



WMSC Commissioner Brief: W-0242 Serious Injury – New Carrollton Rail Yard – April 23, 2023

Prepared for Washington Metrorail Safety Commission meeting on October 24, 2023

Safety event summary:

A Metrorail contractor cut themselves with a chainsaw after slipping while cutting vegetation along the tail track in New Carrollton Rail Yard on April 24, 2023. This resulted in a serious injury to the worker's right leg.

The worker was using a chainsaw on a sloped area adjacent to Track 1 when they lost their footing. The contractor was not wearing personal protective equipment – chainsaw chaps to protect their legs – meant to mitigate the hazard. These chaps serve as a protective barrier and could have prevented the injury or lessened its severity. The injured worker said in an investigative interview that they had resumed work without putting the chaps on for the second part of the workday.

The Roadway Worker In Charge witnessed the injury, stopped work for the crew, and the crew applied a tourniquet to control bleeding while awaiting emergency medical services. The crew contacted the Interlocking Operator who de-energized third-rail power adjacent to the location of the injury.

The worker was taken to a hospital by ambulance for treatment. They were discharged later that day.

Probable Cause:

The probable cause of this event was Metrorail's insufficient oversight of contractors that allowed for the operation of equipment without the use of personal protective equipment (PPE) necessary to safely carry out work. Contributing to this event were personnel rushing to carry out hazardous work and the uneven ground where the work was carried out.

Corrective Actions:

Metrorail developed a lessons learned document that discusses the use of proper PPE when utilizing motorized equipment (chainsaws) and other equipment that could cause injury.

The contracted company committed to additional safety monitoring and supervision for its employees, and conducted a safety stand down focused on personal protective equipment use when utilizing chainsaws or other cutting instruments.



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

FINAL REPORT OF INVESTIGATION A&I E23286

Date of Event:	April 24, 2023
Type of Event:	A-2 Serious Injury
Incident Time:	13:35 hours
Location:	New Carrollton Rail Yard (D99)
Time and How received by SAFE:	13:35 hours SAFE/Mission Assurance Coordinator (MAC)
WMSC Notification Time:	13:35 hours
Responding Safety Officers:	WMATA: OSO and OSI personnel WMSC: None Other: None
Rail Vehicle:	None
Injuries:	Laceration to the right leg
Damage:	None
Emergency Responders:	Metro Transit Police Department (MTPD), Prince George's County Fire Department/EMS (PGCFD)
SMS I/A Incident Number:	20230424#107936

New Carrollton Rail Yard (D99)

April 24, 2023

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Abbreviations and Acronyms

CAP	Corrective Action Plan
CCTV	Closed-Circuit Television
ICCG	Industrial Commercial Cleaning Group
MSRPH	Metrorail Safety Rules and Procedures Handbook
NOAA	National Oceanic and Atmospheric Administration
PGCFD	Prince George's County Fire Department
PPE	Personal Protective Equipment
MTPD	Metro Transit Police Department
ROCC	Rail Operations Control Center
RWIC	Roadway Worker in Charge
SAFE	Department of Safety
SMS	Safety Measurement System
WMATA	Washington Metropolitan Area Transit Authority
WMSC	Washington Metrorail Safety Commission



Figure 1 Secondary Map of Incident location

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 Methods

Upon receiving notification of the Serious Injury at the New Carrollton Rail Yard (D99) on April 24, 2023, SAFE dispatched a cross-functional team to assess the scene and conduct the subsequent investigation. SAFE team members worked with relevant WMATA subject matter experts to review the incident's facts and data.

The investigative methodologies included the following:

- Site assessment - Field response and document review
- Informal Interviews – Collected through conversations with individuals during the investigation to provide background and supporting information. Written statements were reviewed by personnel present during the event.
 - RWIC
- Formal Interviews – SAFE interviewed one individual as part of this investigation. Interviews include persons present at, during, and after the incident, those directly involved in the response process, and representatives from the Washington Metrorail Safety Commission (WMSC). SAFE interviewed the following individual:
 - Contractor

- Documentation Review – A collection of relevant work history information and process documentation in Metro record systems. These records include the following:
 - Metrorail Safety Rules and Procedures Handbook (MSRPH)
 - National Oceanic and Atmospheric Administration (NOAA)
 - Rail Operations Control Center (ROCC) Incident Report
 - Employee’s written statements
 - MTPD Incident Report
 - OSO Incident Report
- System Data Recording Review – A collection of information in Metro Data Recording Systems. This data includes:
 - Audio Recording System (ARS) playback,
 - Closed-Circuit Television (CCTV)

Investigation

On April 24, 2023, a contractor employed by ICCG was assigned to remove heavy vegetation along the tracks and fence line within the New Carrollton Rail Yard utilizing a chainsaw. Prior to beginning work, the RWIC held a Safety Briefing where PPE requirements were discussed. The morning’s work was completed without incident and the team broke for lunch. After the break, the RWIC held a secondary briefing and again mentioned PPE requirements for the work tasks.



Figure 2 STHL Farm Boss Chainsaw

At 13:35 hours, the contractor was working the hillside adjacent to Tail Track 1 and was removing heavy vegetation with a Stihl Farm Boss chainsaw when they sustained a deep laceration to their right leg after losing their footing on the hillside.



