

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).

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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.