

Bulletin of General Information

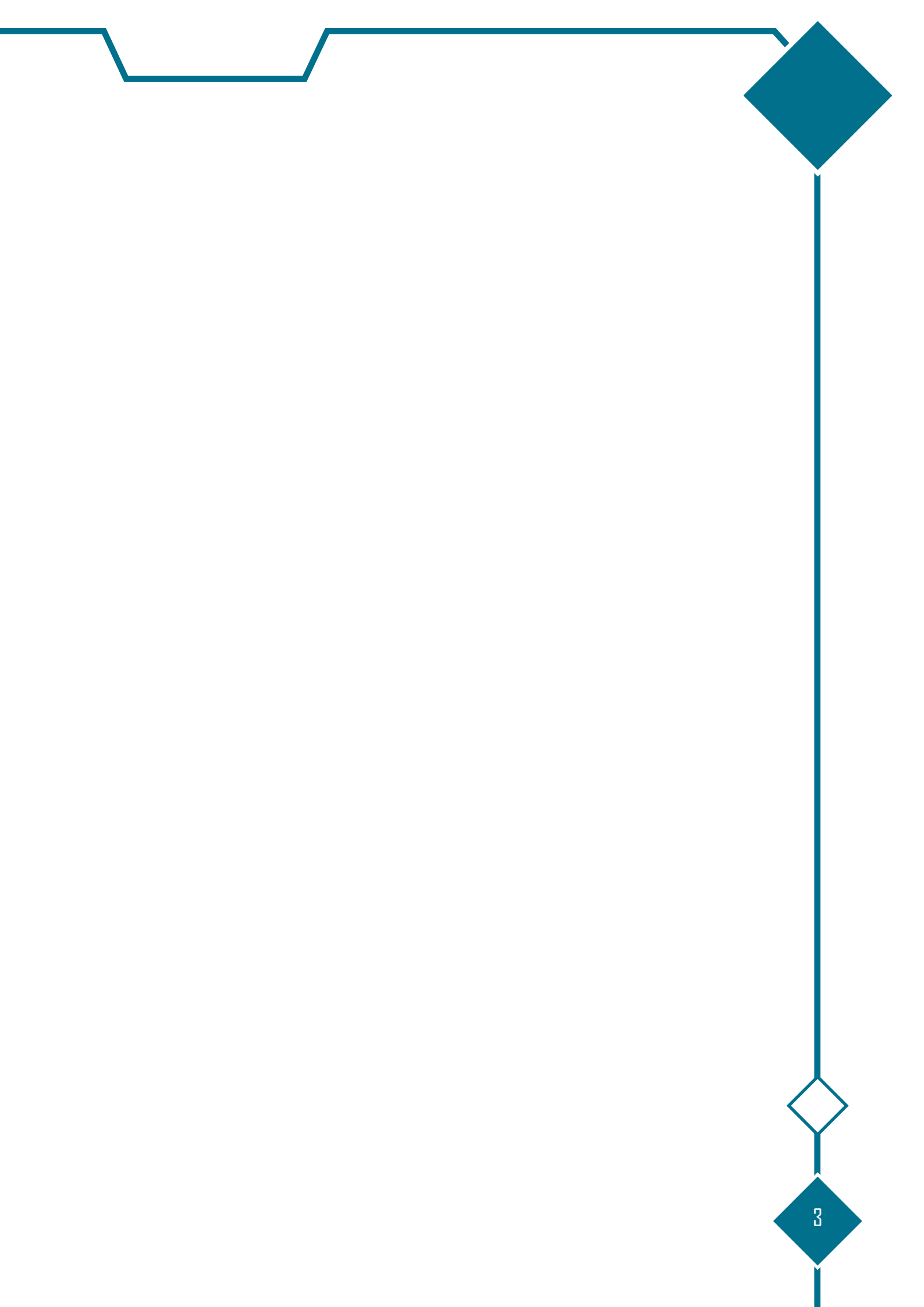
Derailment followed by a side collision

Walenhoek

6 February 2020

REPORT VERSION TABLE

<u>Version number</u>	<u>Subject of revision</u>	<u>Date</u>
1.0	First version	14/02/2020



GENERAL INFORMATION

Nature of the event:

Derailment of 2 single engines of railway undertaking LINEAS followed by a side collision with a freight train, also of railway undertaking LINEAS.

