



**WMSC Commissioner Brief: W-0262 Collision – near Minnesota Avenue Station – May 1, 2023**

*Prepared for Washington Metrorail Safety Commission meeting on March 5, 2024*

**Safety event summary:**

On Monday May 1, 2023, at approximately 10:41 p.m., a rider traveling aboard New Carrollton bound Orange Line Train 904, opened an end door between railcars that is marked with warning signage, and fell in between railcars onto the roadway as the rider attempted to move from one car to another while the train was moving. The train struck the rider.

In the Metrorail system, bulkhead doors, which are located at both ends of each railcar, are not intended for public use, except during an emergency. Metrorail has warning signage on each bulkhead door providing this information. After falling onto the roadway, the rider made contact with the train as it continued on, with the Train Operator unaware, to Minnesota Avenue Station.

At approximately 11:14 p.m., the Train Operator of a different train, Train 907, observed the person walking along the roadway on track 1 heading toward Minnesota Avenue Station. This Train Operator notified a Rail Traffic Controller in the Rail Operations Control Center (ROCC). The Rail Traffic Controller instructed the Train Operator to assist the person onto the train. At 11:16 p.m., personnel in the ROCC requested a response from the Metro Transit Police Department (MTPD) and an Office of Rail Transportation Supervisor. At 11:20 p.m., after the Train Operator reported that the rider needed medical assistance, the ROCC Assistant Operations Manager requested the District of Columbia Fire and Emergency Medical Services (DCFEMS) respond to the train outside Minnesota Avenue Station.

At 11:19 p.m. a Rail Traffic Controller de-energized third rail power.

Initially, the injured person was unable to board the train. At 11:39 p.m., the Train Operator reported the rider was able to climb aboard.

MTPD personnel entered the roadway at 11:37 p.m., without utilizing a hot stick to confirm that third rail power had been de-energized, and boarded the train at 11:44 p.m. MTPD personnel requested the Train Operator to move Train 907 to Minnesota Avenue Station's platform. Third rail power was restored at 11:49 p.m. The Radio Rail Traffic Controller gave the Train Operator a permissive block to Minnesota Avenue Station. A permissive block is a section of clear track ahead of a train in the established direction of traffic up to a specific point (limit) into which no other train, vehicle or track obstruction is permitted.

When the train arrived at the station, passengers were evacuated from the train. DCFEMS transported the injured person to a hospital with life-threatening injuries. They were treated and later released.

A child who was traveling with the injured person when they fell onto the roadway was located unattended but not physically harmed at New Carrollton Station, and was later reunited with a caregiver.

**Probable Cause:**

The probable cause of this collision was a person using the emergency bulkhead doors while the train was in motion.



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

**FINAL REPORT OF INVESTIGATION A&I E23306**

<b>Date of Event:</b>	05/01/2023
<b>Type of Event:</b>	Collision
<b>Incident Time:</b>	22:41 hours
<b>Location:</b>	Minnesota Avenue Station, Track 1, Chain Markers (CMs) D1 272+91 and 310+00
<b>Time and How received by SAFE:</b>	23:17 hours via MAC
<b>WMSC Notification Time:</b>	00:55 hours
<b>Responding Safety Officers:</b>	None
<b>Rail Vehicles:</b>	Train ID 904 L7178-7179.7415-7414.7602-7603.7713-7712T Train ID 907 L7622-7623.7269-7268.7352-7353.7155-7154T
<b>Known Injuries:</b>	Severe Lacerations
<b>Damage:</b>	None
<b>Emergency Responders:</b>	Metro Transit Police Department (MTPD), Office of Rail Transportation (RTRA) Supervisor, District of Columbia Fire and Emergency Medical Services (DCFEMS) Department
<b>SMS I/A Incident Number:</b>	20230502#108170MX

# Minnesota Avenue Station – Collision

May 1, 2023

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## Abbreviations and Acronyms

<b>AIMS</b>	Advanced Information Management System
<b>ARS</b>	Audio Recording System
<b>CCTV</b>	Closed-Circuit Television
<b>CM</b>	Chain Marker
<b>DCFEMS</b>	District of Columbia Fire and Emergency Medical Services
<b>EAP</b>	Employment Assistance Program
<b>ESR</b>	Event Scene Release
<b>I/A</b>	Incident / Accidents
<b>MAC</b>	Mission Assurance Coordinator
<b>MSRPH</b>	Metrorail Safety Rules and Procedures Handbook
<b>MTPD</b>	Metro Transit Police Department
<b>NOAA</b>	National Oceanic and Atmospheric Administration
<b>OSI</b>	Office of Safety Investigations
<b>ROCC</b>	Rail Operations Control Center
<b>ROCS</b>	Rail Operations Control System
<b>RTC</b>	Rail Traffic Controller
<b>RTRA</b>	Office of Rail Transportation
<b>SAFE</b>	Department of Safety
<b>SMS</b>	Safety Measurement System
<b>SOP</b>	Standard Operating Procedure
<b>WMATA</b>	Washington Metropolitan Area Transit Authority
<b>WMSC</b>	Washington Metrorail Safety Commission

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

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**Executive Summary**

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

On Monday, May 1, 2023, at approximately 22:41 hours, a customer onboard outbound Orange Line Train ID 904 [L7178-7179.7415-7414.7602-7603.7713-7712T] utilized the emergency exit bulkhead door to move between Cars 7713 and 7712 as the train was traveling in the direction of Minnesota Avenue Station, Track 1. The customer fell to the roadway in between the cars near CM D1 272+91, making contact with Train ID 904. The injured customer was observed by the Train Operator of Train ID 907 at 23:14 hours, walking in the direction of Minnesota Avenue Station on Track 1 near CM D1 310+00. The Train Operator of Train ID 907 contacted the Rail Operations Control Center (ROCC) and reported their observation. The ROCC instructed the Train Operator of Train ID 907 to assist the injured customer aboard the train.

The ROCC dispatched the Metro Transit Police Department (MTPD), an Office of Rail Transportation (RTRA) Supervisor, and the District of Columbia Fire and Emergency Medical Services (DCFEMS) Department. The Train Operator of Train ID 907 assisted the customer aboard the train and provided assistance until emergency responders arrived. MTPD personnel conducted a preliminary investigation and instructed the Train Operator of Train ID 907 to move their train to the Minnesota Avenue Station platform to offload the customers. DCFEMS transported the injured customer to Washington Hospital Center with severe life-threatening injuries. No damages were reported as a result of the incident.

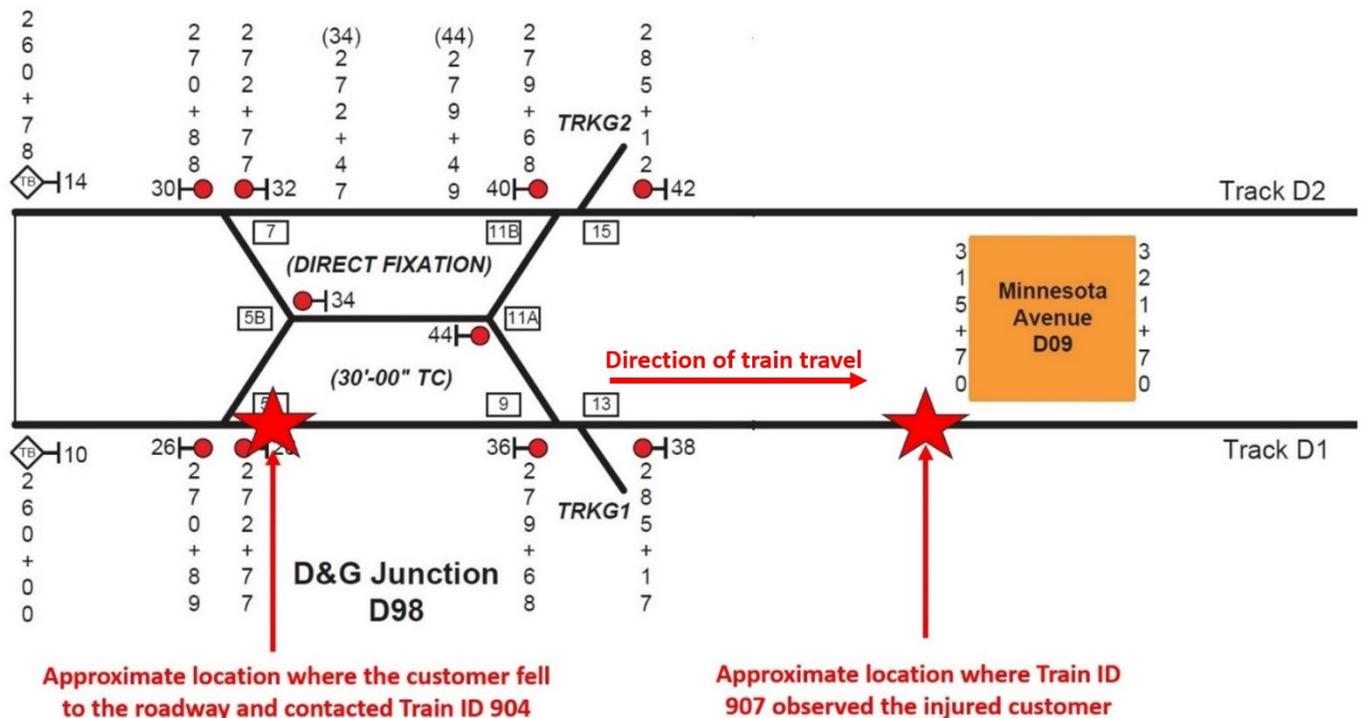
Further investigation by MTPD identified that a concurrent report of an unattended child at New Carrollton Station was related to the collision event. The child was in good health and turned over to a family member. The injured customer was reported as in stable condition.

