

"The accident with human death by the collision of the train and the pedestrian occurred in the class 3 level crossing"

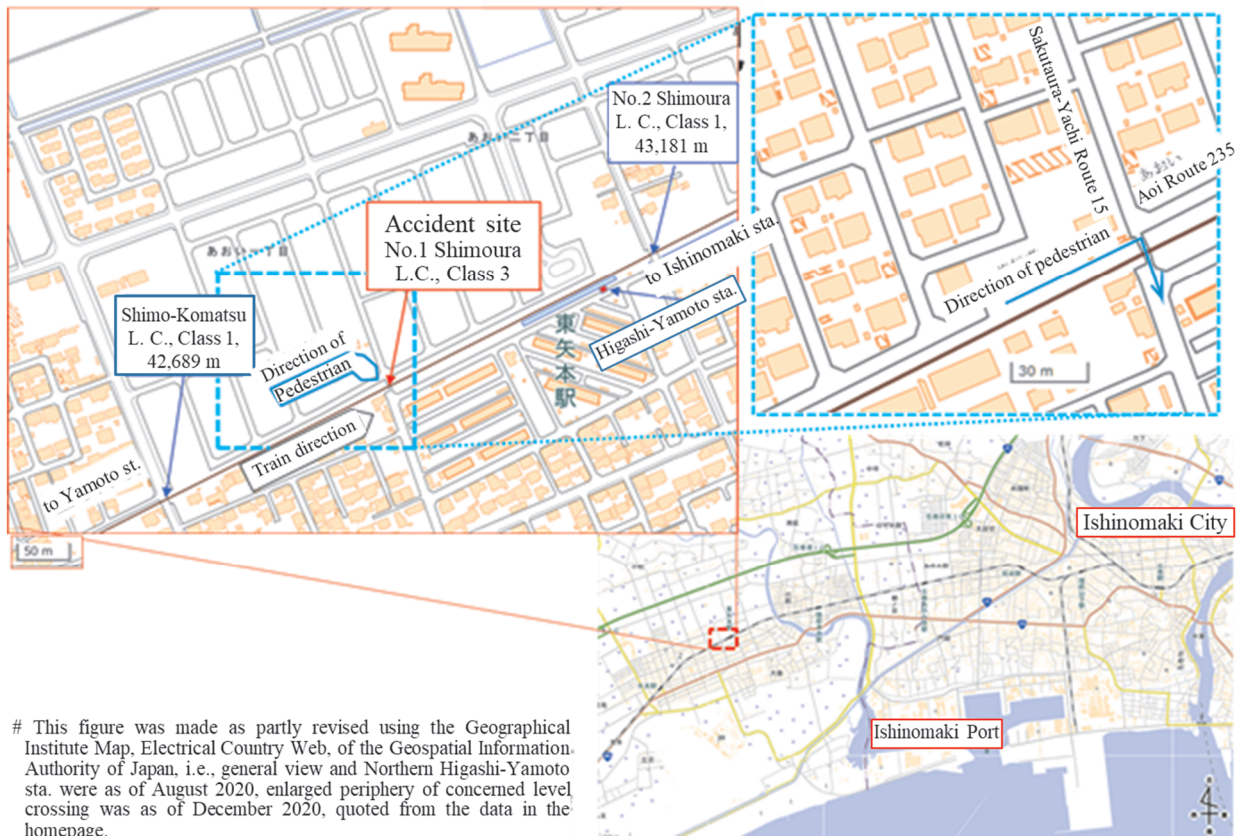
Railway operator : East Japan Railway Company  
 Accident type : Level crossing accident  
 Date and time : About 10:05, May 5, 2020  
 Location : No.1 Shimoura level crossing, class 3 level crossing equipped with road warning device and without crossing gate, in the premises of Higashi-Yamato station, single track, Senseki Line, Higashi Matsushima City, Miyagi Prefecture

<SUMMARY>

On Tuesday, May 5, 2020, while the outbound Limited Rapid 5527D train, started from Sendai station bound for Ishinomaki station of East Japan Railway Company, was running between Yamoto station and Higashi-Yamato station at the velocity of about 90 km/h, the driver of the train noticed the pedestrian entering No.1 Shimoura level crossing at about 20 m before the level crossing, and sounded the whistle and applied the emergency brake immediately, but the train collided with the pedestrian.

