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WMSC Commissioner Brief: W-0209 – Collision – Friendship Heights Station – October 6, 2022

Prepared for Washington Metrorail Safety Commission meeting on March 7, 2023

Safety event summary:

A person deliberately placed themselves in the path of a train at Friendship Heights Station on October 6, 2022, leading to a collision and serious injury.

The Train Operator properly reported the event as an emergency, and Metrorail personnel in the Rail Operations Control Center de-energized third rail power, requested emergency response, and dispatched Metrorail supervisors and other personnel.

Riders on the train, including the trailing cars that remained in the tunnel, were led directly onto the platform through the first two cars of the train, which were inside the station.

Probable Cause:

The probable cause of this event was a person deliberately moving into the path of a train.

WMSC staff observations:

Metrorail effectively responded to this event.



Washington Metropolitan Area Transit Authority
Department of Safety (SAFE)
Office of Safety Investigations (OSI)

FINAL REPORT OF INVESTIGATION A&I E22652

Date of Event:	October 6, 2022
Type of Event:	Collision
Incident Time:	17:21 hours
Location:	Friendship Heights Station, Track 1
Time and How received by SAFE:	17:25 Hours - SAFE/MAC
WMSC Notification Time:	18:48 Hours
Responding Safety Officers:	WMATA: None WMSC: None Other: None
Rail Vehicle:	Train 111 - L7710/11x7542/43x7567/68x7655/54T
Injuries:	Serious Non-Life Threatening Injures
Damage:	TWC Antenna
Emergency Responders:	District of Columbia Fire and Emergency Medical Services (DCFEMS), Montgomery County Fire and Rescue Services (MCFRS), Metro Transit Police Department (MTPD)
SMS I/A Incident Number:	20221006#103367MX

Friendship Heights Station – Collision

October 6, 2022

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Abbreviations and Acronyms

AIMS	Advanced Information Management System
AOM	Assistant Operations Manager
ARS	Audio Recording System
ATCM	Office of Automatic Train Control Maintenance
BOCC	Bus Operation Communications Center
CAP	Corrective Action Plan
CCTV	Closed Circuit Television
CMNT	Office of Car Maintenance
CMOR	Office of Chief Mechanical Officer
COMR	Office of Radio Communications
CPEP	Comprehensive Psychiatric Emergency Program
DCFEMS	District of Columbia Fire and Emergency Medical Services
DVEU	Digital Video Evidence Unit
ERT	Emergency Response Team
FLO	Fire Liaison Officer
FT	Foul Time
IIT	Incident Investigation Team
MPD	Metropolitan Police Department
MSRPH	Metrorail Safety Rules and Procedures Handbook
MTPD	Metro Transit Police Department
NOAA	National Oceanic and Atmospheric Administration
OEP	Office of Emergency Preparedness
OSC	On Scene Commander
RTC	Rail Traffic Controller
RTRA	Office of Rail Transportation
ROCC	Rail Operations Control Center
ROIC	Rail Operations Information Center
SAFE	Department of Safety
SMS	Safety Measurement System
SOP	Standard Operating Procedure
VMDS	Vehicle Monitoring and Diagnostic System
WMATA	Washington Metropolitan Area Transit Authority
WMSC	Washington Metrorail Safety Commission

Washington Metropolitan Area Transit Authority
Department of Safety – Office of Safety Investigations

Executive Summary

**Note that all times listed are approximate and may contain minor variations due to differences between systems of record. **

On Thursday, October 6, 2022, at 17:22 hours, a Red Line train (Train ID 111) was traveling inbound on Track 1, in the direction of Glenmont Station, when the Train Operator contacted the Rail Operations Control Center (ROCC) to report an emergency. The Radio Rail Traffic Controller (RTC) asked the Train Operator to repeat their transmission. The Train Operator reported that their train made contact with a person at Friendship Heights Station. The Radio RTC requested the lead car number and the Train Operator responded that the lead car was 7710.

The Radio RTC began stopping rail traffic in the area and requested the Train Operator to perform a ground walk around. At 17:25 hours, Foul Time was granted to the Train Operator. The Radio RTC instructed multiple Office of Rail Transportation (RTRA) Supervisors to respond to Friendship Heights Station to assist with the emergency and advised that Standard Operating Procedure (SOP) 1A was in effect. District of Columbia Fire and Emergency Medical Services (DCFEMS), Montgomery County Fire and Rescue Services (MCFRS) and Metro Transit Police Department (MTPD) were notified and dispatched to Friendship Heights Station. At 17:30 hours, MTPD arrived on scene. At 17:35 hours, MCFRS Medic #706 arrived on scene. At 17:45 hours, DCFEMS Engine 14, Rescue 1 and 2 arrived on scene.

The Advanced Information Management System (AIMS) playback revealed that third rail power was de-energized at 17:23 hours. The Train Operator reported that when Train ID 111 came to a stop, it was not properly berthed on the platform. The trailing six cars were still in the tunnel. At 17:33 hours, the Radio RTC advised the Train Operator that they were the On-Scene Commander, pending the arrival of a Rail Supervisor. The Radio RTC instructed the Train Operator to offload passengers from the second car, 7711. MTPD established Incident Command upon arrival at 17:37 hours. The Unified Command Post was established at Wisconsin Avenue and Western Avenue, NW.

Emergency responders located the customer underneath the second car, 7711, with non-life-threatening injuries. At 17:57 hours, the customer was removed from the roadway and taken to a local hospital for treatment. At 19:11 hours, third rail power was re-energized and Train ID 111 was transported to Shady Grove Yard at 19:40 hours.

At 19:45 hours, third rail power was de-energized, to allow the Office of Track and Structures (TRST) and MTPD to continue the investigation. At 19:53 hours, MTPD released the scene to RTRA. The Emergency Response Team (ERT) and Plant Maintenance (PLNT) personnel cleaned the incident scene and the roadway was cleared of equipment and personnel with third rail power restored at 20:13 hours. Normal service resumed at 20:21 hours. Train ID 109 was the first train to service Friendship Heights Station.

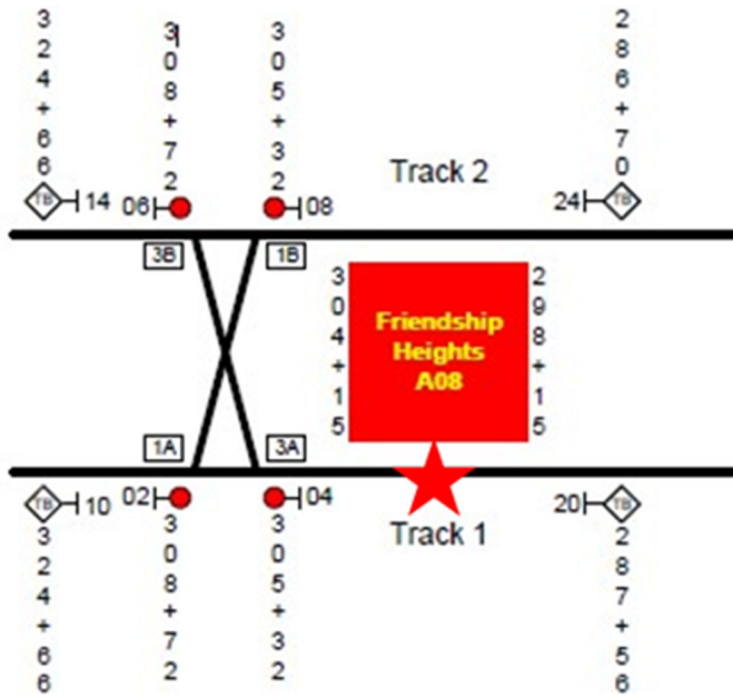
The Office of Rail Transportation (RTRA) removed the Train Operator from service for post-incident toxicology testing.

