOUIS
422	NASHVILLE	644	BRISTOL
422	NASHVILLE	647	STAUNTON
422	NASHVILLE	685	SAVANNAH
434	MEMPHIS	326	KANSAS CITY
434	MEMPHIS	455	JACKSON, MS
431	MEMPHIS	508	GARLAND
431	MEMPHIS	511	DALLAS
431	MEMPHIS	521	HOUSTON
431	MEMPHIS	525	FORT WORTH
431	MEMPHIS	531	OKLAHOMA CITY
434	MEMPHIS	580	LITTLE ROCK
434	MEMPHIS	621	ST. LOUIS
433	CHATTANOOGA	-	None
455	JACKSON	404	ALEXANDRIA
455	JACKSON	415	MONTGOMERY
455	JACKSON	420	MOBILE
455	JACKSON	474	NEW ORLEANS
455	JACKSON	473	BATON ROUGE
455	JACKSON	480	MONROE
455	JACKSON	508	GARLAND
455	JACKSON	511	DALLAS
455	JACKSON	521	HOUSTON
455	JACKSON	525	FORT WORTH
455	JACKSON	580	LITTLE ROCK
455	JACKSON	621	ST. LOUIS
455	JACKSON	705	VALDOSTA
455	JACKSON	730	JACKSONVILLE
455	JACKSON	423*	ORLANDO
455	JACKSON	740*	MIAMI
455	JACKSON	754*	TAMPA
455	JACKSON	757*	WEST PALM BEACH
455	JACKSON	830*	BLOOMINGTON
510	SHREVEPORT	580	LITTLE ROCK
547	SPRINGFIELD	511	DALLAS
547	SPRINGFIELD	580	LITTLE ROCK
580	LITTLE ROCK	555	SAN ANTONIO
624	ST. LOUIS	326	KANSAS CITY
624	ST. LOUIS	347	ST. PAUL
621	ST. LOUIS	531	OKLAHOMA CITY
621	ST. LOUIS	532	TULSA
624	ST. LOUIS	547	SPRINGFIELD
621	ST. LOUIS	581	SPRINGDALE
644	BRISTOL	653	CHARLOTTE
647	STAUNTON	423	MAYBROOK
647	STAUNTON	435	HARRISBURG
653	CHARLOTTE	435	HARRISBURG
653	CHARLOTTE	472	RICHMOND

653	CHARLOTTE	401	ATHENS
653	CHARLOTTE	402	ATLANTA
653	CHARLOTTE	444	ATLANTA SOUTH
653	CHARLOTTE	422	NASHVILLE
653	CHARLOTTE	423	ORLANDO
653	CHARLOTTE	432	KNOXVILLE
653	CHARLOTTE	646	RALEIGH
653	CHARLOTTE	647	ROANOKE
653	CHARLOTTE	623	WILMINGTON, NC
653	CHARLOTTE	647	STAUNTON
653	CHARLOTTE	650	WILSON
653	CHARLOTTE	656	JACKSONVILLE
653	CHARLOTTE	679	FAYETTEVILLE
653	CHARLOTTE	683	COLUMBIA
653	CHARLOTTE	684	AUGUSTA
653	CHARLOTTE	685	SAVANNAH
653	CHARLOTTE	688	CHARLESTON
653	CHARLOTTE	695	FLORENCE
653	CHARLOTTE	730	JACKSONVILLE
653	CHARLOTTE	754	TAMPA
679	FAYETTEVILLE	172	RICHMOND
705	VALDOSTA	402	ATLANTA
740	MIAMI	730	JACKSONVILLE
857	COLUMBUS	423	MAYBROOK
857	COLUMBUS	436	HARRISBURG
857	COLUMBUS	472	RICHMOND
857	COLUMBUS	205	BUFFALO
857	COLUMBUS	309	CHICAGO
857	COLUMBUS	402	ATLANTA
857	COLUMBUS	422	NASHVILLE
857	COLUMBUS	653	CHARLOTTE
864	SIOUX FALLS	384	OMAHA
867	PORTAGE	347	ST. PAUL

