

ARTICLE XXXVII  
MEMORANDUM OF UNDERSTANDING WITH RESPECT TO THE  
ESTABLISHMENT OF INTERCHANGE POINTS AS FOLLOWS:

It is understood that effective July 15, 1952:

1. The Pennsylvania Railroad will deliver to and receive cars from the Indiana Harbor Belt Railroad at Kenwood Yard. Pennsylvania crews handling these deliveries and pulls will move between Oakley Avenue or Morgan Street and Kenwood Yard (Elsdon).
2. The Indiana Harbor Belt Railroad will deliver such cars that are to move to Indiana Harbor, Indiana to the Pennsylvania Railroad at Riley Road, East Chicago, Indiana.
3. This Memorandum of Understanding does not affect other already established interchange points, except the Indiana Harbor Belt Railroad delivery to Riley Road, in lieu of Indiana Harbor.
4. In order to permit qualification of our train service employees to move on the Pennsylvania Railroad main tracks between Indiana Harbor and

Riley Road Yard, our crews will begin delivery at Riley Road on July 25, 1952.

5. No claims or liability against the Indiana Harbor Belt Railroad Company will be recognized because of the operations as outlined above.

This agreement will remain in effect until changed under procedure of the Railway Labor Act as amended.

Signed at Gibson this 25th day of July, 1952.

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

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&NW Ry. for movement via the IHB R. R. now being pulled from the C&NW Proviso Yard in trains by IHB crews will be delivered to the IHB by C&NW crews on either one or both of the two tracks located on the IHB R. R. in their Norpaul District between 25th Avenue and the junction at Melrose, which tracks are known as the C&NW 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 IHB crews.

2. The present method of delivering so-called IHB local traffic from the C&NW Proviso Yard to the Norpaul Yard by C&NW crews will remain unchanged.

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

4. The present arrangement whereby IHB crews deliver IHB traffic for the C&NW Ry. Co. 40th Street District to the C&NW Ry. Co. at their 40th Street Yard will be continued.

5. Traffic from the C&NW Ry. Co. 40th Street Yard may be delivered to the IHB on the interchange tracks known as the C&NW 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.

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