

## Railway accident investigation report

Railway operator : East Japan Railway Company.

Accident type : Train derailment.

Date and time : About 01:11, February 23, 2014.

Location : In the premises of Kawasaki station, Tokaido Line (Keihin Tohoku Line), Kawasaki City, Kanagawa Prefecture.

### SUMMARY

On February 23, 2014, the Deadhead 2402A train, composed of 10 vehicles, starting from Sakuragicho station bound for Kamata station, of East Japan Railway Company, departed from Sakuragicho station at 00:55, on schedule.

While the train approached to Kawasaki station, non-stop station, and was in coasting operation at the velocity of about 65 km/h, the train driver found the road railer type transporter for construction work on the track ahead, and immediately sound whistle and at the same time applied an emergency brake but it was too late, the train collided with the transporter.

The first vehicle overturned on its left side and the second vehicle tilted to left and its all axles were derailed.

There were two train crews onboard the train, both of them were injured.

As the train were in deadheading operation, there was no passenger onboard.

### PROBABLE CAUSES

It is highly probable that the accident occurred by the derailment of the deadheading train running on the northbound track of Keihin Tohoku Line due to the collision with the road railer type transporter, because the transporter entered into the same track before closed for the construction work with the railway track closing.

It is probable that the reason why the road railer type transporter for construction work had entered into the track of north bound Keihin Tohoku Line before closed for the construction work, without guidance by the guide staff of the heavy machines in charge of guidance of the heavy machines for construction in the passage for construction site, was because the operator of the transporter understood the instruction by the staff, to move the transporter to the intermediate point, meant the allowance to move the transporter into the north bound track of Keihin Tohoku Line.

As for these situations, it is probable that the entrance of heavy machines to the track where the railway track closing procedure did not yet applied, could not be prevented, because the procedure of construction works that should be conducted by instructions and orders, were not obeyed well enough by the staffs concerned.