

Bulletin of General Information
Derailment of a Lineas freight train
Aubange - 19th May 2017

1. GENERAL INFORMATIONS

Nature of the accident

Derailment of a freight train on regular track.

Type of investigation

Significant accident with safety investigation.

Date and time of the accident

22th May at ± 03:03am.

Place of the accident

Line 165, in Aubange

Train

Freight train from LINEAS

Derailed wagon : Type Sggmrs - Vehicule n° 3368495200729

Registered in Germany

Manufacturing Year : 2003

Owner : VTG Deutschland GMBH

Keeper : VTG Schweiz GmbH



Victims

No

Damages

Important damages to the infrastructure on a distance of ±14 km

Important damages to the 2 last wagons (not laying down on its flank)

Wheel fracture of the wagon n° 3368495200729

Interruption of traffic

Last revision of the wagon 3368 4952 072

From 27 October till 25 November 2015

EM Workshop Euro Maintenance Rail in Duisburg

Wheelset type

The wheelset with the number 028 104.

The axle was produced in 2001 by Bonatrans.

The wheels were also produced by Bonatrans in 2006.

Wheel & wheelset type ZDB29 (wording Bonotrans) R1A (wording VTG/AAE)

Massa per wheel : 25 T

Brake bloc type : LL

Brake type : KE GP-A

Place of the axle on the wagon : 3-3' (3)

This wheelset 028 104 had the last big overhaul (IS 2) in EM Kaiserslautern at 29.10.2015

Diameter of the broken wheel in 2015 : 859 mm

Reprofiling performed in 2015 from 868.2 to 859.4 mm

Owner : AAE



Facts

The train leaves the station of Virton (Belgium), destination Mortara (Italy).

After several kilometers, the right wheel of the second bogie of the vehicle n° 3368495200729 breaks (before last wagon).

The train continues its trajectory on a distance of ± 14 kilometers till Aubange where the two last wagons (of same type) derail on switches, after damages the track on this distance.

The train driver stops the train after detecting a light air leak. At the same time, he receives a GSM R alarm from the signalisation cabine.

Direct Cause

According to first elements in our possession, the derailment has most probably been caused by the fracture of the wheel.

On-going Investigation

Technical investigation :

- seizure and inspection of the 2 last wagons (same type)
- reading of JRU (train "back box") on Tuesday 23th May 2017
- ...

Two pieces of the broken wheel were found back during the on-site investigation : these pieces are transferred to a laboratory to perform several tests and analyses.





Investigation Body for Railway Accidents and Incidents
<http://www.mobilit.belgium.be>