The probable cause of the collision incident near Minnesota Avenue Station was a customer bypassing marked Emergency Use Only doors separating cars while the train was in motion. The investigation did not identify significant deficiencies in communication or adherence to established response procedures under the direction of responding law enforcement personnel.

**Incident Site**

Minnesota Avenue Station, Track 1, Chain Markers (CMs) D1 272+91

## Field Sketch/Schematics



The customer was observed falling to the roadway from Train ID 904 near CM D1 272+91. The Train Operator of Train ID 907 on Track 1, in approach to the platform limits at Minnesota Avenue Station, observed the injured customer near CM 310+00.

## 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.

## Investigative Methods

The investigative methodologies included the following:

- Site assessment through documentation
- Formal Interview – 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. Representatives from the Washington Metrorail Safety Commission (WMSC) were present during the interview. SAFE interviewed the following personnel:
  - Train Operator of ID 907

- Documentation Review – A collection of relevant work history information and process documentation contained in Metro systems of record. These records include:
  - Train Operator of Train 451 Incident Statement
  - Train Operator of Train 452 Incident Statement
  - Train Operator of Train 906 Incident Statement
  - Train Operator of Train 907 Incident Statement
  - Office of Rail Transportation (RTRA) Supervisor Incident Statement
  - Metrorail Safety Rules and Procedures Handbook (MSRPH)
  - National Oceanic and Atmospheric Administration (NOAA)
  - Rail Operations Control System (ROCS) SPOTS Report
  - Rail Operations Control Center (ROCC) Incident Report
  - Metro Transit Police Department (MTPD) Event Report
  
- System Data Recording Review – A collection of information contained in Metro Data Recording Systems. This data includes:
  - Audio Recording System (ARS) playback
  - Closed-Circuit Television (CCTV)
  - Advanced Information Management System (AIMS) playback

**Investigation**

On Monday, May 1, 2023, at approximately 22:41 hours, a customer onboard outbound Orange Line Train ID 904 [L7178-7179.7415-7414.7602-7603.7713-7712T] bypassed a marked Emergency Use Only door between Cars 7713 and 7712 as the train was traveling in the direction of Minnesota Avenue Station, Track 1. The customer fell to the roadway in between the cars near CM D1 272+91, making contact with Train ID 904. The injured customer was later observed by the Train Operator of Train ID 907 walking in the direction of Minnesota Avenue Station on Track 1 near CM D1 310+00. The Train Operator of Train ID 907 contacted the ROCC and reported the incident. The ROCC instructed the Train Operator of Train ID 907 to assist the injured customer aboard the train. The ROCC dispatched MTPD, an RTRA Supervisor, and requested DCFEMS. The Train Operator of Train ID 907 assisted the customer aboard the train and provided assistance until emergency responders arrived. MTPD personnel conducted a preliminary investigation and instructed the Train Operator of Train ID 907 to move their train to the Minnesota Avenue Station platform to offload the customers. DCFEMS transported the injured customer to Washington Hospital Center with severe life-threatening injuries. No damages were reported as a result of the incident.



*Image 1 - Sample bulkhead signage on WMATA Railcar prohibiting passage except for emergency use only. (7000 series).*

At 22:59 hours, The Terminal Supervisor that there was a report of child alone in railcar 7712. The child was later discovered found as Car 7712 became the lead car on the return trip. At 23:03 hours, MTPD units responded to New Carrollton Station for a report of an unattended child in a stroller on the platform. Upon arrival, MTPD discovered an approximately 2-year-old child in good health in a stroller on the platform. The child was located by an MTPD officer on the train car, and an MTPD officer safely removed the child from the train. The stroller contained useful information to assist MTPD with making contact with the child's next of kin. The child was reunited with a family member following the event.

At 23:17 hours, MTPD units responded to Minnesota Avenue Station for a report of an injured customer walking on the tracks between the D&G Junction and Minnesota Avenue Station. Upon arrival at Minnesota Avenue Station, MTPD initiated SOP #1A and the supervisory removal of third rail power. The injured customer was located approximately 100 yards outside of the platform limits by the Train Operator of Train ID 907. The Train Operator stopped Train ID 907 approximately three cars past the customer but did not strike them. MTPD proceeded to the injured customer's location as DCFEMS staged on the platform. The Train Operator was able to get the customer to board the train on Car 7269. MTPD personnel arrived at the injured customer's location and reported severe lacerations and life-threatening injuries. At 23:45 hours, the WMSC granted an Event Scene Release (ESR). At 23:49 hours, third rail power was re-energized, and Train ID 907 was moved to the Minnesota Avenue Station platform. The injured customer was triaged and transported to Washington Hospital Center by DCFEMS with life-threatening injuries.

According to CCTV playback, the injured customer boarded Train ID 904 at L'Enfant Plaza Station and changed train cars several times as the train serviced various stations. At 22:39 hours, the customer attempted to transit between Cars 7713 and 7712 while in motion via the bulkhead doors, and they fell between the cars at 22:41 hours near CM D1 272+91. The Train Operator of Train ID 907 observed the customer walking and initiated the response. Three trains passed the injured customer's location as they walked on Track 1 in the direction of Minnesota Avenue Station. During informal interviews, the train operators reported they did not observe anyone walking on the roadway as they traveled through the location (See Appendix E).

### Advanced Information Management System (AIMS) Playback



Image 2 - Train ID 907 in approach to Minnesota Avenue Station platform on Track 1 at 23:13:50 hours.

