

INTERCHANGE

PART THREE

IT IS HEREBY AGREED:

ARTICLE 1 - INTERCHANGE - FOREIGN ROAD CREWS

All temporary Interchange Agreements/Arrangements that were in effect prior to June 1, 1997, are hereby abrogated and the following Agreements shall be in substitution thereof.

Section 1 - Burlington Northern Santa Fe Interchange - Blue Island Yard

- A. BNSF (eastbound) inbound road crew(s) may operate over Indiana Harbor Belt Railroad Company trackage between CP McCook located at Mile Post 28.3 and IHB Blue Island Yard located at Riverdale, Illinois and may terminate BNSF road train(s) at IHB Blue Island Yard, in accordance with the provisions as set forth herein.
1. BNSF road crew(s) shall only handle cars that are a part of their inbound road train(s).
 2. BNSF road crew(s) shall set out their road train(s) at Blue Island Yard on the minimum number of tracks required to hold their train(s).
 3. BNSF road crew(s) shall not do any yard switching or local work at any point or location on IHB.
 4. IHB Blue Island yard crew(s) shall perform all switching involved in breaking up these train(s) and movement of this traffic to connecting carrier(s) and/or industries, in accordance with existing Schedule Agreements between IHB and UTU(y).
 5. BNSF road crew(s) shall not pick up or set out enroute on IHB.
 6. In the event a BNSF (eastbound) inbound road train(s) should break down or a BNSF road crew(s) runs out of time due to the Hours of Service Act on IHB trackage, these train(s) shall be recreated and delivered to Blue Island Yard by IHB crew(s) or pulled into Blue Island Yard by IHB crew(s), in accordance with existing Schedule Agreements between IHB and UTU(y).
 7. BNSF road crew(s) may move their locomotive(s) to Blue Island locomotive servicing facility or to other designated points within the confines of Blue Island Yard.
 8. Except as modified herein, all Agreements between IHB and UTU(y), as well as applicable National Agreements, shall remain in full force and effect.
- B. BNSF (westbound) outbound road crew(s) may originate BNSF road train(s) at IHB Blue Island Yard and may operate over Indiana Harbor Belt Railroad Company trackage between Blue Island Yard located at Riverdale, Illinois and CP McCook located at Mile Post 28.3, in accordance with the provisions as set forth herein.
1. BNSF road crew(s) shall only handle cars that are a part of their outbound road train(s).
 2. BNSF road crew(s) shall receive their road train(s) at Blue Island Yard on not to exceed three (3) tracks. These tracks shall be coupled by IHB Blue Island yard crew(s).
 3. BNSF road crew(s) shall not do any yard switching or local work at any point or location on IHB.

Section 1 - Burlington Northern Santa Fe Interchange - Blue Island Yard (Continued)

4. IHB Blue Island yard crew(s) shall perform all switching involved in making up these train(s) for outbound movements, in accordance with existing Schedule Agreements between IHB and UTU(y).
5. BNSF road crew(s) shall not pick up or set out enroute on IHB.
6. In the event a BNSF (westbound) outbound road train(s) should break down or a BNSF road crew(s) runs out of time due to the Hours of Service Act on IHB trackage, these train(s) may be recrewed by IHB crew(s) and the method(s) utilized to handle the train(s) to destination shall be in accordance with existing Schedule Agreements between IHB and UTU(y).
7. BNSF road crew(s) may receive their locomotive(s) at Blue Island locomotive servicing facility or other designated points within the confines of Blue Island Yard.
8. Except as modified herein, all Agreements between IHB and UTU(y), as well as applicable National Agreements, shall remain in full force and effect.

Section 2 - Burlington Northern Santa Fe Interchange - Gibson West End Yard (Auto Trains)

BNSF (westbound) outbound road crew(s) may originate BNSF road train(s) (auto trains) at IHB Gibson West End Yard and may operate over Indiana Harbor Belt Railroad Company trackage between Gibson West End Yard located at Hammond, Indiana and CP McCook at Mile Post 28.3, in accordance with the provisions as set forth herein.

1. BNSF road crew(s) shall only handle cars that are a part of their outbound road train(s).
2. BNSF road crew(s) shall receive their road train(s) at Gibson West End Yard on not to exceed three (3) tracks. These tracks shall be coupled by IHB Gibson yard crew(s).
3. BNSF road crew(s) shall not do any yard switching or local work at any point or location on IHB.
4. IHB Gibson yard crew(s) shall perform all switching involved in making up these train(s) for outbound movements, in accordance with existing Schedule Agreements between IHB and UTU(y).
5. BNSF road crew(s) shall not pick up or set out enroute on IHB.
6. In the event a BNSF (westbound) outbound road train(s) should break down or a BNSF road crew(s) runs out of time due to the Hours of Service Act on IHB trackage, these train(s) may be recrewed by IHB crew(s) and the method(s) utilized to handle the train(s) to destination shall be in accordance with existing Schedule Agreements between IHB and UTU(y).
7. BNSF road crew(s) may receive their locomotive(s) at Gibson Roundhouse or other designated points within the confines of Gibson West End Yard.
8. BNSF road crew(s) may operate "light" between CP McCook and Gibson West End Yard to receive their road train(s).
9. Except as modified herein, all Agreements between IHB and UTU(y), as well as applicable National Agreements, shall remain in full force and effect.

