

"The accident with human death caused by the collision of the train and the passerby, occurred in the class 4 level crossing"

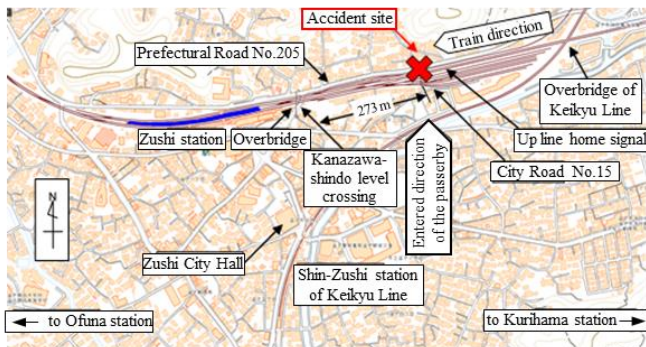
Railway operator : East Japan Railway Company
 Accident type : Level crossing accident
 Date and time : About 17:47, March 21, 2019
 Location : Yamanone level crossing, the class 4 level crossing without crossing gate nor road warning device, in the premises of Zushi station, Yokosuka Line, Zushi City, Kanagawa Prefecture

<SUMMARY>

While the inbound Local Electric 1786S train, started from Kurihama station bound for Kazusa-Ichinomiya station, was running in the premises of Zushi station at the velocity about 53 km/h, the driver of the train noticed the abnormal sound at around Yamanone level crossing, then operated the emergency stop procedure and the train protection radio. As the result of the investigation of the scene, the injured person was found in the railway track, and found as dead although the ambulance was called.

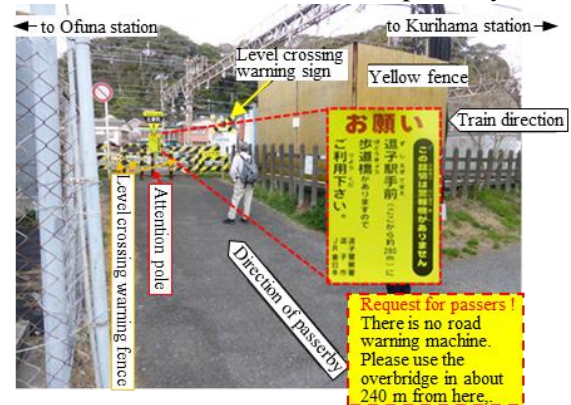
After that, it was found out by the image records that the dead person was the passerby of the level crossing entered from southward of the concerned level crossing and collided with the concerned train.

<Map of around the accident site>



This figure was made using the Geographical Institute Map, Electrical Country Web, of the Geospatial Information Authority of Japan

<Status of Yamanone level crossing viewed from the entered side of the concerned passerby>



