

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

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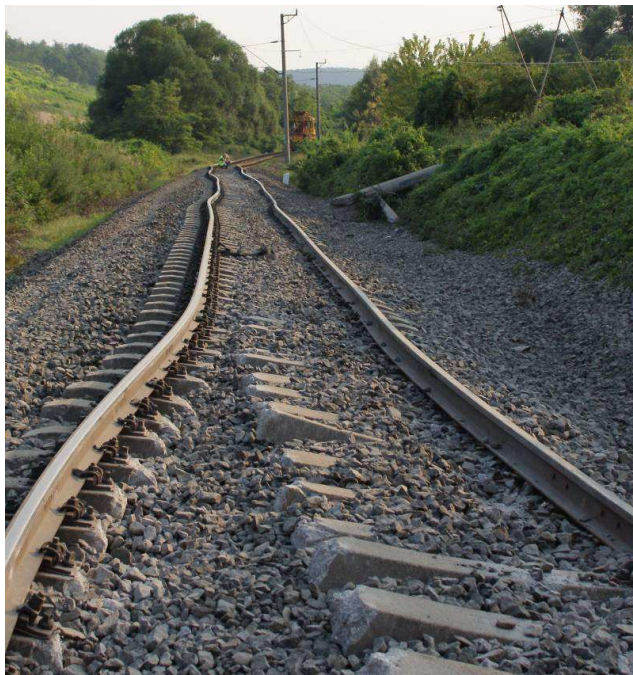
On 2 August 2008, 4 carriages of a passenger train derailed between Kurd and Szakály-Hőgyész stations, one of which toppled to its side. The rail track sustained substantial damage on a 200 metre length.

Factual statements directly connected to the occurrence of the accident

Weather circumstances:

- Prior to the accident,

there had been more precipitation than usual, and then the weather was hot for a few days.



Railway embankment/bedding:

- There was no drainage at the site of the accident.
- The upper part of the bedding got soaked; its supporting capacity was significantly reduced.

Rail structure:

- The last rail track works when the rails were detached were performed in the autumn on 2006. The actual neutral (safe) rail temperature was set then. According to the information available for the IC, the powered-down status of overhead lines and the setting of the right rail temperature were not checked.
- Other rail track works in 2007 resulted in the decrease of the arch length and of the

rail temperature.

- Local rail track defects were found at the last rail track inspection.
- The track became defected when the previous train ran on it.

Human factors:

- The IC established that the application of the emergency brake contributed to the derailment.