

Confidential Safety Information Reporting Scheme

DEFECTIVE SPEEDOMETER

The Driver of a Tangara reported that he observed the 'Data logger speedometer' in the lead car to be reading approximately 10% slower than that showing in the Train Management System display. Using information provided by the Guard's car and drawing from his own experience, the Driver assessed that the train was travelling faster than that being displayed by the speedometer.

The Driver advised Operations Control of the fault. Operations Control challenged the Driver's technical ability to make such observations. As a precaution, the Driver advised Operations Control that he would be running the service at a reduced speed. The driver was again challenged by Operations Control regarding the consequences of possible delays to services.

The train then continued in operation beyond the completion of its first leg following the Driver's report - contrary to company requirements to remove the train from service at the end of the first leg.

Operator Response

Instructions have previously been issued to the Passenger Fleet Maintenance Centres to standardise the speed signal source for the Train Management System with that of a wheel diameter of 900mm, to be the same as the speed signal source for the data logger. For some reason this speed discrepancy was not corrected for this car.

Safety Action

To prevent any recurrence of two different speed displays on the driver's desk it has been agreed that the speed displayed on the Driver Display Unit will be removed. This modification is now approximately 85% complete.

OTSI Action

A copy of this summary report has been passed to the Transport Safety Regulation division of the Independent Transport Safety and Reliability Regulator. The content of the summary report will allow future audits to review the implementation of safety actions.

This report and the associated response will be retained by the Office of Transport Safety Investigation for future safety trend analysis.