

FINAL REPORT OF INVESTIGATION A&I E18279

July 8, 2018

Collision

Adopted by the Metrorail Safety Commission at its meeting on April 8, 2019.

Washington Metrorail Safety Commission
777 North Capitol Street, NE, Suite 402
Washington, DC 20002



FINAL REPORT OF INVESTIGATION A&I E18279**SMS 20180709#72489**

Date of Event:	07/08/2018
Type of Event:	Collision a. All collisions between two or more rail transit vehicles.
Incident Time:	22:44 hrs.
Location:	NoMa Gallaudet University Rail Station (B35) CM B1-091+60
Time and How received by SAFE:	22:52 hrs. – SAFE Hotline
Safety Officer Response:	No
Time of Safety Officer Arrival:	N/A
Time of Safety Officer Departure:	N/A
Rail Vehicle:	1 st Unit - Prime Mover(PM)39, Flat Car(F) 409 and F407 2 nd Unit - Tamper(T)005
Injuries:	None
Damage:	None
Emergency Responders:	CTEM, TRST

Executive Summary

On Sunday, July 8, 2018 at 22:44 hrs., SAFE was notified by Track Structure (TRST) General Superintendent of a collision between PM39xF409xF407 and Tamper Unit T005 at Chain Marker B1-091+60. While moving approximately 5 mph within its work area, Prime Mover PM39 pushing Flat Cars F409 (Ballast Car) and F407 (Ballast Car) respectively, collided with stationary vehicle Tamper Unit T005 causing minor damage. No injuries were reported at the time of the incident. Prime Mover PM39 Operator and Flagman were removed from service and are being transported for Post Incident Testing and Interview.

