

Report on the Train Separation Incident and Resumption of Stove Train Car Coupling

Thank you for your continued support of the Tsugaru Railway.

We sincerely apologize for the great concern and inconvenience caused to our passengers and local residents by the train separation incident that occurred on December 29, 2025, between Tsugaru-Iizume and Bishamon stations.

We hereby report the investigation results, the measures taken, and our future initiatives as outlined below.

1. Overview of the Incident

At around 14:52 on December 29, 2025, the southbound Train No. 155 (four-car formation), which had departed Tsugaru-Iizume Station, came to an emergency stop near the Maemachi Level Crossing.

Upon inspection after the stop, it was confirmed that the coupler and brake hose between the second car (diesel railcar) and the third car (passenger coach) had separated, leaving approximately one meter of distance between the cars.

Of the 200 passengers on board, one person sustained a minor bruise.

2. Cause of the Incident

The investigation concluded that multiple factors overlapped, causing the coupler to shift vertically and disengage.

- Vertical movement of the cars due to track conditions
- In the section near the Maemachi Level Crossing between Tsugaru-Iizume and Bishamon stations, height differences in the rails around a drainage channel made the

cars prone to vertical movement.

- The passenger coach at the rear experienced additional vertical vibration due to repeated rail joint impacts.
- It had been confirmed that sleepers sank approximately 30 mm when trains passed.
- Uneven wear on the coupler knuckle of passenger coach Oha 462
- The upper part of the knuckle had become thin due to uneven wear, reducing its vertical holding strength.
- The wear was attributed to long-term use and height differences between the coach and the diesel railcar.
- Difference in coupler height between the vehicles
- Although both couplers were within standard height limits, the coach's coupler was 19 mm lower, making it more susceptible to vertical movement when passing rail joints.
- Other contributing factors
- The diesel railcar uses air-spring bogies, while the Stove Train coaches use steel-spring bogies, resulting in different car body movements when passing rail joints.

3. Measures Implemented

Following the incident, we implemented the following measures and confirmed the safety of operations:

- Track repairs
- Performed full ballast tamping near the site to reduce vertical movement.
- Conducted additional repairs where necessary to stabilize conditions.
- Inspection and repair of vehicle couplers
- Re-measured coupler heights on all vehicles and adjusted them to meet newly

established standards.

- Rebuilt the worn knuckle on Oha 462.
- Added upper and lower knuckle thickness measurements to regular inspection items.
- Review of operational procedures
- Reinforced training on site preservation and reporting procedures in the event of an incident.

4. Future Measures

Tsugaru Railway takes this incident very seriously and will continue the following initiatives:

- Enhanced monitoring of track conditions
- Focused inspections of rail joints, sleeper sinking, and mud pumping.
- During train patrols and walking inspections, staff will also monitor dynamic conditions such as sleeper sinking under train load.
- Engineers and conductors will report any abnormalities or changes in ride quality, and the Transport Technology Group will centrally manage this information.
- Based on collected data, an annual “Track Maintenance Plan” will be formulated each April, with monthly progress reports submitted to headquarters.
- Strengthened inspection of vehicle couplers
- Regular measurement of knuckle thickness from both upper and lower sides to ensure early detection of wear.
- Stricter management standards for coupler height.
- Ongoing safety education
- Regular incident-response training for drivers, conductors, and dispatchers.

- Continued reinforcement of a safety-first decision-making culture.

5. Resumption of Stove Train Car Coupling

The Tohoku District Transport Bureau has informed us that the passenger coaches may be returned to service “provided that recurrence prevention measures are implemented.”

As all countermeasures have now been completed and safety has been confirmed, we will resume coupling the Stove Train passenger coaches.

We will continue to strengthen our safety measures so that passengers may travel with peace of mind.

We sincerely appreciate your continued support of the Tsugaru Railway.

令和 8年 4月 10日

津軽鉄道株式会社

代表取締役社長 澤田 長二郎