SAFETY BULLETIN - URGENT

EAST COAST

WHO

This information is to be briefed to: Drivers, Control

Notice Board ✓ Personal Copy ☐ Safety Update Day ✓

Class 67 Drivers & Secondman seat defects

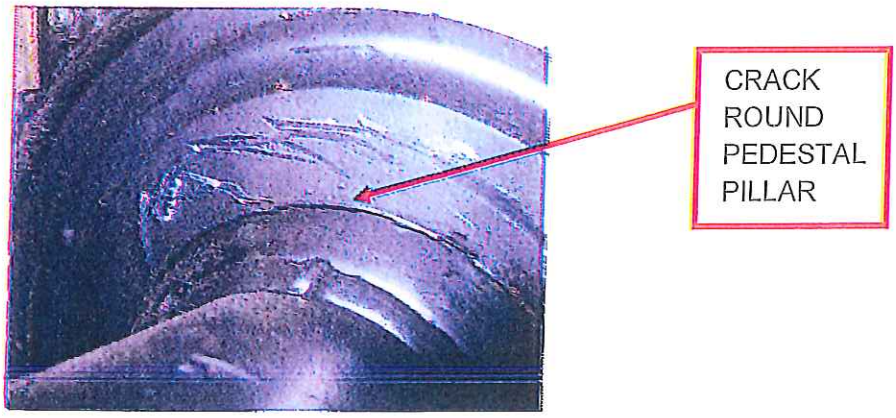
Drivers please note;

During routine maintenance checks a number of cracks were identified on Drivers and Secondman seat pedestals and seat backs fitted to Class 66 freight locomotives.

These seats are of the same type and design fitted to Class 67 locomotives.

Additional inspections are currently being carried out by Maintenance Teams and Drivers are advised in the interim to make a visual check of both the Driver and Secondman seats when preparing Class 67 locomotives for service.

If any cracks are identified, Drivers must immediately report this to the East Coast Maintenance Controller for further guidance.



Thanks for your co-operation

[redacted]

Operations Standards

If you require further information please contact [redacted] on [redacted] or email [redacted]. This document is also available on M@inline

Issue Number: EC02/14
Date: 03/01/14

SAFETY BULLETIN

WHO

This information is to be briefed to: Driver, Control

Notice board ✓ Face to Face ☐ Hard Copy to be signed for ☐ Safety Update Day ✓

Stabling of Class 67 Locomotives

Please be advised, wheel scotches are no longer required when stabling Class 67 locomotives.

Exception:

- **All Locomotives Must Be Scotched when stabled at Edinburgh Waverley Station.**
- RETB locomotives 67004, 67007, 67009 and 67011 have cast iron brake blocks fitted and are restricted to 80m.p.h these locomotives are not normally hired to East Coast.
- In the event that theses locomotives listed above may be hired to East Coast, wheel scotches must be applied if the locomotive(s) are on a rising gradient or not attached to vehicles when stabled.

This instruction supersedes bulletin 03-10 Stabling of Class 67 Locomotives.

Thank you for your co-operation.

[redacted]
Operation Standards

If you require further information please contact [redacted] on [redacted] or email [redacted]. This document is also available on M@inline
Issue Number: EC58/13
Date: 18/10/13

EAST COAST

SAFETY INFORMATION

WHO

This information is to be briefed to: **Drivers, Control**

Notice Board ✓ Personal Copy ✓ Safety Update Day ✓

Reducing the risk of TMS activations on Class 91Locomotives

In the past 6 weeks (October-December) there have been 3 separate incidents involving the TMS 'safe set' system to operate on the class 91 locomotive.

Investigations have revealed that the power controller was fully open (100%) when the train was stationary or travelling at low speed.

In order to reduce the risk of further TMS operations Drivers are required to carry out the following instructions:

- When starting the train do not open the power controller beyond 3/4 (75%) on a class 91 and notch 7 (75%) on a DVT;
- Maintain this power setting until a minimum speed of 15mph is achieved; and
- Use the sanders as required to improve adhesion.

