

"The accident with human death caused by the collision of the train and a light automobile, occurred at the class 4 level crossing"

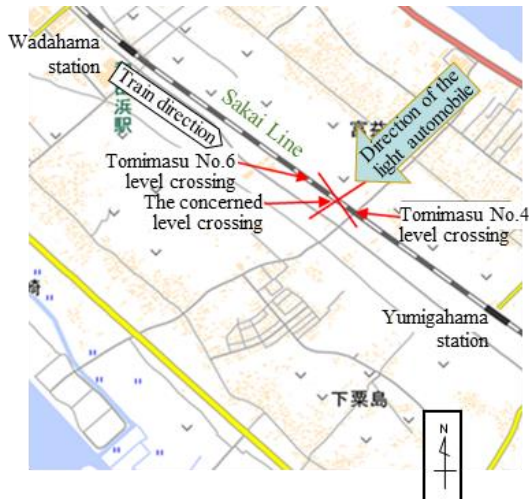
Railway operator : West Japan Railway Company
 Accident type : Level crossing accident
 Date and time : About 12: 52, June 7, 2019
 Location : Tomimasu No.5 level crossing, the class 4 level crossing without crossing gate nor road warning device, at around 8,281 m from the origin in Yonago station, between Yumigahama station and Wadahama station, single track, Sakai Line, Yonago City, Tottori Prefecture

<SUMMARY>

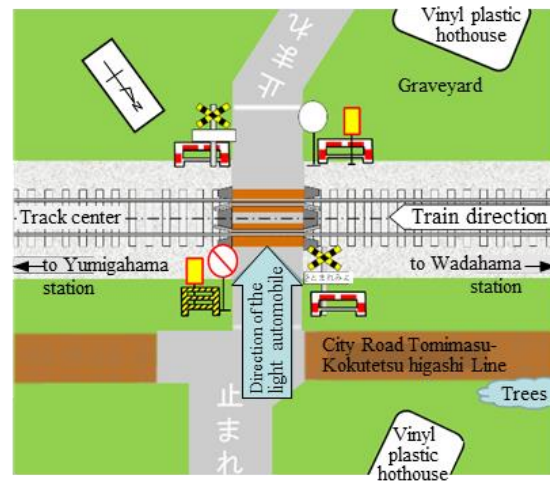
While the inbound 1648D train, started from Sakaiminato station bound for Yonago station, Sakai Line of West Japan Railway Company, was running between Yumigahama station and Wadahama station at the velocity of about 79 km/h, the driver of the train noticed a light automobile entering Tomimasu No.5 level crossing, the class 4 level crossing, from left side of the running train at about 50 m before the level crossing, then sounded the whistle and applied the emergency brake immediately, but the train collided with the light automobile.

The driver of the light automobile was dead in the accident.

<Map of around the accident site>



<Rough map of Tomimasu No.5 level crossing>



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

<Status of the concerned level crossing>



Took from the entered direction of the subcompact car

<PROBABLE CAUSES>

It is certain that the concerned accident was caused as that the light automobile collided with the train because the light automobile entered Tomimasu No.5 level crossing, the class 4 level crossing without crossing gate nor road warning device, in the situation that the train was approaching.

It could not be determined the detailed reason why the light automobile entered the concerned level crossing in the situation that the train was approaching, because the driver of the light automobile was dead, although it is somewhat likely that the driver of the light automobile could not notice the approaching train as the driver of the light automobile had been concentrated his consciousness to the driving operation of the light automobile.

<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 prepared the level crossing protection device. It is considered as necessary for the relevant parties, i.e., railway operator, Yonago City, regional residents, etc., to proceed the discussion toward the abolishment or the preparation of level crossing protection device for the concerned level crossing, to decide the policy in early stage and to implement the concrete measures.

In addition, it is considered that there was the possibility as one of the causes of the occurrence of the concerned accident that the shape of the road to the concerned level crossing from the intersection at just before the level crossing, was bent as the crank, and the width of the level crossing was almost the same level as the total width of the light automobile, then, the approaching train was difficult to be noticed by the driver of the light automobile who concentrated to drive the automobile. Therefore, it is desirable to implement the measures such

as to repaint the stop line in order to urge the drivers of automobiles to stop once before the level crossing and confirm the safety.

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>