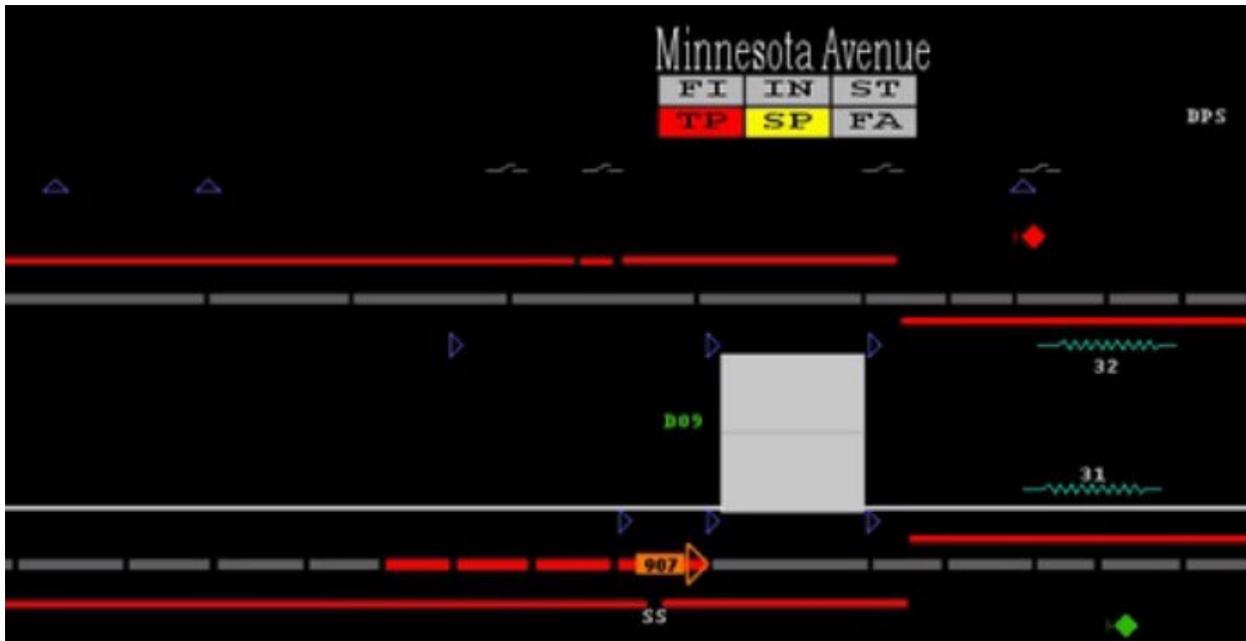


Image 2 - Train ID 907 stopped with a visual of the injured customer near CM D1 313+00 at 23:14:10 hours.

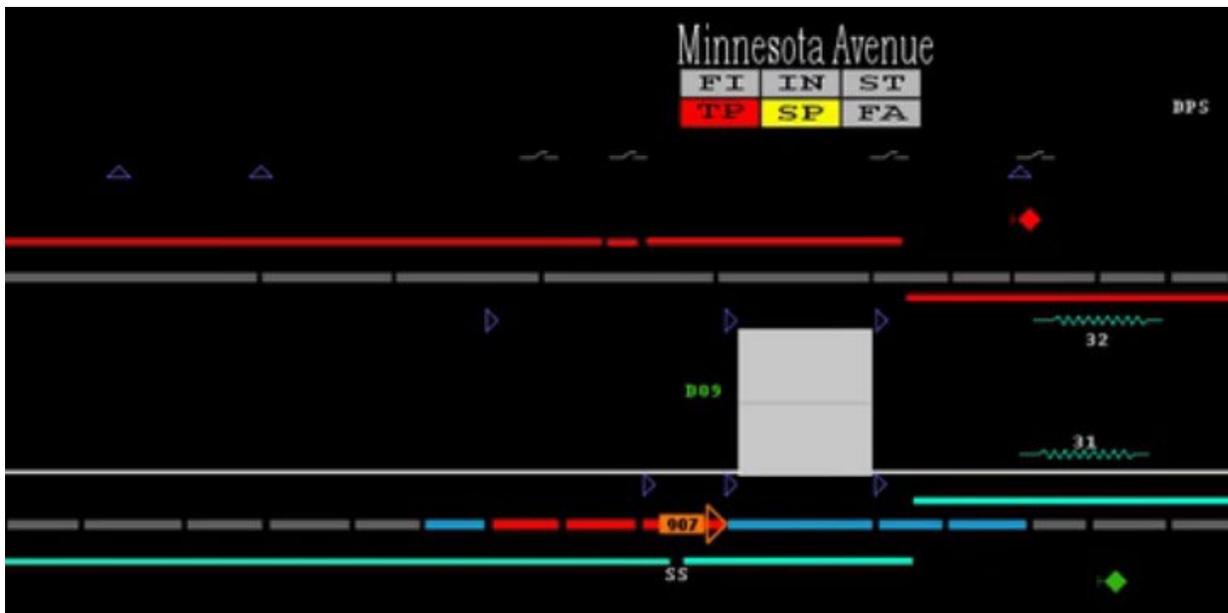


Image 3 – Third rail power was de-energized on Track 1 at 23:19:50 hours.

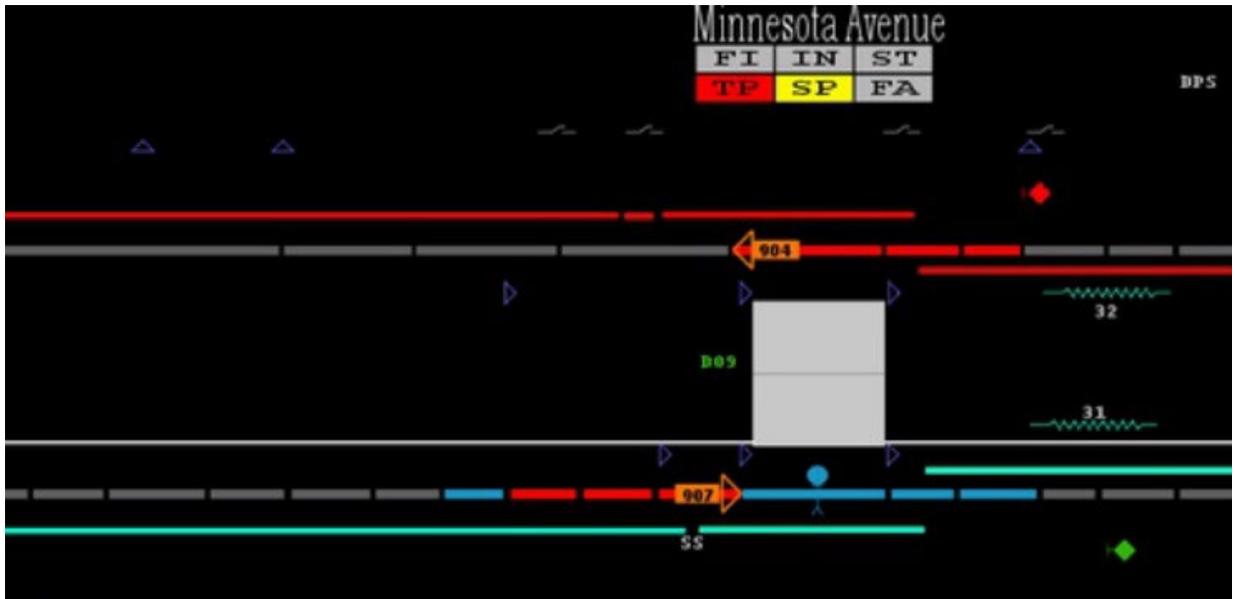


Image 4 – Train ID 904 arrived and was held by MTPD at Minnesota Avenue Station, Track 2, at 23:35:50 hours.

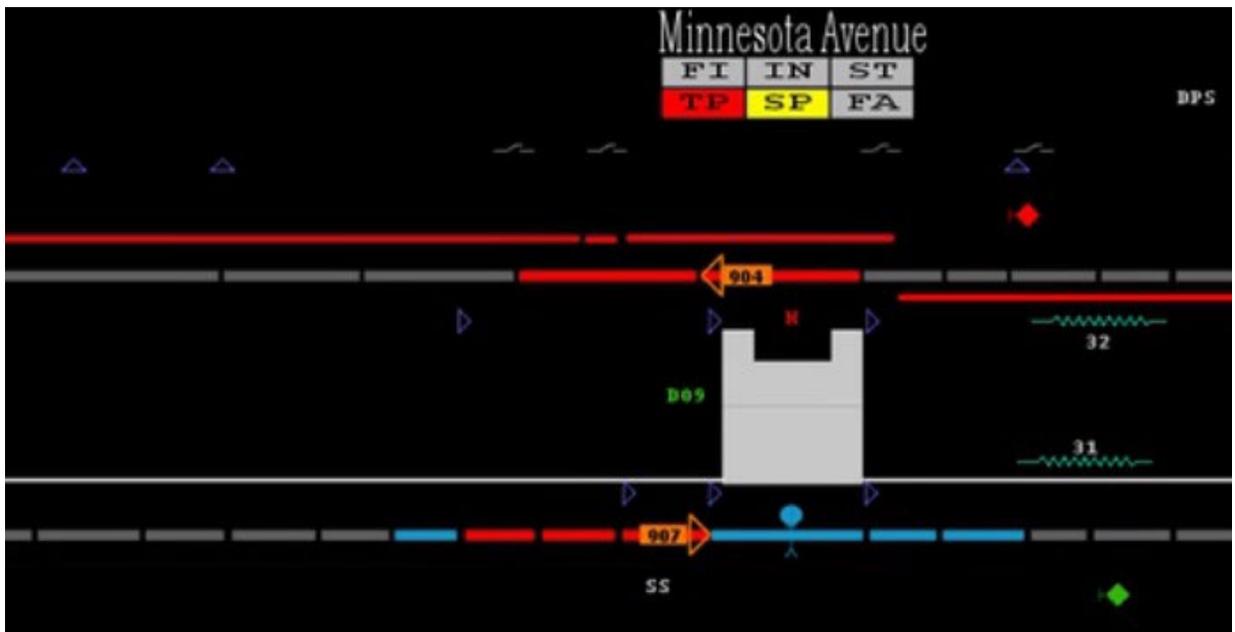


Image 5 – Third rail power was energized on Track 1 at 23:49:20 hours.