The probable cause of the collision at Friendship Heights Station on October 6, 2022 was a person's action to place themselves on the roadway for unknown reasons. No mechanical deficiencies or human factors errors were identified that contributed to this event.

Incident Site

Friendship Heights Station, Track 1

Field Sketch/Schematics



**Locations are approximate. Not to scale.*

Purpose and Scope

The purpose of this incident investigation and candid self-evaluation is to collect and analyze available facts, determine the probable cause(s) of the incident, identify contributing factors, and make recommendations to prevent a recurrence.

Investigation Process and Methods

Upon receiving notification of the collision on October 6, 2022, SAFE engaged with a cross-functional team to assess the scene and conduct the investigation. SAFE team members worked with relevant WMATA subject matter experts to review the incident's facts and data.

Investigation Methods

The investigative methodologies included the following:

- Site Assessment through video and document review
- Formal Interviews – SAFE interviewed one individual as part of this investigation. The interview included representatives from the Washington Metrorail Safety Commission (WMSC). SAFE interviewed:
 - Train Operator

- Informal Interviews – Collected through conversations with individuals during the investigation to provide background and supporting information.
- Documentation Review – A collection of relevant work history information and process documentation contained in Metro systems of record. These records include:
 - Employee Training Procedures & Records
 - Employee 30-Day work history review
 - Metrorail Safety Rules and Procedures Handbook (MSRPH)
 - National Oceanic and Atmospheric Administration (NOAA)
 - Rail Operations Control Center (ROCC) Incident Report
 - Maximo Data
- System Data Recording Review – A collection of information contained in Metro Data Recording Systems. This data includes:
 - Audio Recording System (ARS) playback
 - Advanced Information Management System (AIMS)

Investigation

On Thursday, October 6, 2022, at 17:22 hours, a Red Line train (Train ID 111) was traveling inbound on Track 1, in the direction of Glenmont Station, when the Train Operator contacted the Rail Operations Control Center (ROCC) to report an emergency. The Radio RTC asked the Train Operator to repeat. The Train Operator reported that their train made contact with a person at Friendship Heights Station. The Radio RTC requested the lead car number and the Train Operator responded that the lead car was 7710.

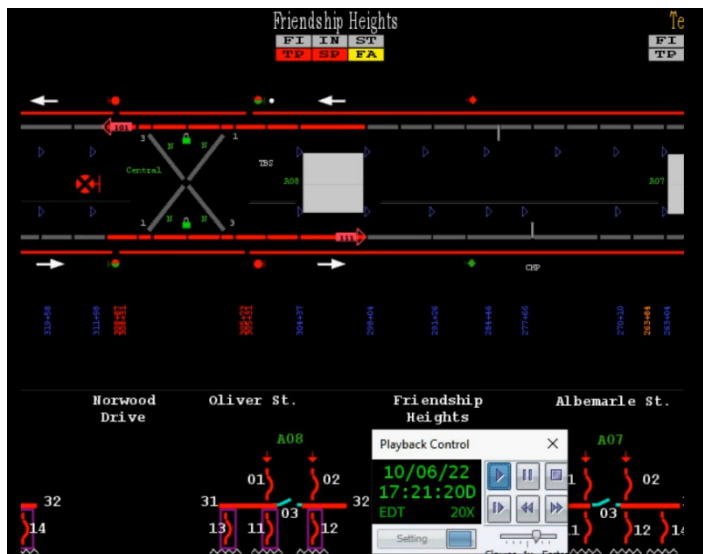


Figure 1 - Train ID 111 at Friendship Heights Station, track 1 at 17:21 hours.

The Radio RTC began stopping rail traffic in the area and requested the Train Operator to perform a ground walk around. The Radio RTC instructed RTRA Rail Supervisors to respond to Friendship Heights Station to assist with the emergency and advised that SOP 1A was implemented. DCFEMS, MCFRS and MTPD were notified and dispatched to Friendship Heights Station.

The AIMS playback revealed that third rail power was de-energized at 17:23 hours. Power Desk personnel commanded third rail breakers open and third rail power was de-energized. At 17:25 hours, Foul Time was granted. At 17:28, the Train Operator relinquished foul time.

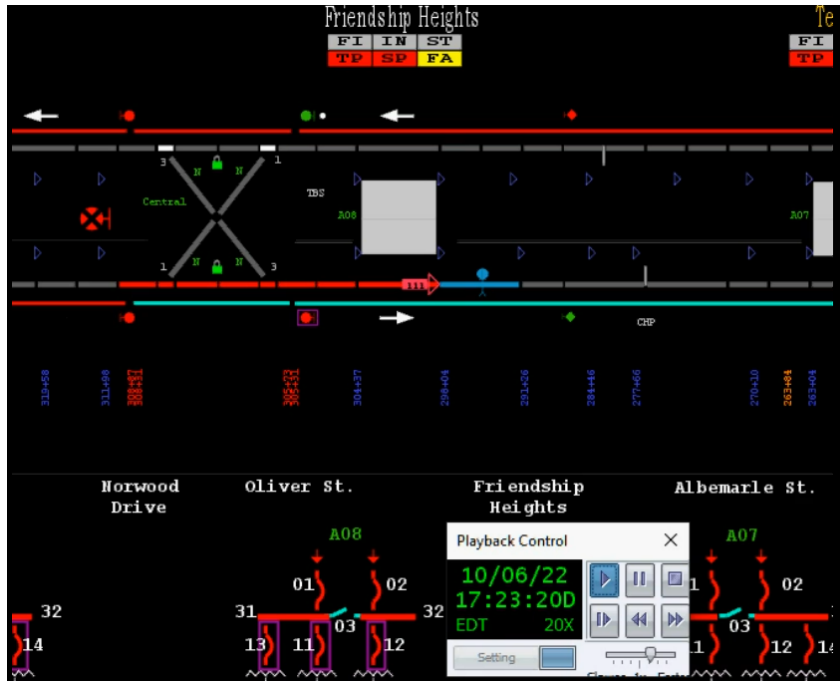


Figure 2 - Third rail power deenergized at 17:23 hours.

At 17:30 hours, MTPD arrived at Friendship Heights Station. At 17:31 hours, an MTPD Unit reported to MTPD Dispatch that they were establishing Incident Command.

The Train Operator reported that when Train ID 111 came to a stop, it was not properly berthed on the platform. The trailing six cars were still in the tunnel. At 17:33 hours, the Radio RTC advised the Train Operator that they were the On-Scene Commander, pending arrival of a Rail Supervisor. At 17:35 hours, MCFRS Medic #706 arrived at Friendship Heights Station. The Radio RTC instructed the Train Operator to offload passengers from the second car 7711. The Unified Command Post was established at Wisconsin Avenue and Western Avenue, NW.

At 17:45 hours, DCFEMS Engine 14, Rescue 1 and 2 arrived on scene. Emergency responders located the customer underneath the second car 7111, with non-life-threatening injuries. At 17:57 hours, the customer was removed from the roadway and taken to a local hospital for treatment. At 19:11 hours, third rail power was re-energized, and Train ID 111 was transported to Shady Grove Yard at 19:40 hours.

