

ARTICLE XVI - RULES CHANGES

Section 1 - Work Train

Commencing with the effective date of this agreement, any additional pay or special allowance provided to employees for performing work described in Article XXIX "Work Train", found on pages 28 and 29 of the General Labor Agreement between IHB Railroad and UTU(T), and identified as "Memorandum Of Agreement Between The Indiana Harbor Belt Railroad And UTU(T) Covering Work Train Service Performed By Transfer Crews In Their Own Seniority District During Their Regular Day's Work", March 2, 1943, is hereby eliminated.

Section 2 - Wrecking Crane

Commencing with the effective date of this agreement, any additional pay provided to employees for performing work described in Article XXX (Wrecking Crane) of General Labor Agreement by and between IHB Railroad and UTU(T) is hereby eliminated.

Section 3 - Transfer Crew Work: Doubles

Commencing with the effective date of this agreement, the "Memorandum Of Understanding Between The IHB Railroad And Its Yardmen Concerning Work Which Can Properly Be Required Of Crews In Transfer Service" found in the section entitled "Transfer Crew Work" of the General Labor Agreement between IHB Railroad and UTU-T is hereby modified to the extent that paragraph 1A, 2B, 3B, 3D and 5A shall permit Transfer Crews to make two (2) doubles when so required.

Section 4 - Transfer Crew Work: Bad Orders

Commencing with the effective date of this agreement, the "Memorandum of Understanding Between The IHB Railroad And Its Yardmen Concerning Work Which Can Properly Be Required Of Crews In Transfer Service" found in the section entitled "Transfer Crew Work" of the General Labor Agreement between IHB Railroad and UTU(T) is hereby modified to the extent that at any location, Transfer Crews may be required to switch out defective or bad order cars from their own train regardless of when discovered.

Section 5 - Preferred (Specific) Cut

Commencing with the effective date of this agreement, if the number of cars being delivered to an IHB yard by an Outer Belt Transfer crew exceeds the capacity of the first track used to yard the train, the crew may be required to make one (1) preferred (specific) cut and double that portion of their train to another track. When a preferred (specific) cut has been made, it shall not be necessary that any one track be filled to capacity, however, the minimum number of tracks necessary to hold the train shall be used.

*Specific cut  
only when train exceeds  
capacity of first track  
used to yard train*