<Perspective of the direction to Kurihama station from Yamanone level crossing>

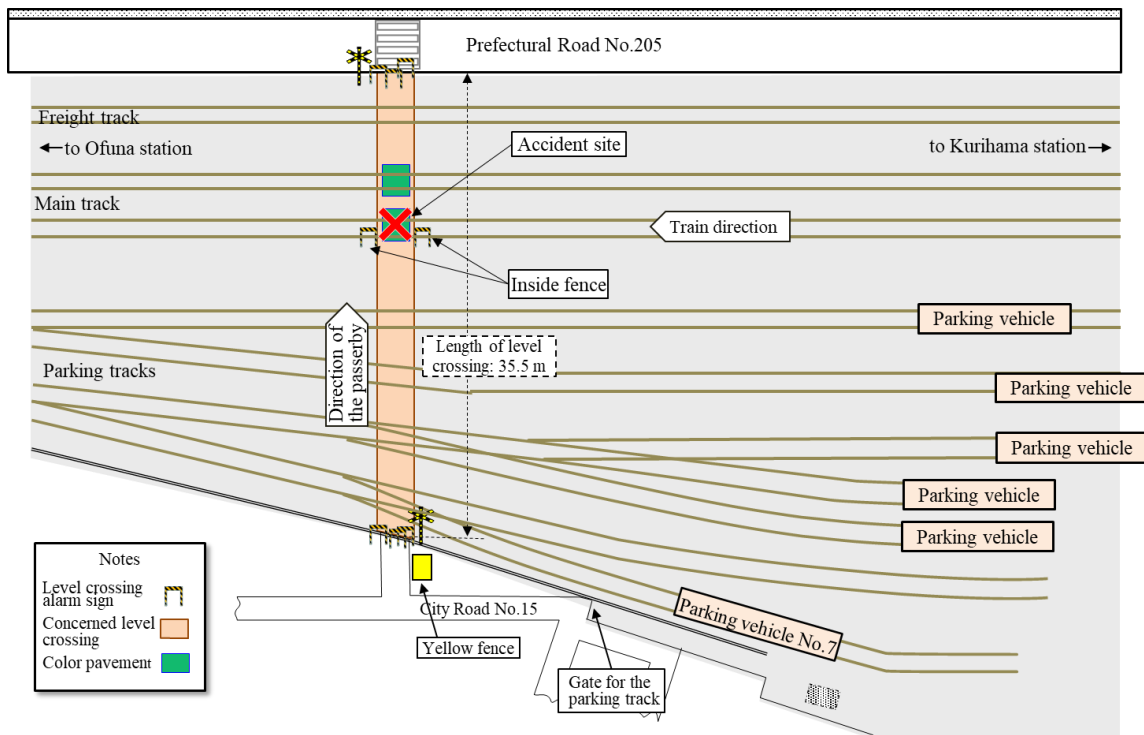


<Perspective of the parking tracks viewed from southward of Yamanone level crossing>



<Photos were taken after the accident>

<Rough map of Yamanone level crossing>



<PORBABLE CAUSES>

It is highly probable that the concerned accident was caused by that the pedestrian collided with the concerned train because the pedestrian passing Yamanone level crossing, the class 4 level crossing without crossing gate nor road warning machine, entered the up track in the concerned level crossing in the situation that the train was approaching in the up track.

It could not be determined the precise situation why the concerned pedestrian entered the up track in the situation that the train was approaching in the up track, because the pedestrian was dead, although it is somewhat likely that the pedestrian did not notice the approaching train, and that it was related with the difficulty to cross through the concerned level crossing only by the safety check when entered the level crossing as the structure of the concerned level crossing was in the status as the main tracks could not be viewed by the parking vehicles depending on the circumstances, in addition there were many tracks to be crossed and the length of the level crossing road was long as 35.5 m.

<MATTERS EXPECTED TO PREVENT THE RECURRENCE>

The class 4 level crossing, that is not equipped with crossing gate and road warning device, should be abolished or equipped with the level crossing protection facilities.

It is considered as necessary to pay attention always for the surroundings when passed the concerned level crossing, because it is difficult to pass through the concerned level crossing safely only by the safety check when entered the level crossing, and the confirmation are required for the vehicles going in and out for the parking tracks, the trains in the main tracks and the freight tracks, in addition to the increase of areas that could not be seen the status of

the main tracks depending on the circumstances, because there were many railway tracks to be crossed and the length of the level crossing road was long in the concerned level crossing. In addition, East Japan Railway Company had been approached to Zushi City, etc., toward the abolishment of the concerned level crossing, but the concerned accident occurred in the situation that these discussions was not advanced, because there are considerable technological difficulties in the installation of the level crossing protection devices.

Based on these situations, it is necessary to implement the urgent measures considering the peculiarity of the concerned level crossing such as the intensification of the calling attention to the passerby of the level crossing at first, and it is necessary for the concerned company, Zushi City, the regional residents, etc., to promote the discussion on the abolishment and the preparation of the alternative crossing facilities, etc., from the view point to consider the safety as higher priority, to determine the policy in early stage, and to implement the concrete measures.

Details can be obtained by the railway accident investigation report in the home page of the Japan Transport Safety Board, i.e. <http://www.mlit.go.jp/jtsb>