At 19:45 hours, third rail power was de-energized, to allow the TRST and MTPD to continue the investigation. At 19:53 hours, MTPD released the scene to RTRA. ERT and MOC-PLNT cleaned incident scene and the roadway was cleared of equipment and personnel with third rail power restored at 20:13 hours. Normal service resumed at 20:21 hours. Train ID 109 was the first train to service Friendship Heights Station.

The Office of Car Maintenance (CMNT) performed an inspection of lead car 7710 and reported damage to the TWC Antenna. The TWC Antenna was replaced and rail car 7710 was approved for service.

Chronological ARS Timeline

A review of ARS playback, i.e., phone and radio communications, revealed the following timeline:

Time	Description
17:21 hours	<u>Train ID 111</u> : Control, urgent, urgent, urgent. Just hit a customer, Friendship Heights, track 1. <u>Radio RTC</u> : Got you loud and clear Train 111, track 1 Friendship Heights you said you made contact with a customer from platform. <u>Train ID 111</u> : Affirmative, I had a jumper Friendship Heights, track 1. <u>Radio RTC</u> : What's your lead car number? <u>Train ID 111</u> : Lead Car 7710. <u>Radio RTC</u> : Copy, are you able to perform a ground walk for me? <u>Train ID 111</u> : I will try. <u>Radio RTC</u> : Make an announcement to passengers. We'll get you Foul Time to get to the roadway. <u>Train ID 111</u> : Acknowledged and repeated. <u>Radio RTC</u> : How many cars do you have on the platform? At this time, we have third rail power deenergized, 17:25 hours, track 1 Friendship Heights. Verify the train is keyed down, you have foul time to do a ground walk around let me know where the customer is. [Radio OPS 1]
17:22 hours	Fire Department/EMS, Transit Police, RTRA Supervisors and CMNT personnel were dispatched. Train 113 was holding at Medical Center station track one. ROCC Assistant Operation Manager, ROIC, MAC, SAFE, MTPD, MOC Desk, and all other concerned personnel were notified. [ROCC Report]
17:25 hours	<u>Radio RTC</u> : Advised Train Operator on platform as On Scene Commander. [Radio OPS 1]
17:28 hours	<u>Train ID 111</u> : Train Operator relinquished foul time, the person was under the second car #7711, and only two train cars were berthed on the station platform. Radio RTC instructed Operator to offload their train by walking customers via the train bulkhead doors and key off the customers on the platform side. [Radio OPS 1]
17:30 hours	<u>Radio RTC</u> : Single track operations were initiated from Bethesda to Van Ness on track two. Train 113 first thru single tracking [Radio Ops 1]
17:31 hours	<u>MTPD</u> : Officer arrives and established Incident Command. [MTPD 2X Radio]
17:33 hours	<u>Radio RTC</u> : Train Operator designated On Scene Commander and CMNT Road Mechanic assisted offloading incident Train 111. [Radio Ops 1]
17:39 hours	DCFEMS and MCFRS arrived on the scene to assist. Train 111 track one Friendship Heights was re-blocked to Train 711. [MTPD 2X Radio]
17:45 hours	<u>Radio RTC</u> : ERT and PLNT personnel arrived on the scene to assist. [Radio OPS 1]
17:47 hours	RTRA Supervisor #1 arrived on the scene to assist and was designated the RTRA Forward Liaison. RTRA Supervisor #1 was granted foul time to hot stick and confirm third rail power was de-energized and give central a chain marker. [Radio OPS 1]
17:58 hours	<u>RTRA Supervisor #1</u> : Reported third rail power was confirmed de-energized at chain marker A1 209+00. Fire Department/EMS personnel entered onto the roadway track one Friendship Heights. [Radio OPS 1]

Time	Description
17:59 hours	<u>RTRA Supervisor #1</u> : Reported the customer was removed by the DCFEMS personnel and transported to Suburban Hospital by DC Medics 5 [Radio OPS 1]
18:00 hours	<u>RTRA Supervisor #2</u> : Arrived on the scene and was designated RTRA Forward Liaison and RTRA Supervisor #1 was designated RTRA Incident Command Liaison. [Radio OPS 1]
18:25 hours	<u>RTRA Supervisor #1</u> : Reported the DCFEMS personnel transferred the scene to transit police. [Radio OPS 1]
18:52 hours	<u>CMNT</u> : Granted permission to enter the roadway, via MTPD Incident Command personnel, to perform an under-car inspection of the incident train.
18:52 hours	<u>RTRA Supervisor #3</u> : Reported on scene and designated the RTRA Forward Liaison. [Radio OPS 1]
18:58 hours	<u>CMNT</u> : Cleared roadway declared train safe to transport to Shady Grove (A99) [Radio OPS 1]
19:03 hours	<u>RTRA Supervisor #1</u> : Reported all personnel and equipment were clear of the roadway and central can restore third rail power at their discretion. [Radio OPS 1]
19:05 hours	<u>Radio RTC</u> : Third rail power announcements made. [Radio OPS 1]
19:08 hours	<u>Radio RTC</u> : Third rail power re-energized. [Radio OPS 1] [AIMS Playback]
19:40 hours	<u>Radio RTC</u> : Train 711 transported to Shady Grove Railyard (A99) in non-revenue status. [Radio OPS 1]
19:44 hours	<u>Radio RTC</u> : Third rail breakers commanded open and third rail power de-energized for continued investigation purposes of MTPD and RTRA.
19:54 hours	<u>RTRA Supervisor #1</u> : Reported ERT 658 and PLNT personnel on roadway for inspection and clearing purposes.
20:08 hours	<u>RTRA Supervisor #1</u> : Reported all personnel and equipment clear the roadway, track cleared by plant personnel, no track defects were found, tracks revenue ready and third rail power announcements made. [Radio OPS 1]
20:10 hours	<u>Radio RTC</u> : Third rail power re-energized [AIMS Playback]
20:20 hours	<u>Radio RTC</u> : Train 109 first train in service track 1 towards Glenmont. Normal revenue service resumed [Radio OPS 1]

****Note:** Times above may vary from other system's timelines based on clock settings and reporting source.

Advanced Information Management System (AIMS)

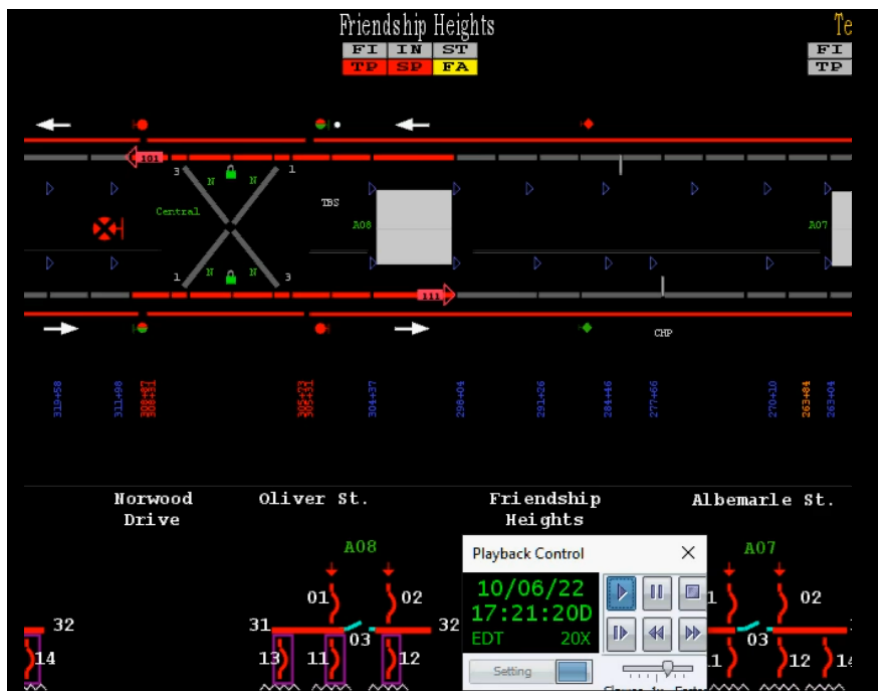


Image 1 – Train ID 111 at Friendship Heights Station, track 1 at the time of the incident.

