

TRANSFER CREW WORK

MEMORANDUM OF UNDERSTANDING BETWEEN THE INDIANA HARBOR BELT RAILROAD AND ITS YARDMEN CONCERNING WORK WHICH CAN PROPERLY BE REQUIRED OF CREWS IN TRANSFER SERVICE

IT IS MUTUALLY AGREED:

1. GIBSON YARD:

- A. Rear portion of trains from Gibson will be made ready on one track coupled. Transfer crew will couple up head end and double over. This will also apply at Michigan Avenue.
- B. Transfer crews from the west who have cars to deliver at points beyond Gibson will make a straight set out at Gibson the same as at any other intermediate point.

2. CALUMET CITY YARD:

- A. Transfer crews from the west will set out C&O and CI&L cars that are properly grouped on the appropriate tracks.
- B. Transfer crews turning at Calumet City or crews picking up at Calumet City will only make a straight pick up from one track unless one track will not hold the entire train, in which event crew will make one double.
- C. Where transfer crews have short time stock in their trains they will spot such stock at the proper chutes at Calumet Park; otherwise, they will only make a straight set off at this point.

3. BLUE ISLAND YARD:

- A. Inbound transfer crews will handle only their own trains in placing of same to the ice house; also perform only such switching of stock as necessary to switch out Calumet Park stock for continued movement by any transfer crew but transfer crews will not be used to classify stock for delivery to other roads. They will continue to set or double over their head end as necessary.

That portion of 3. A. reading, "Transfer crews handling perishable out of East Yard at Blue Island will assemble their trains as at present" is hereby revised as follows:

"It is understood and agreed

"Effective December 31, 1954 cars for delivery to Gibson for the New York Central South and to the South Shore will be couple by a yard engine. Cars for other scheduled perishable deliveries to other lines may be couple by any transfer crew whether or not such deliveries contain perishable.

"It is further understood and agreed that Blue Island Yard Crews will continue to make deliveries from Blue Island Yard as at present and transfer crews in their own seniority district called within the

starting time brackets and less than eight hours on duty may be required to couple up their own trains."

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Paragraph No. 1 of 12-21-54 Agreement reading:

"1. Any transfer train crews handling perishable freight trains for delivery to connecting lines out of Blue Island East Yard will set out any defective cars that are not carded bad order when switched into train."

- B. Trains of dead freight for Calumet City, Gibson, or Michigan Avenue, originating at Blue Island will be made up on one track coupled, but if one track will not hold the train transfer crew will couple up head end and make one double.
- C. Westward transfer crews into Blue Island having perishable freight next to engine and requiring ice house attention--refrigeration or heater service--will set such cars over to Ice House or East Yard but will not so handle any other cars.
- D. Rear portion of trains from the west yard at Blue Island will be made ready on one track coupled. Transfer crews will couple up head end and double over.

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"It is agreed that effective from 12:01 a.m., Saturday, August 4, 1945 the following will apply:

"Interpretation of Section 3-A

"It is understood that Blue Island transfer crews started outside of the starting time periods designated for regularly assigned yard crews, or transfer crews from other districts arriving at Blue Island, will yard their trains on designated tracks including ice house tracks Number 1 or 2, and will double over head end if track will not hold the entire train.

"Blue Island transfer crews started within the starting time periods arriving at Blue Island may be required to spot cars in their trains at the ice house.

"It is further understood that transfer crews handling trains of perishable out of the East Yard at Blue Island will assemble their trains as provided in this section and will set out cars placed in their train through error on the part of either clerical forces or Car Retarder Operators. All reconsigned cars will be switched out by yard crews."

