

### **Section 1 - Burlington Northern Santa Fe Interchange - Blue Island Yard**

- A.** BNSF (eastbound) inbound road crew(s) may operate over Indiana Harbor Belt Railroad Company trackage between CP McCook located at Mile Post 28.3 and IHB Blue Island Yard located at Riverdale, Illinois and may terminate BNSF road train(s) at IHB Blue Island Yard, in accordance with the provisions as set forth herein.
1. BNSF road crew(s) shall only handle cars that are a part of their inbound road train(s).
  2. BNSF road crew(s) shall set out their road train(s) at Blue Island Yard on the minimum number of tracks required to hold their train(s).
  3. BNSF road crew(s) shall not do any yard switching or local work at any point or location on IHB.
  4. IHB Blue Island 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. BNSF road crew(s) shall not pick up or set out enroute on IHB.
  6. In the event a BNSF (eastbound) inbound road train(s) should break down or a BNSF road crew(s) runs out of time due to the Hours of Service Act on IHB trackage, these train(s) shall be recreated and delivered to Blue Island Yard by IHB crew(s) or pulled into Blue Island Yard by IHB crew(s), in accordance with existing Schedule Agreements between IHB and UTU(y).
  7. BNSF road crew(s) may move their locomotive(s) to Blue Island locomotive servicing facility or to other designated points within the confines of Blue Island Yard.
  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.
- B.** BNSF (westbound) outbound road crew(s) may originate BNSF road train(s) at IHB Blue Island Yard and may operate over Indiana Harbor Belt Railroad Company trackage between Blue Island Yard located at Riverdale, Illinois and CP McCook located at Mile Post 28.3, in accordance with the provisions as set forth herein.
1. BNSF road crew(s) shall only handle cars that are a part of their outbound road train(s).
  2. BNSF road crew(s) shall receive their road train(s) at Blue Island Yard on not to exceed three (3) tracks. These tracks shall be coupled by IHB Blue Island yard crew(s).
  3. BNSF road crew(s) shall not do any yard switching or local work at any point or location on IHB.

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4. IHB Blue Island yard crew(s) shall perform all switching involved in making up these train(s) for outbound movements, in accordance with existing Schedule Agreements between IHB and UTU(y).
5. BNSF road crew(s) shall not pick up or set out enroute on IHB.
6. In the event a BNSF (westbound) outbound road train(s) should break down or a BNSF road crew(s) runs out of time due to the Hours of Service Act on IHB trackage, these train(s) may be recreated by IHB crew(s) and the method(s) utilized to handle the train(s) to destination shall be in accordance with existing Schedule Agreements between IHB and UTU(y).
7. BNSF road crew(s) may receive their locomotive(s) at Blue Island locomotive servicing facility or other designated points within the confines of Blue Island Yard.
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.