

## **Training anomalies**

It was reported that the training provided to support the introduction of the Vigilance Control was not adequate. The reporter stated that while this training provided formal face to face training for one type of train, training on other types of trains was limited to a hand out.

In addition, it was reported that the training package for the McDonalstown Turnback contained a number of errors.

## ***CSIRS Requirement***

The Office of Transport Safety Investigation (OTSI) sought verification of the claims from the operator, as well as specific comment about the safety implications associated with such a practice.

## ***Investigation outcome***

The operator advised that the training package for the Vigilance Control was developed and delivered in a manner consistent with the Competency Based Training and Assessments requirements imposed on organisations certified as a Registered Training Organisation.

Separate to the above, a report more generally reviewing the Vigilance Control has been completed. This report recommends that a 'Vigilance Control Refresher Handbook' be produced and be delivered as part of the Safety Refresher Training Cycle.

With respect to the errors contained in the McDonalstown Turnback training package, these related to signal SY496 being shown as a permissive signal rather than an absolute signal. A General Order was issued on 4 November 2004 to correct this oversight.

## ***OTSI Action***

OTSI has advised the reporter of the response, actions and plans provided by the responsible operator.

The outcomes of the inquiries made by both OTSI and the responsible operator have been recorded in the OTSI Safety Investigation Database for future review and trend analysis.