

"The accident that train ran onto the plural ballasts and derailed while running in the level crossing"

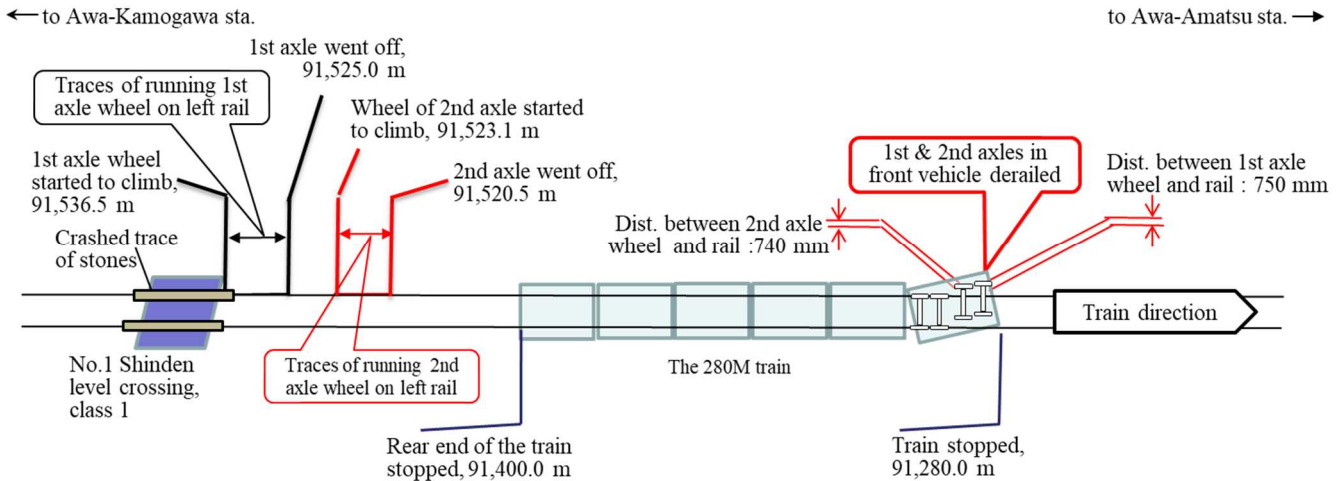
Railway operator : East Japan Railway Company
 Accident type : Train derailment
 Date and time : About 15:53, May 8, 2020
 Location : Around 91,537 m from Chiba station, between Awa-Kamogawa station and Awa-Amatsu station, single track, Sotobo Line, Kamogawa City, Chiba Prefecture