Figure 3 Tail Track 1- New Carrollton Rail Yard

During this incident, the injured contractor was not utilizing chainsaw chaps which were available and recommended by the RWIC. The utilization of chainsaw chaps would have prevented or lessened the severity of this injury. The wounded contractor stated that it was their error in not utilizing chainsaw chaps, and they were in haste to complete their assignment when this injury occurred.

All emergency protocols were followed by RWIC, including the application tourniquet placed on the injured contractor's leg. The Prince George's County Fire/EMS department transported the injured contractor to the University of Maryland Capital Region Medical Center.

The contractor was treated and released the same day, receiving fifteen (15) staples to their right leg.



Figure 4 Contractor's injury

In addition to other precautionary statements related to boots, gloves, and vibration fatigue, the instruction manual for the Stihl Farm Boss Chainsaw recommends, "To reduce the risk of cut injuries, wear the type of overalls, long pants or chaps that contain pads of cut-retardant material..."

On May 5, 2023, the injured contractor returned to work at full capacity. The injured contractor and all the contractors on the work crew will be monitored by ICCG's Safety Training Observation Program (S.T.O.P), in which the Contractor's employer will provide additional safety support and

training while working throughout the network of WMATA's property. The ICCG Supervisor will be on-site to observe the employee(s) and document their performance and adjust as needed.

Interview Findings

As part of the investigation launched into the event, SAFE interviewed two people. The interview identified the following key findings associated with this event. The findings detailed below include reported information from involved personnel and may conflict with other data sources contained in the report.

RWIC – (Informal Interview)

- The RWIC stated they conducted a Safety Briefing before removing trees and vegetation within D99.
- The RWIC stressed the importance of proper PPE, specifically using chaps and eye protection when utilizing chain saws.
- The RWIC stated that after the lunch break, the RWIC indicated that they had a secondary Safety briefing that covered proper PPE, specifically again chaps and adequate eye protection, the scope of the work to be completed, and ground condition.
- The RWIC stated that they observed the injured contractor lose their footing on the incline and cut their right upper leg with a chainsaw. The RWIC further indicated that they did not observe the protective chaps on their lower body.
- The RWIC stated that a tourniquet was applied above the laceration to reduce bleeding.

Contractor – (Formal Interview)

- The Contractor stated that they attended a safety briefing before and after lunch that covered the scope of work that was to be covered and specifically noted the importance of having all safety gear in place when operating a chainsaw. (Chaps, eyewear)
- The Contractor stated that they were working on an incline; they lost their footing on the wet surface(grass/mud) and cut themselves with the chainsaw on their right leg during the afternoon work session.
- The contractor stated that they did not realize they were struck until they observed excessive blood from the wound.
- The contractor stated that the RWIC immediately stopped all operations and attended to their wound.
- The contractor stated that a tourniquet was applied to relieve the bleeding, and they were transported to the hospital.
- The contractor stated that after the lunch break, they were reminded about the utilization of all safety gear by the RWIC. They said that in haste, they forgot to secure chaps to protect their lower extremities, and their injuries were their fault.
- The contractor noted that having all their safety gear in place could have prevented their injuries.

Immediate Mitigation to Prevent Recurrence

- The RWIC immediately stopped work and activated EAP procedures.
- Third rail power was de-energized during the injury response to the injured Contractor.

Weather / Environmental Conditions

On April 24, 2023, at the time of the incident, NOAA recorded the temperature as 61°F, with clear skies. The ground conditions were observed as wet and uneven (hill and debris from landscaping work). The weather did not contribute to this incident specifically; however, the uneven ground

and ground moisture contributed to this event. (Weather source: NOAA) – Location: New Carrollton, MD.

Human Factors

Evidence of Fatigue

SAFE evaluated conditions during the incident to distinguish whether evidence of fatigue was present. The available data indicated no sign of fatigue. The Contractor reported feeling fully alert at the time of the incident. The Contractor reported experiencing no symptoms of fatigue at the time leading up to the incident.

Fatigue Risk

No evidence of fatigue.

Post-Incident Toxicology Testing

Post-Incident Toxicology Testing was not conducted for this event.

Findings

- A Job Safety Briefing was conducted by the RWIC twice during the course of the day. The injured Contractor participated in both briefings and recalled PPE requirements being discussed.
- The location of the injury was on an incline and the grounds were slippery due to prior weather.
- The Contractor was not wearing protective chaps during the incident.

Immediate Mitigation to Prevent Recurrence

- The RWIC immediately stopped work and activated EAP procedures.
- Third rail power was de-energized during the injury response to the injured Contractor.

Probable Cause Statement

The probable cause for this incident was the failure to utilize prescribed proper personal protective equipment (PPE); specifically, chainsaw chaps, which would have prevented or lessened the injury. Contributing Factors to the event included rushing, as stated by the contractor, uneven ground conditions, and inadequate oversight.

Recommended Corrective Actions

Corrective Action Code	Description	Responsible Party	Estimated Completion Date
107936_SAFECAPS_TRST_001	Develop a lesson-learned document that discusses the use of proper PPE when utilizing motorized equipment (chainsaws) and other equipment that could cause injury.	TRST SRC	Completed

Corrective Action Code	Description	Responsible Party	Estimated Completion Date
107936_SAFECAPS_TRST_002	TRST will ensure that Industrial Commercial Cleaning Group (ICCG) conducts a safety stand-down/lesson learned sessions for the work crews focusing on proper procedures for utilizing the proper Personal Protection Equipment (PPE) when operating handheld cutting instruments.	TRST SRC	Completed

Appendices

Appendix A – Interview Summary

The below narratives summarize the incident and represent the statements made by the involved individual. As such, times and details may present a conflict with the data contained in systems of record.