Section 3 - SPCSL Corporation Interchange - Blue Island Yard

- A.** SPCSL Corporation (eastbound) inbound road crew(s) may operate over Indiana Harbor Belt Railroad Company trackage between CP Canal located at Argo, Illinois and IHB Blue Island Yard located at Riverdale, Illinois, and may terminate SPCSL Corporation road train(s) at IHB Blue Island Yard, in accordance with the provisions as set forth herein.
1. SPCSL road crew(s) shall only handle cars that are a part of their inbound road train(s).
 2. SPCSL road crew(s) shall set out their road train(s) at Blue Island Yard on the minimum number of tracks required to hold their train(s).
 3. SPCSL road crew(s) shall not do any yard switching or local work at any point or location on IHB.
 4. IHB Blue Island yard crew(s) shall perform all switching involved in breaking up these train(s) and movement of this traffic to connecting carrier(s) and/or industries, in accordance with existing Schedule Agreements between IHB and UTU(y).
 5. SPCSL road crew(s) shall not pick up or set out enroute on IHB.
 6. In the event a SPCSL Corporation (eastbound) inbound road train(s) should break down or a SPCSL road crew(s) runs out of time due to the Hours of Service Act on IHB trackage, these train(s) shall be recreated and delivered to Blue Island Yard by IHB crew(s) or pulled into Blue Island Yard by IHB crew(s), in accordance with existing Schedule Agreements between IHB and UTU(y).
 7. SPCSL road crew(s) may move their locomotive(s) to Blue Island locomotive servicing facility or to other designated points within the confines of Blue Island Yard.
 8. Except as modified herein, all Agreements between IHB and UTU(y), as well as applicable National Agreements, shall remain in full force and effect.
- B.** SPCSL Corporation (westbound) outbound road crew(s) may originate SPCSL Corporation road train(s) at IHB Blue Island Yard and may operate over Indiana Harbor Belt Railroad Company trackage between Blue Island Yard located at Riverdale, Illinois and CP Canal located at Argo, Illinois, in accordance with the provisions as set forth herein.
1. SPCSL road crew(s) shall only handle cars that are a part of their outbound road train(s).
 2. SPCSL road crew(s) shall receive their road train(s) at Blue Island Yard on not to exceed three (3) tracks. These tracks shall be coupled by IHB Blue Island yard crew(s).
 3. SPCSL road crew(s) shall not do any yard switching or local work at any point or location on IHB.
 4. IHB Blue Island yard crew(s) shall perform all switching involved in making up these train(s) for outbound movements, in accordance with existing Schedule Agreements between IHB and UTU(y).
 5. SPCSL road crew(s) shall not pick up or set out enroute on IHB.

Section 3 - SPCSL Corporation Interchange - Blue Island Yard (Continued)

6. In the event a SPCSL Corporation (westbound) outbound road train(s) should break down or a SPCSL road crew(s) runs out of time due to the Hours of Service Act on IHB trackage, these train(s) may be recrewed by IHB crew(s) and the method(s) utilized to handle the train(s) to destination shall be in accordance with existing Schedule Agreements between IHB and UTU(y)
7. SPCSL road crew(s) may receive their locomotive(s) at Blue Island locomotive servicing facility or other designated points within the confines of Blue Island Yard.
8. Except as modified herein, all Agreements between IHB and UTU(y), as well as applicable National Agreements, shall remain in full force and effect.

Section 4 - SPCSL Corporation Interchange - Argo Yard

- A. SPCSL Corporation (northbound) inbound road crew(s) enroute to Belt Railway of Chicago via CP Canal Interlocking utilizing Indiana Harbor Belt Railroad Company trackage, may set out a block of cars at Argo Yard located at Argo, Illinois, in accordance with the provisions as set forth herein.
1. SPCSL road crew(s) shall set out a block of cars at Argo Yard on the minimum number of tracks required to hold the set out.
 2. SPCSL road crew(s) shall not do any yard switching or local work at any point or location on IHB.
 3. SPCSL road crew(s) enroute to Belt Railway of Chicago via CP Canal Interlocking shall not pick up cars at Argo Yard.
 4. IHB Argo yard crew(s) shall perform all switching involved in breaking up these train(s) and movement of this traffic to connecting carrier(s) and/or industries, in accordance with existing Schedule Agreements between IHB and UTU(y).
 5. Except as otherwise provided for in Section 4, A. herein, SPCSL road crew(s) shall not set out enroute on IHB.
 6. In the event a SPCSL (northbound) inbound road train(s) should break down or a SPCSL road crew(s) runs out of time due to the Hours of Service Act on IHB trackage, these train(s) shall be recrewed by IHB crew(s) and the method(s) utilized to handle the train(s) to destination shall be in accordance with existing Schedule Agreements between IHB and UTU(y).
 7. Except as modified herein, all Agreements between IHB and UTU(y), as well as applicable National Agreements, shall remain in full force and effect.
- B. SPCSL Corporation (southbound) outbound road crew(s) departing from Belt Railway of Chicago utilizing Indiana Harbor Belt Railroad Company trackage and departing through CP Canal Interlocking, may pick up a block of cars at Argo Yard located at Argo, Illinois, in accordance with the provisions as set forth herein.
1. SPCSL road crew(s) shall pick up a block of cars at Argo Yard on the minimum number of tracks required to hold the pick up.
 2. SPCSL road crew(s) shall not do any yard switching or local work at any point or location on IHB.
 3. SPCSL road crew(s) departing from Belt Railway of Chicago shall not set out cars at Argo Yard.