EXHIBIT 9 Meet and Turns

EXHIBIT – 9			
MEET & TURNS			
OGN	Origin Name	DST	Destination Name
123	Maybrook	172	Richmond
123	Maybrook	205	Buffalo
123	Maybrook	218	Cleveland
123	Maybrook	332	Cleveland
123	Maybrook	425	Toledo
123	Maybrook	857	Columbus
135	Harrisburg	311	South Bend
135	Harrisburg	324	Indianapolis
135	Harrisburg	357	Indianapolis
135	Harrisburg	425	Toledo
135	Harrisburg	432	Knoxville
135	Harrisburg	653	Charlotte
135	Harrisburg	671	Greensboro
135	Harrisburg	682	Spartanburg
135	Harrisburg	857	Columbus
141	Scranton	218	Cleveland
152	Philadelphia	218	Cleveland
153	Hagerstown	311	South Bend
153	Hagerstown	432	Knoxville
153	Hagerstown	653	Charlotte
153	Hagerstown	682	Spartanburg
153	Hagerstown	857	Columbus
172	Richmond	123	Maybrook
172	Richmond	205	Buffalo
172	Richmond	402	Atlanta
172	Richmond	425	Toledo
172	Richmond	857	Columbus
205	Buffalo	123	Maybrook
205	Buffalo	172	Richmond
205	Buffalo	216	Cincinnati
205	Buffalo	309	Chicago
205	Buffalo	311	South Bend
205	Buffalo	318	Bolingbrook
205	Buffalo	324	Indianapolis
211	Akron	422	Nashville
211	Akron	621	St. Louis
211	Akron	653	Charlotte
211	Akron	671	Greensboro
213	Pittsburgh	309	Chicago
213	Pittsburgh	329	Charlotte
213	Pittsburgh	653	Charlotte
216	Cincinnati	205	Buffalo
216	Cincinnati	329	Charlotte
216	Cincinnati	371	Rock Island

216	Cincinnati	402	Atlanta
216	Cincinnati	621	St. Louis
216	Cincinnati	653	Charlotte
216	Cincinnati	671	Greensboro
218	Cleveland	123	Maybrook
218	Cleveland	141	Scranton
218	Cleveland	152	Philadelphia
218	Cleveland	329	Charlotte
218	Cleveland	371	Rock Island
218	Cleveland	422	Nashville
218	Cleveland	432	Knoxville
218	Cleveland	621	St. Louis
218	Cleveland	653	Charlotte
218	Cleveland	671	Greensboro
243	Dayton	653	Charlotte/GBO
303	Chicago North	326	Kansas City
303	Chicago North	431	Memphis
309	Chicago	205	Buffalo
309	Chicago	213	Pittsburgh
309	Chicago	326	Kansas City
309	Chicago	347	ST. Paul
309	Chicago	381	Omaha
309	Chicago	385	Memphis
309	Chicago	395	Nashville
309	Chicago	422	Nashville
309	Chicago	424	Minneapolis
309	Chicago	431	Memphis
309	Chicago	547	Springfield
311	South Bend	135	Harrisburg
311	South Bend	153	Hagerstown
311	South Bend	205	Buffalo
311	South Bend	326	Kansas City
311	South Bend	347	ST. Paul
311	South Bend	375	Des Moines
311	South Bend	396	Tomah
311	South Bend	422	Nashville
311	South Bend	621	St. Louis
312	South Bend	347	Saint Paul
312	South Bend	422	Nashville
313	Milwaukee	326	Kansas City
318	Bolingbrook	205	Buffalo
324	Indianapolis	135	Harrisburg
324	Indianapolis	205	Buffalo
324	Indianapolis	326	Kansas City
324	Indianapolis	329	Charlotte
324	Indianapolis	347	ST. Paul
324	Indianapolis	364	Kansas City
324	Indianapolis	375	Des Moines
324	Indianapolis	385	Memphis

