



**WMSC Commissioner Brief: W-0034 – Fatality at Farragut West Station December 9, 2019** *Prepared for Washington Metrorail Safety Commission meeting on August 4, 2020*

**Safety event summary:**

A customer jumped from the Farragut West platform to the track bed as outbound Blue Line Train 406 entered the station on Track 2 on December 9, 2019 at approximately 12:53 p.m.

Upon report of the collision, Metro Transit Police and D.C. Fire EMS were called and third rail power was de-energized on Track 2 at 12:55 p.m. Power was de-energized to Track 1 at 1:07 p.m. Service resumed after 3 p.m.

**Probable Cause:**

The customer intentionally placed themselves in front of oncoming train.

**Corrective Actions:**

None planned in specific response to this event. Train 3166 broken TWC antenna repaired.

**Staff recommendation:** Adopt final report.

**FINAL REPORT OF INVESTIGATION A&I E19675**

**SMS 20191209#84904**

<b>Date of Event:</b>	12/09/2019
<b>Type of Event:</b>	Collision (Fatality)
<b>Incident Time:</b>	12:54 hrs.
<b>Location:</b>	Farragut West Station, Track 2
<b>Time and How received by SAFE:</b>	12/09/2019 - 12:55 hrs. - SAFE on-call phone
<b>WMSC Notification:</b>	12/09/2019 - 13:09 hrs. WMSC on-call phone
<b>Responding Safety officers:</b>	WMATA SAFE: Yes, SAFE 203 WMSC: No Other: N/A
<b>Rail Vehicle:</b>	(L) 3166.3167 x 3114.3115 x 3156.3157
<b>Injuries:</b>	Fatal Injury
<b>Damage:</b>	Car 3166 Broken TWC Antenna
<b>Emergency Responders:</b>	Metro Transit Police Department (MTPD), Office of Car Maintenance (CMNT), Office of Rail Transportation (RTRA), DC Fire and EMS (DCFD), Safety and Environmental Management (SAFE), Track and Structure (TRST).

**Executive Summary**

On Wednesday, December 09, 2019, at 12:55 hrs., The Rail Operations Control Center (ROCC) notified SAFE that at approximately 12:54 hrs., the ROCC received a report of a person struck by outbound Blue Line train Train ID 406 3000 Series (3k) 6-car consist Lead car 3166 at Farragut West Station, Track 2. Upon Closed Circuit Television (CCTV) review, the customer walked towards the platform’s edge of Track 2. As the train approached the station, the customer jumped down into the roadway directly in front of the oncoming train.

The incident train was offloaded and remained on the platform. The RTRA Supervisor and WMATA personnel from DCFD, MTPD, SAFE, and TRST were notified and subsequently responded to the scene.

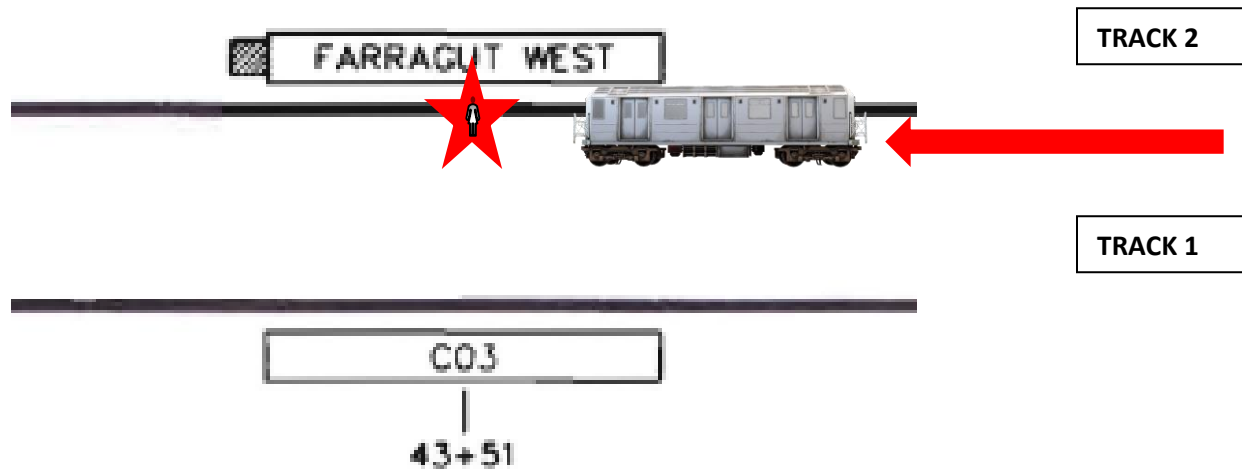
The consist was subsequently transported to New Carrollton Yard for post-incident inspection.

