

"The train derailment accident due to the collision of the train and the unattended light motor truck, occurred in the Class one level crossing"

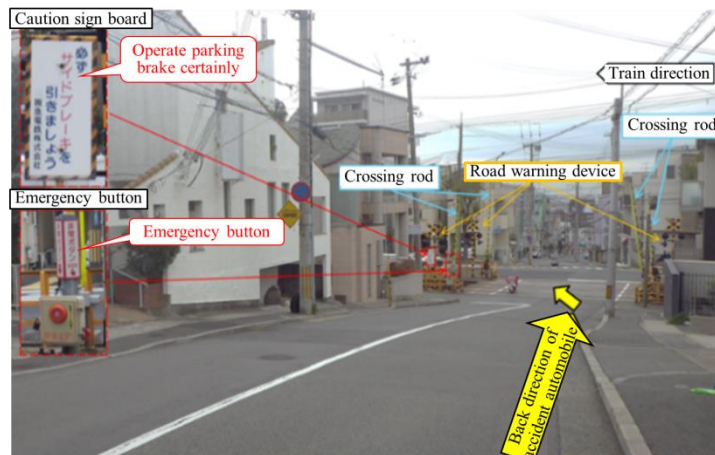
Railway operator : Hankyu Corporation
 Accident type : Train derailment accident
 Date and time : About 19:42, November 23, 2020
 Location : Takaha Level Crossing, the Class one level crossing equipped with crossing gate and road warning device, at around 27,423 m from Osaka-umeda station, between Rokko station and Mikage station, double track, Kobe Line, Kobe City, Hyogo Prefecture

<SUMMARY>

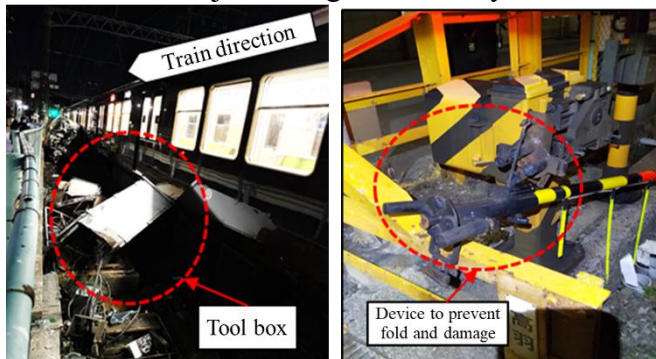
On Monday, November 23, 2020, while the inbound Limited Express K1906 train, started from Shinkaichi station bound for Osaka-umeda station of Hankyu Corporation, was running between Rokko station and Mikage station at the velocity of about 85 km/h, the driver of the train noticed the light motor truck entering the Takaha Level Crossing, the Class one level crossing, so that applied the emergency brake immediately, but the train collided with the light motor truck, and all two axles in the front bogie of the first vehicle derailed to left. The light motor truck had been going down the slope as no one was boarded.

One passenger was injured in this accident.

Status of the Takaha Level Crossing



Status of major damages of railway facilities



Damaged status of light motor truck



<PROBABLE CAUSES>

It is highly probable that the train derailed because **an unattended light motor truck backed the sloping road, and entered the Takaha Level Crossing in the status as the crossing rod had been lowered responded to the approaching train, and collided with the approaching train.**

As for that the train had derailed, it is probable that left wheel of the first axle ran onto the rail and derailed due to the impact of the light motor truck which collided with lower left part of the train, in addition, the involved part of the light motor truck was caught between left wheel of the first axle of the front bogie of the first vehicle and rail, furthermore, left wheel of the second axle ran onto the rail and derailed due to the impact acted by the involved parts and the vibration acted by the derailed wheel.

It is probable that the light motor truck had backed because the driver of the light motor truck left from the light motor truck in the status that the measures required to keep the stopping status of the light motor truck had been insufficient, although the stopped place was the sloping road.

<MATTERS EXPECTED TO PREVENT RECURRENCE>

It is probable that this accident was caused as that the driver of the light motor truck left from the driver's seat in the status that the braking force of the parking brake had been lacked in the city road Takaha Kita Route 2 crossing with the Takaha Level Crossing. In addition, the accident that the braking force of the automobile waiting before the level crossing had loosened and entered the level crossing, in the past.

Therefore, it is necessary for the local police to reinforce the regulation and the watching for parking in the concerned city road, in cooperation with the road administrator and the railway operator. Furthermore, it is desirable to make thoroughly, against the drivers of automobiles passing the concerned city road continuously, on the importance of the handling brake when stopping, *i.e.*, set the gear in the "reverse" position in level ground or downward slope and in the "low" position in upward slope in the manual car, or set the change lever in the "parking" position in the automatic car, and actively use the wheel stoppers, in order to implement sufficiently the required measures to keep the stopped status, when stopped automobile inevitably.

[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](http://www.mlit.go.jp/jtsb)