

1. Mode	
<input checked="" type="checkbox"/> Rail Wagon number (optional):	<input type="checkbox"/> Road Vehicle registration (optional):
2. Date and location of occurrence	
Year: 2005 Month: 02 Day: 28 Time: 12.45	
<input type="checkbox"/> Station <input type="checkbox"/> Shunting/marshalling yard <input type="checkbox"/> Loading/unloading/transshipment site Location / Country: Ledsgård, passing point (station) at double track line or <input checked="" type="checkbox"/> Open line Description of line: Gothenburg – Malmö Kilometres: 25	<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: ... °C	
5. Description of occurrence	
<input checked="" 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 type="checkbox"/> Loss <input type="checkbox"/> Technical fault Additional description of occurrence: <p>According to the timetable freight train 5525 was approaching a loop at the station of Ledsgård (25 km south of Gothenburg) in order to be overtaken by an express train. At the end at the loop there was a signal at danger where the train could not stop. The train was switched via a trap point and crashed into a buffer stop and four chlorine tank-wagons derailed. The accident led to a 17 day rescue service action.</p> <p>The train consisted of one electric locomotive (class Rc4) and twelve loaded chlorine tank-wagons. The double track line (180 km/h) is equipped with ATC (Automatic Train Control)</p> <p>The Swedish Accident Investigation Board carries out an accident investigation. The cause of the accident is not yet established. The adjustment (loaded/unloaded) of the brake is the main focus of the investigation.</p> <p>The 12 tank-wagons built around 2002 were all loaded and virtually in conformity with future requirements in RID 2007 regarding the protective shield and energy absorption elements.</p>	



