

“Sleepers anxiety”

Every crime thriller contains this scene: Someone carefully opens a door and crosses a door threshold more or less loudly. The film music tries to imitate the heartbeat that the person feels when crossing the threshold in order to transfer it to the viewer. Emerging countries (in german threshold countries) are also a source of fear, meaning countries that could cross the threshold in order to enter the society of already established countries. But my story is about completely different thresholds: Concrete sleepers that have been laid in the Deutsche Bahn rail network.



Germany 2021: Allonge shows a rail track with sleepers.

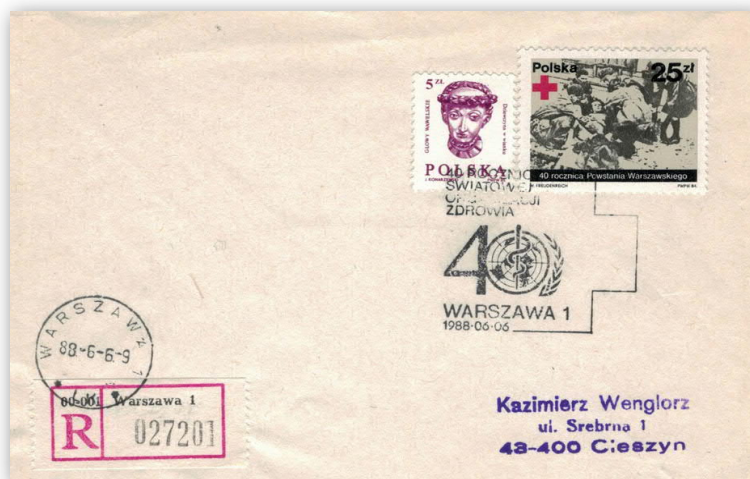


The train did not come!

them fall down the embankment and remain smashed. Three overhead line masts are torn away and three of the double-decker carriages can no longer be repaired. 600 rescue workers help with the rescue of the 140 passengers - five people are recovered dead, 68 people are injured, some of them seriously. It is reported that there was a lack of uniform management and coordination of the rescue and evacuation work.

The Federal Railway Accident Investigation Bureau begins its work on the day of the accident: Under the direction of the Munich II public prosecutor's office, the Weilheim criminal investigation department forms the Soko Zug with 50 people. An external expert is also appointed. The train and removed rails are confiscated for the investigation, and

It is June 3, 2022 - train number 59458 with five double-decker coaches leaves Garmisch-Partenkirchen station as scheduled - pushed by an electric locomotive - at 12:07 and is due to arrive in Munich at 13:26. The first stop is Farchant station, but the train does not arrive there. At 12:16, all the carriages and the locomotive derail at Burgrain. Some of



1988 polish recommended letter. Stamp 1984 with rescue scenes

four days later it is announced that the public prosecutor's office has opened an investigation against three Deutsche Bahn employees on the initial suspicion of negligent homicide: the responsible dispatcher, train driver and superstructure manager.

It quickly becomes apparent that the investigation must focus on the track bed and the running gear of the rail vehicles, as the maximum permitted speed was observed. No wheel breakage was detected - but it was clear that the rails had come loose from their mountings and tipped over on the

sleepers. At the end of June, the media reported, with reference to the transport committee of the



Depiction of rail fastenings on railroad sleepers on a special postmark - subject of research....

Bundestag, that the rails had had too little grip on the sleepers, that the track had been widened and that this had led to the subsequent derailment. It is also suspected that this could have been a manufacturing error by a sleeper manufacturer. In July, a private analysis determined that the railroad embankment had possibly been undermined and had therefore become unstable. An expert opinion from the Munich public prosecutor's office in early 2023 concludes that the railroad embankment was waterlogged, which could have been the cause of the derailment.

