Safety recommendation no. 39

Date of the publication	09.07.2014
Number of the final report	2013030702
Safety deficit	On Thursday, 7 March 2013 shortly after 09:40, the front bogie of a new, unequipped Siemens lowlevel doubledecker wagon was derailed on a transfer journey at the doubleslip diamond crossing at the Bern Weyermannshaus departure point for Freiburg with train 69824. As a result of the derailment, the derailed wagon rose up into the clearance space of the adjacent track. At the same moment BLS rapidtransit train 15133 was travelling past in the opposite direction and its top front corner grazed the derailed lowlevel doubledecker wagon. Rolling stock which are too closely coupled generate high buffer forces, which in combination with other factors which are difficult to influence may cause wheels to ride up.
Safety recommendation	In consideration of the difference between the reference coupling condition accepted by Siemens for the lowlevel doubledecker wagon project (2x5 turns) and the SBB coupling regulations for modern passenger cars (2x3 turns), the STSB is advising the FOT to uniformly regulate the regulations con-cerning grooves.
Stage of the implementation	The defined number of rotations (e.g. 2x3 turns) as specified in the report is regulated by SBB (Passenger Traffic, GmbH, Cargo, Cargo International), BLS (Passenger Traffic, Cargo), SOS (Traffic), TRAVYS, CJ and Region Alps, within common operating rules P20000800. The FOT's view is that this concerns precise, vehiclespecific guidelines that each undertaking will apply individually to its rolling stock, and is not determined at a higher level. Implemented
Investigation report concerning the safety recommendation	Schlussbericht

Swiss Transportation Safety Investigation Board STSB
CH-3003 Berne
Tel.: +41 58 466 33 00, Fax.: +41 58 466 33 01
info@sust.admin.ch
www.sust.admin.ch