Type of safety investigation:

Serious accident with safety investigation.

On-going investigation.

Date and time of the event:

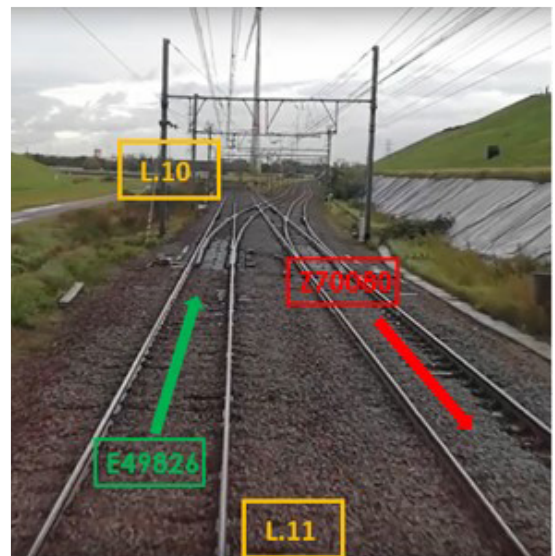
6 February 2020 around 12:24 pm.

Place of the event:

Intersection L.10 and L.11 at Walenhoek.

LINEAS trains:

- Train LZ70080 with 2 engines;
- Freight train E49826 carrying dangerous goods, composed of 1 engine and 19 empty, uncleaned wagons.



Victims:

One train driver with minor injuries.

Material damages:

- 2 derailed engines with considerable damage to the driver's cab and a leaked diesel tank.
- 6 derailed wagons of which 1 wagon overturned and began to leak and 2 wagons ended up in the verge.
- Damage to railroad infrastructure:
 - Damage to overhead wires;
 - Damage to rails;
 - Damage to point switches.
- Freight transport suspended for several days on L.10 and L.11.



FACTS CURRENTLY AVAILABLE

On 6 February 2020 around 11.36 am, the LZ70080 train (composed of 2 engines) departs from Deurganckdok and proceeds onto line 10, in the direction of Rechteroever (the Right Bank of the Scheldt). At approximately 12.24 pm, shortly after leaving the Antigoontunnel, the LZ70080 train passes the S-W.9 signal and continues in the direction of the line 10 and line 11 intersection. At the intersection, the LZ70080 train derails and swerves towards the adjacent track.

At the same time, the freight train E49826 drives on line 11 approaching the intersection to continue its journey onto line 10 towards Linkeroever (the Left Bank of the Scheldt). It is struck in the side by LZ70080. The freight train is composed of 19 wagons carrying dangerous goods which are subject to the RID regulation. The wagons are empty but haven't been cleaned.

Upon impact, six wagons of the E49826 train derail. Wagon number four separates and overturns completely. The residue inside the wagon leaks out. There is no immediate fire risk. Wagons number five and six partially overturn, derail towards the verge and start jack-knifing. Upon impact, the LZ70080 train's diesel tank also starts to leak. The first engine's driver's cab is severely damaged.

The train driver of the LZ70080 train sustains a minor injury to his hand. The train driver of the E49826 train emerges unscathed.



INVESTIGATION

The safety investigation is to confirm whether ignoring a stop signal was the direct cause and also what the circumstances were that allowed the accident to happen.

The safety investigation should help identify indirect and underlying factors.

Rail Accident and Incident Investigation Unit
<http://www.raiiu.be>