RWIC – (Informal Interview)

The RWIC stated they conducted a Safety Briefing before removing vegetation within D99. The RWIC stated that they stressed the importance of proper PPE, specifically using chaps and eye protection when utilizing chainsaws. The RWIC noted that after the lunch break, they conducted a secondary Safety briefing that covered proper PPE, specifically again chaps and adequate eye protection, and the scope of the work to be completed. The RWIC stated that they observed the injured contractor lose their footing on the inclined area and cut their right upper leg with a chainsaw. The RWIC further indicated that they did not observe the protective chaps on their lower body. The RWIC stated that a tourniquet was applied above the laceration to alleviate excessive bleeding. The RWIC notified the interlocking operator of the situation and emergency personnel to assist the injured contractor. The RWIC stated that the wounded contractor was removed from D99 via EMS and received fifteen staples to their right leg. The RWIC said that a work stoppage was in place after the incident.

Contractor – (Formal Interview)

The Contractor states that they attended a safety briefing before and after lunch that covered the scope of work that was to be covered and specifically noted the importance of having all safety gear in place when operating a chainsaw (Chaps, eyewear). The Contractor said they were working on an incline; they lost their footing on the wet surface (grass/mud) and cut themselves with the chainsaw on their right leg during the afternoon work session. The contractor noted that they did not realize they were struck until they observed excessive blood from the wound. The contractor stated that the RWIC immediately stopped all operations and attended to their injury. The contractor noted that a tourniquet was applied to relieve the bleeding, and they were transported to the hospital. The contractor stated that after the lunch break, they were reminded about the utilization of all safety gear by the RWIC. They stated that in haste, they forgot to secure chaps to protect their lower extremities, and their injuries were their fault. The contractor noted that having all their safety gear in place could have prevented their injuries.

Appendix B – Safety Briefing

WMATA Roadway Job Safety Briefing Form

This form must be completed legibly and accurately and be retained and made available for inspection for a period of 90 days. 

Part 1: General Job Briefing

1	Date: <u>4/24/23</u> Time: : : RWIC: [REDACTED]
	RWIC Call #: <u>6255</u> RWIC: [REDACTED]
2	Safety Contact: <u>Be mindful of your proper footing</u>
	RWP Rule:
3	Work Location: <u>D99 Signal 58-34 / side crosses to tracks</u>
	Job Task(s): <u>Vegetation Removal / Spray</u>
4	Worksite, Electrical, Chemical, or Environmental Hazards: <u>Be mindful of fly debris, wet ground, boxes and wires & holes</u>
	PPE Inspected: <input checked="" type="checkbox"/> Electronic Device Policy Reviewed: <input checked="" type="checkbox"/> Radio Certification Date Inspected: <input type="checkbox"/>
	RWP Stickers Inspected: <input checked="" type="checkbox"/> Tools and Equipment Inspected: <input checked="" type="checkbox"/> Radio Checks Performed: <input checked="" type="checkbox"/>
5	What Specialized PPE Will Be Used? <u>eye protection, RWP safety vest / Boots</u>
6	Emergency Response Plan: <u>Go to Place of Safety (fence line) head count emergency plane shall commence.</u>

Part 2: RWP Briefing: This section must be filled out before any Roadway Workers enter the Roadway.

**Track Time On/Off: 7:22 : : / : : / : : **

7	Rail Line: <u>1</u> Track Number(s): <u>58-34</u> Track Access Guide (TAG) Speed:
	Working Limits Chain Markers: <u>58-34</u>
	OPS Radio Channel: <u>NC D99</u> OPS Phone Number: [REDACTED]
	Place of Safety: <u>fence line</u> Time Needed to Reach Place of Safety:
	Are There Red Hot Spots Within Your Working Limits? Yes <input type="checkbox"/> No <input type="checkbox"/>
	Red Hot Spot Chain Markers: Red Hot Spot Hazard(s):
8	Form of RWP: IT <input type="checkbox"/> ETO Authority <input type="checkbox"/> Local Signal Control <input type="checkbox"/> AMF <input type="checkbox"/> FT <input type="checkbox"/>
	RWP Notes: <u>stay hydrated all times. standards shall be followed @ all times. 3rd Rail is hot energized @ all times</u>
9	Advanced Mobile Flagger Call #(s) or Last Name(s):
	Advanced Mobile Flagger Placement:
	Watchman/Lookout Placement:
	Required Site Distance: Watchman/Lookout Rotation Schedule:
10	Will There be a Speed Restriction on the Adjacent Track? Yes <input type="checkbox"/> No <input type="checkbox"/>
	How Will the Speed Restriction be Implemented?
11	Will Class 2 Vehicles be Part of the Working Limits? Yes <input type="checkbox"/> No <input type="checkbox"/>
	# of Class 2 Vehicles: Type of Class 2 Vehicles:

FORM-SAFE-2838-001-00 52.002 06/22

Figure 5 Safety Briefing Pg-1

Incident Date: 4/24/2023 Time: 13:35 hours
 Final Report – A-2 Serious Injury
 E23286

Drafted By: SAFE 706 – 06/01/2023
 Reviewed By: SAFE 71 – 06/22/2023
 Approved By: SAFE 71 – 06/22/2023

WMATA Roadway Job Safety Briefing Form



This form must be completed legibly and accurately and be retained and made available for inspection for a period of 90 days.