Section 4 - SPCSL Corporation Interchange - Argo Yard (Continued)

4. IHB Argo yard crew(s) shall perform all switching involved in making up these train(s) for outbound movements, in accordance with the existing Schedule Agreements between IHB and UTU(y).
5. Except as otherwise provided for in Section 4, B. herein, SPCSL road crew(s) shall not pick up enroute on IHB.
6. In the event a SPCSL (southbound) outbound road train(s) should break down or a SPCSL road crew(s) runs out of time due to the Hours of Service Act on IHB trackage, these train(s) may be recrewed by IHB crew(s) and the method(s) utilized to handle the train(s) to destination shall be in accordance with existing Schedule Agreements between IHB and UTU(y).
7. Except as modified herein, all Agreements between IHB and UTU(y), as well as applicable National Agreements, shall remain in full force and effect.

Section 5 - Union Pacific Interchange - CP Hill (Auto Trains)

UP (westbound) outbound road crew(s) may pick up road train(s) (auto trains) at CP Hill located at Bellwood, Illinois, on Indiana Harbor Belt Railroad Company. These auto train(s) shall depart from CP Hill to points beyond UP Proviso Yard and such traffic shall be handled in accordance with the provisions as set forth herein.

1. UP road crew(s) shall only handle cars that are a part of their outbound road train(s).
2. Except as provided for herein, UP road crew(s) shall not pick up cars while on IHB property.
3. UP road crew(s) shall not set out or switch cars while on IHB property.
4. UP road crews may attach their locomotives, end of train devices, and/or cabooses to UP auto trains at CP Hill.
5. IHB crews may interchange auto trains to UP Proviso Yard at the Carrier's prerogative.
6. Except as specifically modified herein, all Agreements between IHB and UTU(y), as well as applicable National Agreements, shall remain in full force and effect.

Section 6 - Union Pacific Interchange - Gibson District (Steel Trains)

UP (eastbound) inbound road crew(s) may depart UP Yard Center located at Dolton, Illinois and may operate on IHB trackage to move steel train(s) to any point on Indiana Harbor Belt Railroad Company east of Dolton Tower but west of Gibson Interlocking for the purpose of interchanging steel train(s) to IHB. These steel train(s) are destined for Midwest Steel located at Burns Harbor, Indiana and shall be handled in accordance with the provisions as set forth herein.

1. UP road crew(s) shall only handle cars that are a part of their inbound road train(s) (steel trains).
2. UP road crew(s) shall set out their road train(s) on the minimum number of tracks required to hold their train(s).
3. UP road crew(s) shall not do any yard switching or local work at any point or location on IHB.
4. IHB Gibson yard crew(s) shall perform all switching involved in breaking up these train(s) and movement of this traffic to connecting carrier(s) and/or industries, in accordance with existing Schedule Agreements between IHB and UTU(y).

Section 6 - Union Pacific Interchange - Gibson District (Steel Trains) (Continued)

5. Except as provided for herein, UP road crew(s) shall not pick up or set out enroute on IHB.
6. In the event a UP (eastbound) inbound road train(s) (steel trains) should break down or a UP road crew(s) runs out of time due to the Hours of Service Act on IHB trackage, these steel train(s) shall be recrewed and delivered to destination by IHB crew(s), in accordance with existing Schedule Agreements between IHB and UTU(y).
7. UP road crew(s) may operate "light" between Gibson Interlocking and Yard Center to return to Yard Center.
8. Except as specifically modified herein, all Agreements between IHB and UTU(y), as well as applicable National Agreements, shall remain in full force and effect.

Section 7 - Canadian National (former GTW) Interchange - Gibson West End Yard

CN (eastbound) inbound road crew(s) may operate over Indiana Harbor Belt Railroad Company trackage between Dolton Tower and IHB Gibson West End Yard located at Hammond, Indiana and may terminate CN road train(s) at Gibson West End Yard, in accordance with the provisions as set forth herein.