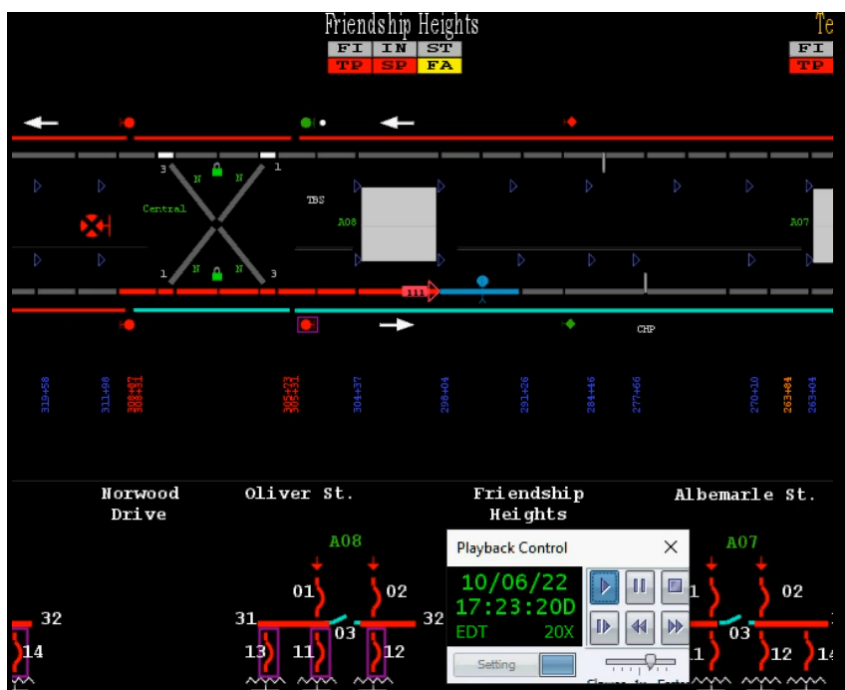


Image 2 – Third rail power deenergized at 17:23 hours.

Office of Car Maintenance (CMNT)

The Office of Car Maintenance (CMNT) performed an inspection of lead car 7710 and reported damage to the TWC Antenna. The TWC Antenna was replaced and rail car 7710 was approved for service.

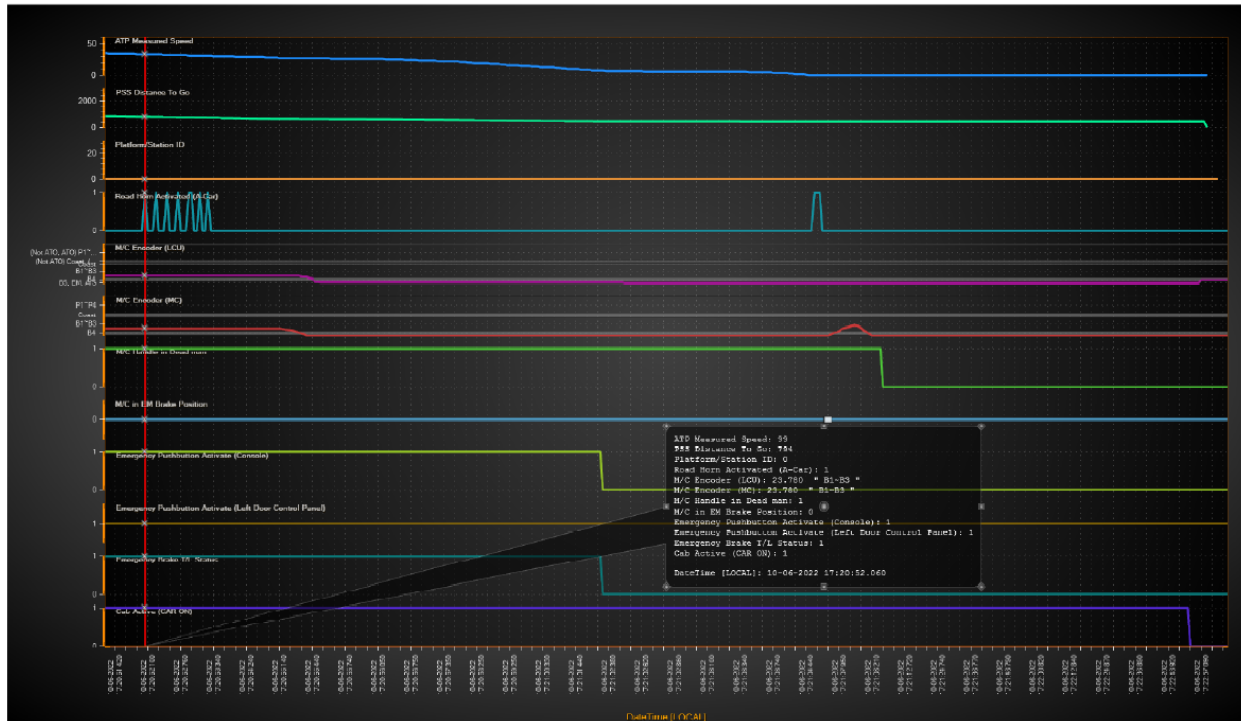
Vehicle Program Services (CENV)

Based on CENV analysis of the downloaded VMS and ER, details from the data analysis are as follows:

Adopted from CENV Report:

CENV has completed its investigation of the incident.

Time	Description of Events
10-06 17:20:52	Road horn activated seven (7) times over one (1) second. Speed 33 mph, 194 feet prior to entering the platform (794 ft to the 8-car marker). Master Controller at "B1 ~ B3".
10-06 17:20:55	Master Controller moved to "B5, EM, A/S" Speed 27 mph.
10-06 17:21:02	Emergency Stop on operator's console depressed. Speed 8 mph, 147 feet into the platform (453 ft to the 8-car marker)
10-06 17:21:04	Train is stopped. 160 feet into the platform (440 ft to the 8-car marker)
10-06 17:21:05	Road horn activated
10-06 17:21:08	Master Controller handle released
10-06 17:22:56	Car [7710] is keyed down



Interview Findings

As part of the investigation launched into the Collision at Friendship Heights Station event, SAFE conducted one interview via Microsoft Teams, including the Investigations Team and the WMSC. The interview was conducted thirteen days after the event and identified the following key findings associated with this event. Findings detailed below include reported information from interviews and may conflict with other data sources contained in the report.

Train Operator

- The Train Operator stated that they were entering the platform on track 1 at Friendship Heights Station, they were operating at 25 mph.
- The Train Operator observed a customer sitting on the edge of the platform, just beyond the first end gate.
- The Train Operator immediately reduced speed and depressed the mushroom (emergency brake) button and blew the horn.
- The Train Operator observed the customer jump in front of the train into the roadway making impact.
- The train came to a stop and the Train Operator immediately contacted ROCC to advise of the situation.