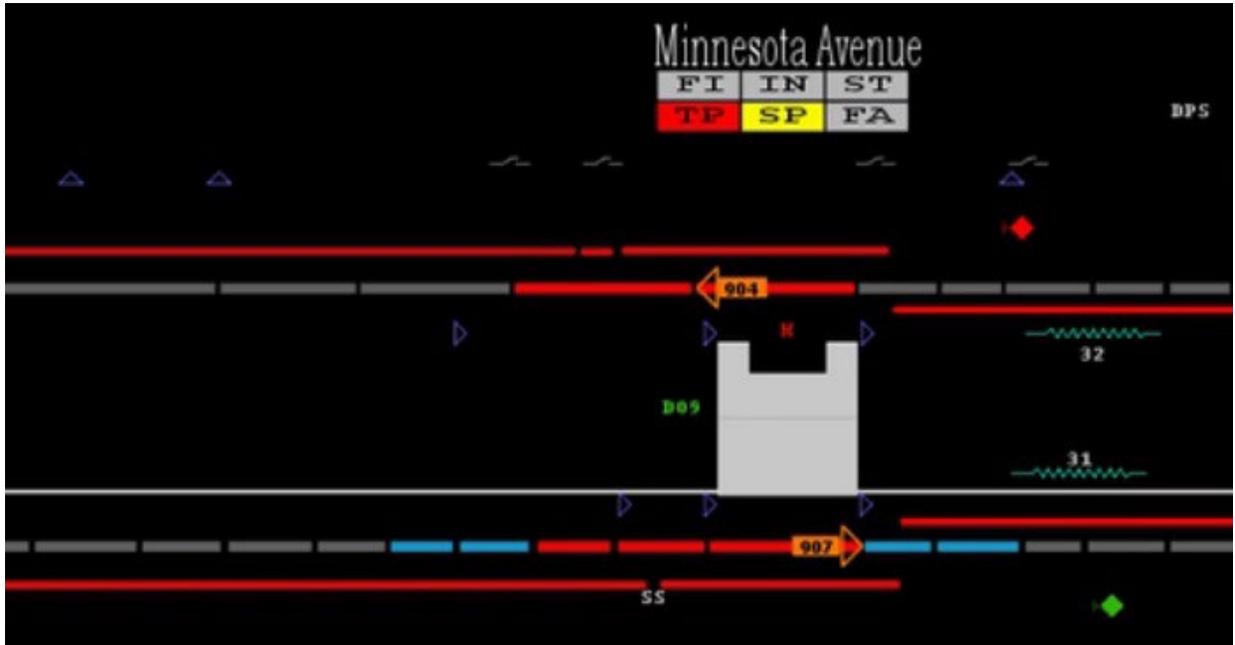


Image 6 – Train ID 907 proceeded to Minnesota Avenue Station, Track 1, to offload customers at 23:52:20 hours. The injured customer was transported to Washington Hospital Center.

### Chronological Event Timeline

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

Time	Description
22:39:46 hours	Train ID 904 departed Stadium-Armory Station, Track 1. [Spots]
22:41:00 hours	A customer walked through the bulkhead doors on Train ID 904 between Cars 7712-7713 and fell onto the roadway at CM D1 272+91 [Railcar CCTV]
22:47:51 hours	Train ID 451 departed Stadium-Armory Station, track 1. [Spots]
22:55:46 hours	Train ID 904 arrived at New Carrollton Station, track 2. [Spots]
22:56:49 hours	Train ID 906 departed Stadium-Armory Station, track 1. [Spots]
22:58:56 hours	Train ID 452 departed Stadium-Armory Station, track 1. [Spots]
22:59:49 hours	<u>Terminal Supervisor</u> : Reported a baby abandoned at New Carrollton Station, Track 2, aboard Train ID 904 in the lead car (7712). <u>ROCC Radio RTC</u> : Acknowledged. [Phone Ops 2]
23:14:42 hours	<u>ROCC Button RTC</u> : Reported baby abandoned to the AOM. [Radio Ops 2]
23:00:59 hours	<u>ROCC Button RTC</u> : Reported baby abandoned to the MTPD. [Radio Ops 2]
23:04:12 hours	<u>ROCC Radio RTC</u> : RTC instructed Train ID 451 they a permissive block to properly berth New Carrollton Station, Track 1 and service the platform side only. The Train Operator of Train ID 451 acknowledged. [Radio Ops 2]
23:02:03 hours	<u>ROCC Button RTC</u> : Reported baby abandoned to the ROIC. [Radio Ops 2]
23:05:11 hours	<u>MTPD Dispatch</u> : Instructed units to respond to New Carrollton Station. [MTPD 1X]

Time	Description
23:14:05 hours	<u>Train ID 907</u> : Reported seeing a customer on the roadway in approach to Minnesota Avenue, track 1. Advised the customer was three cars back. <u>ROCC Radio RTC</u> : Inquired if the customer was able to board the train. Instructed to key down and check if the customer was able to board the train. [Radio Ops 2]
23:14:42 hours	<u>ROCC Button RTC</u> : Notification to the AOM. [Radio Ops 2]
23:15:05 hours	<u>ROCC Button RTC</u> : Notification to the ROIC. [Radio Ops 2]
23:18:59 hours	<u>Train ID 907</u> : Advised the customer required medical attention. <u>ROCC Radio RTC</u> : Acknowledged and repeated. [Radio Ops 2]
23:19:50 hours	Third rail power de-energized. [AIMS]
23:26:23 hours	<u>ROCC Radio RTC</u> : Requested a chain marker. <u>Train ID 907</u> : Advised D1 310+00. [Radio Ops 2]
23:26:25 hours	Incident Command established on the platform. [MTPD 1X]
23:37:37 hours	<u>ROCC Radio RTC</u> : Announced to Train Operators that a customer was on the roadway and power was de-energized between Minnesota Avenue and Deanwood. [Radio Ops 2]
23:39:43 hours	<u>Train ID 907</u> : Advised the customer was able to climb aboard the train. <u>ROCC Radio RTC</u> : Acknowledged and repeated. [Radio Ops 2]
23:44:40 hours	<u>Train ID 907</u> : Reported MTPD boarded the train, and 35 customers were aboard. <u>ROCC Radio RTC</u> : Acknowledged and repeated. [Radio Ops 2]
23:45:00 hours	WMSC ESR received. [MAC Phone]
23:46:55 hours	<u>ROCC Radio RTC</u> : Announced third rail power energization alert. [Radio Ops 2]
23:49:20 hours	Third rail power was energized. [AIMS]
23:50:12 hours	<u>ROCC Radio RTC</u> : Granted permissive block to Minnesota Avenue Station, Track 1, and offload. <u>Train ID 907</u> : Acknowledged and repeated. [Radio Ops 2]
23:53:00 hours	Unified Command was established with DCFEMS Battalion Chief 7 (Special Ops).
23:53:44 hours	<u>ROCC Radio RTC</u> : Announced to Train Operators that trains were single-tracking utilizing Track 2 between Minnesota Avenue and Deanwood Stations. [Radio Ops 2]
00:06:06 hours	<u>Rail Supervisor</u> : Reported located at Minnesota Avenue Station. <u>ROCC Radio RTC</u> : Acknowledged and repeated. [Radio Ops 2]
00:59:23 hours	<u>Train ID 907</u> : Re-blocked to 707 and dispatched to New Carrollton Yard. [Spots]

**\*\*Note:** Times above may vary from other systems' timelines based on clock settings and reporting sources.

## Interview Findings

As part of the investigation launched into the Collision near Minnesota Avenue Station, SAFE interviewed one individual. The interview was conducted in person with representatives of the WMSC participating electronically via Microsoft Teams and identified the following key findings associated with this event. The findings detailed below include reported information from interviews and may conflict with other data sources contained in the report.

