

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

2008-385-5

On 30 August 2008 at 11:25, having passed entry signal 'A' indicating 'Stop', freight train no. 44405-2 split switch no.4 open and then collided with wagon no. FMK-002 of work train no. 22581 departing from platform III of Ceglédbercel-Cserő station

No one was injured.

The IC did not conduct a site survey. The final report was compiled based on the interviews with the concerned staff, on the strip chart recorders and other relevant documents.

The accident was attributed primarily to human factors (SPAD). However, the IC believes that another contributing factor was the too frequent duty service of the engine-driver who, besides, spends approximately 6 hours commuting to work.

Another risk factor was that the braking effect of the freight train was slightly weaker than required.

CONCLUSIONS

Factual statements directly connected to the occurrence of the accident

Train no. 44405-2 passed entry signal of Ceglédbercel-Cserő station indicating 'Stop'. Instead of decelerating, the train continuously accelerated before the entry signal. The occurrence of the accident can be attributed to human factors.

Factual statements indirectly connected to the occurrence of the accident

The braking effect of the freight train was slightly weaker than required.

The engine-driver spends a long time commuting to work, which increases his tiredness.

The train control system of the locomotive is incapable of checking the activity of the engine-driver when approaching a Stop signal and cannot stop the train before the signal if necessary.