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2009-413-5

On 23 August 2009 at 21:18 hrs, freight train no. 98658 - running from Veszprém to Paks and carrying stone - approached the main transit track (III) of Aba-Sárkeresztúr station and ran through it without previous authorization. It travelled on the same track as passenger train no. 38421 - which departed from Sárbogárd station at 21:13 hrs with permission - in opposing direction. The traffic controller notified the engine-drivers (through the locomotive running foremen) via mobile phone to stop the trains. The two trains then stopped approximately 3400 metres from each other on the open track.

The IC established the following:

- Freight train no. 98658 ran through Aba-Sárkeresztúr station without previous authorization.
- The engine-driver was not in possession of the timetable relevant to his train.
- Line Székesfehérvár-Sárbogárd is not mentioned on the so called 'Type, route and station knowledge certificate' given to the engine driver.
- The staff was unable to show documentation on the line-knowledge trips done by the engine-driver.
- The engine-driver reported to be on duty on 16:00 hrs on 23 August to the movements inspector of Veszprém station - where there was no locomotive running foreman on duty at that time - as well as to the locomotive running foreman of Székesfehérvár VSZT via telephone.

The IC believes that the accident can be attributed to human factors.

The IC issued a safety recommendation.

CONCLUSIONS

Factual statements directly connected to the occurrence of the accident

- Freight train no. 98658 ran through Aba-Sárkeresztúr station (where it should have stopped according to the timetable) without previous authorization from the movements inspector.
- The station staff gave a signal to the arriving train that it can run until the shunting limit signal (this signal is normally given when shunting). The train crew did not consider this signal strange or dubious.
- The engine-driver did not have valid line-knowledge for the given route. Line Székesfehérvár-Sárbogárd is not mentioned on the so called 'Type, route and station knowledge certificate' given to the engine driver. The staff was unable to show documentation on the line-knowledge trips done by the engine-driver.
- The engine-driver was not in possession of the timetable relevant to his train.

Factual statements indirectly connected to the occurrence of the accident

Due to the building of M6 motorway, the railway traffic has increased at Aba-Sárkeresztúr station recently. There are a lot of trains carrying stone, empty wagons and others doing various services, and the station (and its staff, i.e. only one person) was not designed for such busy traffic.

The movements inspector of Aba-Sárkeresztúr station did not inform the arriving train as to how long it was going to stay at the station.

The engine-driver reported for duty on 16:00 hrs on 23 August at station where there was no locomotive running foreman on duty at that time who could have given the timetable to the engine-drivers in this changed traffic situation.