



Safety recommendation no. 85

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| Date of the publication | 12.05.2015 |
| Number of the final report | 2013072101 |
| Safety deficit | <p>On Sunday 21 July 2013, at around 03:53, a wagon derailed during a shunting movement at Schaffhausen station. Only material damage occurred. Under normal circumstances, a shunting route is set by a signal box in one step from destination to starting point. In the case of the 'Siemens SpDrS-SBB' type signal box with type X3 modules, as used in Schaffhausen, the system makes it possible for the route to be only partially set. This may result in derailments, in particular in the case of short stretches of track between individual dwarf signals. Signal box installations of the same type are present at Schaffhausen, Bussigny, Bern, Zurich North, Lausanne Triage, Chiasso Smistamento and Basel RB East. These installations are of differing design, because they are fitted with ILTIS, have few shunting movements or are topographically different. In the case of Bern, the system is to be replaced by 2019.</p> |
| Safety recommendation | <p>Given that some routes cannot be set completely and in these cases clearance is given for partial routes, the Federal Transport Office should examine whether the risk of derailment or collision is acceptable for the operational use of the seven SpDrS-SBB systems.</p> |
| Stage of the implementation | <p>Implemented. The FOT and SBB Infrastructure have examined and analysed the situation. This analysis has shown that neither a technical retrofit (track coupling) of the remaining old generation SpDrS interlockings nor additional operational measures to reduce a possible residual risk would be proportionate.</p> |
| Investigation report concerning the safety recommendation | <p>Schlussbericht</p> |