

## Railway accident investigation report

Railway operator	Kyushu Railway Company
Accident type	Heavy property loss without casualty
Date and time	About 05:18, September 18, 2017
Location	In the premises of Nogata station, Chikuho Line, Nogata City, Fukuoka Prefecture

### SUMMARY

On September 18, 2017, the driver of the shunting vehicles for the inbound Electric 6620M train, which was the shunting vehicles scheduled to be operated as the inbound Electric 6620M train, composed of two vehicles started from Nogata station bound for Wakamatsu station of Chikuho Line, Kyushu Railway Company, started the shunting operation in the route from track 25 to the east lead track No.1 via track 15 in the premises of Nogata station, at about 05:15. After that, the vehicles collided with the car stop installed in the end edge of the east lead track No.1 and destroyed it, furthermore, all two axles in the front bogie of the front vehicle derailed to right by the shock and the vehicle body of the front vehicle disturbed the main line in the up track.

As the measures such as train protection etc., accompanied with disturbing main line in the up track had not been implemented, the inbound Electric 6520H train, composed of 3 vehicles, and the shunting vehicles for outbound Deadhead Diesel 1533D train, shunting vehicles composed of four vehicles scheduled to be operated as the outbound Deadhead Diesel 1533D train, were passing through the disturbed track, and the car side pilot lamp of the shunting vehicle of the outbound Deadhead Diesel 1533D train contacted with the right edge of the front head of the shunting vehicle of the inbound Electric 6620M train and both vehicles were damaged.

There was a driver boarded on the shunting vehicles for the inbound Electric 6620M train and the shunting vehicles of the outbound Deadhead Diesel 1533D train, each, but no one was injured.

### PROBABLE CAUSES

It is highly probable that the heavy property loss was induced in the railway facilities and the vehicles in the accident, as the vehicle collided with the car stop installed in the end edge of the track because the driver operating vehicles in shunting operation in the premises of Nogata station missed the timing of the braking operation, and the vehicle passing in the main line in the up track contacted with the vehicle derailed by the shock of the collision with the car stop and disturbed the main line in the up track.

It is somewhat likely that the driver missed the timing of the braking operation related with temporary misunderstanding of the shunting route for the other vehicles as the route for his vehicles as he did not concentrate awareness to confirm safety of his route in the shunting operation.

It is probable that the derailed vehicle contacted with the vehicle passing the main line in the up track in relation with that the procedure of train protection was not implemented promptly after the derailment had occurred.

It is somewhat likely that the train protection procedure was not implemented promptly even though the derailed vehicle had disturbed the main line in the up track after the derailment, because the driver of the derailed vehicle had considered that the derailed vehicle was not in the situation as to disturb the neighboring main line in the up track as the deviation was not so large, although he had noticed the fact of the derailment.