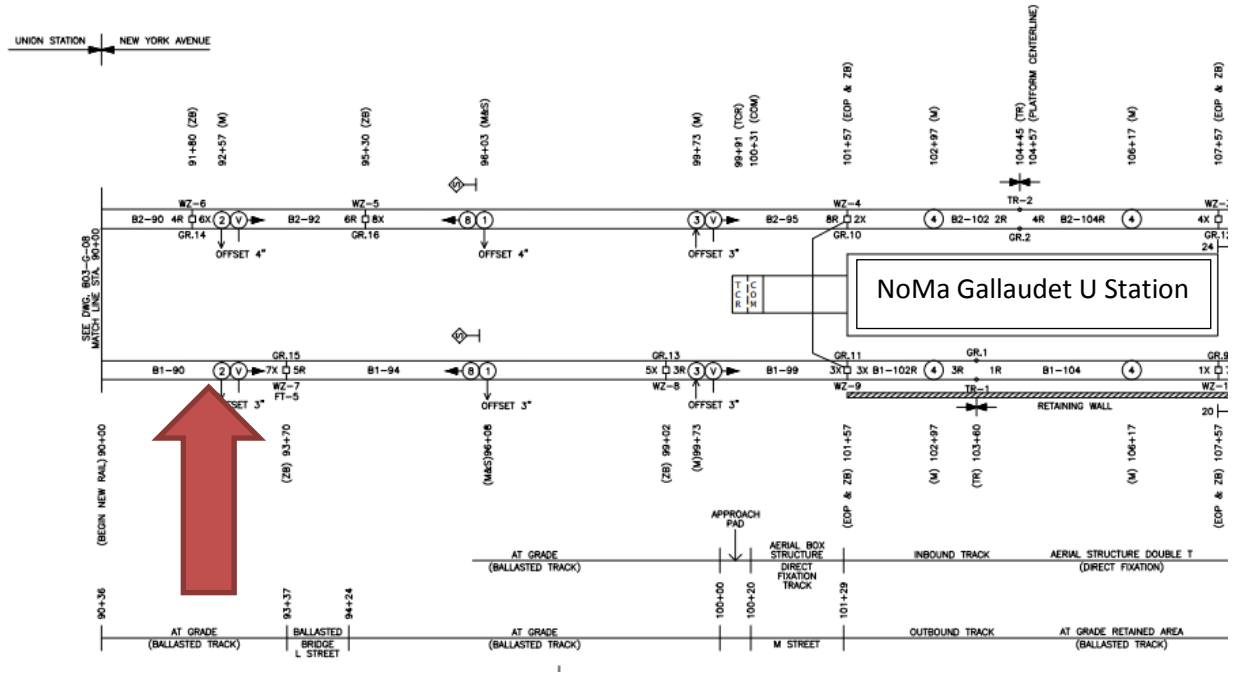
Notification

Title	Time	Comment:
FTA	23:34 hrs.	FWSO Notification
TOC	23:34 hrs.	FWSO Notification
Other	23:34 hrs.	CMC Notification