Part 2: RWP Briefing, continued:

12	Power Outage: Red Tag <input type="checkbox"/> Supervisory <input type="checkbox"/> <i>Supervisor</i>	Hot Sticking Chain Markers:		
	Red/Supervisory Tag #:			
	Red/Supervisory Tag Holder:			
	Insulated Mat(s) Color Blue <input type="checkbox"/> Red <input type="checkbox"/> Green <input type="checkbox"/> Orange <input type="checkbox"/> Yellow <input type="checkbox"/>			
	WSAD Certification Due	WSAD Serial #/Asset ID	WSAD Certification Due	WSAD Serial #/Asset ID
	/ /		/ /	
	/ /		/ /	
	Will a Piggyback Crew(s) be Working Within Your Working Limits? Yes <input type="checkbox"/> No <input type="checkbox"/>			
13	Crew Leader/EIC Call #(s):	Piggyback Work Area Chain Markers:		
	Piggyback Work Assignment(s):			

Part 3: Good Faith Challenge: The following must be read aloud by the RWIC to the Roadway Workers.

"WMATA guarantees each Roadway Worker the right to challenge, in good faith, the effectiveness of the Roadway Worker Protection being provided. The Roadway Worker making the challenge, and those that are sympathetic to the challenge, shall remain clear of the roadway until the challenge has been resolved."

RWP Issues:	Worker Name(s):
	Was the GFC Issue Resolved? Yes <input type="checkbox"/> No <input type="checkbox"/>

Part 4: Roadway Worker Acknowledgement

"I understand and agree with all aspects of the Roadway Job Safety Briefing I just received. I am adequately protected from any train movement or roadway hazards. I understand I have a responsibility to conduct myself in a safe manner at all times."

ROADWAY WORKERS HAVE THE RIGHT AND RESPONSIBILITY TO INITIATE A GOOD FAITH CHALLENGE WHEN NECESSARY

Roadway Worker Signature	Employee ID #	Roadway Worker Signature	Employee ID #	Crew Leader/EIC Signature	Crew Leader/EIC Employee ID #
[Redacted]					

Part 5: RWIC Signature(s)

Additional RWIC Comments: <i>1) Stay hydrated at all times</i> <i>2) Be aware of proper footing</i> <i>3) Work safe with tools + insure proper protection with equipment</i>	
RWIC Signature: [Redacted]	Date: 4/24/23
Relieving RW: [Redacted]	Relieving RWIC Employee ID #:
Relieving RWIC Signature:	Date/Time: / / . :
Relieving RWIC Call #:	Relieving RWIC Cell Phone #:

FORM SAFE-69M-001-00

Figure 6 Safety Briefing Pg-2

Appendix C – ROCC Incident Report

View Approved Incident Report

INCIDENT ID: 2023114ORANGE2

DATE 2023-04-24	TIME 1329	LINE Orange	ITEM 2
LOCATION (STATION/YARD) New Carrollton Yard (D99)		LOCATION/CHAIN MARKER (If Applicable)	REPORTED BY New Carrollton ██████████
TRAIN ID 000	DIRECTION N/A	TRACK NUMBER N/A	DEPTS NOTIFIED Everbridge Alert/Messaging
CAR NUMBERS (XXXX-XXXX)			
Lead Car			
-	-	-	-
Caused Issue <input type="checkbox"/>	Caused Issue <input type="checkbox"/>	Caused Issue <input type="checkbox"/>	Caused Issue <input type="checkbox"/>
TRBL CODE EINJ- EMPLOYEE INJURY	RESP CODE OTH		

TYPE INCIDENT
Contractor Injury.

ACTION PLAN
Dispatch EMS Personnel. Dispatch Supervisor.

DELAYS IN MINUTES			
LINE	INCIDENT	TRAIN	TOTAL DURATION
0	0	0	0

TRIPS MODIFIED					
PARTIAL	GAP TRAIN	LATE DISPATCHES	REROUTED	NOT DISPATCHED	OFFLOADS
0	0	0	0	0	0

FIVE PRIMARY CONSOLE INDICATIONS				
BCP	BRAKES ON ILLUMINATED	ALL DOORS CLOSED ILLUMINATED	AUTO\MANUAL ILLUMINATED	BPP
			AUTO	

INCIDENT CHRONOLOGY	
TIME	DESCRIPTION
1329	New Carrollton Interlocking Operator ██████ reported that Contractor ██████ had cut his leg with a chainsaw while in the performance of their duties doing landscaping work on track 16 in the yard. AOM, ROIC, SAFE, and all other concerned personnel were notified.

Figure 7 ROCC Incident Report Pg-1

View Approved Incident Report

1331 Station Supervisor [REDACTED] dispatched. EMS Personnel dispatched to New Carrollton to assist. Division Management notified.