Weather

On October 6, 2022, at the time of the incident, NOAA recorded the temperature as °63 F, with clear skies throughout the afternoon. The event occurred within a tunneled section of the rail system. Weather was not a contributing factor in this incident (Weather source: NOAA – Location: Washington, DC.)

Related Rules and Procedures

- SOP # 1A - Command, Control And Coordination Of Emergencies On The Rail System
- SOP # 102-1 – Removing An Employee From Service
- SOP # 26 – Person Hit By A Train
- MSRP Rule 3.82.3 – Train Operators, operating in manual mode while in revenue service, shall enter the station at speed no greater than 40 MPH and be prepared to properly berth the train at the “8” car marker.

Human Factors

Fatigue

Train Operator

Evidence of fatigue:

Conditions at the time of the incident were evaluated to distinguish whether evidence of fatigue was present. Video of the incident was not available to ascertain whether evidence of fatigue was present. The Train Operator reported feeling Fully Alert at the time of the incident. The Train Operator reported experiencing no symptoms of fatigue in the time leading up to the incident.

Fatigue Risk:

Incident data was evaluated for fatigue risk factors. There were no major risk factors for fatigue identified. The incident time of day (17:22 hours) does not suggest an increased risk of fatigue-related impairment. The Train Operator worked mid-day shifts in the week leading up to the incident. The Train Operator reported a total of 9 hours and 15 minutes of sleep in the last sleep period preceding the incident and was awake for 8.4 hours at the time of the incident. The off-duty period preceding the incident was 14.8 hours long, which provided the opportunity for 7-9 hours of sleep. The Train Operator reported usual workday sleep durations of 9 hours and no issues with sleep.

Post-Incident Toxicology Testing

WMATA's Drug and Alcohol Program determined that the Train Operator was not in violation of the Drug and Alcohol Policy and Testing Program 7.7.3/6.

Findings

- The Train Operator entered the platform limits at 27 MPH, compliance with Operating Rules.
- Based on CCTV playback, the person appeared to have been sitting on the platform before intentionally jumping on the roadway in front of the incoming Train ID 111.
- The AIMS display shows that at 17:23 hours third rail power was de-energized at Friendship Heights Station, Track 1 within two minutes of the reported event.
- WMATA personnel complied with SOP #1A and SOP #26 procedures when responding to this event.
- No mechanical defects were found with the train that would have contributed to this event.

Immediate Mitigation to Prevent Recurrence

- Third rail power was de-energized for MTPD and other emergency services personnel to enter the roadway to rescue the person and conduct their investigation at Friendship Heights Station, Track 1.
- RTRA removed the Train Operator from service for post-incident toxicology testing.
- RTRA removed Train ID 111 from service for post-incident inspection.

Probable Cause Statement

The probable cause of the collision at Friendship Heights Station on October 6, 2022 was a person's action to place themselves on the roadway for unknown reasons. No mechanical deficiencies or human factors errors were identified that contributed to this event.

SAFE Recommendations/Corrective Actions

There are no recommendations or mitigation for this event due to the customer intentionally jumping onto the roadway, fouling the train's dynamic envelope.

Appendices

Appendix A – Interview Summary

The below narrative summarizes the incident and represents the statement made by the involved individual. As such, times and details may present a conflict with the data contained in systems of record.

The Train Operator is a nine-year employee of WMATA currently a Train Operator for the last six and a half years. The Train Operator holds an RWP Level 2 last certified in October 2021 and due for renewal in October 2023. They are currently assigned to Glenmont Division.

The Train Operator advised that they arrived at 13:30 hours for work and were operating the Red Line Train ID 111. As they were entering the platform on track 1 at the Friendship Heights Station, they were operating at 25 mph. The Train Operator observed a customer sitting on the edge of the platform, just beyond the first end gate. The Train Operator immediately reduced speed and depressed the mushroom (emergency brake) button and blew the horn. The Train Operator observed the customer jump in front of the train into the roadway making impact.

The train came to a stop and the Train Operator immediately contacted ROCC to advise of the situation. Two train cars were on the platform and six cars remained inside the tunnel. ROCC advised the Train Operator to make an announcement to passengers. ROCC asked the Train Operator to go and look for the customer if they were comfortable. The Train Operator replied that they would try. The Train Operator made an announcement, keyed down and secured the operator cab. A WMATA car maintenance employee met the Train Operator on the platform exiting the lead car. The Train Operator reported observing the customer under the second car. The Train Operator was directed to return to assist with offloading passengers. The Train Operator walked through and directed the passengers from rear of the train to exit through the doors near the front of the train. The passengers could then exit through the second car which led onto the platform. Several MTPD were at the platform and assisted.

The Train Operator was then escorted to the kiosk and awaited the arrival of MTPD and management staff to interview and eventually depart for post-incident toxicology testing.

Appendix B – Train Operator Incident Report

WMATA/RTA Incident/Accident Report (Other than Motor Vehicle) Page ____ of ____			
Incident Information: This page must be completed for all incidents			
Date: 10/06/2022	Incident Time: Around 5:20pm	Time Reported: 5:22 pm	Reported by: Customer <input checked="" type="checkbox"/> Employee <input checked="" type="checkbox"/> ROCC <input type="checkbox"/> Other <input type="checkbox"/>
Location			
Station: FRIENDSHIP HEIGHTS	Mezzanine #: N/A	Track #/Destination: #1 / GLENMINT	Chain Marker/Signal Number: N/A
TYPE OF INCIDENT			
<input type="checkbox"/> Property Damage	<input type="checkbox"/> Smoke	<input type="checkbox"/> Fire	<input type="checkbox"/> Customer Complaint
<input checked="" type="checkbox"/> Customer Injury	<input type="checkbox"/> Customer Illness	<input type="checkbox"/> Employee Injury	<input type="checkbox"/> Employee Illness
<input type="checkbox"/> Criminal Activity	<input type="checkbox"/> Elevator Entrapment	<input type="checkbox"/> Rail Vehicle Incident	<input type="checkbox"/> Other (Explain in description of incident)
WEATHER		LIGHT CONDITIONS (natural lighting)	
Clear <input checked="" type="checkbox"/> Rain <input type="checkbox"/> Snow <input type="checkbox"/> Steel/Ice <input type="checkbox"/>		Dawn/Dusk <input type="checkbox"/> Daylight <input type="checkbox"/> Dark <input type="checkbox"/> Tunnel/Underground <input checked="" type="checkbox"/>	
		LIGHTING (artificial lighting)	
		Lights On <input type="checkbox"/> Lights Off <input type="checkbox"/> Lights Not Working <input type="checkbox"/>	
STATION INCIDENTS: Always include equipment number you use for MOC/AFC/EOC			
Elevator/Escalator#:		AFC#:	Room Number/Location:
Failure Number(s):			
Parking Lot <input type="checkbox"/> Paid Area <input type="checkbox"/> Free Area <input type="checkbox"/> Garage <input type="checkbox"/> Station Entrance <input type="checkbox"/> Stairway # <input type="checkbox"/> Platform <input type="checkbox"/> Ancillary Room <input type="checkbox"/> Injury/Illness reported aboard Train <input type="checkbox"/> Other <input type="checkbox"/>			
Name of Responding Supervisor:		Name/Department of PLNT/AFC or other WMATA responder: JACKSON (CAR EQUIPMENT)	
TRAIN INCIDENTS			
Train ID: # 111	Destination: GLENMINT	Car Numbers (list all cars in consist): N/A	Lead Car: N/A
Name of Responding Supervisor:		Name/Department of CMNT/TRST or other WMATA responder:	
DESCRIBE THE INCIDENT: Include what you did to correct the problem and who you notified and when. Describe any property damage and the extent of any injuries.			
<p>AS I WAS ENTERING FRIENDSHIP HEIGHTS AT A SPEED OF ABOUT 25 MPH, I SAW A CUSTOMER JUMP FROM THE END GATE (SHADY GROVE END ON TRACK #1) AND MADE CONTACT WITH MY TRAIN (ID# 111). I DERESSED THE MUSHROOM AND SOUNDED THE TRAIN HORN. I THEN CONTACTED ROCC IMMEDIATELY TO REPORT THE INCIDENT AND FOLLOWED THEIR INSTRUCTIONS UNTIL TRANSIT CAME ON THE SCENE. WE HAD TWO CARS ON THE PLATFORM WHEN THE TRAIN CAME TO A COMPLETE STOP AND THE CUSTOMER WAS FOUND UNDERNEATH THE 3rd CAR WITH SIGN OF LIFE.</p>			
Employee Completing Report			
Employee Name: (print)	Employee Signature: (sign)	Employee #:	Date: 10/06/2022
Division: SHADY GROVE	Run #: [REDACTED]	Block #: N/A	Assigned Days: [REDACTED]
To Be Completed By Reviewing Manager			
Supervisor Name: (print)	Supervisor Signature	Employee #	Date:
Action taken/needed			
SMS Number:			
50.753A 04/12 White Copy: Division or Supervisor Yellow Copy: For any incident involving escalators or elevators; remains in kiosk for use of elevator/escalator inspectors			

