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| 1. Mode | |
| <input checked="" type="checkbox"/> Rail Wagon number (optional): No information | <input type="checkbox"/> Road Vehicle registration (optional): |
| 2. Date and location of occurrence | |
| Year: 2006 Month: 05 Day: 09 Time: 01 | |
| <input checked="" type="checkbox"/> Station <input type="checkbox"/> Shunting/marshalling yard <input type="checkbox"/> Loading/unloading/transshipment site Location / Country: Schärding (Austria) or <input type="checkbox"/> Open line Description of line: track 2 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: 13 °C | |
| 5. Description of occurrence | |
| <input type="checkbox"/> Derailment/Leaving the road <input type="checkbox"/> Collision <input type="checkbox"/> Overturning/Rolling over <input checked="" type="checkbox"/> Fire <input type="checkbox"/> Explosion <input type="checkbox"/> Loss <input type="checkbox"/> Technical fault Additional description of occurrence: <p>When trains 42950 and 43919 met in the area of the “Taufkirchen an der Pram 2” automatic block point, the driver of train 43919 gave warning of a fire on the oncoming train 42950. Train 42950 was stopped at platform 2 of Schärding station. The driver became aware of a fire in the first tank-container loaded onto the fifth wagon. The fire was dampened with the fire extinguisher carried on board and was extinguished by the fire brigade. The tank-container was cooled until the circumstances of the fire could be established. None of the load escaped.</p> <p><u>Note by the competent authority:</u> The tank-container has a heating device with a thermal oil as the heat conductor, which, slightly contaminated, had a flashpoint of +140°C and self-sustaining burning at +170°C. As the investigation showed, this device was not in use, but was overfilled. The hot load (+190°C) caused the thermal oil to expand and ultimately to leak, and this was then ignited by sparks caused by braking.</p> <p>For the <u>investigation report</u>, see:</p> <p>http://versa.bmvit.gv.at/uploads/media/Tankcontainerbrand_Z_42950_im_Bf_Sch_rding_am_09.05.06_07.pdf</p> | |

