

Assessment carried out by the Federal Railway Accident Investigation Branch (Germany)
Accident data base 1996-2008

Annex 2

Date	Time	Location	Brief description	Description	Defect	Number of injured	Degree of injury	Amount of damage
20.11.1997	06:42	Elsterwerda	When whole train load 71153 was entering Elsterwerda, several wagons derailed and partly overturned. The locomotive became separated from the wagons. The train was composed of 22 tank-wagons carrying petrol (UN No. 1203). The petrol that leaked caught fire.	In the on-site investigation, it was established that the air shut-off cocks for the main brake pipe were closed and the shaft of the coupling hook was broken.	Defective brake check		3 slightly injured 6 seriously injured 1 killed	not known
17.05.1999	14:27	Südbrücke - Köln-Kalk	KCL 72935 passed entry signal A showing stop, without authorisation. The locomotive driver said the brakes were too weak to stop. Upon inspecting the train, it was established that of the 14 wagons, only 3 were connected to the main brake pipe.	3 out of 14 wagons connected to the brake air supply	Defective brake check			not known
09.02.2001	05:43	Darmstadt Nord - Weiterstadt	CB 58226 overshot block signal 562 by 661 m, without authorisation. CB initiated emergency braking at 48 km/h and came to a standstill after 1120 m. The wagons were not connected to the air, only 5.7 braked weight percentage!!!	Wagons were not connected to the brake air supply	Brake check not carried out			not known
28.10.2001	11:36	Coswig (Bz Dresden)	DFG 83272 (Fa. DGT --- composition: SSP 418 - 2 boarding cars - USM) separation of train when leaving track 102. The SSp at the front of the train was not connected to the air connection of the following vehicles.	Air connection not connected	Mistake in train composition			not known
13.05.2002	16:59	Haynsburg	When entering track 1, train 59010 collided with the track buffer stop, destroying it and the locomotive and first two wagons derailed in the area behind the buffer stop where there was no track. Tank-containers carrying dangerous goods, empty, uncleaned, overturned. UN 1135.	Air shut-off cock between locomotive and first wagon closed. Wagons not connected to the main brake pipe.	Brake check not carried out		2 slightly injured	60,000 Euros
09.09.2002	20:45	Bad Münders (Deister)	KC 62848 collided with IRC 51219 when transiting track 2 in accordance with signal. Several wagons derailed and caught fire (dangerous goods UN 2023 epichlorohydrin)	Insufficient brake power. An interrupted, and hence not complete, main brake pipe in the front part of the train was the likely cause.	Defective brake check		2 slightly injured	not known
09.08.2003	07:10	Dresden-Reick	TKC 47360 (Blozovice - Dresden-Friedrichstadt) passed entry signal 61A at Dresden-Reick station by about 120 m as the air shut-off cocks between the multiple locomotive put on in Bad-Schandau and the train locomotive were not open.	Brake check carried out wrongly or not at all - after the multiple locomotive was added on, brake check carried out incorrectly and it was not noticed that the shut-off cocks were not open.	Defective brake check			not known
03.10.2003	22:50	Heide - Holzwickede, km 159,200	Owing to its axles and brakes glowing red hot, the traffic control centre placed IRC 51929 in the Schwerte exit by means of an emergency call. On site, the locomotive driver established that both air shut-off cocks between the locomotive and the first wagon were closed.	Defective brake check, vehicles not coupled correctly. The air shut-off cocks between the locomotive and the first wagon were not open.	Defective brake check			not known
29.10.2003	06:34	Witten main station	CB 58632 passed exit signal N 8 at red at Witten main station.	Defective brake check - vehicles not coupled correctly - questions to the member of staff revealed that the brake check had not been carried out correctly. During the status inspection, the closed air shut-off cocks were overlooked and after activating several release devices, the feed and release was not re-checked.	Defective brake check			not known

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17.03.2004	23:31	Osnabrück main station Klus	ICG 50002 (Maschen station - Hagen-Vorhalle) passed signal 112 II at red and derailed when it went over the following set of points. The locomotive overturned and the first 20 of 35 wagons derailed. Dangerous goods train, wagon 1 = UN: 1965 (caught fire) wagons 2 +	Brake check defective or not carried out. The feeding and releasing of the brakes on the last wagon was not observed or was not correctly observed. Vehicles not correctly coupled. Air shut-off cocks on locomotive and on first wagon not open.	Brake check not carried out	2	slightly injured	4,576,600.00 Euros
28.07.2006	04:10	Zeithain - Riesa	DGS 90265 (Radebeul East - Zeitz goods station) passed block signal G at red by about 30 m. The braking initiated by the locomotive at caution signal G did not provide sufficient braking power, so block signal G was passed despite emergency braking.	Cannot be attributed to defective brake control, The locomotive driver carried out a defective brake check. Insufficient braking power owing to air shut-off cock between 6th and 7th wagons not being fully open.	Defective brake check			not known
12.03.2008	22:32	Merseburg	DGS 59886 passed entry signal 125 km 1.031 at Merseburg station by about 800 m and came to a standstill on track 6 at km 0.181	Brake check defective or not carried out. If a brake check had been carried out correctly in accordance with § 6 of Instruction 91501, it would have been noticed that the brakes on the wagons had no effect. The findings available indicate that an air shut-off cock between the locomotive and the train was closed.	Brake check not carried out			not known
19.10.2008	17:10	Fliesen	FIR 51696 (Nuremberg to Bebra; locomotive train comprising 9 locomotives) passed the entry signal A at red by about 50 m in Fliesen station.	Defective brake check. Vehicles not coupled correctly.	Defective brake check			not known