Document 1 – Train Operator Report, Page 1 of 1

Incident Date: 10/06/2022 Time: 17:21 hours
Final Report – Collision
E22652

Drafted By: SAFE 709 – 12/05/2022
Reviewed By: SAFE 71 – 12/05/2022
Approved By: SAFE 71 – 12/05/2022

Appendix C – Managerial Incident Investigation Report



Washington Metropolitan Area Transit Authority Office of Rail Transportation: Managerial Incident Investigation Report



Incident Status: **PRELIMINARY**

GENERAL INCIDENT INFORMATION

Incident Type: Person Struck by a Train
Incident Date: Thursday, October 06, 2022
Incident Time: 1721

Delay (Minutes): 24 Minutes
Vehicles Involved: ID #111 L7710-7543-7566-7655
First Reported By: Operator [REDACTED]

Location: Friendship Heights Track #1

BRIEF DESCRIPTION:

Today at 1721 Train Operator [REDACTED] operating train ID #111 reported that as he was entering the platform track #1 Friendship Heights at a speed of 25mph, he saw a customer jump from the Shady Grove end and made contact with his train. Train Operator [REDACTED] depressed the train mushroom and blew his horn. Operator [REDACTED] immediately contacted ROCC and was governed by their instructions until MTPD arrived on the scene. Operator [REDACTED] had 2 cars on the platform and the female customer was found underneath the 3rd car with signs of life. The female customer was transported to Suburban Hospital. Train Operator [REDACTED] is a Shady Grove Train Operator.

Key Employees Involved & Employee Statements:

1. Train Operator [REDACTED] #015604
2. Incident Report attached

Post Incident Testing & Employee History:

Post Incident test was completed at 8:30 PM

Train Operator [REDACTED] was hired on November 10, 2013 and became a train operator March 2016. Mr. [REDACTED] last train certification was October 6, 2021, with a QL-2.



Washington Metropolitan Area Transit Authority



Office of Rail Transportation: Managerial Incident Investigation Report

SIGNIFICANT INCIDENT TIMELINE:

5:21 PM Train ID #111 reported striking a customer at Friendship Heights on Track #1.

6:08 PM The female customer was removed from underneath the train and transported to Suburban Hospital.

7:42 PM Incident Train transported to Shady Grove Yard L7710-7543-7566-7655.

7:53 PM Transit turned the scene over to RTRA.

8:18 PM Trains no longer single tracking.

SIGNIFICANT FINDINGS & PENDING ISSUES:

Train Operator [REDACTED] is currently filling out an incident report.

Supervisor [REDACTED] will be submitting a Supervisor Report at the end of his tour of duty.

CORRECTIVE ACTIONS:

N/A

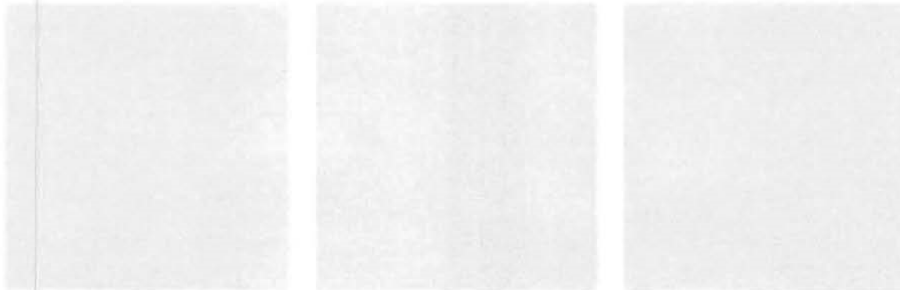


Washington Metropolitan Area Transit Authority



Office of Rail Transportation: Managerial Incident Investigation Report

INCIDENT PHOTOS: ATTACH ANY SIGNIFICANT PHOTOS BASED ON THE INITIAL INCIDENT INVESTIGATION.



Report Prepared
by:



10/6/2022

Report Reviewed
by:

Appendix D – RTRA Supervisor Report

RTRA SUPERVISOR REPORT				
Date 10-06-2022	Incident Time 5:21PM	Incident Location (Station Mezzanine #) Friendship Heights	Track/Mezzanine # Track #1	
Equipment Number (Train ID & Car Numbers; Escalator/Elevator #) Train 111, Cars 7710-7711				
Incident Description Person struck by train				
WMATA Personnel Involved	Employee #	Rule Violation?	Home Division	Post Incident
		N/A	Shady Grove	Yes
		N/A	Shady Grove	No
Customer Information (Detailed Information must be recorded on Station Manager Incident Report)				
Name	Address		Injury?	
	N/A		Yes	
Name	Address		Injury?	
Name	Address		Injury?	
Fire Department/EMS/Other External Agency Responding (Use Supplemental sheet if necessary)				
Arrival Time	Unit Number	Person In Charge	Remarks	

Chronological Account of Incident

5:21PM Boarding train at north bound platform and responding to incident at Friendship Heights.

6:28PM Arrive at Friendship Heights.

6:53PM Relieve Unit [REDACTED] as RTRA Forward Liaison. Inform Transit Police [REDACTED].

7:02PM All personal and equipment clear of roadway.

7:03PM Request restoration of third rail power.

7:11PM Third rail power restored. Car Equipment normal up train to move.

7:32PM Train 711 Birth on platform by Operator [REDACTED]

7:40PM Train 711 Moving to Shady Grove by Operator [REDACTED]

7:45PM Third rail power de-energized, hot stuck by track and structure.

7:47PM Transit Police continue their investigation.

7:53PM ERT and Plant cleaning incident scene.

8:08PM All personal and equipment clear of roadway.

8:10PM Request restoration of third rail power.

8:13PM Power restored.

8:21PM Normal service resume, train #109 service platform.

