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On 23 March 2009, the first wagon of freight train running from the Vác factory of DDC to its Beremend factory (carrying cement bricks) derailed and tipped to its side when departing from track VIII of Pusztaszabolcs station. Further two wagons derailed with one axle. The rail track and the signal box sustained damage. When the still standing wagons were trailed away, there was a similar derailment at the other end of the station.

The IC conducted a site survey in the course of which it found that the cargo was not adequately arranged in the wagons. Therefore the IC examined the loading technique/procedures and made checking calculations as well. The rail track repair works had begun before the site survey, however, the data obtained from the infrastructure manager showed that the track had already been deformed beyond the size limit prior to the accident.

It was established that the accident can be attributed to the asymmetric load of the wagons, which does not cause derailment directly but it makes the wagons more sensitive to track defects.

CONCLUSIONS

Factual statements directly connected to the occurrence of the accident

The freight train was loaded asymmetrically and the track distortion exceeded the size-limit (when it is obliged to be repaired). These factors together led to the derailment of the train.

Factual statements indirectly connected to the occurrence of the accident

n.a.

Other risk factors

n. a.