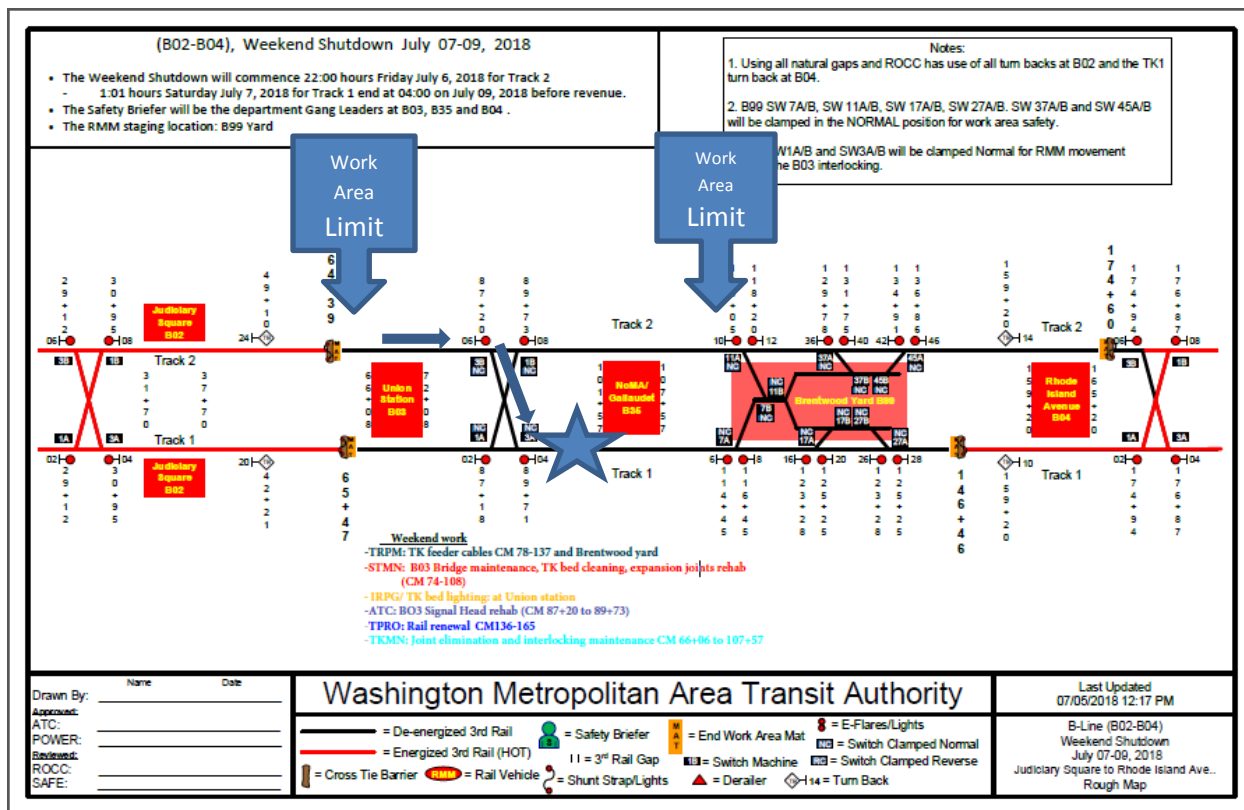
Incident Site

NoMa Gallaudet University Rail Station (B35), CM B1-091+60

Field Sketch/Schematics



Shutdown Map



Investigation

On Sunday, July 8, 2018 at 22:44 hrs., SAFE was notified by TRST General Superintendent of an Collision between PM39xF409xF407 and Tamper Unit T005 at Chain Marker B1-091+60. The work crew was working within a weekend shutdown between Judiciary Square (B02) to Rhode Island Ave (B04) performing ballast regulating and tamping. shutdown While moving approximately 5 mph within its work area, PM39 pushing Flat Cars F409 (Ballast Car) and F407 (Ballast Car) respectively, collided with stationary vehicle Tamper Unit T005 causing minor damage.

PM39xF409xF407 were routed through B03-06 signal traversing the B03 interlocking from B03-06 to clear B03-04 on Track 1. The track unit was operating under the authority of a TRST supervisor and received permission to move on the same track as Tamper Unit T005.

A TRST Supervisor was using F407 to drop ballast within the respective work area when reportedly, the supervisor instructed the operator of Prime Mover PM39 to stop the unit. The supervisor made the transmission again, but the operator did not take appropriate action. The flagman of the unit reportedly activated the emergency dump prior to F407 striking Tamper Unit T005, but the momentum of the unit carried it into the standing unit. The Supervisor failed to let the Operator know the location of Tamper Unit T005

and to use caution on approach to it. It was the understanding from TRST's investigation that the Supervisor was rushing to get the job done and did not communicate with the personnel of the hazards that existed in the work area.

Weather

At the time of the incident, the temperature was 85°F, and clear. SAFE has concluded that weather was not a contributing factor in this incident (Weather source: National Oceanic Atmospheric Administration (NOAA) - Location: Washington, DC.)

Findings

- Prime Mover PM39 was coupled to Flat Car 409
- Flat Car 409 was coupled to Flat Car 407
- Both Flat Car 407 and Flat Car 409 were operating as ballast cars
- Tamper Unit T005 is a Tamper Unit that was operating on Track 1
- The TRST Supervisor instructed the Prime Mover PM39 operator to stop
- The Operator advised that the instructions were not heard
- Post incident inspection by the Communications Group did not reveal any anomalies with the radio or radio system
- The Flagman advised during the interview with SAFE that the flagman did hear the instructions to stop
- The flagman advised before the unit struck Tamper Unit T005, F407 emergency dump valve was applied
- Flat Car 407 had a collision with Tamper Unit T005 at Chain Marker B1-91+60
- Flat Car 407 reported no damage to coupler knuckle
- T005 sustained minor damage on spot light on rear of unit
- PM39, Flat Car's 407 & 409 were transported for Post Incident Inspection
- Operator for PM39 was transported for Post Incident Testing
- Flagman for PM39 was transported for Post Incident Testing
- The RWIC did not manage his work assignment properly
- The RWIC was performing too many functions at the time of the incident
- There were no records of a job briefing form
- There was no evidence that a Watchman/Lookout was used
- TRST did not perform an adequate investigation on this incident.

Immediate Mitigation

1. PM39xF409xF407 were removed from service and transported for Post Incident Inspection

2. E/O was removed from service for post incident testing
3. Flagman was removed from service for post incident testing.

Conclusion

Based on the salient facts, SAFE has concluded that the RWIC did not fulfill his duties as the overseer of the work area. The assignments given were transparent, therefore a breakdown of communication was present resulting in the incident. An investigation initiated by TRST revealed that PM-39 and Flat cars 407 and 409 crossed the interlocking and struck stationary T005. The RWIC was aware of T005's location, however, he never instructed the personnel to use caution in approach to the unit. SAFE concurs with TRST's investigation that the RWIC did not communicate sufficient information regarding the task, and minimize rushing, which could have circumvented this incident. The RWIC was reprimanded for his lack of communicating the hazards of the work area with the employees under his guidance.

Corrective Action

1. No further corrective action taken.