Carequipment: [REDACTED]

Track & Structure: [REDACTED]

(Note time for each entry; Include statement of Employee or Witness at conclusion)

Your Arrival Time: 628PM

Supervisor Submitting Report	(Payroll #)	Date	Report Reviewed By	Date
[REDACTED]	[REDACTED]	10-06-2022		
Report must be faxed to ROCC 202-962-2808 at end of Tour				

Appendix E – Rail Operations Supervisor Report



Washington Metropolitan Area Transit Authority Rail Operations Supervisor Report



Incident Date	Incident Time	Location (Station/Division)	Track/Mezz Number		
10-06-2022	5:21 pm	Friendship Hgts	Track 1		
Type of Incident					
Rule Violation (SOP #)	Commendation (Yes/No)	Other			
N/A	N/A	Customer Struck by train			
Equipment Involved in the Incident					
Train ID and Car Numbers	Escalator Number	Elevator (Platform/Street)	Room Number		
ID# 111/ lead car#7710	N/A	N/A	N/A		
WMATA Employee/Contractor Involved Information					
Name	Employee Number	Division			
[REDACTED]	[REDACTED]	Shady Grove			
N/A	N/A	N/A			
N/A	N/A	N/A			
Customer Involved Information					
Name	Address				
Unknown	Unknown				
N/A	N/A				
N/A	N/A				
Miscellaneous Information					
Customer Injury (Yes/No)		Yes			
Employee/Contractor Injury (Yes/No)		NO			
Post Incident Transport (Yes/No)		Yes			
Responding Personnel					
Department	Arrival Time	Unit/Engine/Ambulance/Badge Number	Contact Person		
DCFD	5:45 pm	Engine 14/ Rescue #1/ Rescue #2			
MCFD	5:35 pm	Medic #706			
MTPD	5:30 pm	Ofc. [REDACTED] / Sgt. [REDACTED]			

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Document 4 – RTRA Supervisor Report, Page 1 of 2

Incident Date: 10/06/2022 Time: 17:21 hours
Final Report – Collision
E22652

Drafted By: SAFE 709 – 12/05/2022
Reviewed By: SAFE 71 – 12/05/2022
Approved By: SAFE 71 – 12/05/2022

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Washington Metropolitan Area Transit Authority Rail Operations Supervisor Report



Please Provide a Chronological Account of the Incident

On October 6, 2022 at approximately 6:00pm I arrived at Friendship Heights in response to a customer struck by train. I took over the scene as RTRA Forward Liaison. Sgt. [REDACTED] was the on-scene commander. The train involved was ID 111 operated by Operator [REDACTED] track #1. A customer was found beneath the 3rd car with signs of life. After the customer was rescued, she was transported to Suburban Hospital at 6:10pm. At 6:15pm the scene was turned over to WMATA from the Fire Department, MTPD starts their investigation. At 6:15 MTPD turns over Operator [REDACTED] to my custody. At 6:53pm, I transferred the scene to Supervisor [REDACTED] as the RTRA Forward Liaison with approval from Incident Command Post. At 7:22pm, I departed Friendship Heights with Operator [REDACTED] to begin post incident protocol. Arrived at WMATA L'Enfant Plaza HQ at approximately 7:53 pm and departed approximately 8:30 pm. At approximately 9:30pm I arrived at Shady Grove Administrative building to complete the post incident interview and reports.

Supervisor Name and Payroll	Signature	Date
[REDACTED]	[REDACTED]	10-06-2022
Reviewed By	Signature	Date

Page 2 of 2

Document 4 – RTRA Supervisor Report, Page 2 of 2

Incident Date: 10/06/2022 Time: 17:21 hours
Final Report – Collision
E22652

Drafted By: SAFE 709 – 12/05/2022
Reviewed By: SAFE 71 – 12/05/2022
Approved By: SAFE 71 – 12/05/2022

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Appendix F – MTPD Hot Wash Summary

Metro Transit Police Department Hot Wash Summary

ADMINISTRATION HANDLING INSTRUCTIONS

This report will be completed after a debriefing or "hot wash" in accordance with applicable department policies/directives and procedures; at the request of the Chief of Police or designee or following any incident or event requiring the activation of the Incident Command System (ICS). The purpose of the report is to provide information, assess response, identify training, equipment needs, and to identify areas that may require improvement. After completion of this report, it should be forwarded to the Deputy Chief through the chain of command for review.

This report and any attachments are classified as For Official Use Only. This report may be used for emergency incidents, special events, and exercises. Items marked with an asterisk (*) will be completed by the last official designated as the Incident Commander (IC) as there may be more than one IC during the incident.

INCIDENT SUMMARY			
Incident Requiring ICS Activation:		Other Incident	
*Incident Commander (IC):		LT [REDACTED]	
MTPD CCN:	2022-05729	Local CCN:	
*Date ICS Initiated:	10/6/2022	*Time ICS Initiated:	5:31:00 PM
*Date ICS Terminated:	10/6/2022	*Time ICS Terminated:	7:53:00 PM
*Duration of Incident:	2hrs 22 min	*Service Disrupted Disrupted Type: Disrupted Time:	N - No
Incident Location:	5337 Wisconsin Ave. NW	Command Post Location:	Wisconsin Ave/Western Ave
MTPD On-Scene Commander (OSC):	[REDACTED]	Command Aid for OSC:	
Forward Liaison:	[REDACTED]	Unified Command:	
OCC Liaison:		Alternate Channel:	Y - Yes MTPD-2X
Single Tracking Track No.:	Y - Yes 2	Bus Bridge Established From:	N - No
Time Started:	10/6/2022 5:21:00 PM	To:	
Time End:	10/6/2022 8:00:00 PM		
Inner and/or Outer Perimeter:	Yes Yes	Power De-energized: De-energized Time:	Y - Yes 10/6/2022 5:32:00 PM

Document 5 – MTPD Hot Wash Summary, Page 1 of 3

Incident Date: 10/06/2022 Time: 17:21 hours
Final Report – Collision
E22652

Drafted By: SAFE 709 – 12/05/2022
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OSC Relinquished Scene Command to Name	Y - Yes [REDACTED]	Medical Attention Required/Requested:	Y - Yes DC Medic 05 transported the victim to Suburban hospital for serious but non-life-threatening injuries.
Dept:			
		CID Response: Y - Yes	[REDACTED] [REDACTED] [REDACTED]

For Official Use Only

The information in this document marked FOUO is the property of the Washington Metropolitan Area Transit Authority's Metro Transit Police Department (MTPD) and may be distributed within the Federal Government (and its contractors) to law enforcement, public safety and protection, intelligence officials and individuals with a need to know. Distribution to other entities without prior MTPD authorization is prohibited. Precautions shall be taken to ensure this information is stored and destroyed in a manner that precludes unauthorized access. Information bearing the FOUO marking may not be used in legal proceedings without prior authorization from the originator. Recipients are prohibited from posting information marked FOUO on a website or unclassified network.

Metro Transit Police Department Hot Wash Summary

WMATA and EXTERNAL ON-SCENE PERSONNEL		
Name	Department/Office	Title/Role

Use separate sheet if additional space is required.