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At conference with the General Chairman of the Brotherhood of Railroad Trainmen on Friday, December 3, 1948, the further interpretation of that portion of Section 3-A in respect to work which may be required of transfer crews at Blue Island Yard and territories elsewhere specifically mentioned as it affects Blue Island transfer crews (only) started within the starting time brackets is as follows:

1. Such crews will be required to do work incidental to their own train only. This means:
 - a. Bad order cars will be switched out in accordance with Memorandum

dum of Understanding dated November 17, 1947. (This does not mean that bracket crews will be required to throw out of their train bad order cars that have been placed in their track after such cars have been previously set out of other trains.)

- b. Such transfer crews will not be required to set out cars that have been reconsigned, topicers, reicers and cars of other classification that do not go forward in such trains and such work is not considered incidental to their work. They may be required to group cars that have been classified in two or more classifications providing such cars go forward in their train. They may also be required to set out cars that have been placed in their trains through error on the part of either the clerical forces or Car Retarder Operators.

NOTE: The provisions of this paragraph are "extended to crews of other seniority districts in addition to Blue Island." (12-21-54 Agreement)

- 2. Transfer crews within the starting time bracket which have completed eight hours' work may not be required to:
 - a. Perform yard work which includes placing their train or any portion thereof into the Ice House at Blue Island except that they may be required to pull in on an Ice House track spotting their train if so directed.
 - b. They may not be required to perform intra-district service after having completed eight hours' work.
 - c. Such crews may take cars from Blue Island Yard for movement beyond the limits of Blue Island District, as defined, and they may be required to handle cars from other than Blue Island District to points beyond such district.
- 4. ARGO YARD:
 - A. Transfer crews setting out at Argo Yard will make a straight set out when one track will hold the entire set out. Otherwise they will make doubles necessary to dispose of their train.
 - B. Transfer crews picking up at Argo Yard will take cars from only one track unless one track will not hold the entire pick up in which event crew will make necessary doubles. They will, however, make such doubles as are necessary when handling stock or perishable.
- 5. NORPAUL YARD:
 - A. Trains from Norpaul will make up on one track coupled, but if one track will not hold the train transfer crew will make one double.
 - B. Transfer crews taking trains originating at Bensenville will make a straight pick up at Norpaul the same as at any other intermediate point.
 - C. Westward crews setting off or yarding trains at Norpaul will place cars on one track provided one track will hold the entire train or set out;

otherwise, they will make doubles necessary to dispose of their train or set out.

6. KENWOOD YARD:

Transfer crews will set out cars that are properly grouped for each separate track on which they are to be placed and will pick up cars which stand first out on each separate track from which they are taken.

8-13-43 Interpretation:

It is understood that cars which are properly grouped when transfer crew leaves Gibson or Blue Island will be set out at Kenwood on each separate track on which they are to be placed.

Cars that are picked up at intermediate points will be set out as a group at Kenwood without switching.

7. GENERAL:

- A. Cabooing their trains at any point will not be considered as a double in the application of this understanding.
- B. Bad orders found after transfer engine is coupled to the train will be thrown out by the transfer crews.

Add Paragraphs 2 and 3 of 12-21-54 Agreement reading:

"2. Transfer crews in their own seniority district called within the starting time brackets and less than eight hours on duty, who make up their own train, will switch out any defective cars that were not carded bad order when switched in track.

"3. Bad order cars in trains made ready by yard crews will be switched out by yard crews."

- C. Paragraph C cancelled by 4-17-62 Agreement reading:

"IT IS AGREED:

"Effective April 17, 1962, Section 7C of the Agreement dated March 26, 1943, and the interpretation of said Section 7C of the Agreement dated August 1, 1945, is cancelled.

"Signed at Hammond, Indiana, this 17th day of April, 1962."

This agreement becomes effective at 12:01 a. m. on Thursday, April 1, 1943, and shall continue in effect until changed as provided herein. If either party to this agreement desires to revise, modify, or abrogate any of its provisions, thirty (30) days' written advance notice containing the proposed changes shall be given and conference shall be held before the expiration of said notice unless another date is mutually agreed upon.

Chicago, Illinois, March 26, 1943