An interim report by the Federal Railway Accident Investigation Bureau was published in June 2023: "The prestressed concrete sleepers laid at this point showed damage that indicated a loss of prestressing within the sleeper. This subsequently led to the structure failing and the rail supports



... alternatively, it could have been a through-watering of the railroad embankment (Ireland 1981)

breaking away in the direction of the forces applied."

In July and August 2022, Deutsche Bahn inspects over 200,000 sleepers that are more than 15 years old. 165 points are found - damage: in the hundreds of millions. Further technical reports in August 2022 show that 137,000 sleepers need to be replaced; this has already



... or even damage to railroad sleepers

been done at 70 of 225 points. In November 2022, DB announces that it will inspect a further 130,000 sleepers from other manufacturers. In May 2023, DB announces that 480,000 sleepers will be replaced in 2023 as a result of the tests.

According to Deutsche Bahn, this could be a possible manufacturer's defect due to irregularities in the material properties. According to Wikipedia (visited 10.09.2023), the affected sleepers were manufactured by Leonhard Moll Betonwerke GmbH & Co. KG. - The service life of a concrete sleeper is around 40 years. A certain type of stone used to manufacture the sleepers could have shortened the service life and contributed to the damage.



Sealing vignette of a predecessor company of a company that today manufactures railroad sleepers

The Verkehrsclub Deutschland writes under "Dilapidated infrastructure": Since 2009, the federal government has subsidized railroad infrastructure companies with 30 billion euros to replace dilapidated infrastructure, such as broken railroad bridges, through the performance and financing agreements (LuFV). In the LuFV III for the period from 2020 to 2029, 86 billion euros have been earmarked for this purpose. Of this, 62 billion euros will come from the federal government and Deutsche Bahn will have to contribute 24 billion euros itself. The money may only be used for replacement investments, but not to repair and maintain damaged bridges and tracks. The Federal Audit Office criticizes the LuFV in its current form: It could lead to the false incentive of neglecting maintenance



Egypt 1961: a growing number of railroad sleepers now need to be repaired



Is the Deutsche Bahn still a company of the future, or does it have to be built from scratch? (Austria 1955)

Question: did the railroads wait until dilapidated infrastructure had to be replaced by the railroads and paid for by the federal government - and in doing so forgo important and necessary repairs?

Besides, do we want to live with this threshold anxiety in the future? For many people, train travel is already fraught with fear: fear of accidents,



Fear makes us flee - actually a useful emotion; vignette

attacks, illness, claustrophobia, social anxiety, etc..... and now threshold anxiety? Fear is a prolonged emotion that indicates a general concern or worry, and is therefore a protective mechanism for us. Fear causes us to avoid danger and flee from it.

Fear triggers a complex physiological reaction in the body. In this reaction, stress hormones such as adrenaline and cortisol are released. This can speed up the

heartbeat, increase blood pressure, affect breathing and increase muscle tension. This stress hormone flush is something you can become addicted to.

However, if the anxiety persists, it can have long-term health consequences. Anxiety disorders can significantly affect quality of life and lead to other health problems. These include heart disease, high blood pressure, gastrointestinal problems, sleep disorders and a weakened immune system. Long-term stress can increase the risk of chronic illness.

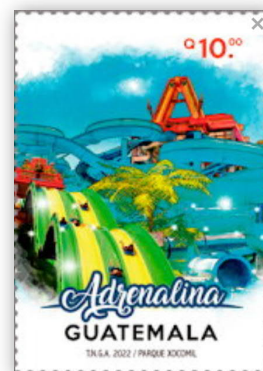


Mental health also benefits the physical health of our body. FDC Japan 1993

and instead financing premature replacement investments with federal funds. The Court of Audit therefore recommends revising the LuFV.



For the railroads it is probably not 10 past 10, but already 5 to 12 (Switzerland 2003)



A lot of adrenaline is released in the amusement park (Guatemala 2022)

It is therefore important to emphasize that anxiety in medicine is not limited to mental health. It also has a significant impact on physical health and can play a role in many medical conditions and should therefore definitely be treated.