**SUMMARY OF OCCURRENCE № HU-10053**

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| Grade: | Railway incident |
| Date and time: | 15 March 2020 |
| Location: | Vác (station) |
| Occurrence type: | Signal passed at danger |
| Movement type: | Regional passenger train |
| Description: | For the passenger train no. 32228 the route was set incorrectly by the signaller from track no. 4b instead from track no. 3b at Vác station. The train left the station this way: passed a signal at danger and opened up a switch. |
| Consequences: | 0 fatality / 0 serious injuryNo damage (EUR 0) |
| Parties: | MÁV Zrt. (IM)MÁV-START Zrt. (RU) |
| Direct cause(s): | * the traffic controller in the computer did not lock the proper track route for the train that was actually departing, and then gave instructions to his co-worker to authorise the train driver verbally, without ensuring that the track route had actually been formed, because he was not staying at his place of work
* the external traffic controller, on the basis of receiving an incorrect verbal instruction, authorised the locomotive driver without checking the aspect of the exit signal
* under the influence of the authorisation and the signal from the exit signal of the adjacent track allowing the train to proceed, the driver started his train without checking the signal concerning his train, and did not check the signal either while moving towards it
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| Contributory factor(s): | * after a change of direction, continuous train controlling does not work on the train until the new track route setting is made, so the more frequently given vigilance alert does not help the driver detect the situation, nor does the emergency brake apply when passing a signal at danger
* because of the spatial position of the signals, their apparent order due to the curve in the track causes problems when checking them
* the movement inspector on the platform was accustomed to the fact that in daylight the signals were not clearly visible, so he did not even attempt to check them by stepping back from the train in the dark, nor did he ask about the aspect of the exit signal by radio
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| Underlying cause(s): | * none
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| Recommendation(s): | none |

