

*The full, official version of the final report is only available in Hungarian language*

## **2008-136-5**

On 26 March 2008 at 01:18 hrs, the 15<sup>th</sup> and 16<sup>th</sup> twin wagon (nos. 23 80 435 1919-4 and 25 80 436 805-5, carrying cars) of train no. 44405-2 derailed at switch no. 22 when approaching track XIII of Kőbánya-felső station. The second half of the 15<sup>th</sup> wagon was running towards track XIV and collided with an Eas wagon (scrapped) standing on the track. The railway vehicles sustained minor damage and the rail track was damaged on an approximately 200-metre length.

The IC established that train no. 44405 ran onto a switch where the blade had fit closely and adequately to the stock rail. However, as the train was approaching the track, the blade of the switch moved away from the stock rail under the 15<sup>th</sup> wagon (and as a consequence the projecting blade was closer to the other side stock rail) to such an extent that it allowed the following wagons to run on another track.

The direct cause of the accident was the opening of switch no. 22 while the train was approaching the station.

The indirect cause of the accident was the uncertainty of the traffic staff with regard to basic terms as well as their wrong practices.

## **CONCLUSIONS**

### **Factual statements directly connected to the occurrence of the accident**

The direct cause of the accident was the opening of switch no. 22 while the train was approaching the station.

### **Factual statements indirectly connected to the occurrence of the accident**

In the course of the investigation, the IC established the following:

- The traffic control (and its documentation) at the station was not executed as prescribed in the regulations in force,
- The knowledge of some traffic control staff members regarding basic terms is uncertain. The provisions of F. 2. Traffic Regulations are not effectual due to the lack of knowledge and the wrong practices.