



Safety recommendation no. 76

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Safety deficit	<p>On Monday 16 June 2014, engine Tm III no. 98 85 0232 530-7 belonging to the Widmer Rail Services (WRS) company should have been routed from Renens towards Bussigny station, in order to then arrive at the Scheuchzer company's spur track. The vehicle was undertaking a 'main line manoeuvre' between these two stations while a line block was in operation. While the Renens rail traffic controller was concluding the procedure as defined by the checklist, the train driver started moving the engine as soon as dwarf signal 149A on platform 7 of Renens station opened, without awaiting the compulsory approval to move in this kind of situation. Once the manoeuvre had arrived at Bussigny station, the Bussigny rail traffic controller contacted the train driver to obtain an explanation. After the conversation, the train driver asked him what part of the station he should travel to, in order to reach the Scheuchzer spur line. A motorised vehicle without any train operation control system, circulating under its own power on a line equipped with an operational line block is a hazard, as it is not able to interpret the information transmitted by the infrastructure safety system and because the vehicle cannot, under certain circumstances, be automatically immobilised when a signal showing the 'stop' image is crossed. A single error can counteract all the company's efforts to increase safety.</p>
Safety recommendation	<p>Taking into account its operating concept, engine Tm III no. 98 85 0232 530-7 should be equipped with a train operation control system.</p>
Stage of the implementation	<p>Not implemented. The FOT supports the view that the RailO and its implementing provisions on the equipment of vehicles applies. The FOT agrees that vehicles performing train journeys must have train control systems. This is not absolutely necessary for shunting manoeuvres. It is for the vehicle operator to ensure that vehicles are appropriately equipped for their particular use.</p>
Investigation report concerning the safety recommendation	<p><u>Rapport final</u></p>