Summary

5:56:03 PM
Position of the lead car at the time the earthquake was detected
(in the vicinity of 206.070 km)

Position after derailment of the first axle of Car No. 8, which is assumed to have derailed mostly in the direction toward Omiya.

Right wheel on the fourth axle

Attachment point for the obstruction guard

Left wheel on the fourth axle

Gear case

Location where the wheel and bogie parts of the fourth axle of Car No. 10 began to pinch the rail (in the vicinity of 206.230 km)

207.828 km
Train stopped

Car No. 1

Car No. 10

206K207m

206K450m

Twenty-two axles derailed in this space (estimated)

206K000m

Takiya Tunnel (entrance covered with snow)

206K700m

207K600m 700m 800m

100m   200m   300m   400m

Takizawa North Viaduct

Jodogawa Bridge

Tokamachi Viaduct

Sawaguchi Bridge

Katada Viaduct

Todaishinko Bridge

Nakajima Viaduct

Destruction of a glued insulated joint due to collision with a derailed wheel (206.696 km)

Direction of Travel
(toward Nagaoka Station, 213.830 km)

206.227 km: The position after derailment of the fourth axle of Car No. 10, which is assumed to have derailed first.