324	Indianapolis	396	Tomah
324	Indianapolis	402	Atlanta
324	Indianapolis	403	Atlanta
324	Indianapolis	424	Minneapolis
324	Indianapolis	431	Memphis
324	Indianapolis	547	Springfield
324	Indianapolis	653	Charlotte
324	Indianapolis	671	Greensboro
326	Kansas City	303	Chicago North
326	Kansas City	309	Chicago
326	Kansas City	311	South Bend
326	Kansas City	313	Milwaukee
326	Kansas City	324	Indianapolis
326	Kansas City	347	ST. Paul
326	Kansas City	385	Memphis
326	Kansas City	422	Nashville
326	Kansas City	431	Memphis
326	Kansas City	580	Little Rock
326	Kansas City	861	Sioux Falls
329	Charlotte	213	Pittsburgh
329	Charlotte	216	Cincinnati
329	Charlotte	218	Cleveland
329	Charlotte	324	Indianapolis
329	Charlotte	422	Nashville
332	Cleveland	123	Maybrook
332	Cleveland	422	Nashville
332	Cleveland	653	Charlotte
347	Saint Paul	309	Chicago
347	Saint Paul	311	South Bend
347	Saint Paul	312	South Bend
347	Saint Paul	324	Indianapolis
347	Saint Paul	326	Kansas City
347	Saint Paul	419	Saint Louis
347	Saint Paul	621	St. Louis
357	Indianapolis	135	Harrisburg
357	Indianapolis	402	Atlanta
357	Indianapolis	653	Charlotte
360	Joliet	422	Nashville
364	Kansas City	324	Indianapolis
364	Kansas City	422	Nashville
371	Rock Island	216	Cincinnati
371	Rock Island	218	Cleveland
375	Des Moines	311	South Bend
375	Des Moines	324	Indianapolis
375	Des Moines	621	St. Louis
381	Omaha	309	Chicago
381	Omaha	890	Denver
385	Memphis	309	Chicago
385	Memphis	324	Indianapolis

385	Memphis	326	Kansas City
395	Nashville	309	Chicago
395	Nashville	647	Staunton
395	Nashville	671	Greensboro
396	Tomah	311	South Bend
396	Tomah	324	Indianapolis
396	Tomah	621	Saint Louis
402	Atlanta	172	Richmond
402	Atlanta	216	Cincinnati
402	Atlanta	324	Indianapolis
402	Atlanta	357	Indianapolis
402	Atlanta	419	Saint Louis
402	Atlanta	423	Orlando
402	Atlanta	431	Memphis
402	Atlanta	455	Jackson
402	Atlanta	621	St. Louis
402	Atlanta	754	Tampa
402	Atlanta	857	Columbus
403	Atlanta	324	Indianapolis
403	Atlanta	431	Memphis
403	Atlanta	621	Saint Louis
411	Atlanta South	431	Memphis
419	Saint Louis	347	Saint Paul
419	Saint Louis	402	Atlanta
419	Saint Louis	403	Atlanta
421	Birmingham	621	St. Louis
421	Birmingham	653	Charlotte
422	Nashville	211	Akron
422	Nashville	218	Cleveland
422	Nashville	309	Chicago
422	Nashville	311	South Bend
422	Nashville	312	South Bend
422	Nashville	326	Kansas City
422	Nashville	329	Charlotte
422	Nashville	332	Cleveland
422	Nashville	360	Joliet
422	Nashville	364	Kansas City
422	Nashville	425	Toledo
422	Nashville	455	Jackson
422	Nashville	647	Staunton
422	Nashville	653	Charlotte
422	Nashville	671	Greensboro
422	Nashville	857	Columbus
423	Orlando	402	Atlanta
423	Orlando	429	Mobile
423	Orlando	653	Charlotte
424	Minneapolis	309	Chicago
424	Minneapolis	324	Indianapolis
424	Minneapolis	621	Saint Louis