1. CN road crew(s) shall only handle cars that are a part of their inbound road train(s).
2. CN road crew(s) shall set out their road train(s) at Gibson West End Yard on the minimum number of tracks required to hold their train(s).
3. CN road crew(s) shall not do any yard switching or local work at any point or location on IHB.
4. IHB Gibson yard crew(s) shall perform all switching involved in breaking up these train(s) and movement of this traffic to connecting carrier(s) and/or industries, in accordance with existing Schedule Agreements between IHB and UTU(y).
5. CN road crew(s) shall not pick up or set out enroute on IHB.
6. In the event a CN (eastbound) inbound road train(s) should break down or a CN road crew(s) runs out of time due to the Hours of Service Act on IHB trackage, these train(s) shall be recrewed and delivered to Gibson West End Yard by IHB crew(s) or pulled into Gibson West End Yard by IHB crew(s), in accordance with existing Schedule Agreements between IHB and UTU(y).
7. CN road crew(s) may operate "light" between Gibson Interlocking and GTW Tower to return to IHB Blue Island Yard or GTW.
8. Except as modified herein, all Agreements between IHB and UTU(y), as well as applicable National Agreements, shall remain in full force and effect.

Section 8 - Canadian Pacific (former Soo Line) Interchange - Calumet City Yard (Coal Trains)

A. CP (Southeastern District) (eastbound) road crew(s) may set out a block of coal cars (loads) at Indiana Harbor Belt Railroad Company Calumet City Yard located at Calumet City, Illinois. These coal cars originate at Terre Haute, Indiana and are destined to industries on IHB and shall be handled in accordance with the provisions as set forth herein.

1. CP road crew(s) shall set out block of coal cars at Calumet City Yard on the minimum number of tracks required to hold the coal cars.
2. CP road crew(s) shall not do any yard switching or local work at any point or location on IHB.
3. CP road crew(s) shall not pick up cars at Calumet City Yard.
4. Except as modified herein, all Agreements between IHB and UTU(y), as well as applicable National Agreements, shall remain in full force and effect.

B. CP (Southeastern District) (westbound) road crew(s) may pick up a block of coal cars (empties) at Indiana Harbor Belt Railroad Company Calumet City Yard located at Calumet City, Illinois. These coal cars are returning from industries located on IHB for movement to Terre Haute, Indiana and shall be handled in accordance with the provisions as set forth herein.

1. CP road crew(s) shall pick up a block of coal cars at Calumet City Yard on the minimum number of tracks required to hold the coal cars.
2. CP road crew(s) shall not do any yard switching or local work at any point or location on IHB.
3. CP road crew(s) shall not set out cars at Calumet City Yard.
4. Except as modified herein, all Agreements between IHB and UTU(y), as well as applicable National Agreements, shall remain in full force and effect.

Section 9 - Canadian Pacific (former Soo Line) Interchange - Blue Island Yard (Coal Trains)

A. CP (Southeastern District) (westbound) road crew(s) may set out a block of coal cars (loads) at Indiana Harbor Belt Railroad Company Blue Island Yard located at Riverdale, Illinois. These coal cars originate at Terre Haute, Indiana, and are destined to industries on IHB and shall be handled in accordance with the provisions as set forth herein.

1. CP road crew(s) shall set out a block of coal cars at Blue Island Yard on the minimum number of tracks required to hold coal cars.
2. CP road crew(s) shall not do any yard switching or local work at any point or location on IHB.
3. CP road crew(s) shall not pick up cars at Blue Island Yard.
4. Except as modified herein, all Agreements between IHB and UTU(y), as well as applicable National Agreements, shall remain in full force and effect.

Section 9 - Canadian Pacific (former Soo Line) Interchange - Blue Island Yard (Coal Trains) (Continued)

- B.** CP (Southeastern District) (eastbound) road crew(s) may pick up a block of coal cars (empties) at Indiana Harbor Belt Railroad Company Blue Island Yard, located at Riverdale, Illinois. These coal cars are returning from industries located on IHB for movement to Terre Haute, Indiana, and shall be handled in accordance with the provisions as set forth herein.
1. CP road crew(s) shall pick up a block of coal cars at Blue Island Yard on the minimum number of tracks required to hold coal cars.
 2. CP road crew(s) shall not do any yard switching or local work at any point or location on IHB.
 3. CP road crew(s) shall not set out cars at Blue Island Yard.
 4. Except as modified herein, all Agreements between IHB and UTU(y), as well as applicable National Agreements, shall remain in full force and effect.