MAXIMO TICKET#
8666538

REPORT PREPARED BY	NAME	CLICK TO SIGN
RADIO CONTROLLER 1	[REDACTED]	✓
BUTTON CONTROLLER 1		
RADIO CONTROLLER 2		
BUTTON CONTROLLER 2		

SUPERINTENDENTS OR ASSISTANTS SECTION

ADDITIONAL FOLLOW-UP CORRECTIVE ACTIONS OR REMARKS

FOLLOW-UP INFORMATION OBTAINED FROM SUPPORT DEPARTMENTS

NOTIFICATIONS/PAGE GROUPS #1/CEO #2/DGM &BELOW

ADDITIONAL NOTIFICATIONS MADE BY PHONE

APPROVED BY	NAME	CLICK TO SIGN
-------------	------	---------------

REPORT APPROVED BY SUPT. OR ASST SUPT. [REDACTED] ✓

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Figure 8 ROCC Incident Report Pg-2

Appendix D - OSO Field Report

D99 Tail Track 1 Contractor Injury

Date of Incident: April 24, 2023

Time of Incident: Approx. @ 1325

MTPD Incident #: 2023-03627

WMATA POC: [REDACTED]

Scope of Work: Vegetation Removal alongside exterior fence line/tracks

Roadway Worker In Charge (RWIC): [REDACTED] Track & Structures

Contractor: Industrial Commercial Cleaning Group (ICCG)

Contractor POC/Foreman/Consultant: [REDACTED]

Injured Employee (IE): [REDACTED]

Witness(es): [REDACTED]

Brief Incident Summary: On April 24, 2023, Contractor (ICCG) working at D99 yard to remove vegetation along tracks/exterior fence line. Job Briefing held with WMATA & Contractor (ICCG) prior to work beginning at 0800. Crew returned from lunch break at approx. 1305, and had brief "huddle" about remaining work for day. At approx. 1325, IE was working hillside (see photos attached) near Tail Track 1, to remove vegetation with a STHL Farm boss chainsaw, when IE slipped, and chainsaw made contact with their Right leg (mid-thigh). IE was not wearing "chainsaw chaps" when incident occurred, as they had done previous to lunch break. Lack of "chaps" allowed contact from chainsaw to incur flesh injury to IE's Right leg (mid-thigh).

EAP protocols followed by [REDACTED] Emergency Services contacted, IE cared for while awaiting arrival of EMS. Yard Tower contacted, and [REDACTED] shutdown power to Tail Track 3rd rail at 1338.

Hospital Destination: UM Capital Region Medical Center (901 Harry S Truman Dr Largo, MD 20774)
(240) 677-1000

Transport Service/Unit: Prince George's County Fire/EMS Ambulance 806



Figure 9 OSO Investigative Incident Report Pg-1

Appendix E - MTPD Event Report

Event Report					
Metro Transit Police Department			ORI-DCMTP0000		
Type of Report Closed		MTPD CCN 2023-03627-001		Local Jurisdiction Prince Georges County	
Local CCN					
Event Location					
Street 4300 Garden City Dr	Station Acronym	City, State NEW CARROLLTON, MD 20785	County PG3- Landover- District 3	MTP District District 3	Local District PG3-Landover-District 3
Date and Time of Event From To 4/24/2023 1:20:00 PM			Date and Time Reported 4/24/2023 1:34:42 PM		
Category					
Rail Station, Line or Right-of-Way	On Bus		Property Other Metro Property	Other MSA6	
Specific Location (Foot Bridge, Kiosk, Platform, Tracks, Etc.)			For Burglary or B&E Only		
			If Hotel Rule Applies, #Premises or Facilities Entered:		
Location Description Other Metro Property					
Event Information					
If Incident Use This Block	Offense #	INJURED/SICK PERSON TO THE HOSPITAL			
Incident Classification	Offense Classification				
Incident Description	Description	INJURED/SICK PERSON TO THE HOSPITAL			
	Weapon/Force Type of Activity	/			
Entry Type:			Number Premises Entered:		
Hate Crime Motivation:					
Bias Motivation					
None (no bias) (mutually exclusive)					
Offender Suspected of Using:			Modus Operandi (MO):		
Case Status Information			If Case Cleared Exceptionally,		Clearance Date
Case Status (Completed by the Official who signs this report):					
Reporting Officer (Print)	Badge #	Second Officer (Print)		Badge #	
[REDACTED]					
Supervisor's Name (Electronically Approved)			Teletype #	Investigator Notified	ID#

MTPD CCN:
ORI-DCMTP0000



Figure 10 MTPD Incident Report Pg-1

Incident Date: 4/24/2023 Time: 13:35 hours
Final Report – A-2 Serious Injury
E23286

Drafted By: SAFE 706 – 06/01/2023
Reviewed By: SAFE 71 – 06/22/2023
Approved By: SAFE 71 – 06/22/2023

Has a DVR been requested?

Has a DVR been requested?

Narrative Information

On Monday April 24, 2023 at 1320 hours at 4300 Garden City Drive (New Carrollton railyard), [REDACTED] injured person) sustain several minor laceration to his right leg above his knee.

Wmata employee [REDACTED] reported that she observed [REDACTED] loose his footing while cutting small trees with a chainsaw. Mr. [REDACTED], sustaining minor laceration to his right leg, was cut by the chainsaw. The RIC then shouted, "Emergency, Emergency" for all worker to cease their actions. She stated that [REDACTED] was bleeding from his right leg. A tourniquet along with some gauzes was applied by [REDACTED] the owner/supervisor of [REDACTED], the company that [REDACTED] for.

PG Fire engine 825 and ambulance 806 responded to the scene at 1335 hours and transported [REDACTED] to Capital Regional Medical Hospital with non-life threatening injuries for treatment.

[REDACTED] responded to the scene at 1420 hours.