Thanks for your co-operation,

[redacted]
Operations Standards

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If you require further information please contact [redacted] on [redacted] or email [redacted]. This document is also available on N@inline
Issue Number: EC76/13
Date: 13/12/13

SAFETY INFORMATION

WHO

This information is to be briefed to: **Drivers, Control**

Notice Board ✓ Personal Copy ☐ Safety Update Day ✓

Sunlight affecting driving cab instrument gauges
Additional power cars fitted with anti- reflective film

Drivers are advised:

HST power cars;

- **43300**
- **43306**
- **43272**
- **43257**

Have been fitted anti- reflective film to the cab instrument gauges for trial and will be available for service from February 22nd 2014.

It is important that our Fleet colleagues have constructive feedback at the earliest opportunity to allow for this problem to be resolved.

Drivers are requested to complete a written report with their feedback and submit this to their Driver Manager.

[redacted]

Operations Standards

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If you require further information please contact [redacted] on [redacted] or email [redacted] This document is also available on M@inline

Issue Number: EC19/14
Date: 20/02/14

SAFETY INFORMATION

WHO

This information is to be briefed to: **Drivers, Control**

Notice Board ✓ Personal Copy ☐ Safety Update Day ✓

HST Electric Windscreen Wiper

Drivers please note;

A fleet fitment programme of the 'Hepworth' electric windscreen wiper is currently being undertaken with the following HST power cars fitted so far;

- **43302, 43305, 43313, 43316, 43367**

Operation;

Wiper/washer control remains unchanged however it is protected by its own circuit breaker (WWCB) located to the right of the GSM-R MCB on the control cubicle. (see photo below)

In the event of windscreen wiper failure a check must be made to ensure that;

- LCB1 and LCB2 MCB's are in the closed (down) position and
- Windscreen wiper (WWCB) MCB is in the closed (down) position during fault finding/rectification procedures.

[redacted]
Operation Standards

EAST COAST

If you require further information please contact [redacted] on [redacted] or email [redacted]
This document is also available on M@inline
Issue Number: EC15/14
Date: 12/02/2014

SAFETY BULLETIN

WHO

This information is to be briefed to: Drivers, Control

Notice board ✓ Face to Face ☐ Hard Copy to be signed for ☐ Safety Update Day ✓

Class 91131 Unattended OHL Monitoring System (UOMS)

The pantograph system on 91131 has been fitted with an Unattended Overhead Line Monitoring System (UOMS) and will be in service week commencing August 25th 2013.

System operation

The UOMS pantograph monitoring system will be trialled for a 12 month period. The system consists of a pantograph head force system provided by Serco, and a pantograph head video recording system provided by Petards.

When high impact forces are detected by the pantograph head, a trigger signal is sent via Bluetooth to a remote signal receiver unit. Network Rail access this information to enable them to act on any location for possible pantograph carbon damage and this information will be shared with East Coast.

The monitoring system has the following equipment fitted:

- Pantograph mounted telemetry system DPM (Data processing module)
- Pantograph mounted telemetry system: accelerometers
- Pantograph lighting unit
- Roof mounted video camera

1 If you require further information please contact [redacted] on [redacted] or email [redacted] This document is also available on M@inline