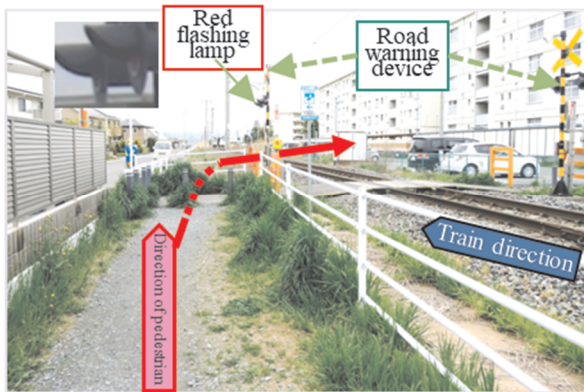
The pedestrian was dead in this accident.

<Map of the accident site and peripheral>



# This figure was made as partly revised using the Geographical Institute Map, Electrical Country Web, of the Geospatial Information Authority of Japan, i.e., general view and Northern Higashi-Yamato sta. were as of August 2020, enlarged periphery of concerned level crossing was as of December 2020, quoted from the data in the homepage.

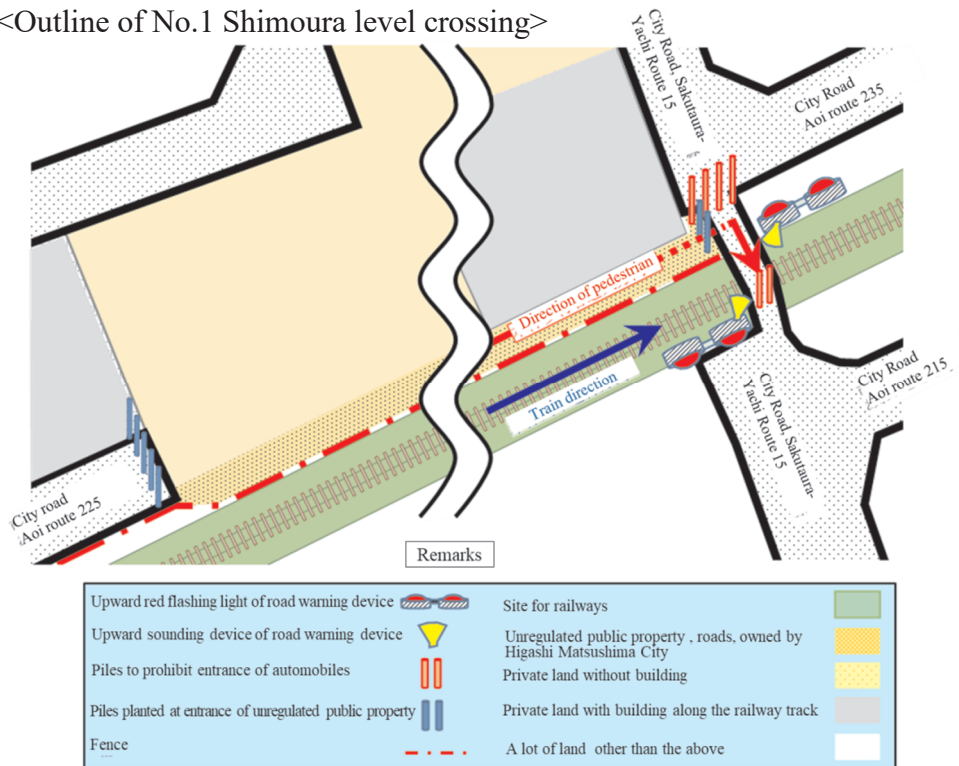
<Status of the level crossing viewed from the direction of the entering pedestrian>



<Visible status from the level crossing, the side of the entered pedestrian>



<Outline of No.1 Shimoura level crossing>



<PROBABLE CAUSES>

The JTSB concludes that the probable cause of this accident was that the pedestrian entered No.1 Shimoura level crossing, the class 3 level crossing equipped with the road warning device but without the crossing gate, in the status that the road warning device was operating and responded to the approaching train.

It could not be determined why the pedestrian entered the level crossing because the pedestrian was dead, although it is likely that the pedestrian did not hear the rumbling sound of the road warning device and that the pedestrian overlooked the red flashing lamps of the road warning device.

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>