If second CCN is available, insert here:

Additional Narrative on Supplemental Report

MTPD CCN:
ORI-DCMTP0000

[REDACTED]

Figure 11 MTPD Incident Report Pg-2

Additional Narrative

On Monday April 24, 2023 at 1320 hours at 4300 Garden City Drive (New Carrollton railyard), [REDACTED] advised the [REDACTED] J. (injured person) sustain several minor laceration to his right leg above his knee.

Wmata employee [REDACTED] reported that she observed [REDACTED] loose his footing while cutting small trees with a chainsaw. Mr. [REDACTED], sustaining minor laceration to his right leg, was cut by the chainsaw. The RIC then shouted, "Emergency, Emergency" for all worker to cease their actions. [REDACTED] stated that [REDACTED] was bleeding from his right leg. A tourniquet along with some gauzes was applied by [REDACTED], the owner/supervisor of [REDACTED] the company that [REDACTED] works for.

PG Fire engine 825 and ambulance 806 responded to the scene at 1335 hours and transported [REDACTED] to Capital Regional Medical Hospital with non-life threatening injuries for treatment.

[REDACTED] responded to the scene at 1420 hours.

MTPD CCN:
091-DC3770000

Event Report Page 4 of 6

Figure 12 MTPD Incident Report Pg-3

Appendix F - Witness Statements

Incident Date: 4/24/2023 Time: 13:35 hours
Final Report – A-2 Serious Injury
E23286

Drafted By: SAFE 706 – 06/01/2023
Reviewed By: SAFE 71 – 06/22/2023
Approved By: SAFE 71 – 06/22/2023

INCIDENT		Risk Rank		Today's Date	
Incident # 2023-03627				4/24/23	
Incident Date 4.24.23	Incident Time 1:25pm	Department TRST	Division Met	Work Area D99 Wayside	
Location where Incident Occurred: D99 Wayside					
Is this the final report? <input type="checkbox"/> If YES, is it within 7 days of the incident?					
If this is the Final Report, but it wasn't completed within 7 days, please explain why it wasn't completed within 7 days:					

DESCRIPTION OF THE INCIDENT.
 Briefly describe the incident.

Approximately around 1:25pm [redacted] was injured while using the Chain saw on the hill. I saw him bend over and he stated he cut himself. I asked him to stay put and we would provide assistance. I asked if he was okay. Told him to be safe dont move. He walked down and asked him to be still. After he walked down he started bleeding more I assured him emergency

KNOWN FACTS.
 List in a logical order the known facts obtained during the investigation process.

Child was in route. He put belt on his leg to stop bleeding and remained calm until emergency assistance came.

50.690 1/3 02/10 Original: RISK Copy 1: Department

Figure 13 Contractor's Written Statement Pg-1

Incident Investigation Form

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

EXPLANATION FOR CONCLUSIONS

Provide an explanation and basis for the conclusions reached.

[Empty space for explanation]

RECOMMENDATIONS TO PREVENT RECURRENCE	MS (SEE BELOW)	RESPONSIBLE PERSON	TARGET COMPLETION DATE	DATE ACTION WAS COMPLETED
1. <i>Be aware of Surroundings & Footing</i>		[Redacted]	<i>04/24/23</i>	<i>04/24/23</i>
2.				
3.				

MANAGEMENT SYSTEMS

- | | | | |
|--------------------------------|---------------------------|----------------------------|------------------------------|
| 1. Asset & Operating Integrity | 6. Emergency Preparedness | 10. Metrics | 14. Risk Analysis |
| 2. Audit | 7. Incident Management | 11. Management Review | 15. Rules and Procedures |
| 3. Communication | 8. Leadership | 12. Objectives and Targets | 16. Roles & Responsibilities |
| 4. Contractors | 9. Management of Change | 13. Occupational Health | 17. Training |

[Redacted Signature]

Print name [Redacted]

Reviewed by Manager (Signature) [Redacted]

Print name [Redacted]

Phone Number *445 229 2426*

Figure 14 Contractor's Written Statement Pg-2



Incident Investigation Form
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

INCIDENT					
Incident #		Risk Rank		Today's Date	
Incident Date		Incident Time		Department	Division
04/24/23		1:20 PM			
Location where Incident Occurred:		Work Area			
New Carroll Station YARD		D 99			
Is this the final report? If YES, is it within 7 days of the incident?					
If this is the Final Report, but it wasn't completed within 7 days, please explain why it wasn't completed within 7 days:					

DESCRIPTION OF THE INCIDENT.
 Briefly describe the incident.

He was working with Chain Saw
 cut trees and Happened the accident
 and cut his right leg foot stopped.

KNOWN FACTS.
 List in a logical order the known facts obtained during the investigation process.

I was working 50 feet long from him
 and I don't when happened the accident

50.690 1/3 02/10 Original: RISK Copy 1: Department Copy 2: SAFE Copy 3: LSC-I&I

Figure 15 Contractor's Written Statement Pg-3

Incident Date: 4/24/2023 Time: 13:35 hours
 Final Report – A-2 Serious Injury
 E23286

Drafted By: SAFE 706 – 06/01/2023
 Reviewed By: SAFE 71 – 06/22/2023
 Approved By: SAFE 71 – 06/22/2023

INCIDENT					
Incident #		Risk Rank		Today's Date 4-24-2023	
Incident Date 4-24-2023	Incident Time	Department	Division	Work Area	
Location where Incident Occurred: New Carrollton Yard					
Is this the final report? If YES, is it within 7 days of the incident?					
If this is the Final Report, but it wasn't completed within 7 days, please explain why it wasn't completed within 7 days:					

[REDACTED]

[REDACTED] JUST FINISHED PRUNING TREES ALONG THE FENCE LINE, WHEN RWIT [REDACTED] H [REDACTED] BLOW HER WHISTLE AND CALLED EMERGENCY PROTOCOL. [REDACTED] AND I IMMEDIATELY STOPPED WHAT WE WERE DOING AND WENT TO HER. UPON ARRIVING THERE, WE NOTICED [REDACTED] SITTING ON A HILL, HOLDING HIS RIGHT LEG. WHEN HE CAME DOWN THE HILL [REDACTED] IMMEDIATELY STOPPED WORK AND CALLED THE E.M.T's.