## Train Operator of Train ID 907

- The Train Operator reported after they serviced Stadium-Armory Station on Track 1, outbound, they noticed a person walking along the right side of the roadway near the third rail while approaching Minnesota Avenue Station.
- The Train Operator reported they stopped their train about three cars past the injured customer and opened the train door to allow the customer to board.
- The Train Operator stated the customer had severe injuries, including lacerations to their head and exposed bodily fluids.
- The Train Operator stated due to the status of the injured customer, they were distressed and sought assistance through WMATA's Employee Assistance Program (EAP).

## **Weather**

On May 1, 2023, at the time of the incident, NOAA recorded the temperature as 56° F, overcast, winds 9 mph, and 47% humidity. This incident occurred within the tunneled section of the system. Weather was not a contributing factor in this incident (Weather source: NOAA – Location: Washington, DC).

## **Human Factors**

### Evidence of Fatigue

The biomathematical fatigue modeling application (SAFTE-FAST Web SFC) was not applied for this event.

### Fatigue Risk

The biomathematical fatigue modeling application (SAFTE-FAST Web SFC) was not applied for this event.

### 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 7.7.3/7.

### Train Operator of Train ID 907 Work History

The Train Operator is a WMATA employee with five years of total service: four years as a Bus Operator and one year of service as a Train Operator. The Train Operator was last certified on May 4, 2022. This employee has no history of sleep issues to report.

### Train Operator of Train ID 907 Certifications

The Train Operator completed their train qualification on November 12, 2020, with 96% on the MSRPH Exam and 98% on the TVOIM Exam. The Train Operator successfully completed the practical application portion on May 4, 2022.

## **Related Rules and Procedures**

- SOP 1A – Command, Control, and Coordination of Emergencies on the Rail System
- SOP 26 – Person Hit by Train
- SOP 47 – Unauthorized Personnel on the Roadway in between Stations

## **Findings**

- A customer fell to the roadway near CM D1 272+91 while walking between Cars 7712-7713 on Train ID 904 with the train in motion.
- Signage prohibiting movement between the cars was posted.
- The Train Operator of Train ID 907 observed the injured customer walking along the safety walk towards Minnesota Avenue Station near CM D1 310+00.
- The customer boarded Train ID 907 and was transported to Washington Hospital Center from Minnesota Avenue Station with severe lacerations and life-threatening injuries. The customer was last reported in stable condition.
- The customer was traveling with a child, which was located alone at New Carrollton Station after they fell.

## **Immediate Mitigation to Prevent Recurrence**

- Train ID 907 was offloaded at Minnesota Station.
- MTPD and RTRA Supervisors were dispatched to assist with the incident scene.
- Third Rail Power was de-energized.
- Train IDs 904 and 907 were removed from service for further investigation.

## **Probable Cause Statement**

The probable cause of the collision incident near Minnesota Avenue Station was a customer bypassing marked Emergency Use Only doors separating cars while the train was in motion. The investigation did not identify significant deficiencies in communication or adherence to established response procedures under the direction of responding law enforcement personnel.

## **Recommended Corrective Actions**

There were no Recommended Corrective Actions related to the emergency response for this event.

## Appendices

### **Appendix A – Interview Summary**

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

#### Train Operator

The Train Operator is a WMATA employee with five years of total service: four years as a Bus Operator and one year of service as a Train Operator. The Train Operator was last certified on May 4, 2022. This employee has no history of sleep issues to report.

During the interview, the Train Operator stated after they serviced Stadium-Armory Station on Track 1, outbound, they noticed a person walking along the right side of the roadway near the third rail while approaching Minnesota Avenue Station. The Train Operator stated they stopped the train and contacted ROCC to report the incident. They stated they were able to stop the train approximately three cars past the customer's location. The ROCC gave the train operator permission to leave the cab to investigate. The Train Operator reported they found the customer and opened the train door to allow the customer to board.

The Train Operator stated the customer had severe injuries, including lacerations to their head and exposed bodily fluids. The Train Operator stated they aided the injured customer by talking to them to calm the situation until MTPD arrived. After MTPD arrived at the incident scene, the Train Operator stated they were instructed to go to the next car while MTPD conducted their investigation. The Train Operator was then instructed by MTPD to move the train to the platform and was removed from service. The Train Operator stated that due to the injured customer's status, they were distressed and sought assistance through WMATA's EAP.

## Appendix B – Rail Operations Control Center (ROCC) Incident Report

### View Approved Incident Report

INCIDENT ID: 2023121ORANGE10

<b>DATE</b> 2023-05-01	<b>TIME</b> 2315	<b>LINE</b> Orange	<b>ITEM</b> 10
<b>LOCATION (STATION/YARD)</b> Minnesota Ave (D09)		<b>LOCATION/CHAIN MARKER (If Applicable)</b> D1 310+00	<b>REPORTED BY</b> Operator [REDACTED] [REDACTED] New Carrollton
<b>TRAIN ID</b> 907	<b>DIRECTION</b> O/B	<b>TRACK NUMBER</b> 1	<b>DEPTS NOTIFIED</b> Everbridge Alert/Messaging
<b>CAR NUMBERS (XXXX-XXXX)</b>			
<b>Lead Car</b>			
7154-7155	7353-7352	7269-7268	7622-7623
Caused Issue <input type="checkbox"/>	Caused Issue <input type="checkbox"/>	Caused Issue <input type="checkbox"/>	Caused Issue <input type="checkbox"/>
<b>TRBL CODE</b> UPWY- UNAUTHORIZE D PERSON ON WAYSIDE		<b>RESP CODE</b> PUB	

#### TYPE INCIDENT

Unauthorized Customer on the Roadway

#### ACTION PLAN

De-energize Third Rail Power, Dispatch RTRA Supervisor, Single Track Trains, Offload Trains, Turn Trains for Service

#### DELAYS IN MINUTES

LINE	INCIDENT	TRAIN	TOTAL DURATION
49	45	105	0

#### TRIPS MODIFIED

PARTIAL	GAP TRAIN	LATE DISPATCHES	REROUTED	NOT DISPATCHED	OFFLOADS
4	0	0	0	0	3

#### FIVE PRIMARY CONSOLE INDICATIONS

BCP	BRAKES ON ILLUMINATED	ALL DOORS CLOSED ILLUMINATED	AUTO\MANUAL ILLUMINATED	BPP
Yes	Yes	Yes	MANUAL	Yes

Document 1 – ROCC Incident Report Page 1 of 3.

Incident Date: 05/01/2023      Time: 22:41 hours  
Final Report – Collision  
E23306

Drafted By: SAFE 702 – 06/08/2023  
Reviewed By: SAFE 704 – 06/30/2023  
Approved By: SAFE 71 – 06/30/2023

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## View Approved Incident Report

INCIDENT CHRONOLOGY	
TIME	DESCRIPTION
2315	Train #907 track one in approach to Minnesota Ave Operator [REDACTED] reported an unauthorized customer on the roadway. Assistant Operations Manager, ROIC, MTPD, and all concerned personnel were notified.
2317	Operator [REDACTED] was instructed to attempt to assist the customer aboard the train.
2319	Operator [REDACTED] reported the customer was injured and unable to board the train. Unit #47 Supervisor [REDACTED] and Unit #48 Supervisor [REDACTED] dispatched. Third rail power was de-energized track one Minnesota Ave.
2324	Train #907 Operator was instructed to get a head count of customers aboard the train. MTPD arrived on the scene at Minnesota Ave.
2328	Medics arrived on the scene at Minnesota Ave.
2332	Train #607 was offloaded at Federal Center SW track one and turned for service to Ashburn.
2336	Train #904 track two Minnesota Ave was instructed to hold by MTPD.
2341	Train #907 Operator reported the injured customer climbed aboard the train.
2345	Train #907 Operator reported MTPD aboard the train with an estimate of forty customers aboard the train.
2347	Third rail power restoration procedures in effect track #1 Minnesota Ave.
2349	Third rail power was restored track one Minnesota Ave. Train #907/707 moving to the platform at Minnesota track one and offloaded. Single track operations in effect by way of track two D&G to Cheverly.
2353	Train #904 track two Minnesota Ave was released by MTPD. Normal service continues track two.
2357	Train #453 was the first train to single track between D&G and Cheverly by way of track two.
0001	Train #453 serviced incident train #907 customers Minnesota Ave two ending the longest customer delay. Unit #48 Supervisor [REDACTED] arrived on the scene at Minnesota Ave. Train #608 was instructed to offload at Federal Triangle track one and turned to non-revenue to West Falls Church Yard.
0003	Customer was removed from the train and transported by medics. MTPD continuing their investigation.
0055	Incident Train 907/707 was released by MTPD.
0100	Incident Train #707 now moving to New Carrollton Yard.
0000	Upon further investigation two trains are being held. Train ID's #904 and #907 are both stored at New Carrollton Yard per MTPD.