Crisis Management Center (CMC) was notified on December 09, 2019, at 14:38 hrs. WMSC was notified via on-call phone on December 09, 2019, at 13:09 hrs.

### **Incident Site**

The incident area was located at the Farragut West Station, Track 2.

### **Field Sketch/Schematics**



### **Investigation**

On Tuesday, December 09, 2019, outbound Blue Line Train ID 406 3000 Series (3k) 6-car consist Lead car 3166 was on approach to Farragut West Station, Track 2. As the consist entered the station limits, a customer intentionally placed themselves in the roadway in front of the train from the platform area.

Based on CCTV recording playback of the Farragut West Station, it revealed the following information related to the customer struck by train event:

- The customer appeared to be traveling alone.
- The customer alighted from descending escalator and stood near the platform edge.
- As the train entered the station, the customer stepped into the dynamic envelope, intentionally placing himself in the path of the approaching train.

SAFE performed an inspection of the station after the incident. There were no adverse safety concerns that contributed to the incident. All station Emergency Trip Station (ETS) and Public Address (PA) systems were reported operational.

The Car Maintenance (CMNT) personnel performed an exterior inspection on the affected car at New Carrollton yard and replaced the damaged Train Wayside Communication (TWC) antenna and repaired a bent airline at the S1 Rotary.

### **Office of Rail Transportation (RTRA)**

After further investigation, RTRA determined the T/O actions were in accordance with Metrorail Safety Rules and Procedures Handbook (MSRPH). Therefore, RTRA excluded the T/O as a contributing factor for this event.

### **Rail Operations Control Center (ROCC)**

- 12:55 hrs. – Third rail power de-energized at Farragut West Station, Track 2. Silver Line service suspended from Largo Town Center.
- 13:00 hrs. – Train service suspended between McPherson Square Station and Foggy Bottom – GWU Station, Tracks 1 and 2.
- 13:07 hrs. – Third rail power was de-energized at Farragut West Station, Track 1.
- 15:01 hrs. – Third rail power restored at Farragut West Station, Track 1. Single tracking initiated on Orange and Blue Lines between McPherson Square and Foggy Bottom – GWU Stations. Trains were entering and exiting Farragut West Station utilizing speeds no greater than 5 MPH.
- 15:13 hrs. – First Blue Line train to service Farragut West Station, Track 1 in the direction of Franconia – Springfield Station. First Orange Line train to service Farragut West Station, Track 1 direction of Vienna Station.
- 15:33 hrs. – Third rail power restoration announcements made; Gap Train ID 955 implemented at Eastern Market Station, Track 2 for Orange Line service direction of New Carrollton Station.
- 15:35 hrs. – Third rail power restored. Normal train service resumes.
- 15:39 hrs. – Train ID 403 first train to service Farragut West Station, Track 2 direction of Vienna Station.