<SUMMARY>

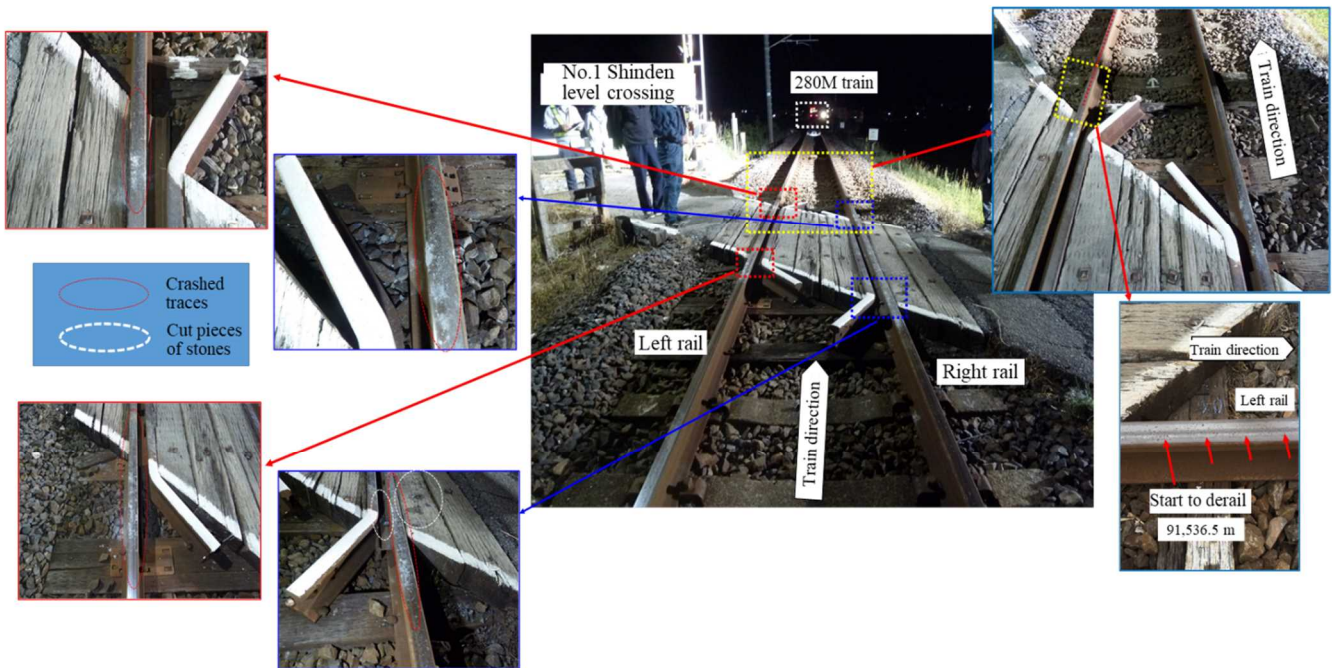
On May 8, 2020, the inbound Local 280M train, composed of six vehicles and started from Awa-Kamogawa station bound for Chiba station, Sotobo Line of East Japan Railway Company, departed from Awa-Kamogawa station on schedule at 15:51. While the train was running at the velocity of about 94 km/h, the trainee driver of the train felt the impact as thrusting up from downward when passed No.1 Shinden level crossing, then applied the emergency brake to stop the train. After the train stopped, the instructor driver, who had been coaching the trainee driver, reported the situation to the train dispatcher and checked the vehicle. As it was found that the 1st and the 2nd axles in the front bogie of the 1st vehicle had been derailed to left side of the direction of travel, the instructor driver reported it to the train dispatcher.

There were 16 passengers and 3 train crews, *i.e.*, the trainee driver, the instructor driver and the conductor, were onboard the train, among them, one passenger was injured.

<Map of the accident site and periphery>



<Status of No.1 Shinden level crossing after the accident>



<PROBABLE CAUSES>

The JTTSB concludes that the probable cause of this accident was that, while the train was running in No.1 Shinden level crossing, the 1st and the 2nd axles in the front bogie of the 1st vehicle ran onto the plural ballasts in around the top surface of rail in the level crossing and derailed to left side of the direction of travel, in this accident.

It could not be determined the precise reason why the plural ballasts had been existed in around the top surface of rail in the level crossing, although there was the possibility as to be placed intensively.

<SAFETY ACTIONS>

The safety actions considered as necessary for this accident were as follows.

- (1) The placed stones have the possibility to cause the train derailment accident depending on the placed positions and the numbers, therefore, it is considered as necessary for the railway operators to cooperate with the police, the local self-government, etc., in order to prevent such placed dangerous stones from happening.
- (2) It is desirable to study on the installation of the device to remove obstacles in the part close to the top surface of rail in the vehicle body or the bogie, in the range that the safety running of the vehicle can be secured, in order to remove obstacles such as the ballasts, etc.
- (3) It is desirable to study on the installation of the guard angles in the neighborhood of the level crossing, and the installation of the device to prevent deviation to the vehicles in order not to deviate largely in the neighborhood of the level crossing when derailed,

because there is the possibility to cause the train derailment accident depending on the size of the obstacles, etc., in the level crossing.

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