

### **Section 13 - CSX Interchange - Gibson District (Unit Trains)**

CSX (eastbound) inbound road crew(s) may depart UP Yard Center located at Dolton, Illinois and may operate over Indiana Harbor Belt Railroad Company trackage to move unit train(s) to any point on IHB that is east of Dolton Tower but west of Gibson Interlocking, for the purpose of interchanging unit train(s) to IHB. These unit train(s) are destined for industries located on IHB and these movements shall be handled in accordance with the provisions as set forth herein.

1. CSX road crew(s) shall only handle cars that are a part of their inbound road train(s).
2. CSX road crew(s) shall set out their road train(s) west of Gibson Interlocking on the minimum number of tracks required to hold their train(s).
3. CSX road crew(s) shall not do any yard switching or local work at any point or location on IHB.
4. IHB Gibson yard crew(s) shall perform all switching involved in breaking up these unit 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. CSX road crew(s) shall not pick up or set out enroute on IHB.
6. In the event a CSX road train(s) should break down or a road crew(s) runs out of time due to the Hours of Service Act while on IHB trackage, these CSX road train(s) shall be re-crewed 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. CSX road crew(s) may operate "light" between Gibson Interlocking and Yard Center to return to Yard Center.
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.