

REPORT VERSION TABLE

<u>Version number</u>	Subject of revision	<u>Date</u>
1.0	First version	30/04/2020

Any use of this report with a different aim than of accident prevention - for example in order to attribute liability - individual or collective blame in particular - would be a complete distortion of the aims of this report, the methods used to assemble it, the selection of facts collected, the nature of questions posed and the ideas organising it, to which the notion of liability is unknown. The conclusions which could be deduced from this would therefore be abusive in the literal sense of the term. In case of contradiction between certain words and terms, it is necessary to refer to the French version.

GENERAL INFORMATION

Nature of the event:

Derailment of a work train (ballast regulator) of the infrastructure manager.

Type of event and safety investigation:

Significant accident with safety investigation: derailment on the main line having caused damages to the infrastructure and the rolling stock as well as a stoppage of rail traffic on the line for more than two hours.

The investigation is on-going.

Date and time of the event:

Tuesday 14 April 2020 around 4:40 am.

Place of the event:

Line 96, at Tubize station on switch 02C.

Train:

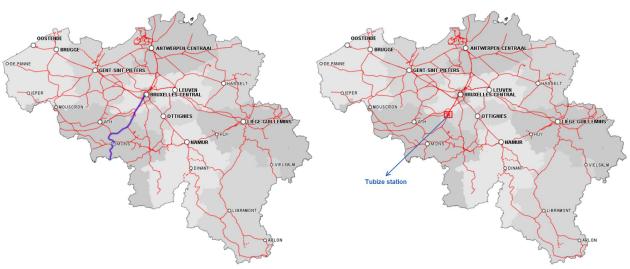
Work train: ballast regulator no. 998894252134.

Victim:

There are no victims.

Material damages and consequences:

Damages to infrastructure elements and the rolling stock. Stoppage of rail traffic on both tracks of the line for more than two hours.



Location of L.96 and Tubize station.

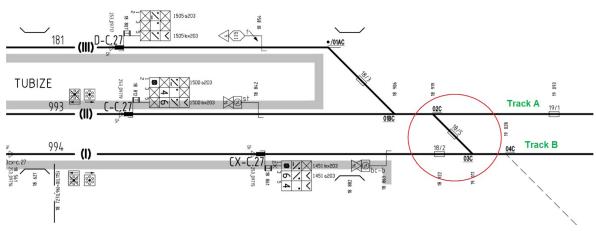
FACTS

During the night of 13 to 14 April 2020, Infrabel carries out works on line 96, between the stations of Tubize and Braine-le-Comte.

During these works, where line 96 is taken out of service, a ballast regulator of the Infrastructure Manager runs along the tracks to put the ballast back in place.

Around 4:30 am, the ballast regulator of Infrabel finishes its work on track A and stops at the level of the Tubize station platforms, as the next work sequence requires the ballast regulator to run on track B.

The track change is made through switch 02C, which is manually operated by a technician. Once the switch is operated, the ballast regulator leaves the Tubize station platforms and crosses switch 02C from track A to track B.





While crossing this switch, the first axle of the ballast regulator derails at low speed. The driver, having felt the shocks, brakes immediately. The ballast regulator stops on the switch, encroaching on the loading gauge of both tracks.

The derailment caused damages to the infrastructure and the ballast regulator as well as a stoppage of rail traffic for more than two hours.

There were no victims.

INVESTIGATION

The investigator on duty of the Investigation Unit went to the scene of the accident to make initial findings.

The investigation is on-going to determine the causes of this derailment.



