

ARTICLE XXX

WRECKING CRANE

MEMORANDUM OF AGREEMENT BETWEEN THE INDIANA HARBOR
BELT RAILROAD AND BROTHERHOOD OF RAILROAD TRAINMEN COV-
ERING THE USE OF YARDMEN BEYOND THEIR OWN SENICRITY DIS-
TRICT IN CONNECTION WITH USE AND HANDLING OF A WRECKING
CRANE AND ITS EQUIPMENT

IT IS AGREED that:

1. A crew of any seniority district may be used to handle a wrecking crane and its equipment from any point where it is located to a point in another seniority district.
2. The handling of the wrecking crane and its equipment is subject to the provisions of paragraphs (a), (b), and (c) as hereinafter indicated:
 - (a) Yardmen on assignments handling a wrecking crane and its equipment may be required to work in a seniority district other than their own without penalty where main tracks and/or passing tracks or sidings auxiliary to main tracks are blocked or otherwise not usable.
 - (b) Except as provided in paragraph (a), yardmen on assignments handling a wrecking crane and its equipment may be required to work in any seniority district, except in yards where yard engines are employed, for a period of not to exceed three (3) hours without penalty. If worked longer than three (3) hours, they shall be paid an additional day's pay.

Yardmen on Outer Belt transfer assignments handling the wrecking crane and its equipment may be required to work in their own district in yards where yard engines are employed, for a period of not to exceed three (3) hours. If worked more than three (3) hours, they shall be paid an additional day.

The three-hour interval will begin at time crew passes last station in the rear.

(c) The definition of handling wrecking crane and its equipment includes handling cars that are involved in wrecks or derailments.

(d) This agreement to remain in effect until changed by either party, as provided for in the Amended Labor Act. This agreement is effective September 27, 1948.