



## Safety recommendation no. 21

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<b>Safety deficit</b>	<p>On 29 November 2017 at 16:59 three mid-train carriages of an ICE train derailed when arriving at Basel SBB station. Nobody was injured. There was considerable damage to the infrastructure and the carriages.</p> <p>The derailment of the ICE 75 when arriving at Basel SBB station at the curved double-slip points 317 is due to the fact that as a result of the large gap dimension caused by the stock rail tilting away at the switch rail, the first left wheel of carriage 9 ran on to the top edge of the switch rail some 50 cm after its tip, lost its guidance from the rail and derailed after two metres. The investigation showed that the inadequate lubrication of the rail running edges and switch rails can contribute to the risk considerably.</p> <p>The new switch rails were installed in the unfinished condition. There was no grease film on the switch rail contact surface. No initial manual lubrication of the switch rail took place.</p>
<b>Safety recommendation</b>	<p>Target group: Infrastructure operators</p> <p>After a new switch rail has been installed, an initial quantity of lubricant should be applied to the rail manually until the wheel flanges have spread a sufficiently large grease film over the switch rail.</p>
<b>Investigation report concerning the safety recommendation</b>	<p><a href="#">Schlussbericht</a> <a href="#">Medien</a> <a href="#">Médias</a> <a href="#">Media</a> <a href="#">Vorbericht</a></p>