Section 10 - CSX Interchange - Alternate Route via CP Calumet Park / Blue Island Yard

- A.** CSX (westbound) inbound road crew(s) may deliver CSX road train(s) to Indiana Harbor Belt Railroad Company Blue Island Yard located in Riverdale, Illinois, by utilizing an alternate route via CP Calumet Park located at Mile Post 7.1, located in Gibson District, in accordance with the provisions as set forth herein.
1. CSX road crew(s) shall only handle cars that are a part of their inbound road train(s).
 2. CSX road crew(s) shall set out their road train(s) at Blue Island Yard on the minimum number of tracks required to hold their train(s).
 3. CSX road crew(s) shall not do any yard switching or local work at any point or location on IHB.
 4. IHB Blue Island yard crew(s) shall perform all switching involved in breaking up these train(s) and movement of this traffic to connecting carrier(s) and/or industries, in accordance with existing Schedule Agreements between IHB and UTU(y).
 5. CSX road crew(s) shall not pick up or set out enroute on IHB.
 6. In the event a CSX (westbound) inbound road train(s) should break down or a CSX road crew(s) runs out of time due to the Hours of Service Act on IHB trackage, these train(s) shall be recrewed and delivered to Blue Island Yard by IHB crew(s) or pulled into Blue Island Yard by IHB crew(s), in accordance with existing Schedule Agreements between IHB and UTU(y).
 7. CSX road crew(s) may move their locomotive(s) to Blue Island locomotive servicing facility or to other designated points within the confines of Blue Island Yard.
 8. Except as modified herein, all Agreements between IHB and UTU(y), as well as applicable National Agreements, shall remain in full force and effect.

Section 10 - CSX Interchange - Alternate Route via CP Calumet Park / Blue Island Yard (Continued)

- B.** CSX (eastbound) outbound road crew(s) may receive CSX road train(s) at Indiana Harbor Belt Railroad Company Blue Island Yard located at Riverdale, Illinois and may depart IHB Blue Island Yard utilizing an alternate route via CP Calumet Park at Mile Post 7.1, located in Gibson District, in accordance with the provisions as set forth herein.
1. CSX road crew(s) shall only handle cars that are a part of their outbound road train(s).
 2. CSX road crew(s) shall receive their road train(s) on not to exceed three (3) tracks. These tracks shall be coupled by IHB Blue Island yard crew(s).
 3. CSX road crew(s) shall not do any yard switching or local work at any point or location on IHB.
 4. IHB Blue Island yard crew(s) shall perform all switching involved in making up these train(s) for outbound movements, in accordance with existing Schedule Agreements between IHB and UTU(y).
 5. CSX road crew(s) shall not pick up or set out enroute on IHB.
 6. In the event a CSX (eastbound) outbound road train(s) should break down or a CSX road crew(s) runs out of time due to the Hours of Service Act on IHB trackage, these train(s) may be recrewed by IHB crew(s) and the method(s) utilized to handle the train(s) to destination shall be in accordance with existing Schedule Agreements between IHB and UTU(y).
 7. CSX road crew(s) may receive their locomotive(s) at Blue Island locomotive servicing facility or other designated points within the confines of Blue Island Yard.
 8. Except as modified herein, all Agreements between IHB and UTU(y), as well as applicable National Agreements, shall remain in full force and effect.

Section 11 - CSX Interchange - Blue Island Yard (Eastbound / Westbound)

- A.** CSX (eastbound) road crew(s) departing from Canadian Pacific Rail System Bensenville Yard, located at Bensenville, Illinois operating eastbound on Indiana Harbor Belt Railroad Company trackage, may pick up a block of cars at IHB Blue Island Yard located at Riverdale, Illinois, in accordance with the provisions as set forth herein.
1. CSX road crew(s) shall only handle cars that are a part of their road train(s).
 2. CSX road crew(s) shall receive a block of cars at Blue Island Yard on one (1) track. This track shall be coupled by IHB Blue Island yard crew(s).
 3. CSX road crew(s) shall not do any yard switching or local work at any point or location on IHB.
 4. IHB Blue Island yard crew(s) shall perform all switching involved in making up these train(s) for outbound movements, in accordance with existing Schedule Agreements between IHB and UTU(y).
 5. CSX road crew(s) shall not pick up or set out enroute on IHB.

Section 11 - CSX Interchange - Blue Island Yard (Eastbound / Westbound) (Continued)

6. In the event a CSX (eastbound) outbound road train(s) should break down or a CSX road crew(s) runs out of time due to the Hours of Service Act on IHB trackage, these train(s) may be recrewed by IHB crew(s) and the method(s) utilized to handle the train(s) to destination shall be in accordance with existing Schedule Agreements between IHB and UTU(y).
7. Except as modified herein, all Agreements between IHB and UTU(y), as well as applicable National Agreements, shall remain in full force and effect.

B. CSX (westbound) road crew(s) departing from points east of Indiana Harbor Belt Railroad Company operating westbound on IHB trackage, may set out a block of cars at Indiana Harbor Belt Railroad Company Blue Island Yard located at Riverdale, Illinois, in accordance with the provisions as set forth herein.

