



Safety recommendation no. 92

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Safety deficit	<p>On 29th December 2014 in Solothurn, a shunting operation collided with a mainline locomotive standing on its destination track. The foremost wagon of the shunting operation derailed with both bogies. The mainline locomotive and the foremost wagons were severely damaged. There were no injured parties.</p> <p>The collision can be attributed to the fact that the foreman shunter was too late in realising that the mainline locomotive was standing on his route.</p> <p>The tracks were covered in snow. The train driver sought to clear the snow from double slip 134 with a broom. Shortly afterwards, the train driver saw an approaching shunting operation. As soon as he became aware of the impending collision, he threw the broom away, waived his arms in the air and shouted "Stop". Too little or nothing is known about the guidelines on the appropriate safety measures for work on the line by those that carry out such work only occasionally.</p>
Safety recommendation	The FOT should ensure that all people who are possibly involved in work on the line are trained in this regard and, where necessary, should provide refresher courses.
Addressees	Bundesamt für Verkehr
Stage of the implementation	<p>Partially implemented. The FOT states that the responsibility for ensuring that staff have the required knowledge, skills and qualifications for their tasks and that these are refreshed or updated regularly lies with the railway companies.</p> <p>The FOT has formulated a corresponding risk notice and systematically checked the implementation of these requirements at the railway undertakings within the framework of safety monitoring.</p>
Investigation report concerning the safety recommendation	<u>Schlussbericht</u>