**MAXIMO TICKET#**  
8667982

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

**SUPERINTENDENTS OR ASSISTANTS SECTION**

Document 2 – ROCC Incident Report Page 2 of 3.

Incident Date: 05/01/2023      Time: 22:41 hours  
Final Report – Collision  
E23306

Drafted By: SAFE 702 – 06/08/2023
Reviewed By: SAFE 704 – 06/30/2023
Approved By: SAFE 71 – 06/30/2023

## View Approved Incident Report

**ADDITIONAL FOLLOW-UP CORRECTIVE  
ACTIONS OR REMARKS**

**FOLLOW-UP INFORMATION OBTAINED FROM MAC, MTPD  
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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Document 3 – ROCC Incident Report Page 3 of 3.

Incident Date: 05/01/2023      Time: 22:41 hours  
Final Report – Collision  
E23306

Drafted By: SAFE 702 – 06/08/2023  
Reviewed By: SAFE 704 – 06/30/2023  
Approved By: SAFE 71 – 06/30/2023

Page 18

## Appendix C – Rail Operations Control System (ROCS) SPOTS Report

### ROCS SPOTS REPORT

based on up-to-the-second operational performance data from the Rail Operations Control System

Current date/time: Tue May 2 04:37:11 2023

Select Platform:  and/or Select ID:  Leave blank to remove criteria  
 Select Date:    Select Times (0-24HRS): From  To

Generate Report

ID	Platform	length	dcode	Right door open	Right door close	dwll	Left door open	Left door close	dwll	Head Arrived	Tail cleared	Headway (door open to door open) door open to door open
<a href="#">458</a>	<a href="#">D08-1</a>	6	19				22:02:59	22:03:19	20	22:02:25	22:03:45	-
<a href="#">402</a>	<a href="#">D08-1</a>	8	72				22:05:48	22:06:04	16	22:05:07	22:06:30	2:49
<a href="#">903</a>	<a href="#">D08-1</a>	8	20				22:10:22	22:10:39	17	22:09:47	22:11:04	4:34
<a href="#">602</a>	<a href="#">D08-1</a>	2	51				22:13:36	22:13:52	16	22:12:56	22:14:15	3:14
<a href="#">459</a>	<a href="#">D08-1</a>	6	19				22:15:24	22:15:46	22	22:14:54	22:16:16	1:48
<a href="#">403</a>	<a href="#">D08-1</a>	2	72				22:18:54	22:19:09	15	22:18:16	22:19:33	3:30
<a href="#">922</a>	<a href="#">D08-1</a>	2	20				22:24:57	22:25:19	22	22:24:13	22:25:42	6:03
<a href="#">622</a>	<a href="#">D08-1</a>	6	51				22:26:43	22:27:03	20	22:26:10	22:27:27	1:46
<a href="#">471</a>	<a href="#">D08-1</a>	6	19				22:30:39	22:30:54	15	22:30:07	22:31:24	3:56
<a href="#">405</a>	<a href="#">D08-1</a>	8	72				22:35:41	22:35:57	16	22:35:04	22:36:28	5:02
<a href="#">904</a>	<a href="#">D08-1</a>	2	20				22:39:04	22:39:22	18	22:38:24	22:39:46	3:23
<a href="#">451</a>	<a href="#">D08-1</a>	6	19				22:47:07	22:47:25	18	22:46:26	22:47:51	5:32
<a href="#">906</a>	<a href="#">D08-1</a>	6	20				22:56:07	22:56:25	18	22:55:29	22:56:49	6:37
<a href="#">452</a>	<a href="#">D08-1</a>	6	19				22:58:09	22:58:32	23	22:57:36	22:58:56	2:02
<a href="#">907</a>	<a href="#">D08-1</a>	8	20				23:10:19	23:10:38	19	23:09:39	23:11:03	5:52
<a href="#">606</a>	<a href="#">D08-1</a>	8	51				23:12:05	23:12:20	15	23:11:29	23:12:43	1:46
<a href="#">453</a>	<a href="#">D08-1</a>	6	19				23:13:55	23:14:17	22	23:13:20	23:14:45	1:50
<a href="#">453</a>	<a href="#">D08-1</a>	6	19				23:26:40	23:56:38	1798	23:22:09	23:57:18	12:45
<a href="#">407</a>	<a href="#">D08-1</a>	8	72				00:00:25	00:01:05	40	23:59:47	00:01:32	33:45

Image 7 – ROCS SPOTS Report displaying Train IDs 904 and 907 at Stadium-Armory Station.

# ROCS SPOTS REPORT

based on up-to-the-second operational performance data from the Rail Operations Control System

Current date/time: Tue May 2 03:52:53 2023

Select Platform:  and/or Select ID:  Leave blank to remove criteria  
 Select Date:    Select Times (0-24HRS): From  To

Generate Report

ID	Platform	length	dcode	Right door open	Right door close	dwell	Left door open	Left door close	dwell	Head Arrived	Tail cleared	Headway (door open to door open) door open to door open
<a href="#">458</a>	<a href="#">D09-1</a>	6	19				22:07:41	22:07:57	16	22:07:06	22:08:32	-
<a href="#">903</a>	<a href="#">D09-1</a>	8	20				22:14:52	22:15:08	16	22:14:09	22:15:34	7:11
<a href="#">459</a>	<a href="#">D09-1</a>	6	19				22:20:01	22:20:20	19	22:19:29	22:20:43	5:09
<a href="#">922</a>	<a href="#">D09-1</a>	2	20				22:29:28	22:29:52	24	22:28:41	22:30:15	9:27
<a href="#">471</a>	<a href="#">D09-1</a>	6	19				22:35:21	22:35:49	28	22:34:43	22:36:15	5:53
<a href="#">904</a>	<a href="#">D09-1</a>	2	20				22:43:26	22:43:45	19	22:42:47	22:44:08	8:05
<a href="#">451</a>	<a href="#">D09-1</a>	6	19				22:52:22	22:52:40	18	22:51:31	22:53:05	8:56
<a href="#">906</a>	<a href="#">D09-1</a>	6	20				23:00:37	23:01:03	26	22:59:58	23:01:28	8:15
<a href="#">452</a>	<a href="#">D09-1</a>	6	19				23:02:39	23:03:04	25	23:02:03	23:03:31	2:02
<a href="#">707</a>	<a href="#">D09-1</a>	8	74	23:53:30	00:58:21	3891	23:52:47	00:58:27	3940	23:51:43	00:59:23	50:08

Image 8 – ROCS SPOTS Report displaying Train IDs 904 and 907 at Minnesota Avenue Station.

