



## Safety recommendation no. 45

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<b>Number of the final report</b>	2013021601
<b>Safety deficit</b>	At approximately 01:18 on Saturday 16 February 2013, a rapidtransit doubledecker train was derailed owing to a broken rail between Schwerzenbach and Nänikon-Greifensee. No one was injured. There was substantial material damage to the infrastructure installations and to the rolling stock.
<b>Safety recommendation</b>	The time interval between ultrasound measurements on sections subjected to heavy loads should be examined.
<b>Stage of the implementation</b>	The STSB recommendation has been implemented: Since 2013, a campaign of additional annual ultrasound checks has been introduced on track sections that are subject to heavy load. These sections are now checked 3 times rather than the previous twice. From the start of 2013, independently of the Schwerzenbach derailment, SBB has deployed a new measuring vehicle which can more accurately ascertain damage and deliver correspondingly more reliable data. This includes data on damage such as surface cracks or changes to the core of the rail, which occur more often due to increased traffic and more efficient rolling stock. Implemented
<b>Investigation report concerning the safety recommendation</b>	<u>Schlussbericht</u>