

SUMMARY

On 22 July 2014, there was an incident involving a near collision between train 44660 and train 1859 in Bjuv, Skåne County. When the driver of train 44660 was to brake in preparation of crossing train 1859, the brakes in the wagons behind wagon 3 engaged so slowly that the train could not be stopped within the expected stopping distance. The train stopped when the locomotive was approximately 40 metres beyond the route stop lantern. Shortly after the train had stopped, train 1859 arrived at Bjuv and stopped at the platform to drop off and pick up passengers. The total braking distance for train 44660 was approximately 2,000 metres, and if the freight train had continued for another 80 metres before stopping, it would have compromised the route for train 1859, and in unfavourable conditions a collision might have occurred between the two trains involved.

The immediate cause of the incident was the abnormal amount of time it took for the brakes to engage, which was due to a constriction of the train pipe in wagon 3.

The constriction occurred because a fixed hose coupling in the train pipe had been refitted in a way that introduced a twist in the hose which affected the flow area. The constriction was not identified by the technical post-inspections, nor by the subsequent brake test.

The underlying cause was that the maintenance contractor had not identified the risk that the hose might become twisted when re-fitting it to the vehicle, this in turn due to a lack of guidance, from the railway undertaking (RU) or the entity in charge of maintenance (ECM), regarding the correct procedure for fitting and performing a function check of the hose in question, in conjunction with repairs on the vehicle. Neither the ECM nor the RU had noted this state of affairs.

Safety recommendations

Ahus-Alstätter Eisenbahn AG is recommended to:

- ascertain that any maintenance carried out on vehicles, for which they are the entity in charge of maintenance, is carried out in accordance with the pertinent instructions and, if the need is identified, highlight any particular hazards that may be associated with maintenance operations on vehicles or their subsystems (see section 3.2). (*RJ 2015:02 R1*)