### **Metro Transit Police Department (MTPD)**

On December 9, 2019, at approximately 12:55 hrs., Responding Officer (R/O) along with multiple MTPD/DC Fire Dept units were dispatched to Farragut West Metro Station for a report of a person struck by train. Enroute R/O was informed via radio by MTPD Digital Video Evidence Unit (DVEU) that the incident was confirmed, and the patron intentionally placed themselves in the path of an oncoming Largo Bound train. Upon arrival, R/O established command and met with a witness, train operator, and train passenger who was a trauma doctor. Two additional officers arrived a short time later, at which time R/O responded topside to transferred to a Lieutenant. R/O responded along with another Lieutenant to the platform to act as forward liaison. DC Fire Department units were on

the scene. Fire Incident Command post was located topside at 18th/I with the Special Ops Battalion Chief. The incident was deemed a recovery operation by paramedics on-scene at 13:28 hrs. Crime Scene (CS) officers arrived on the scene to assist officers onsite. During the interruption to rail service, a bus bridge was established serving Foggy Bottom, McPherson, Farragut West, and Metro Center. The Medical Examiner arrived at 14:14 hrs. Identification of the decedent was not made on the scene. At 15:05 hrs., the decedent was removed from the roadway by Medical Examiner, who took custody of the decedent. At 15:07 hrs., the scene was turned over to RTRA Assistant Superintendent. The incident train was moved to New Carrollton yard with MTPD officer on board. Full service resumed at 15:40 hrs.

### **Office of Car Maintenance (CMNT)**

The CMNT personnel performed an exterior and interior inspection of the affected car and replaced the damaged TWC antenna and repaired a bent airline at the S1 Rotary.

### **Closed Circuit Television**

After a review of CCTV footage, SAFE determined that there were no slip/trip hazards associated with this event. The customer intentionally placed themselves onto the roadway within the dynamic envelope of the train.

### **Vehicle Program Services (CENV)**

The CENV downloaded and analyzed the Vehicle Monitoring Data for this event. The VMS download data analysis revealed the following information:

- At 12:53:24 hrs. – Between McPherson Square and Farragut West Stations, Master Controller (Notch) signal was at P5 point of power
- At 12:53:26 hrs. – The train started to de-accelerate gradually with Master Controller moved from P5 (power mode) at 46 mph to B1 (braking mode) at 42 mph while approaching Farragut West Station
- At 12:53:40 hrs. – EmStop1\_A (Emergency Mushroom) signal pressed and TL82\_A (Emergency Stop Trainline) signal activated, the Master controller initiated B4 braking mode

- At 12:53:46 hrs. – The Master Controller was still at B4 braking mode. At this time, the train had come to a complete stop at Farragut West Station platform without activating emergency brakes with the Master Controller in B4 braking

## **Weather**

At the time of the incident, the temperature was 55°F and clear. This was an underground station, and SAFE has concluded that weather was not a contributing factor in this incident (Weather source: National Oceanic Atmospheric Administration (NOAA) – Location: Farragut West, Washington, DC.

## **Findings**

- The CCTV recording revealed the following information:
  - The customer appeared to be traveling alone just prior to the accident event
  - The customer alighted the descending escalator, jumped into the roadway and was struck by the train.

## **Immediate Mitigation to Prevent Recurrence**

- T/O removed from service for post-incident testing
- Track 2, 3<sup>rd</sup> rail power was de-energized
- The affected consist was removed from service for post-incident inspection and data download.

## **Conclusion**

Based on the salient facts as part of this investigation, CCTV footage, SAFE concludes, the customer intentionally placed themselves onto the roadway fouling the dynamic envelope of the train and subsequently succumbing to their injuries as a result of this event.

SAFE further concludes, there were no adverse safety concerns that contributed to the incident based on the post-incident station safety inspection performed by SAFE and the RTRA Station Manager (S/M). Additionally, the Station's safety inspection revealed that the station was well lit, the PA system was fully operational, and the Emergency Trip Station (ETS) box was operating properly based on post-incident inspection.

In closing, CENV and CMNT performed a post-incident inspection of the affected-consist, no operational anomalies were identified. Considering all the facts gathered from this investigation, SAFE has no further information to disclose regarding E19675.

## **Corrective Action**

No Corrective Actions required as a mitigation for this event due to the customer intentionally placing themselves onto the roadway fouling the dynamic envelope of the train.