

Message

From: Prendergast, Thomas F. [Thomas.Prendergast@stvinc.com]
Sent: 6/9/2019 6:07:26 PM
To: Manconi, John [John.Manconi@ottawa.ca]
CC: Krieger, Scott A. [SCOTT.KRIEGER@stvinc.com]; Dwyer, Brian P. [Brian.Dwyer@stvinc.com]; Begin, Jocelyne [Jocelyne.Begin@ottawa.ca]; Charter, Troy [Troy.Charter@ottawa.ca]; Gaul, Larry [Lawrence.Gaul@stvinc.com]; Morgan, Michael (Transit) [michaelj.morgan@ottawa.ca]
Subject: Re: Final Update: Immobilized train On track 1 Between DT East Portal and Rideau Stn

John -

There are certain failure modes on all trains whereby brakes permanently lock and normal cut-out procedures do not work. For example, if the train was being operated in some form of degraded mode with a partial cut-out already in place the normal cut-out procedure won't work. With as many issues as these cars have it is difficult to tell what happened. We ought to ask specifically (if you have not done so already) exactly what the issue was with this incident.

Tom Prendergast

Sent from my iPhone

On Jun 9, 2019, at 3:54 PM, Manconi, John <John.Manconi@ottawa.ca> wrote:

****This e-mail is from outside STV****

Weekend had been going well. These brake faults are they related to work being done on trains? Don't need an answer today just want to give you details so we can be nosey with Alstom tomorrow.

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From: Abdi, Osman
Sent: Sunday, June 9, 2019 3:26:35 PM
To: >PTE - TS - TO - OC Enhanced Line 1 Incident Reporting
Subject: Final Update: Immobilized train On track 1 Between DT East Portal and Rideau Stn

The brake reset was successful and the train 29 has arrived at the MSF safely.

From: Abdi, Osman
Sent: June 09, 2019 3:13 PM
To: >PTE - TS - TO - OC Enhanced Line 1 Incident Reporting <pte-ts-to-ocenhancedline1incidentreporting@ottawa.ca>
Subject: Immobilized train On track 1 Between DT East Portal and Rideau Stn

Please be advised train 29 reported of the same brake faults on track 1 heading west. Alstom tech was advised and recommends the train be sent to the MSF once reset of the brakes is successful for further diagnosis. Diversion has been implemented to avoid the train.

Yard help desk has been advised.

Updates to follow.

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