1. CSX road crew(s) shall only handle cars that are a part of their road train(s).
2. CSX road crew(s) shall set out a block of car(s) at Blue Island Yard on the minimum number of tracks required to hold the set out.
3. CSX road crew(s) shall not do any yard switching or local work at any point or location on IHB.
4. IHB Blue Island yard crew(s) shall perform all switching involved in breaking up these train(s) and movement of this traffic to connecting carrier(s) and/or industries, in accordance with existing Schedule Agreements between IHB and UTU(y).
5. CSX road crew(s) shall not pick up or set out enroute on IHB.
6. In the event a CSX (westbound) outbound road train(s) should break down or a CSX road crew(s) runs out of time due to the Hours of Service Act on IHB trackage, these train(s) may be recrewed by IHB crew(s) and the method(s) utilized to handle the train(s) to destination shall be in accordance with existing Schedule Agreements between IHB and UTU(y).
7. Except as modified herein, all Agreements between IHB and UTU(y), as well as applicable National Agreements, shall remain in full force and effect.

Section 12 - CSX Interchange - Gibson West End Yard (Auto Trains)

CSX road crew(s) may operate over Indiana Harbor Belt Railroad Company trackage to IHB Gibson West End Yard located at Hammond, Indiana, via Hick Tower and may terminate CSX road train(s) (auto trains) at IHB Gibson West End Yard, in accordance with the provisions as set forth herein.

1. CSX road crew(s) shall only handle cars that are a part of their inbound road train(s).
2. CSX road crew(s) shall set out their road train(s) at Gibson West End Yard on the minimum number of tracks required to hold their train(s).
3. CSX road crew(s) shall not do any yard switching or local work at any point or location on IHB.

Section 12 - CSX Interchange - Gibson West End Yard (Auto Trains) (Continued)

4. IHB Gibson yard crew(s) shall perform all switching involved in breaking up these trains and movement of this traffic to connecting carrier(s) and/or industries, in accordance with existing Schedule Agreements between IHB and UTU(y).
5. CSX road crew(s) shall not pick up or set out traffic enroute on IHB.
6. In the event a CSX road train(s) should break down or a road crew(s) runs out of time due to the Hours of Service Act while on IHB trackage, these CSX road train(s) shall be re-crewed by IHB crew(s) and the method(s) utilized to handle the train(s) to Gibson West End Yard shall be in accordance with existing Schedule Agreements between IHB and UTU(y).
7. CSX road crew(s) may operate "light" between Gibson Interlocking and GTW to return to CSX.
8. Except as modified herein, all Agreements between IHB and UTU(y), as well as applicable National Agreements, shall remain in full force and effect.

Section 13 - CSX Interchange - Gibson District (Unit Trains)

CSX (eastbound) inbound road crew(s) may depart UP Yard Center located at Dolton, Illinois and may operate over Indiana Harbor Belt Railroad Company trackage to move unit train(s) to any point on IHB that is east of Dolton Tower but west of Gibson Interlocking, for the purpose of interchanging unit train(s) to IHB. These unit train(s) are destined for industries located on IHB and these movements shall be handled in accordance with the provisions as set forth herein.

1. CSX road crew(s) shall only handle cars that are a part of their inbound road train(s).
2. CSX road crew(s) shall set out their road train(s) west of Gibson Interlocking on the minimum number of tracks required to hold their train(s).
3. CSX road crew(s) shall not do any yard switching or local work at any point or location on IHB.
4. IHB Gibson yard crew(s) shall perform all switching involved in breaking up these unit train(s) and movement of this traffic to connecting carrier(s) and/or industries, in accordance with existing Schedule Agreements between IHB and UTU(y).
5. CSX road crew(s) shall not pick up or set out enroute on IHB.
6. In the event a CSX road train(s) should break down or a road crew(s) runs out of time due to the Hours of Service Act while on IHB trackage, these CSX road train(s) shall be re-crewed by IHB crew(s) and the method(s) utilized to handle the train(s) to destination shall be in accordance with existing Schedule Agreements between IHB and UTU(y).
7. CSX road crew(s) may operate "light" between Gibson Interlocking and Yard Center to return to Yard Center.
8. Except as modified herein, all Agreements between IHB and UTU(y), as well as applicable National Agreements, shall remain in full force and effect.

Section 14 - CSX Interchange - Michigan Avenue Yard (Coal Trains)

