

MEMORANDUM OF UNDERSTANDING BETWEEN THE INDIANA HARBOR
BELT RAILROAD COMPANY AND THE BROTHERHOOD OF RAILROAD
TRAINMEN WITH RESPECT TO SPOTTING CARS AT GARY WAREHOUSE

It is agreeable that any Gibson crew may be required to spot cars at Gary Warehouse.

This agreement is effective April 27, 1955 and may be cancelled on thirty days' written notice by either party.

Gibson, Indiana, April 27, 1955

MEMORANDUM OF UNDERSTANDING BETWEEN THE INDIANA HARBOR
BELT RAILROAD AND ITS EMPLOYEES REPRESENTED BY THE BRO-
THERHOOD OF RAILROAD TRAINMEN WITH RESPECT TO THE START-
ING TIME OF THE GARY LOCAL ASSIGNMENT

IT IS AGREED:

The Gibson Seniority District assignment known as the "Gary Local" will have a starting time which will be between the hours of 8:00 a.m. and 10:00 a.m. with the understanding that this assignment will perform no yard switching west of Ivanhoe Tower.

This agreement is effective April 18, 1962, and will remain in effect until modified, changed, or cancelled in accordance with the provisions of the Railway Labor Act, as amended.

Signed at Hammond, Indiana, this 18th day of April, 1962.

Mr. Conrad Steinhauer, Sr., General Chairman, UTU(T) May 17, 1973

This will confirm our several discussions concerning the possible establishment of an additional interchange point at Gibson Yard in an effort to improve the handling of certain local traffic interchanged between the IHB and the N&W Railroads. It was clearly understood that our request for your concurrence to this proposal was not to be considered under the provisions of the Railway Labor Act but was made only to establish a point which would allow IHB train and engine service employees the opportunity to participate in a reciprocal, direct delivery interchange service between Gibson Yard and the N&W's Calumet Yard in South Chicago.

The Gibson Yard on the IHB and the N&W's Calumet Yard at South Chicago would be designated interchange points for the cars handled in this service. The present interchange point at Osborn Yard would be retained to interchange cars, such as unit coal trains, handled to and from that location.

The handling of the service as outlined herein will not change or in anyway affect the protective provisions of the January 27, 1972 UTU National Agreement.

/s/ W.F. Snell, Assistant General Manager-Labor Relations, IHB

WE CONCUR:

/s/ Conrad Steinhauer, General Chairman, UTU(T)

/s/ C.J. Bossinger, Secretary, UTU(T) General Committee

