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On 7 February 2008 at 8:50 hrs, when leaving track VII of Budafok-Háros station, the 6th wagon (reg. no. 33 55 785 1029-9) - loaded with petrol - of freight train no. 83521 derailed in section no. 64+15 and after stopping it fell onto its side.

No one was injured. The right overhead contact line circuit was switched off for 22 hrs 47 mins and the left circuit was switched off for 23 hrs 57 mins at the station. As a consequence, trains could only travel with lowered pantograph on track IV of the station. The cargo was unloaded at 16:40 hrs and the tank wagon was lifted back onto the track by 21:26 hrs.

The accident occurred due to the gauge widening which can be attributed to the bad, worn away condition of the rail track.

CONCLUSIONS

Factual statements directly connected to the occurrence of the accident

The accident occurred due to the gauge widening which can be attributed to the bad, worn away condition of the track network - among them track VII - of Budafok-Háros station.

According to the 'Technical expert's opinion', the gauge width was 1475 mm, which is the result of an irreversible process - it can only be repaired as part of a significant reconstruction.

To the IC's knowledge, dynamic measures are rarely done on the subordinate tracks of the station and their results are only locally and not sufficiently used. The IC believes that it would be necessary to do periodical dynamic measures on tracks with 10 km/h speed limit in order to decide whether or not they should be closed off traffic.

The gauge should be no shorter than 1430 mm and no longer than 1465 mm taking the gauge widening in the arches into consideration, except for the subordinate tracks of stations whose maximum permitted gauge is 1470 mm. These values were exceeded (according to the measurements of PVTk Bp. PHAO).

Based on the above, it can be concluded that Budafok-Háros station is in such a bad technical condition which continuously creates dangers to traffic. Trains may only travel with a speed of 10 km/h on tracks II. IX. and XII, and tracks I. VII. VIII. X. XI are closed off from traffic or may only be used for shunting.

Factual statements indirectly connected to the occurrence of the accident

At the time of the accident, while Budapest-Kelenföld station was under reconstruction, freight trains waiting for engine replacement or staff change were regularly stopped at Budafok-Háros. (Some trains are still stopped there.) Train no. 83521 was such. This excess traffic increases the risk of accidents on the overused and worn away track network of the station.

Other risk factors

The cargo of train no. 83251 was petrol which increased the danger having regard to the busy roads and built-up areas nearby.

It was difficult and took a long time to unload the cargo as the wagon was tilted.