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2009-578-5

On 14 November 2009 at 20:02 hrs, locomotive (reg. no. V43-3313) of train no. 8216-1 collided with the rear of freight train no. 45911-2 standing on track VI at Nagykanizsa station. The collision occurred when the locomotive was looping. As a consequence of the collision, the locomotive sustained minor damage. The last wagon (31 51 536 1696-8) of the freight train - loaded with coal - also sustained damage and some of its cargo were scattered.

The engine-driver suffered injuries on his left leg. The accident can be attributed primarily to human factors.

CONCLUSIONS

Factual statements directly connected to the occurrence of the accident

The actions of the engine-driver

- The engine-driver did not insist that he should be informed previously about which switches, routes and tracks (clear or occupied) he should go on with what speed.
- The engine-driver did not pay sufficient attention. He switched on the light in the driver's cab en route. He did not begin to decelerate immediately when noticing the freight train.

The actions of the traffic staff

- The locomotive departed from track IV through switch no. 16 without the permission of the chief movements inspector.
- The chief movements inspector ordered the route to be set for train no. 45911-2 at 19:43 hrs. The task of the staff at track VI before the departure of the freight train was to stop the prohibited shunting movements (the order to set the route is also an order to stop the prohibited shunting movements).
- The shunting route was set at track VI (transit main track) even though no permission had been given to occupy the track. By setting switch no. 16, the shunting route for the locomotive was prepared, yet the freight train was still on track VI and the exit signal was indicating line clear for it.

Although there was still 54 seconds to act, the staff at track VI did not attempt to interrupt the shunting movement towards track VI by the available means (e.g. by the loudspeaker or by notifying the foreman shunter via the chief movements inspector).

Factual statements indirectly connected to the occurrence of the accident

n.a.

Other risk factors

Although they work at different places by location, the traffic controllers and the locomotive running foremen who had the authority to act did not harmonise their work. Nor did they give

unambiguous order to the chief movements inspector in time as to what locomotive would forward train no. 45911-2 until which station.