425	Toledo	123	Maybrook
425	Toledo	135	Harrisburg
425	Toledo	172	Richmond
425	Toledo	422	Nashville
425	Toledo	621	St. Louis
425	Toledo	653	Charlotte
429	Mobile	423	Orlando
431	Memphis	303	Chicago North
431	Memphis	309	Chicago
431	Memphis	324	Indianapolis
431	Memphis	326	Kansas City
431	Memphis	402	Atlanta
431	Memphis	403	Atlanta
431	Memphis	411	Atlanta South
431	Memphis	682	Spartanburg
431	Memphis	857	Columbus
432	Knoxville	135	Harrisburg
432	Knoxville	153	Hagerstown
432	Knoxville	218	Cleveland
432	Knoxville	621	St. Louis
455	Jackson	402	Atlanta
455	Jackson	422	Nashville
455	Jackson	621	St. Louis
455	Jackson	705	Valdosta
511	Dallas	547	Springfield
547	Springfield	309	Chicago
547	Springfield	324	Indianapolis
547	Springfield	511	Dallas
580	Little Rock	326	Kansas City
621	Saint Louis	211	Akron
621	Saint Louis	216	Cincinnati
621	Saint Louis	218	Cleveland
621	Saint Louis	311	South Bend
621	Saint Louis	347	ST. Paul
621	Saint Louis	375	Des Moines
621	Saint Louis	396	Tomah
621	Saint Louis	402	Atlanta
621	Saint Louis	403	Atlanta
621	Saint Louis	421	Birmingham
621	Saint Louis	424	Minneapolis
621	Saint Louis	425	Toledo
621	Saint Louis	432	Knoxville
621	Saint Louis	455	Jackson
621	Saint Louis	857	Columbus
647	Staunton	395	Nashville
647	Staunton	422	Nashville
653	Charlotte	135	Harrisburg
653	Charlotte	153	Hagerstown
653	Charlotte	211	Akron

653	Charlotte	213	Pittsburgh
653	Charlotte	216	Cincinnati
653	Charlotte	218	Cleveland
653	Charlotte/GBQ	243	Dayton
653	Charlotte	324	Indianapolis
653	Charlotte	332	Cleveland
653	Charlotte	357	Indianapolis
653	Charlotte	421	Birmingham
653	Charlotte	422	Nashville
653	Charlotte	423	Orlando
653	Charlotte	425	Toledo
653	Charlotte	754	Tampa
653	Charlotte	857	Columbus
671	Greensboro	135	Harrisburg
671	Greensboro	211	Akron
671	Greensboro	216	Cincinnati
671	Greensboro	218	Cleveland
671	Greensboro	324	Indianapolis
671	Greensboro	395	Nashville
671	Greensboro	422	Nashville
671	Greensboro	857	Columbus
682	Spartanburg	135	Harrisburg
682	Spartanburg	153	Hagerstown
682	Spartanburg	431	Memphis
682	Spartanburg	857	Columbus
705	Valdosta	455	Jackson
714	Ocala	455	Jackson
754	Tampa	402	Atlanta
754	Tampa	653	Charlotte
857	Columbus	123	Maybrook
857	Columbus	135	Harrisburg
857	Columbus	153	Hagerstown
857	Columbus	172	Richmond
857	Columbus	402	Atlanta
857	Columbus	422	Nashville
857	Columbus	431	Memphis
857	Columbus	621	St. Louis
857	Columbus	653	Charlotte
857	Columbus	671	Greensboro
857	Columbus	682	Spartanburg
861	Sioux Falls	326	Kansas City
890	Denver	381	Omaha

EXHIBIT 10 ZIP CODE CHANGES

In a separate spreadsheet