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On 7 September 2007, four carriages of passenger train no. 3434 derailed on switch no. 6 (double slip) when departing from Budapest-Keleti pu.

No one was injured. The derailed carriages did not fall onto their side but sustained damage of different extent. The rail track also sustained damage and the occurrence caused some delays on the railway line.

The IC conducted a site survey and determined the following:

The suspension tab of the connecting rod for one of the blades at no. 6 double slip got separated from the blade. Under its own flexibility and free of the retraction of the connecting rod, the blade got close enough to the main rail to derail the passing train. The IC noticed that the safety pin of the nut-and-bolt fastening of the suspension tab was missing, indicating the possible cause of the separation of the tab from the blade.

CONCLUSIONS

Factual statements directly connected to the occurrence of the accident

The nut-and-bolt fastenings were not secured at the last repair of the double slip and this fact remained unnoticed when accepting the work done.

Factual statements indirectly connected to the occurrence of the accident

The lack of equipment securing the nut-and-bolt fastenings and the loosening of the bolts remained unnoticed and unrepaired at the periodical inspection of the switch.

Other risk factors

As a result of the developments, more and more large-radius switches are built on the railway network and the speed of the trains passing through them is higher. This is an advantage from traffic point of view, however it creates safety risks. Therefore, more resources should be allocated and attention should be paid to the maintenance of switch.