# Appendix D – Office of Rail Transportation (RTRA) Investigative Documents

**WMATA/RTRA Incident/Accident Report (Other than Motor Vehicle)** Page \_\_\_ of \_\_\_

**Incident Information: This page must be completed for all incidents**

Date: 05/01/2023 Incident Time: 11:20 PM Time Reported: 11:20 PM Reported by: Customer  Employee  ROCC  Other

Location

Station: Minisota Ave. Mezzanine #: Track #/Destination: 1 Outbound Chain Marker/Signal Number: D1-310+00

**TYPE OF INCIDENT**

Property Damage  Smoke  Fire  Customer Complaint  
 Customer injury  Customer Illness  Employee Injury  Employee Illness  
 Criminal Activity  Elevator Entrapment  Rail Vehicle Incident  Other (Explain in description of incident)

**WEATHER** **LIGHT CONDITIONS (natural lighting)** **LIGHTING (artificial lighting)**

Clear  Rain  Dawn/Dusk  Daylight  Lights On  Lights Off   
 Snow  Sleet/Ice  Dark  Tunnel/Underground  Lights Not Working

**STATION INCIDENTS: Always include equipment number you use for MOC/AFC/EOC**

Elevator/Escalator #: AFC #: Room Number/Location:

Failure Number(s):

Parking Lot  Paid Area  Free Area  Garage  Station Entrance  Stairway # \_\_\_  Platform  Ancillary Room   
 Injury/Illness reported aboard Train  Other

Name/Department of PLNT/AFC or other WMATA responder

**TRAIN INCIDENTS**

Train ID: 907 Destination: New Carleton Car Numbers(list all cars in consist): Lead Car:

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.

Saw person on roadway and stop train, contacted central. Got permission to leave cab and find person on roadway. Open door and person climbed up on train. Moved customers on that car to the next car. Transit came on train and instructed me to move train to next station.

Employee Completing Report

SIMS Number: 20230502 # 108179

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 4 – Train Operator of Train ID 907 Incident Report.

Incident Date: 05/01/2023 Time: 22:41 hours  
 Final Report – Collision  
 E23306

Drafted By: SAFE 702 – 06/08/2023  
 Reviewed By: SAFE 704 – 06/30/2023  
 Approved By: SAFE 71 – 06/30/2023



# RTRA Supervisors' Report

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

DEPARTMENT OF OPERATIONS-RAIL SERVICE

Office of Rail Transportation

Date 5/1/23	Incident Time: 11:05pm	Incident Location (Station Mezzanine#) New Carrollton	Track/Mezzanine#
----------------	---------------------------	--	------------------

Equipment Number (Train ID & Car Numbers; Escalator/Elevator #, Room #)  
ID 904 car 7712

Incident Description  
Unattended baby on train

WMATA Personnel Involved	Employee #	Rule Violation?	Home Division	Post Incident
N/A	N/A	N/A	N/A	N/A

Name	Address	Injury?
Name	Address	Injury?
Name	Address	Injury?

Arrival Time	Unit Number	Person in Charge	Remarks

### Chronological Account of Incident

Note time for each entry; include statement of Employee or Witness at conclusion

11:05pm A customer notify me ( Supervisor [redacted] ) in the block house at New Carrollton that a baby was on the train I responded immediately and notice a black male baby in a stroller (ID 904 track 2 car 7712) maybe around two years old also on the stroller was a large red pocketbook which was determined to belong to the mother of child from the outta appearances the child seem to be in good health just a little nervous once I ask child do he know or seen where his mother went he pointed to the bulk head door once MTPD arrived he told them same thing. Also inside the red pocketbook was a cell phone, small purse and other personal items through the cell phone left in bag MTPD use that to get in contact with child Grandmother and arrange for child to be pick up

11:09pm Arrived MTPD badge 688

11:45 MTPD left with baby

Supervisor Submitting Report (include payroll #)	Date	Date
[redacted]	5/1/23	5-2-2023

50.437 09/10

REPORT MUST BE FAXED TO ROCC 301-618-1012 at end of tour

Document 5 – RTRA Supervisor Report.

Incident Date: 05/01/2023      Time: 22:41 hours  
 Final Report – Collision  
 E23306

Drafted By: SAFE 702 – 06/08/2023  
 Reviewed By: SAFE 704 – 06/30/2023  
 Approved By: SAFE 71 – 06/30/2023



Witness or Employee Statement Form

TO BE COMPLETED AND

Washington Metropolitan Area Transit Authority DISTRIBUTED WITHIN 24 HOURS



Date	Incident Time	Date/Time Reported	Location
5-1-2023	11:14pm	5-1-23 11:30pm	Minnesota Ave
Incident ID# (from OCC) - Completed by Supervisor			SMS Incidents/Accidents Report # Completed by Supervisor

What happened prior to the incident/accident? Prior to the incident another incident occurred where a person was shot at the bus bay area at Minnesota Ave. station. Prior to the person being struck by a train I was in the kiosk on the mezz #64 listening to my hand held radio.

Describe the incident/accident: while sitting in the kiosk I heard a train operator state that a person was on the roadway at Minnesota Ave station. I contacted Rocc via landline and Rocc instructed me to give a radio check on my hand held radio and investigate upon investigating I did not see anyone on the roadway but it was later determined that a person was in fact on the roadway and had been struck by a train. TPAS, EMS, Fire Dept, and RTRA supervisor arrived.

What happened after the incident/accident? The train that saw the person on the roadway was stopped outside the platform and the person on the roadway pulled herself onto the train and the train entered the station and stopped on the platform. The train doors opened and the person that was ~~struck~~ struck was on the floor with severe injuries

Please indicate the area of the injury by placing an X on the corresponding body parts below. To specify which side of the body is involved, please use "L" for left and "R" for right.



FRONT



BACK

Turn Over to Complete Employee and Injury Information





# Appendix E – Train Operator Statements

WMATA/RTRA Incident/Accident Report (Other than Motor Vehicle) Page 1 of 1

**Incident Information: This page must be completed for all incidents**

Date: 05.01.23 Incident Time: 11:17 PM Time Reported: \_\_\_\_\_ Reported by: Customer  Employee   
 ROCC  Other

**Location**  
 Station: MINNESOTA AVE Mezzanine #: \_\_\_\_\_ Track #/Destination: 1 Chain Marker/Signal Number: \_\_\_\_\_

**TYPE OF INCIDENT**  
 Property Damage     Smoke     Fire     Customer Complaint  
 Customer injury     Customer Illness     Employee Injury     Employee Illness  
 Criminal Activity     Elevator Entrapment     Rail Vehicle Incident     Other (Explain in description of incident)

**WEATHER**    **LIGHT CONDITIONS (natural lighting)**    **LIGHTING (artificial lighting)**  
 Clear  Rain     Dawn/Dusk  Daylight     Lights On  Lights Off   
 Snow  Sleet/Ice     Dark  Tunnel/Underground     Lights Not Working

**STATION INCIDENTS: Always include equipment number you use for MOC/AFC/EOC**  
 Elevator/Escalator#: \_\_\_\_\_ AFC #: \_\_\_\_\_ Room Number/Location: \_\_\_\_\_

Failure Number(s): \_\_\_\_\_  
 Parking Lot  Paid Area  Free Area  Garage  Station Entrance  Stairway # \_\_\_\_\_  Platform  Ancillary Room   
 Injury/Illness reported aboard Train  Other

Name of Responding Supervisor: \_\_\_\_\_ Name/Department of PLNT/AFC or other WMATA responder: \_\_\_\_\_

**TRAIN INCIDENTS**

Train ID: 451 Destination: \_\_\_\_\_ Car Numbers (list all cars in consist): \_\_\_\_\_ Lead Car: \_\_\_\_\_

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.  
I HAVE NO KNOWLEDGE OF WHAT TRANSPIRED WITH THE CUSTOMER. I WAS ADVISED BY ROCC, TO CONDUCT A VISUAL VERBAL (OBSERVATION) AND I OBLIGED, AND SAW NOTHING OUT OF THE ORDINARY. I REPORTED WHAT I SAW, AND CARRIED ON.

**Employee Completing Report**

Employee Name (print): \_\_\_\_\_ Employee Signature (sign): \_\_\_\_\_ Employee #: \_\_\_\_\_ Date: 05.19.23

Division: ALEXANDRIA Run #: 515 Block #: \_\_\_\_\_ Assigned Days: \_\_\_\_\_

**To Be Completed By Reviewing Manager**

Supervisor Name (print): \_\_\_\_\_ Supervisor Signature: \_\_\_\_\_ Employee #: \_\_\_\_\_ Date: 5/22/23  
 Action taken/needed: \_\_\_\_\_

SMS Number: \_\_\_\_\_

50.753A 09/11 White Copy: Division or Supervisor Yellow Copy: For any incident involving escalators or elevators; remains in kiosk for use of elevator/escalator inspectors

Document 8 – Train Operator of Train ID 451 Incident Report.

