

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.