

Section 3 - SPCSL Corporation Interchange - Blue Island Yard

- A.** SPCSL Corporation (eastbound) inbound road crew(s) may operate over Indiana Harbor Belt Railroad Company trackage between CP Canal located at Argo, Illinois and IHB Blue Island Yard located at Riverdale, Illinois, and may terminate SPCSL Corporation road train(s) at IHB Blue Island Yard, in accordance with the provisions as set forth herein.
1. SPCSL road crew(s) shall only handle cars that are a part of their inbound road train(s).
 2. SPCSL 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. SPCSL 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. SPCSL road crew(s) shall not pick up or set out enroute on IHB.
 6. In the event a SPCSL Corporation (eastbound) inbound road train(s) should break down or a SPCSL 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. SPCSL 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.** SPCSL Corporation (westbound) outbound road crew(s) may originate SPCSL Corporation 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 Canal located at Argo, Illinois, in accordance with the provisions as set forth herein.
1. SPCSL road crew(s) shall only handle cars that are a part of their outbound road train(s).
 2. SPCSL 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. SPCSL 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 making up these train(s) for outbound movements, in accordance with existing Schedule Agreements between IHB and UTU(y).
 5. SPCSL road crew(s) shall not pick up or set out enroute on IHB.

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6. In the event a SPCSL Corporation (westbound) outbound road train(s) should break down or a SPCSL road crew(s) runs out of time due to the Hours of Service Act on IHB trackage, these train(s) may be recrewed 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. SPCSL 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.