**SUMMARY OF OCCURRENCE № HU-6309**

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| Grade: | Railway incident |
| Date and time: | 23 July 2020 |
| Location: | Budapest-Nyugati (station) |
| Occurrence type: | Signal passed at danger |
| Movement type: | Locomotive running solo |
| Description: | The train no. 22425 passed the signal „G” of Budapest-Nyugati station at danger and moved on towards the oncoming passenger train no. 2346. Eventually the two trains stopped 288 metres away from each other. |
| Consequences: | 0 fatality / 0 serious injuryNo damage (EUR 0) |
| Parties: | MÁV Zrt. (IM)MÁV-START Zrt. (RU) |
| Direct cause(s): | * after the train № 2036 (moving in the opposite direction) had passed, the locomotive driver of train № 22425 departed without authorisation and without observing (or after not observing it carefully enough) the aspect of signal "G" which was in ‘Danger’
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| Contributory factor(s): | * the 75 Hz continuous signal transmission for train control systems is not installed at the location of the occurrence, so active train control is not available there
* the personnel of the traffic-regulating signal box № 2 did not notice that train № 22425, which had been waiting in their area, started to move without authorisation, passed the area of the train-regulating signal box № 2 and then entered the track which lead towards signal box № 1, and so did not take any action to stop the dangerous movement(s)
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| Underlying cause(s): | * the train protection system based on 75 Hz track-circuit signals is not suitable to prevent head-on traffic when it is only partially installed
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| Recommendation(s): | none |

