

Railway serious incident investigation report

Railway operator : Hokkaido Railway Company.

Serious incident type : Others, the railway serious incident related with the associate situations with the situation listed in the previous items, i.e., malfunction, damage, destruction, etc., effecting the safe train operation in the running gears, brake equipment, electric devices, coupling devices, train protection system, etc., of the vehicle, prescribed in Number 8, prescribed in Number 10, Clause 1, Article 4, of the Ordinance on Report on Railway Accidents, etc.

Date and time : About 19:51, May 17, 2015

Location : In the premises of Yakumo station, Hakodate Line, Yakumo Town, Futami District, Hokkaido.

SUMMARY

On May 17, 2015, the conductor in charge of the inbound Extra Passenger Limited Express 8008 train, the Extra Sleeper Limited Express Hokutosei composed of 14 vehicles, starting from Sapporo station bound for Ueno station of Hokkaido Railway Company, patrolled cabins after the train departed from Yakumo station at 19:51, on schedule, and found the left door for passengers in the deck of the 4th vehicle opened almost completely, and immediately closed the door manually.

The train dispatcher, reported about the incident from the conductor in charge, instructed the train driver to stop the train at Otoshibe station temporarily.

There were 166 passengers, 3 train crews, i.e., the driver, the conductor in charge, the assistant conductor, and 5 dining car staffs onboard the train, but there was no casualty due to fell from the train etc.

Here, the 12 passenger cars, which were sleeping cars, used in the inbound Extra Passenger Limited Express 8008 train belonged to East Japan Railway Company.

PROBABLE CAUSES

It is highly probable that the serious incident occurred as the train ran while the door had been left open, because the conductor in charge sent the departure sign to the train driver, without noticing the left door of the 4th vehicle did not close, after he operated the door control device to close the left side doors, when the train departed from Yakumo station.

It is highly probable that the conductor in charge had sent the departure sign to the train driver without noticing the door did not close because he did not confirm properly both the car side pilot lamp and the indicator lamp showing all doors were closed in the conductor room in the 5th vehicle, after handled the door close operation.

It is probable that the left door in the 4th vehicle did not close because the door was caught by the lower rail after the door moved to close a little from the opened position when the door close operation had implemented, due to the narrower gap between the bottom of the door and the lower rail raised up with its base by the rusted frame of the vehicle body.