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2006-044



A freight train was running from Tiszatenyő to Pusztapó and its 16th wagon (self-discharging wagon carrying ballast chips) tilted to its side, its side door opened and damaged some installations and masts beside the track at Pusztapó station. The engine driver noticed the event from the rear-view mirror and stopped the train immediately by applying emergency brake.

The freight train was going to a place where a railway construction company was performing track reconstruction work during which the single-track main line was rebuilt into a double-track main line. Having left Tiszatenyő station, the train stopped on the open track for about 10 minutes and then it was approaching Pusztapó station. When the train arrived at Pusztapó station, the side door of the 16th wagon had already been open.

The IC conducted tests to check the operation of the control levers, and established that even when moving the levers only slightly, the release valve of the self-discharging wagon was being slowly re-pressurized and after about 8-10 minutes, the side door shifted to tilted position. This slight shift of the lever was hardly visible.

Based on the available information, the IC established that the most probable cause of the accident was the technical failure of the Ua type self-discharging wagon and the uncertain/insufficient operation of the levers. As there was no information on where exactly the side door opened, the IC had no possibility to examine other circumstances and contributing factors.

The IC did not consider necessary to issue safety recommendations, however, it draw the attention of the concerned parties (especially the supervisory authority and railway construction companies) that particular attention should be paid to the revelation and correction of similar technical deficiencies and failures.