

ABROGATED BY AUGUST
1, 2005 AGREEMENT-
SIDE LETTER #9
GIBSON FIVE DAY WORK
WEEK IN EFFECT

BLUE ISLAND - LOCAL AGREEMENTS

The October 21, 1935 Blue Island Local Agreement was superseded by the December 27, 1955 Agreement as follows:

MEMORANDUM OF UNDERSTANDING BETWEEN THE BROTHERHOOD OF RAILROAD TRAINMEN REPRESENTING THE YARDMEN AT BLUE ISLAND AND THE INDIANA HARBOR BELT RAILROAD COMPANY

It is mutually understood that the following articles will apply for the purpose of implementing the 5 day work week.

ARTICLE 1. Extra men will be worked first in , first out. The Local Chairman is authorized to regulate the extra board by taking off or putting on men.

2. Extra men laying off shall not report for work sooner than eight hours and shall then be placed at the bottom of the extra board.

3. Reduction of the extra board will not be required to be made when the extra board makes 9 or more departures during a pay period.

4. When the extra board makes 11 or more departures during a pay period, additional yardmen may be added to the board.

5. The reduction or addition of men on the extra board will be done on basis of the entire pay period except when a marked change in business conditions require an earlier reduction or addition of yardmen before the end of the interval.

6. In filling vacancies on transfer and yard assignments having the same starting time, the senior man called shall be given preference of such assignments.

7. A regular assigned man laying off must report at least three hours before the assignment goes to work.

8. Yardmen wishing to change their assignment shall give twelve hours' notice before making the change except those affected by bump or cancellation or filling new assignments will give at least two hours' advance notice.

9. Yardmen affected by bump or cancellation and who is without seniority to pick a job shall upon request be placed on extra board in accordance with his last tie-up time.

10. Any yard job worked three consecutive days in the same starting time bracket shall be classed as a regular job.

11. When a regular assigned yardman has been off five days, the vacancy can be filled by senior extra men requesting same on the sixth day.

12. A yardman selecting a job or assignment will work at least one day on such job or assignment unless such job is cancelled or yardman is displaced through bumping.

13. Seniority shall prevail between yardmen qualified for work on

assigned days off, and will also come under the provisions of Article VI to the extent that they shall take the vacancy as it exists.

14. A yardman used for the protection of service, namely as a foreman, retarder operator, switchtender or in any emergency, shall not be required to work one day on the job first selected, but may select his next assignment by giving the required twelve (12) hours notice.

15. Regular yardmen will be automatically marked up on their assignments on their assigned working days. They will also be automatically marked off their assigned days off.

This Understanding shall not modify, change, or in any manner affect schedule rules or agreements, except as specifically stated herein.

This Memorandum of Understanding becomes effective 12:01 a.m. January 2, 1956 and shall remain in effect until changed or cancelled as provided for in the Railway Labor Act as amended.

Signed at Gibson, Indiana, this 27th day of December, 1955.