KNOWN FACTS.
 List in logical order the known facts obtained during the investigation process.

[REDACTED] CUT HIS RIGHT LEG ABOVE THE KNEE, DUE TO SLIPPING ON A HILL WHILE CUTTING TREES WITH A CHAINSAW. MS. SONYA HARRIS BLOW HER WHISTLE, CALLED EMERGENCY PROTOCOL, AND STOPPED ALL WORK IN THE AREA, THEN CALLED FOR THE E.M.T's

50.690 1/3 02/10 Original: RISK Copy 1: Department Copy 2: SAFE Copy 3: LSC-I&II

Figure 16 Contractor's Written Statement Pg-4

Incident Investigation Form

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

EXPLANATION FOR CONCLUSIONS

Provide an explanation and basis for the conclusions reached.

LOSS OF FOOTING ON A HILL WHILE CUTTING TREES.

RECOMMENDATIONS TO PREVENT RECURRENCE	MS (SEE BELOW)	RESPONSIBLE PERSON	TARGET COMPLETION DATE	DATE ACTION WAS COMPLETED
1. BE AWARE OF SURROUNDING + FOOTINGS ON SLIPPERY SURFACES		[REDACTED]	11-24-23	4-24-23
2.				
3.				

MANAGEMENT SYSTEMS

1. Asset & Operating Integrity	6. Emergency Preparedness	10. Metrics	14. Risk Analysis
2. Audit	7. Incident Management	11. Management Review	15. Rules and Procedures
3. Communication	8. Leadership	12. Objectives and Targets	16. Roles & Responsibilities
4. Contractors	9. Management of Change	13. Occupational Health	17. Training
5. Documents			

Investigated by (Signature)	Date
Print name	Phone Number
Reviewed by Manager (Signature)	Date
Print name	Phone Number

50.690 3/3 02/10 Original: RISK Copy 1: Department Copy 2: SAFE Copy 3: LSC-I&I

Figure 17 Contractor's Written Statement Pg-5

INCIDENT	
Incident #	Risk Rank
Today's Date: <i>April 24, 2023</i>	
Incident Date	Incident Time
Department	Division
Work Area	
Location where Incident Occurred: <i>New Carrolton Yard</i>	
Is this the final report? If YES, is it within 7 days of the incident?	
If this is the Final Report, but it wasn't completed within 7 days, please explain why it wasn't completed within 7 days:	

DESCRIPTION OF THE INCIDENT
 Briefly describe the incident.

While cutting brush and small trees using brush cutters and chainsaw employee foot slipped while cutting small diameter tree causing saw to contact employee thigh just above the knee. The saw (PIC) ceased all operation and attended to the injured employee. No injury was expected until immediate medical. Employee

KNOWN FACTS
 List in a logical order the known facts obtained during the investigation process.

was conscious and not expected and no further bleeding. Employee was able to walk to ambulance on his own accord.

50.890 1/3 02/10 Original: RISK Copy 1: Department Copy 2: SAFE Copy 3: LSC-I&II

Figure 18 Contractor's Written Statement Pg-6

Incident Date: 4/24/2023 Time: 13:35 hours
 Final Report – A-2 Serious Injury
 E23286

Drafted By: SAFE 706 – 06/01/2023
 Reviewed By: SAFE 71 – 06/22/2023
 Approved By: SAFE 71 – 06/22/2023

Incident Investigation Form

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

EXPLANATION FOR CONCLUSIONS

Provide an explanation and basis for the conclusions reached.

[Empty space for explanation]

RECOMMENDATIONS TO PREVENT RECURRENCE	MS (SEE BELOW)	RESPONSIBLE PERSON	TARGET COMPLETION DATE	DATE ACTION WAS COMPLETED
1. be absent of walking and slippery conditions		[Redacted]	4-21-23	4-21-23
2.				
3.				

MANAGEMENT SYSTEMS

1. Asset & Operating Integrity	6. Emergency Preparedness	10. Metrics	14. Risk Analysis
2. Audit	7. Incident Management	11. Management Review	15. Rules and Procedures
3. Communication			16. Roles & Responsibilities
			17. Training
Print name			Date
			Phone Number

50.690 3/3 02/10 Original: RISK Copy 1: Department Copy 2: SAFE Copy 3: LSC-1&11

Figure 19 Contractor's Written Statements Pg-7

Appendix G Lesson Learned Document

Incident Date: 4/24/2023 Time: 13:35 hours
 Final Report – A-2 Serious Injury
 E23286

Drafted By: SAFE 706 – 06/01/2023
 Reviewed By: SAFE 71 – 06/22/2023
 Approved By: SAFE 71 – 06/22/2023

Lessons Learned



On April 24, 2023 at approximately 1:25 P.M. Industrial Commercial Cleaning Group was working at New Carrollton rail yard performing vegetation cutting and removal. Personnel were cutting brush and trees along the side of D99 Tail Track 1. A crew member lost their footing at which time the chain saw he was utilizing made contact with his right leg.

