



No 93-116

Train No. 700

Collision with Pedestrian

Near Papanui

12 October 1993

ABSTRACT

A pedestrian who moved on to the track between Papanui and Belfast on 12 October 1993 as a passenger train approached was struck and mortally injured. No specific issues of public safety were identified in the investigation.

TRANSPORT ACCIDENT INVESTIGATION COMMISSION

RAIL ACCIDENT REPORT NO. 93-116

Train Type and Number:	Passenger, No. 700
Locomotive:	DF6185
Date and Time:	12 October 1993, 0835 hours*
Location:	Near Papanui 8.90 km, Main North Line
Type of Occurrence:	Collision with pedestrian
Persons on Board:	Crew: 4 Passengers: Not known
Injuries:	Crew: Nil Passengers: Nil Others: 1 Fatal#
Nature of Damage:	Nil
Information Sources:	Transport Accident Investigation Commission field investigation
Investigator in Charge:	Mr W J D Guest

*All times in this report are NZDT (UTC + 13 hours)

#Pedestrian on track

1. NARRATIVE

1.1 Train 700 was the "Coastal Pacific", New Zealand Rail Limited's daily express passenger service between Christchurch and Picton.

1.2 At 0835 hours on the morning of 12 October 1993, the Coastal Pacific was travelling between Papanui and Belfast. The train rounded a left hand curve close to the site of the closed Styx Station, and entered a long straight, travelling at a steady 91 km/h.

1.3 The weather was overcast, but visibility was good.

1.4 The locomotive was carrying a second Locomotive Engineer who was travelling to Kaikoura to work on another train. This Locomotive Engineer was seated on the left hand side of the cab. The Locomotive Engineer in charge of the train was in the usual position on the right of the cab.

1.5 As the train proceeded down the straight, both Locomotive Engineers noticed a person standing beside the track on the right hand side. The Engineer in charge of the train estimated that he first saw the person 150

metres from the train. He also noticed a bicycle on the ground nearby.

1.6 There were no streets or public pathways in the vicinity, and the pedestrian was trespassing. This was apparently a common occurrence along the track in this area, as people consider that the railway offers a short cut to the road route between Styx and Belfast.

1.7 Neither of the Locomotive Engineers felt any alarm, and no move was made to slow the train or apply the brakes.

1.8 As the train approached the pedestrian, he appeared to crouch quickly and then jump on to the track as if to cross in front of the locomotive. He was struck.

1.9 The Locomotive Engineer in charge applied the emergency brakes, and sent a radio message to Train Control. The Controller notified emergency services which attended promptly. The seriously injured man was transported to Christchurch Hospital, where he died the following day.

2. FINDINGS

2.1 The train was being operated normally prior to the accident.

2.2 Both Locomotive Engineers on board were keeping a lookout and saw the pedestrian standing clear of the track, but had no reason to believe that there was any danger or any reason to apply the brakes.

2.3 The pedestrian, who was trespassing, chose to try to cross the track when the train was very close.

2.4 Because of the short time available between the movement of the pedestrian on to the track and the collision, there was nothing the Locomotive Engineer in charge could have done to prevent the accident.

9 February 1994

M F Dunphy
Chief Commissioner