



**NO. 94-124**

**TRAIN 4616**

**WOBURN**

**5 OCTOBER 1994**

**ABSTRACT**

At 1615 hours on 5 October 1994 a pedestrian walking on the track near Woburn Station in the Hutt Valley was struck and fatally injured by a suburban passenger train.

# TRANSPORT ACCIDENT INVESTIGATION COMMISSION

## RAIL ACCIDENT REPORT NO. 94-124

**Train Type and Number:** Wellington-Taita  
Suburban Passenger, 4616

**Date and Time:** 5 October 1994, 1615 hours

**Location:** Near Woburn  
14.37 km Wairarapa Line

**Type of Occurrence:** Collision with pedestrian

**Persons on Board:** Crew: 2  
Passengers: Unknown

**Injuries:** Crew: Nil  
Passengers: Nil  
Others: 1 Fatal<sup>#</sup>

**Nature of Damage:** Nil

**Information Sources:** Transport Accident Investigation Commission  
field investigation

**Investigator in Charge:** Mr W J D Guest

<sup>#</sup> Pedestrian

## 1. NARRATIVE

1.1 On 5 October 1994 Train 4616 was a Wellington-Taita suburban passenger service consisting of a two electric multiple unit twinsets.

1.2 At 1615 hours the train was travelling between Ava and Woburn at 70 km/h. The approach to Woburn Station is a long left hand curve. Two road overbridges - Randwick Road and Whites Line East - straddle the track. The bridges restrict the view that Locomotive Engineers have of the track ahead.

1.3 The train entered the curve and came to the Randwick Road overbridge. As it passed under the bridge the Locomotive Engineer saw a man walking along the track in the same direction as the train, about 100 m ahead. He applied the brakes on full, and blew the horn.

1.4 The man did not turn to see the train, but stepped over the left hand rail to the edge of the track, close to the ends of the sleepers. He waved his right arm as if to motion the Locomotive Engineer to travel past. The Locomotive Engineer realised that the man had not moved clear of the track and could still be struck, and he sounded the horn continuously and applied the brakes in the emergency stop mode.

1.5 At 70 km/h, the train would have taken five seconds to cover 100 m, and applying the brakes would have increased this time.

1.6 The man did not make any further movement away from the track and was hit by the front left side of the train.

1.7 The train came to a stop approximately 90 m past the point of impact. The Locomotive Engineer advised Train Control by radio of the accident, and the Train Control Officer advised emergency services which responded promptly.

## 2. FINDINGS

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

2.2 The Locomotive Engineer took appropriate action after sighting the pedestrian, but was unable to stop the train in the space available.

2.3 The pedestrian had time to move clear, but apparently misjudged the width of the train and stood on the shoulder of the ballast near the ends of the sleepers, without watching the approaching train.

2.4 The pedestrian was not following an authorised footpath or accessway.

16 February 1995

M F Dunphy  
Chief Commissioner