



Safety recommendation no. 43

Date of the publication	13.08.2014
Number of the final report	12090601
Safety deficit	<p>On 6 September 2012 a goods railcar of the Aare Seeland mobil company was operating as a loco train from Bannwil to Langenthal. On entering Langenthal station the engine driver initiated braking on the upward gradient as far as switch 7, to reduce speed to 25 km/h. He stated that the speed decreased only slowly and he increased braking to the full braking position. On entering the occupied track Q1, the railcar collided with multiple unit Be 4/8. Subsequently the engine driver ascertained through a braking test that the brake was functioning correctly, but the controller was at stage 8 and the goods railcar was still exerting traction. The engine driver set the controller and reverser to 0.</p>
Safety recommendation	<p>During training of locomotive personnel the special character of the operation of the controller and driver's brake valve of the De 4/4 should be dealt with repeatedly, so that lessons can be learnt from this accident</p>
Stage of the implementation	<p>Oe 321's particular operating conditions have been incorporated into initial training for engine drivers and also into their ongoing further development training. Implemented.</p>
Investigation report concerning the safety recommendation	<p><u>Schlussbericht</u></p>