MTPD-OSP-TMPL-009-00

Metro Transit Police Department Hot Wash Summary

REQUESTS	
*Radio Run Requested (Yes/No):	N - No
If "Yes," location where tape is stored:	
*Digital Video Evidence Unit (DVEU) Video Requested (Yes/No):	N - No
If "Yes," location where video is stored:	

Document 5 - MTPD Hot Wash Summary, Page 2 of 3

Incident Date: 10/06/2022 Time: 17:21 hours
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E22652

Drafted By: SAFE 709 – 12/05/2022
Reviewed By: SAFE 71 – 12/05/2022
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OBSERVATIONS

At approximately 1721, an adult W/F was struck by a train on track 1. The victim struck by the train was reported by the train operator to the ROCC. The train was operating on the Redline, Track 1 pulling into Friendship Heights Station. The 8 car consist train (111) was stopped at the Friendship Heights platform with 2 cars on the platform and 6 cars in the tunnel. Passengers were not initially removed from the striking train. Third rail power was de-energized on Track 1 between chain markers A1 255+57 and A1 325+93. Single track bypassing continued on Track 2. On video, the victim entered the roadway at the portal to the tunnel at the platform level and was struck by lead car 7710. Rail single tracked for the duration of the incident. ICS was established by [REDACTED] upon arrival at 1537 hours. [REDACTED] assumed command at 1745 hours. The victim was extricated at 1757 hours and was transported to Suburban Hospital with serious but non-life-threatening injuries. CID responded and interviewed the operator. CSS processed the scene. The incident train was moved to Shady Grove yard for further inspection and CSS processing. The scene was turned over to Rail Supervisor [REDACTED] at 1953 hours for further inspection by TRST and PLNT cleanup. A hot wash was conducted. TSOC [REDACTED] was notified by [REDACTED] at 2001 hours. TSA-10-32980-22.

On Scene Commander's Title, Printed Name, and Signature/Date

[REDACTED]
10/6/2022 5:31:00 PM

Watch Commander's Title, Printed Name and Signature/Date

Patrol Operations Bureau Commander's Printed Name and Signature/Date

[REDACTED]
10/14/2022 11:43:14 AM

Office of Emergency Management Director's Printed Name and Signature/Date

Document 5 - MTPD Hot Wash Summary, Page 3 of 3

Incident Date: 10/06/2022 Time: 17:21 hours
Final Report – Collision
E22652

Drafted By: SAFE 709 – 12/05/2022
Reviewed By: SAFE 71 – 12/05/2022
Approved By: SAFE 71 – 12/05/2022

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Appendix G – Maximo Work Order



Washington Metropolitan Area Transit Authority Maintenance and Material Management System Work Order Details

Page 1 of 2
MX76PROD

Work Order #: 17394123
Type: CM



Status: CLOSE
10/13/2022 10:29

Work Description: .Customer struck by train, 24/0, A08, PUB, JUMP, 111.

Job Plan Description:

Customer struck by train

Work Information			
Asset: R7710	7710, RAIL CAR, KAWASAKI, 7000 AC, A CAR	Owning Office: CMNT-CMNT-CMNT	Parent:
Asset Tag: R7710		Maintenance Office: CMNT-NEWC-INSP	Create Date: 10/06/2022 20:12
Asset S/N: 7710		Labor Group: CMNT	Actual Start: 10/06/2022 20:15
Location: 1230	D99, NEW CARROLLTON YARD	Crew:	Actual Comp: 10/07/2022 12:04
Work Location: 1136	A99, SHADY GROVE YARD	Lead:	Item: K18050001
Failure Class: CMNT001	RAIL CAR	GL Account: WMATA-02-33393-50499160-041-*****OPR**	
Problem Code: 2649	PASSENGER RELATED PROBLEM	Supervisor:	Target Start:
Requested By:		Requestor Phone:	Target Comp:
Chain Mark Start:		Chain Mark End:	Scheduled Start:
Create-Mileage: 183053.0		Complete-Mileage: 183272.0	

Task IDs						
Task ID						
10	UNDER CAR INSPECTION PERFORMED AND FOUND TWC ANTENNA BROKEN					
	000-300-S37-001 ATS ANTENNA (TWC TRANSMIT- FRONT OF CAR); 7K					
20	cleaned undercar for debris.	Work Accompl: INSPECTED	Reason: INCIDENT//ACCIDENT	Status: CLOSE	Position: 557	Warranty?: N
	000-300 RAIL CAR; 2K/3K/6K/7K					
30	R/R THE BROKEN TWC ANTENNA. ATC MAINTENANCE TEST GOOD. DST GOOD.	Work Accompl: CLEANED	Reason: SOILED	Status: CLOSE	Position:	Warranty?: N
	000-300-S37-001 ATS ANTENNA (TWC TRANSMIT- FRONT OF CAR); 7K					
		Work Accompl: REPLACED NEW	Reason: BROKEN	Status: CLOSE	Position:	Warranty?: N

Planned Materials						
Task ID	Item	Description	Storeroom	Issue Unit	Quantity	Unit Cost
	M18594033	ANTENNA, VEHICLE: WMATA ATS ANTENNA	253	EA	1	\$0.00
Total Planned Materials:						\$0.00

Actual Labor									
Task ID	Labor	Start Date	End Date	Start Time	End Time	Approved?	Regular Hours	Premium Hours	Line Cost
10		10/07/2022	10/07/2022	04:00	05:30	Y	01:30	00:00	\$74.03

WT_plust_woprnt.rptdesign

12/4/2022 14:22

Document 1 – Maximo Work Order #17394123, Page 1 of 2

Incident Date: 10/06/2022 Time: 17:21 hours
Final Report – Collision
E22652

Drafted By: SAFE 709 – 12/05/2022
Reviewed By: SAFE 71 – 12/05/2022
Approved By: SAFE 71 – 12/05/2022

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Washington Metropolitan Area Transit Authority
Maintenance and Material Management System
Work Order Details

Page 2 of 2
MX76PROD

Work Order #: 17394123
Type: CM



Status: CLOSE
10/13/2022 10:29

Work Description: .Customer struck by train, 24/0, A08, PUB, JUMP, 111.

Job Plan Description:

Actual Labor									
Task ID	Labor	Start Date	End Date	Start Time	End Time	Approved?	Regular Hours	Premium Hours	Line Cost
10		10/07/2022	10/07/2022	04:00	05:30	Y	01:30	00:00	\$69.55
20		10/07/2022	10/07/2022	05:00	06:00	Y	01:00	00:00	\$43.29
30		10/07/2022	10/07/2022	06:30	12:00	Y	05:30	00:00	\$229.31
Total Actual Hour/Labor:							09:30	00:00	\$416.19
Actual Materials									
Task ID	Item	Assetnum	Description	Storeroom	Trans Date	Issue Unit	Quantity	Unit Cost	Line Cost
	M18594033		ANTENNA, VEHICLE: WMATA ATS ANTENNA	253	10/07/2022	EA	1	\$0.00	\$0.00
Total Actual Materials:									\$0.00
Related Incidents									
Ticket	Description			Class	Status		Relationship		
8627587	.Customer struck by train, 24/0, A08, PUB, JUMP, 111			SR	CLOSED		ORIGINATOR		
Failure Reporting									
Cause	Remedy			Supervisor			Remark Date		
1929	FOREIGN OBJECT DAMAGE			0004	REPLACED		10/07/2022		
Remarks: COMPLETE UNDERCAR INSPECTION& REPLACED TWC ANTENNA, GOOD FOR SERVICE									

Document 2 - Maximo Work Order #17394123, Page 2 of 2

Incident Date: 10/06/2022 Time: 17:21 hours
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Drafted By: SAFE 709 – 12/05/2022
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Appendix H – Root Cause Analysis

Problem Statement	Major Cause	Causes	Causes	Root Causes
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