

1. Mode	
<input checked="" type="checkbox"/> Rail Wagon number (optional): 33 80 786 5021-9.....	<input type="checkbox"/> Road Vehicle registration (optional):
2. Date and location of occurrence	
Year: 2002 Month: 08 Day: 20 Time: 11 - 19	
<input type="checkbox"/> Station <input type="checkbox"/> Shunting/marshalling yard <input type="checkbox"/> Loading/unloading/transshipment site Location / Country: Amersfoort (Netherlands) or <input type="checkbox"/> Open line Description of line: Kilometres:	<input type="checkbox"/> Road <input type="checkbox"/> Built-up area <input type="checkbox"/> Loading/unloading/transshipment site <input type="checkbox"/> Open road Location / Country:
3. Topography	
<input type="checkbox"/> Gradient/incline <input type="checkbox"/> Tunnel <input type="checkbox"/> Bridge/Underpass <input type="checkbox"/> Crossing	
4. Particular weather conditions	
<input type="checkbox"/> Rain <input type="checkbox"/> Snow <input type="checkbox"/> Ice <input type="checkbox"/> Fog <input type="checkbox"/> Thunderstorm <input type="checkbox"/> Storm Temperature: 16°C to 30 °C	
5. Description of occurrence	
<input type="checkbox"/> Derailment/Leaving the road <input type="checkbox"/> Collision <input type="checkbox"/> Overturning/Rolling over <input type="checkbox"/> Fire <input type="checkbox"/> Explosion <input checked="" type="checkbox"/> Loss <input type="checkbox"/> Technical fault Additional description of occurrence: While the brake check was being carried out, the inspector noticed that the tank-wagon directly behind the locomotive was leaking. Previously, train 40505 with the leaking tank-wagon was combined at the back with train 47887. The leak occurred at the upper part of the dip tube for top discharge. The leak was probably caused by a defective seal. Owing to the high external temperature, pressure might have built up in the tank that could have led to the load leaking through the defective seal. See Annex for report of the investigation.	

