

MEMORANDUM OF AGREEMENT BETWEEN THE INDIANA HARBOR BELT RAILROAD COMPANY AND THE BROTHERHOOD OF RAILROAD TRAINMEN, BROTHERHOOD OF LOCOMOTIVE ENGINEERS, AND BROTHERHOOD OF LOCOMOTIVE FIREMEN AND ENGINEMEN, CONCERNING THE HANDLING OF INTER-CHANGE TRAFFIC BETWEEN THE CHICAGO AND NORTH WESTERN RAILWAY COMPANY AND THE INDIANA HARBOR BELT RAILROAD COMPANY.

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As it will be necessary for the Indiana Harbor Belt Railroad Company to designate the point of delivery covering traffic for movement via the Indiana Harbor Belt Railroad from the Chicago and North Western Railway, effective March 1, 1954, under an arrangement which will be different from that now prevailing, it is agreed that:

1. Business from the C.&N.W.Ry. for movement via the I.H.B.R.R., now being pulled from the C&N.W. Proviso Yard in trains by I.H.B. crews will be delivered to the I.H.B. by C.&N.W. crews on either one or both to the two tracks located on the I.H.B.R.R. in their Norpaul District between 25th Avenue and the junction at Melrose, which tracks are known as the C.&N.W. Lead track and the Middle Lead.

It is understood that when the capacity of the two tracks referred to is insufficient to accommodate cars received in interchange, or for other operating reasons, other available tracks in the Norpaul Yard may be used for the receipt of this traffic. Business delivered on these tracks will be moved therefrom by I.H.B. crews.

2. The present method of delivering so-called I.H.B. local traffic from the C.&N.W. Proviso Yard to the Norpaul Yard by C.&N.W. crews will remain unchanged.

3. The present arrangement whereby I.H.B. crews deliver all of their Proviso traffic to Proviso Yard will be continued in the same manner as now obtained.

4. The present arrangement whereby I.H.B. crews deliver I.H.B. traffic for the C.&N.W. Ry. Co. 40th Street District to the C.&N.W. Ry. Co. at their 40th Street Yard will be continued.

5. Traffic from the C.&N.W. Ry. Co. 40th Street Yard may be delivered to the I.H.B. on the interchange tracks known as the C.&N.W. Lead and the Middle Lead in the Norpaul District or to the Norpaul Yard Proper.

This agreement shall be effective as of March 1, 1954 and shall remain in effect thereafter until changed or terminated in accordance with the provisions of the Railway Labor Act as amended.

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Signed at Gibson, Indiana, this 11th day of February 1954

For the Employees:

L. E. Dunn

Acting General Chairman, Brotherhood  
of Railroad Trainmen

Roy H. Kennedy

General Chairman, Brotherhood  
of Locomotive Engineers.

C. J. Huber

General Chairman, Brotherhood of  
Locomotive Firemen and Enginemen

For the Indiana Harbor Belt Railroad Company

W. F. Davis

General Manager