

SKATEMEN - BLUE ISLAND

MEMORANDUM OF AGREEMENT REACHED IN SETTLEMENT OF COMPLAINT OF BROTHERHOOD OF RAILROAD TRAINMEN, BLUE ISLAND YARD, INDIANA HARBOR BELT RAILROAD, WITH RESPECT TO "SKATEMEN" WORKING AS THIRD MEMBER OF HUMP CREWS; YARDMASTERS AT EAST END, BLUE ISLAND EASTBOUND YARD, ASSISTING YARD AND TRANSFER CREWS AND YARDMASTERS AT EAST END WESTBOUND YARD, BLUE ISLAND, THROWING SWITCHES

1. It is agreed owing to the necessity for proper and prompt handling of Eastbound traffic that in the interest of the employees, as well as the management, it is necessary that the General Yardmaster at East End of Eastbound Yard, Blue Island, assist yard engine crews and inbound transfer crews in the handling of traffic, getting trains pulled out of receiving tracks, backed into Ice House tracks, necessary switching and handling of stock and assisting in departure of trains.

2. In consideration of the Brotherhood of Railroad Trainmen withdrawing their request that Yardmasters cease and desist from performing the duties of Switchman and Car Riders, as provided in second paragraph under "Full Crew" of Agreement dated May 10, 1937, signed on part of Indiana Harbor Belt Railroad Company by T.W. Evans, Vice President, and accepted on part of Brotherhood of Railroad Trainmen by G.F. Miller, Chairman, General Grievance Committee, Indiana Harbor Belt Railroad Company, and Richard Abram, Chairman, Illinois State Legislative Board, it is agreed that position of "Skateman" will be established, two such positions being required for existing thirty classification tracks and independent of full crew--Foreman and two Helpers--as hump crew.

3. It is agreed that Skatemen will receive the Helpers' rate of pay, cooperate with each other in proper handling and protection of all classification tracks in placing of skates, setting brakes and continue to be under jurisdiction of General Yardmaster, as well as Yardmaster at East and West End of the East Yard.

4. The hours of assignment of Skatemen, until otherwise changed, will be eight-hour assignments starting at 7:00 a.m., 3:00 p.m., and 11:00 p.m. Skatemen will originate their own time slips.

5. It is also agreed that the Brotherhood of Railroad Trainmen in withdrawing their request for Switchtenders at East End of Westbound Yard of the Indiana Harbor Belt Railroad at Blue Island, that the Helper Switchtender now working 1:00 p.m. to 9:00 p.m., four days per week at Halsted will be worked daily except Monday, and an additional Helper Switchtender position will be established at Halsted 1:00 a.m. to 9:00 a.m., daily except Monday. These positions will be continued so long as traffic warrants and Yardmasters at East End, Westbound Yard, may continue to line up switches for heading Westward trains into Westbound Yard as at present. It is understood, however, that Yardmasters, in accordance with Agreement above mentioned of May 10, 1937, will not perform duties of Yardmen, other than as stipulated in this Memorandum of Agreement.

This Agreement, signed at Gibson, Indiana, this 9th day of December, 1938, will be effective December 12, 1938.