Issue Number: EC48/13
Date: 25/08/13

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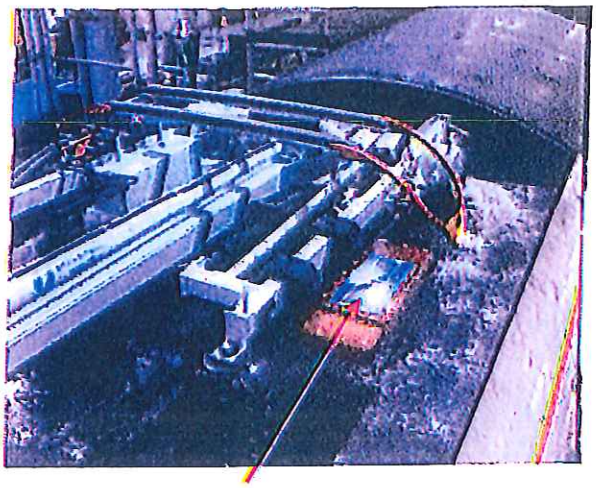
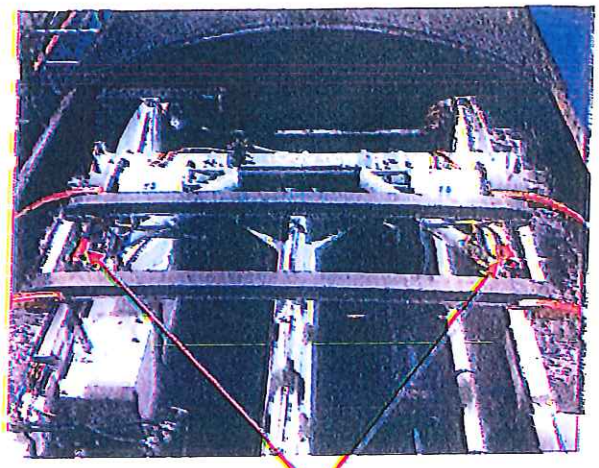
SAFETY BULLETIN



Pantograph mounted telemetry system: DPM (Data processing module).



Pantograph mounted telemetry system: accelerometers

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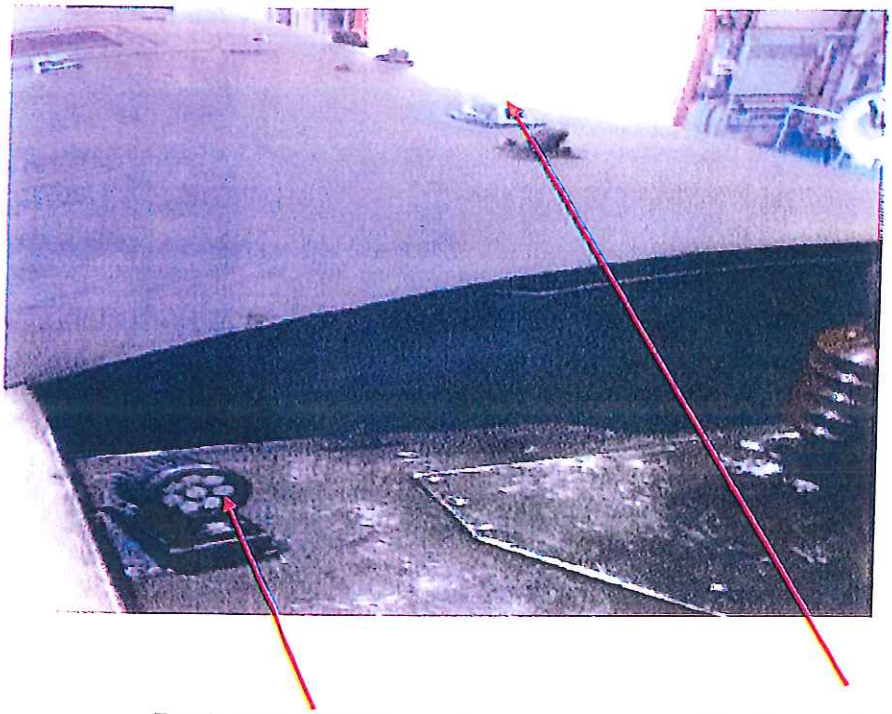
2 If you require further information please contact [redacted] on [redacted] or email [redacted] This document is also available on M@inline

Issue Number: EC48/13
Date: 25/08/13

SAFETY BULLETIN



Pantograph lighting unit

Roof mounted video camera

Locomotive in Service

The roof mounted light unit continually **illuminates** the pantograph head and is **visible** to Drivers of on-coming trains.

No Driver action is required with this system and none operation of the UOMS system does not prevent the locomotive entering service.

[redacted]

Operations Standards

3 If you require further information please contact [redacted] on [redacted] or email [redacted]. This document is also available on M@inline

Issue Number: EC48/13
Date: 25/08/13

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