

December 3, 2004

280-4
230-122

MR V L JANECEK
GENERAL CHAIRMAN, IBEW
620 NORTH CUSTER
NORTH PLATTE NE 69101

RE: On-Board Locomotive Diagnostics of Certain Electronic Components

Dear Sir:

This refers to our discussion regarding the maintenance and repair of electronic components currently being installed to the Carrier's fleet of locomotives.

In our discussion, we reviewed the new electronic equipment being installed on locomotives and concerns with performing required troubleshooting, maintenance and repairs to such equipment. As was expressed to you, currently electricians assigned to locomotive operations change-out suspected bad order components and such components are then sent to a rapid repair telecommunications shop for initial diagnosis to determine whether the component is defective. Often, it is found that the component is not defective which results in other components being changed-out without determining the root cause, which in many cases is not associated with the component.

In order to eliminate the unneeded change-out of proper working components, it has been determined that in some cases the use of a Electronic Technician to do on-board diagnostic troubleshooting to a suspected defective component will result in fewer good components being changed-out and sent to the shop for unneeded repairs. In order to facilitate the use of Communications Department Electronic Technicians to troubleshoot suspected bad order components, the following guidelines will govern what work the Electronic Technicians will be able to perform under the guise of on-board diagnostic troubleshooting.

1. Equipment/Component Identification

The equipment and components that are subject to diagnostic troubleshooting are:

- a. ARC Box
- b. Front End Device
- c. Event Recorder
- d. Video Camera System, Exterior Microphone, DVR & Power Supply
- e. Watt Meter
- f. Remote Interface Unit
- g. Remote Troubleshooting Unit
- h. Remote Fuel/Engine On/Off Unit
- i. Smart Start
- j. Radio
- k. Ethernet Expansion Module
- l. MAR Unit
- m. MCP Power
- n. MCP Supply

2. General Procedures for On-Board Troubleshooting.

Generally, in cases where a component is thought to be defective, the locomotive electrician will directly change-out the component in order to determine whether the component is defective. If changing out of the subject component corrects the problem, no further attention from an Electronic Technician is required. In cases where the changing out of the subject component does

not correct the problem, an Electronic Technician, if available, may be summoned to make an on-board diagnostic check of the component and repair/replace the defective component.

3. While it is the intent of the Carrier to utilize Electronic Technicians to perform on-board troubleshooting to reduce the number of good components being removed unnecessarily, it is understood that locomotive electricians may perform on-board diagnostic work provided they are qualified and have the necessary equipment to perform such work. Moreover, it is not the intent of this understanding to have the electronic Technician perform any work that was performed heretofore by locomotive Electricians.

If the above reflects our discussion and understanding, please sign in the space below to indicate your concurrence.

Sincerely,
/s/ Dan Moresette

I CONCUR:

/s/ Vic Janecek
General Chairman, IBEW
System Council No. 2