



Safety recommendation no. 77

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Number of the final report	2014061601
Safety deficit	<p>On Monday 16 June 2014, shunting tractor Tm III belonging to Widmer Rail Services was due to be shunted from Renens station towards Bussigny station and then transferred onto the Scheuchzer siding. The vehicle was operating as a “shunting movement onto open track” between two stations, and the line block system was functioning normally. Once the dispatcher had ended the process as required by the checklist, the engine driver set the tractor in motion, as soon as dwarf signal 149A on track 7 of Renens station indicated clear, without awaiting confirmation from the dispatcher, which is compulsory in such a situation. After arrival of the shunting movement in Bussigny station, the dispatcher in Bussigny contacted the engine driver to ask for an explanation. At the end of the conversation the engine driver asked the dispatcher in which direction he should drive in order to reach Scheuchzer’s siding. Deployment on track or in stations with which a driver is not familiar contains a certain risk of errors.</p>
Safety recommendation	<p>The transport company’s safety management system should be adapted to include the risk control process and the determination of staff skills.</p>
Stage of the implementation	Implemented
Investigation report concerning the safety recommendation	Rapport final