Incident Date: 05/01/2023 Time: 22:41 hours  
 Final Report – Collision  
 E23306

Drafted By: SAFE 702 – 06/08/2023  
 Reviewed By: SAFE 704 – 06/30/2023  
 Approved By: SAFE 71 – 06/30/2023

WMATA/RTRA Incident/Accident Report (Other than Motor Vehicle) Page 1 of 1

**Incident Information: This page must be completed for all incidents**

Date: 5/1/23 Incident Time: 11:14 Time Reported: \_\_\_\_\_ Reported by: Customer  Employee   
 ROCC  Other

**Location**

Station: MINNESOTA AVE Mezzanine #: \_\_\_\_\_ Track #/Destination: 1 NC Chain Marker/Signal Number: \_\_\_\_\_

**TYPE OF INCIDENT**

- Property Damage     Smoke     Fire     Customer Complaint  
 Customer injury     Customer Illness     Employee Injury     Employee Illness  
 Criminal Activity     Elevator Entrapment     Rail Vehicle Incident     Other (Explain in description of incident)

**WEATHER**    **LIGHT CONDITIONS (natural lighting)**    **LIGHTING (artificial lighting)**

Clear  Rain  Dawn/Dusk  Daylight  Lights On  Lights Off   
 Snow  Sleet/Ice  Dark  Tunnel/Underground  Lights Not Working

**STATION INCIDENTS: Always include equipment number you use for MOC/AFC/EOC**

Elevator/Escalator #: \_\_\_\_\_ AFC #: \_\_\_\_\_ Room Number/Location: \_\_\_\_\_

Failure Number(s): \_\_\_\_\_

Parking Lot  Paid Area  Free Area  Garage  Station Entrance  Stairway # \_\_\_\_\_  Platform  Ancillary Room   
 Injury/Illness reported aboard Train  Other

Name of Responding Supervisor: \_\_\_\_\_ Name/Department of PLNT/AFC or other WMATA responder: \_\_\_\_\_

**TRAIN INCIDENTS**

Train ID: 906 Destination: NEW CARROLTON Car Numbers (list all cars in consist): \_\_\_\_\_ Lead Car: \_\_\_\_\_

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.

IN APPROACH TO MINNESOTA AVE METRO STATION  
TRACK 1 I DID NOT SEE ANYTHING UNUSUAL.  
WHEN I ARRIVED ON THE PLATFORM AT  
NEW CARROLTON I INFORMED THE SUPERVISOR  
THAT SOMEONE WAS REPORTED ON THE ROADWAY  
AT MINNESOTA AVE.

**Employee Completing Report**

Employee Name: (print) \_\_\_\_\_ Employee Signature: (sign) \_\_\_\_\_ Employee #: \_\_\_\_\_ Date: 5/1/23

Division: WFC Run # 526 Block # 2ND Assigned Days: F/S  
507

**To Be Completed By Reviewing Manager**

Supervisor Name: (print) \_\_\_\_\_ Supervisor Signature: \_\_\_\_\_ Employee #: \_\_\_\_\_ Date: 5.18.23

Action taken/heeded \_\_\_\_\_

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 9 – Train Operator of Train ID 906 Incident Report.

Incident Date: 05/01/2023 Time: 22:41 hours  
 Final Report – Collision  
 E23306

Drafted By: SAFE 702 – 06/08/2023  
 Reviewed By: SAFE 704 – 06/30/2023  
 Approved By: SAFE 71 – 06/30/2023

WMATA/RTRA Incident/Accident Report (Other than Motor Vehicle) Page 1 of 2

**Incident Information: This page must be completed for all incidents**

Date: 05/18/23 Incident Time: 11:14pm Time Reported: Reported by: Customer  Employee   
 ROCC  Other

**Location**

Station: Choverly Mezzanine #: N/A Track #: Destination: 1/New Car Chain Marker/Signal Number: N/A

**TYPE OF INCIDENT**

- Property Damage
- Customer injury
- Criminal Activity
- Smoke
- Customer Illness
- Elevator Entrapment
- Fire
- Employee Injury
- Rail Vehicle Incident
- Customer Complaint
- Employee Illness
- Other (Explain in description of incident)

**WEATHER** **LIGHT CONDITIONS (natural lighting)** **LIGHTING (artificial lighting)**

Clear  Rain  Dawn/Dusk  Daylight  Lights On  Lights Off   
 Snow  Sleet/Ice  Dark  Tunnel/Underground  Lights Not Working

**STATION INCIDENTS: Always include equipment number you use for MOC/AFC/EOC**

Elevator/Escalator #: AFC #: Room Number/Location:

Failure Number(s):

Parking Lot  Paid Area  Free Area  Garage  Station Entrance  Stairway #  Platform  Ancillary Room

Injury/Illness reported aboard Train  Other

Name of Responding Supervisor: Name/Department of PLNT/AFC or other WMATA responder

**TRAIN INCIDENTS**

Train ID: 452 Destination: New Car Car Numbers (list all cars in consist): Lead Car:

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. On 5-1-2023

I was instructed by ROCC to hold at Choverly track 1 after another operator called about a child being left on train at New Carrollton. While waiting at Choverly Track 1 another operator called in about an unauthorized person on roadway. He stated was a bloodied woman who he could not get onto train. After what seemed 30 mins I was released to continue on to New Carrollton and cushioned back to the yard.

**Employee Completing Report**

Employee Name: (print) Employee Signature: (sign) Employee #: Date: 05/18/23

Division: Alexandria Run #: 519 Block #: Assigned Days: Td15, Wed

**To Be Completed By Reviewing Manager**

Supervisor Name: (print) Supervisor Signature: Employee #: Date: 5/22/23

Action taken/needed:

SMS Number:

50.753A 09/11 While Copy: Division or Supervisor Yellow Copy: For any incident involving escalators or elevators; remains in kiosk for use of elevator/escalator inspectors

**WMATA/RTRA Incident/Accident Report (Other than Motor Vehicle) Page 2 of 2**

**Additional Information- Complete this page for any incident where the information is available and when additional space is needed for incident description.**

Customer Involved  Employee Involved  Witness

Last Name, First Name				Employee #	
Date of Birth	Sex	Home Phone	Work Phone	Cell Phone	
Home Address			Email Address		
Nature of Injury/Illness					
Assistance Offered: Accepted <input type="checkbox"/> Declined <input type="checkbox"/>					

**If Transported:**

Hospital:	Ambulance Number:	Arrival:	Departure:
-----------	-------------------	----------	------------

Customer Involved  Employee Involved  Witness

Last Name, First Name				Employee #	
Date of Birth	Sex	Home Phone	Work Phone	Cell Phone	
Home Address			Email Address		
Nature of Injury/Illness					
Assistance Offered: Accepted <input type="checkbox"/> Declined <input type="checkbox"/>					
<b>If Transported:</b>					
Hospital:	Ambulance Number:	Arrival:	Departure:		

**Police/Fire/Other Agencies Involved**

Jurisdiction/Arrival Time	Name	Badge/Unit Number
Jurisdiction/Arrival Time	Name	Badge/Unit Number

**DESCRIBE THE INCIDENT (continued or witness statement): Include what you did to correct the problem and who you notified and when. Describe any property damage and the extent of any injuries.**

On 5-1-23 I was told to hold at Cheverly track 7 by central due to an operator at New Carrollton stating a child was left on the train. While holding a train/operator near Minnesota Ave called in an unauthorized person on the roadway. They said it was a woman with blood all over and they couldn't get her on the train. After about 30 minutes (10-15 min customer announcements) I was released to continue to New Carrollton where I cushioned back to CGZ

**Employee Completing report**

Employee Name:(print)	Employee Signature:(sign)	Date:
		5/18/23

50.753B 09/11 White Copy: Division or Supervisor Yellow Copy: For any incident involving escalators or elevators; remains in kiosk for use of elevator/escalator inspectors

Document 11 – Train Operator of Train ID 452 Incident Report Page 2 of 2.

Incident Date: 05/01/2023 Time: 22:41 hours  
 Final Report – Collision  
 E23306

Drafted By: SAFE 702 – 06/08/2023  
 Reviewed By: SAFE 704 – 06/30/2023  
 Approved By: SAFE 71 – 06/30/2023