- A. CSX road crew(s) may operate CSX unit coal train(s) (loads) over IHB trackage via Hick Tower to Indiana Harbor Belt Railroad Company Michigan Avenue Yard located at East Chicago, Indiana. These coal cars originate at Peabody Coal Company located at Rock Lick, West Virginia and are destined to industries on IHB and shall be handled in accordance with the provisions as set forth herein.
1. CSX road crew(s) shall only handle cars that are a part of their inbound road train(s).
 2. CSX road crew(s) shall set out their road train(s) at Michigan Avenue Yard on the minimum number of tracks required to hold their train(s).
 3. CSX road crew(s) shall not do any yard switching or local work at any point or location on IHB.
 4. IHB Gibson yard crew(s) shall perform all switching involved in breaking up these train(s) and movement of this traffic to connecting carriers and/or industries, in accordance with existing Schedule Agreements between IHB and UTU(y).
 5. Except as provided for herein, CSX road crew(s) shall not pick up or set out enroute on IHB.
 6. In the event a CSX road train(s) should break down or a road crew(s) runs out of time due to the Hours of Service Act while on IHB trackage, these CSX road train(s) shall be re-crewed by IHB crew(s) and the method(s) utilized to handle the train(s) to Michigan Avenue Yard shall be in accordance with existing Schedule Agreements between IHB and UTU(y).
 7. Except as modified herein, all Agreements between IHB and UTU(y), as well as applicable National Agreements, shall remain in full force and effect.
- B. CSX road crew(s) may operate CSX unit coal train(s) (empties) over Indiana Harbor Belt Railroad Company trackage from IHB Michigan Avenue Yard located at East Chicago, Indiana and depart via Hick Tower. These unit coal train(s) (empties) are destined to Peabody Coal Company located at Rock Lick, West Virginia, and shall be handled in accordance with the provisions as set forth herein.
1. CSX road crew(s) shall only handle cars that are a part of their outbound road train(s).
 2. CSX road crew(s) shall pick up their road train(s) at Michigan Avenue Yard on the minimum number of tracks required to hold their train(s).
 3. CSX road crew(s) shall not do any yard switching or local work at any point or location on IHB.
 4. IHB Gibson yard crew(s) shall perform all switching involved in making up these train(s) for outbound movements, in accordance with existing Schedule Agreements between IHB and UTU(y).
 5. Except as provided for herein, CSX road crew(s) shall not pick up or set out enroute on IHB.
 6. In the event a CSX road train(s) should break down or a road crew(s) runs out of time due to the Hours of Service Act while on IHB trackage, these CSX road train(s) may be re-crewed by IHB crew(s) and the method(s) utilized to handle the train(s) to destination shall be in accordance with existing Schedule Agreements between IHB and UTU(y).

Section 14 - CSX Interchange - Michigan Avenue Yard (Coal Trains) (Continued)

7. Except as modified herein, all Agreements between IHB and UTU(y), as well as applicable National Agreements, shall remain in full force and effect.

Section 15 - Consolidated Rail Corporation - Bridge Movements

In the event Conrail road crew(s) operate over Indiana Harbor Belt Railroad Company trackage enroute to foreign line carrier(s) in connection with bridge movement(s):

1. Conrail road crew(s) shall only handle cars that are in connection with bridge movement(s).
2. Conrail road crew(s) shall not do any yard switching or local work at any point or location on IHB in connection with bridge movement(s).
3. Conrail road crew(s) shall not pick up or set out enroute on IHB in connection with bridge movement(s).
4. In the event a Conrail road train(s) should break down or a Conrail road crew(s) runs out of time due to the Hours of Service Act on IHB trackage, these train(s) may be recrewed and delivered to destination by IHB crew(s) or pulled into destination by IHB crew(s), in accordance with existing Schedule Agreements between IHB and UTU(y).
5. Except as modified herein, all Agreements between IHB and UTU(y), as well as applicable National Agreements, shall remain in full force and effect.

ARTICLE II - INTERCHANGE - FOREIGN YARD CREWS

All temporary Interchange Agreements/Arrangements that were in effect prior to June 1, 1997, in connection with this ARTICLE II, Sections 1 and 2, are hereby abrogated and the following Agreements shall be in substitution thereof.

Section 1 - IHB/BNSF Interchange - Blue Island Yard/Cicero Yard (Equity Reciprocal)

The established and recognized points of interchange between Indiana Harbor Belt Railroad Company and Burlington Northern Santa Fe are LaGrange Yard located on IHB, and the Congress Park Yard located on BNSF. These interchange points should be used for the purpose of a reciprocal interchange arrangement in accordance with the applicable provisions of the January 27, 1972 National Agreement, ARTICLE VII, Section 5; however, due to the nature of the proposed service, the parties signatory hereto agree that Cicero Yard located on BNSF and Blue Island Yard located on IHB shall be used as interchange points for cars moving in this service in accordance with the provisions as set forth herein.

- A. A reciprocal interchange arrangement shall be established herein whereby IHB Outer Belt Transfer Assignments and BNSF yard crew(s) shall participate on a 50/50 equity basis in interchange car movements between IHB Blue Island Yard located at Riverdale, Illinois, and BNSF Cicero Yard located at Cicero, Illinois.

NOTE: The interchange points at LaGrange Yard and Congress Park Yard are retained and the provisions contained in this Agreement shall not modify or affect previously established interchange procedures between the two Carriers at these interchange points.

Section 1 - IHB/BNSF Interchange - Blue Island Yard/Cicero Yard (Equity Reciprocal) (Continued)

The equity arrangement between BNSF yard crew(s) and IHB crew(s) shall be as follows:

1. Commencing June 1, 1997, through and including August 31, 1997, Indiana Harbor Belt crew(s) shall handle all traffic in both directions between Blue Island Yard and the Cicero Yard for purpose of interchange.
2. Commencing September 1, 1997, through and including November 30, 1997, BNSF yard crew(s) may handle all traffic in both directions between Cicero Yard and Blue Island Yard for the purpose of interchange.
3. Commencing December 1, 1997, through and including February 28, 1998, Indiana Harbor Belt crew(s) shall handle all traffic in both directions between Blue Island Yard and Cicero Yard for the purpose of interchange.
4. Commencing March 1, 1998, through and including May 31, 1998, BNSF yard crew(s) may handle all traffic in both directions between Blue Island Yard and Cicero Yard for the purpose of interchange.

