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Train troubles: Doors on new fleet 'would fail' if opened at speed

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A CONFIDENTIAL report to Transport for NSW revealed an investigation into the New Intercity Fleet found doors on the trains “would fail” and “deflect outwards” if opened or closed at speed.

The investigation into the controversial trains, conducted by contractor RailConnect, found the doors failed three out of the four tests done in a six-month study.

The study found the rails holding doors on the Intercity Fleet trains could break when guards opened or closed them, to check for hazards, while the train was moving.

“The door was tested in a static (stationary) environment with the expected loads,” the investigation found.

In confidential documents obtained in an order for papers by Labor MLC Mark Buttigieg, seen by NewsLocal, the government was advised of potential solutions investigated as early as November 2018.

However, it is understood the issue has not been resolved.

The RailConnect study found an additional rail could be installed “to allow the door to operate at speed with expected loads”.

However, Transport found the rail “would infringe the outline gauge” and recessing the additional rail was “not feasible as the car body and collision frame structure are located behind the area where the rail is required”.

The conclusion of the report suggests the redesign to include additional railings to support the door’s weight would cause “potential for network infrastructure collisions”, suggesting the new fleet would collide with nearby infrastructure along the intercity lines.

Shadow transport spokeswoman Jo Haylen said the new fleet was a “transport procurement debacle”.

A Transport for NSW spokeswoman said “doors on the Mariyung fleet are safe and are designed to remain locked at speed”.



One of the new intercity trains.