Crew members shall pay thorough attention and ask questions if needed during job safety briefings provided by the RWIC. The RWIC shall notify crew members of any known hazards in the work area. Crew members shall be well versed on any and all equipment being utilized to complete the job assignment for the day. Industrial Commercial Cleaning Group utilizes the S.T.O.P safety training observation program. The ICCG supervisor onsite observes the employee and documents performance, and training needs to adjust crew accordingly.

Crew members shall be aware of PPE needed in addition to ROW PPE to accomplish their specific task. ICCG supervisor shall monitor PPE condition and replace as needed. ICCG supervisor shall monitor crew members for specific tool usage knowledge. The supervisor shall also make sure all equipment is in good working condition and ensure proper usage of guards and chain saw chain brake.

**Washington
Metropolitan Area
Transit Authority**

500 Fifth Street, NW
Washington, D.C. 20001
202/983-1234

By MetroRail
Jubilee Square, Red Line
Gallery Place-Chinatown
Red, Green and
Yellow Lines

A District of Columbia
Maryland and Virginia
Transit Partnership

Figure 20 TRST Lesson Learned Document Pg-1

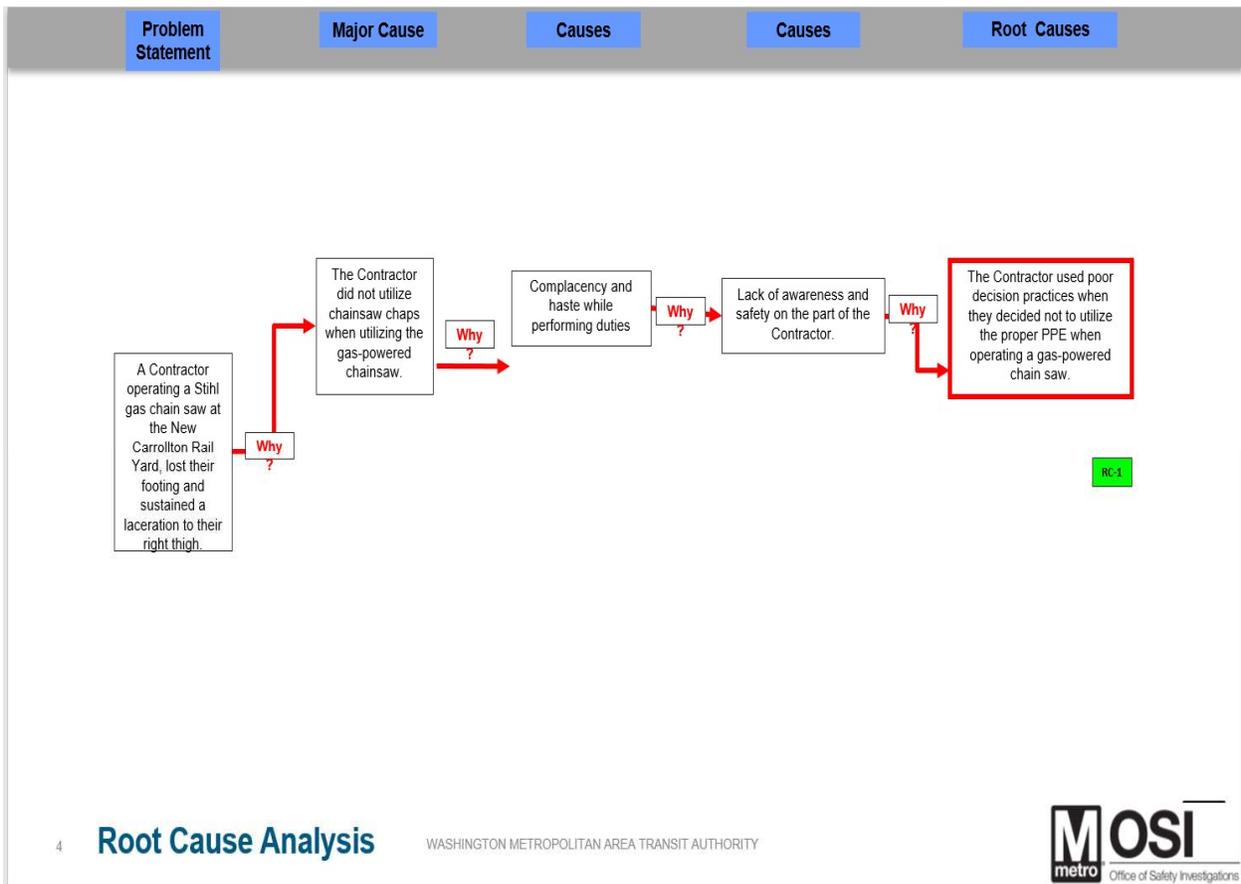
Print Employee Name	Signature	Employee Number	Date

Figure 21 TRST Lessons Learned Pg-2 Signature Page

Appendix H – Why Tree

Incident Date: 4/24/2023 Time: 13:35 hours
 Final Report – A-2 Serious Injury
 E23286

Drafted By: SAFE 706 – 06/01/2023
 Reviewed By: SAFE 71 – 06/22/2023
 Approved By: SAFE 71 – 06/22/2023



4 **Root Cause Analysis**

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

