

Safety Notice

Person hit by a train
Linkebeek – 29/04/2026

REPORT VERSION TABLE

Version number	Subject of revision	Date
1.0	First version	20/05/2026

Any use of this report with a different aim than of accident prevention - for example in order to attribute liability - individual or collective blame in particular - would be a complete distortion of the aims of this report, the methods used to assemble it, the selection of facts collected, the nature of questions posed and the ideas organising it, to which the notion of liability is unknown. The conclusions which could be deduced from this would therefore be abusive in the literal sense of the term.

In case of contradiction between certain words and terms, it is necessary to refer to the Dutch version.

1. Facts

On 29 April 2026, at around 3:10 p.m., the driver of the passenger train E4514 passing through the Linkebeek unmanned stopping point noticed a person on platform 2. The person was standing close to the edge of the platform and was hit by the train.

2. Circumstances of the incident

2.1. Geographical situation

Location: Linkebeek unmanned stopping point (Flemish Brabant)



2.2. Weather conditions

At the time of the accident, the weather was dry and visibility was over 200 metres.

3. Infrastructure

3.1. Railway infrastructure

Line 124, track B.

Platform 2 at the Linkebeek unmanned stopping point. The maximum permissible line speed at this location is 120 km/h.



Source: RAIU

The yellow line, which indicates the minimum distance to be maintained, is clearly visible along the entire length of platform 2.

The platform is narrow in places, particularly near the waiting shelters (1); however, these shelters provide sufficient space for passengers to wait. In other parts of the platform, the available width is reduced by overgrown vegetation (2). Furthermore, the platform is long enough (264 metres) to allow passengers to spread out.



(1) Source: RAIU



(2) Source: RAIU

4. Train involved

Train E4514, operated by the railway undertaking SNCB/NMBS, was running from Charleroi-Central to Antwerpen-Centraal through the Linkebeek unmanned stopping point, where it was not scheduled to stop. The train consisted of a type 18 locomotive and eight M6 carriages.

There were around 100 passengers on board the train.

5. Damage and impact

5.1. Physical injuries

The victim has died.

5.2. Impact on train traffic

Train traffic between Bruxelles-Midi/Brussel-Zuid and Braine-l'Alleud was suspended.

Train type	Cancelled	Delayed (minutes)
Passenger trains	83	207 (1424)
Freight trains	-	1 (5)
International trains	-	33 (224)

6. Conclusion

The person was hit on platform 2 at the Linkebeek unmanned stopping point as a train was passing. The permissible train speed was 120 km/h.

The air displacement caused by a passing train is a significant phenomenon, particularly in stations or near platforms. The faster the train runs, the greater the air displacement. This effect increases significantly with speed (roughly proportional to the square of the speed).

When a train is running:

- it pushes air ahead of it (compression effect);
- it draws in air from the sides and the rear (depression effect).

This causes:

- a strong gust of wind as the train passes;
- turbulence that can sometimes be very severe.

Air displacement can cause:

- a person standing close to the edge of the platform to lose their balance;
- objects (small stones, rubbish, bags, pushchairs, ...) to be blown away;
- a suction effect towards the track (especially when a train is passing).

7. Important points to note

- Even without direct contact, a train can be dangerous, simply because of the air displacement it causes.
- When a train is passing: **keep away from the edge of the platform and maintain the minimum distance.**

Rail Accident and Incident Investigation Unit

www.raiiu.be