NOTE: The aforementioned schedule in connection with this Agreement shall continue in effect on a year to year basis.

B. Burlington Northern Santa Fe Yard Crew(s) may handle all traffic in both directions between BNSF Cicero Yard located at Cicero, Illinois, and Indiana Harbor Belt Railroad Company Blue Island Yard located at Riverdale, Illinois, in accordance with the provisions as set forth in ARTICLE II, Section 1 A, 2 and/or 4. This traffic shall be handled in accordance with the provisions as set forth herein.

1. BNSF yard crew(s) shall only handle cars that are a part of their inbound/outbound yard train(s).
2. BNSF yard crew(s) shall not pick up or set out at any point or location on IHB enroute between IHB Blue Island Yard and Cicero Yard.
3. During the designated periods of equity that apply to BNSF yard crew(s), such crew(s) shall set out their train(s) at Blue Island Yard on the minimum number of tracks required to hold their train(s).
4. IHB Blue Island yard crew(s) shall perform all switching involved in breaking up these train(s) and movement of this traffic to connecting carrier(s) and/or industries, in accordance with existing Schedule Agreements between IHB and UTU(y).
5. During the designated periods of equity that apply to BNSF yard crew(s), such crew(s) shall receive their yard train(s) at Blue Island Yard on not to exceed three (3) tracks. These tracks shall be coupled by IHB Blue Island yard crew(s).
6. IHB Blue Island yard crew(s) shall perform all switching involved in the making up of these train(s) for outbound movements, in accordance with existing Schedule Agreements between IHB and UTU(y).
7. BNSF yard crew(s) shall not do any yard switching or local work at any point or location on IHB.
8. Except as modified herein, all Agreements between IHB and UTU(y), as well as applicable National Agreements, shall remain in full force and effect.

Section 2 - Wisconsin Central Interchange - Norpaul Yard

- A.** Wisconsin Central yard crew(s) may set out traffic within the confines of Indiana Harbor Belt Railroad Company Norpaul Yard located at Franklin Park, Illinois, in accordance with the provisions as set forth herein.
1. WC yard crew(s) shall only handle cars that are a part of their inbound yard train(s).
 2. WC yard crew(s) shall set out their train(s) on the minimum number of tracks required to hold their train(s).
 3. IHB Norpaul yard crew(s) shall perform all switching involved in breaking up these train(s) and transfer of this traffic to connecting carrier(s) and/or industries, in accordance with existing Schedule Agreements between IHB and UTU(y).
 4. WC yard crew(s) shall not do any yard switching or local work on IHB.
 5. Except as provided for herein, WC yard crew(s) shall not pick up or set out on IHB.
 6. Except as modified herein, all Agreements between IHB and UTU(y), as well as applicable National Agreements shall remain in full force and effect.
- B.** Wisconsin Central yard crew(s) may pick up traffic within the confines of Indiana Harbor Belt Railroad Company Norpaul Yard located at Franklin Park, Illinois, in accordance with the provisions as set forth herein.
1. WC yard crew(s) shall only handle cars that are a part of their outbound yard train(s).
 2. WC yard crew(s) shall pick up their train(s) on the minimum number of tracks required to hold their train(s).
 3. IHB Norpaul yard crew(s) shall perform all switching involved in making up these train(s) for outbound movement, in accordance with existing Schedule Agreements between IHB and UTU(y).
 4. WC yard crew(s) shall not do any yard switching or local work on IHB.
 5. Except as provided for herein, WC yard crew(s) shall not pick up or set out on IHB.
 6. Except as modified herein, all Agreements between IHB and UTU(y), as well as applicable National Agreements shall remain in full force and effect.

ARTICLE III - INTERCHANGE LIMITATIONS

The provisions as contained in PART III of this Agreement are not intended to impose restrictions in connection with interchange where restrictions did not exist prior to the effective date of this Agreement.

ARTICLE IV - EFFECT OF THIS AGREEMENT

This Agreement (PART THREE), shall become effective on June 1, 1997 and shall remain in effect until changed or modified in accordance with the provisions of the Railway Labor Act as amended.

Signed at Hammond, Indiana, this 7th day of May, 1997.

**FOR THE UNITED TRANSPORTATION
UNION:**

**FOR THE INDIANA HARBOR BELT
RAILROAD COMPANY:**

P. P. Drennan
P.D. Drennan, General Chairman, GCA

C.H. Allen
C.H. Allen, General Manager

M.J. Franciose
M.J. Franciose, Vice Chairman, LCA

J.A. Markase
J.A. Markase, Manager of Labor Relations