



WMSC Commissioner Brief: W-0354 – Serious Injury – College Park Station – April 28, 2024

Document Purpose:

This WMSC written report on WMATA Metrorail's safety event investigations and review of Metrorail's findings in accordance with the WMSC Program Standard, in conjunction with the attached Metrorail investigation reports that have undergone WMSC staff review and, if necessary, feedback and revision, describes the investigation activities, identifies factors causing or contributing to the safety events, and sets forth ongoing, additional, or upcoming corrective actions and further oversight work (such as inspections and audits) as necessary or appropriate. The WMSC's ongoing oversight during the investigative process, including safety event reporting and verification, participation in investigative interviews, data review, consistent communication with the Metrorail investigations team, and feedback on Metrorail's reports leads to further improvements prior to consideration of the reports by WMSC Commissioners for adoption. The WMSC's safety event investigation oversight assures the sufficiency and thoroughness of Metrorail's investigations. The WMSC Commissioners are considering these documents (the WMSC review and Metrorail's investigation reports) as a unified item for adoption at the Washington Metrorail Safety Commission meeting on December 10, 2024.

WMSC staff recommend adoption of this investigation.

Safety event summary:

A Train Operator, while aboard a train they were not operating, sustained an injury to their left arm, after placing it out the operator's cab window to gesture to a train operator on the opposite track while the train was entering College Park Station. An Office of Rail Transportation (RTRA) Supervisor, serving as a Terminal Supervisor, had temporarily taken over operation of the train from the Train Operator at Greenbelt Station to get the train back on schedule. The Rail Supervisor intended to have the Train Operator take over operation of the train at College Park Station. The Terminal Supervisor then planned to take the train on the opposite track back to the terminal at Greenbelt Station. While trying to assist the Rail Supervisor in holding the other train, the Train Operator stuck their arm out the operator's cab window to get the other Train Operator's attention, when their arm was struck by a camera pole at the 8-car marker.

During an investigative interview, the Rail Supervisor stated that after the Train Operator reported the injury to them, the Rail Supervisor attempted to report the event to the Control Center, via radio, but experienced radio communication issues. The Supervisor then instructed the injured Train Operator to exit the train and report the injury and event to the College Park Station Manager, who contacted a communications agent in the Control Center. A medical response was requested, and Prince George's County Fire Department personnel arrived and transported the Train Operator to an area hospital where they were treated for a left arm fracture. The Train Operator did not undergo post-event toxicology testing

The train was removed from service for post-event testing per Metrorail procedure.

The causes and contributing factors include:

- Lack of situational awareness



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- Non-compliance with written operational rules and procedures

As a result of this investigation, the RTRA Supervisor received re-instruction training.



Washington Metropolitan Area Transit Authority
Department of Safety (SAFE)
Office of Safety Investigations (OSI)
FINAL REPORT OF INVESTIGATION A&I E24334

Date of Event:	April 28, 2024
Type of Event:	A-2; Employee Injury (Serious)
Incident Time:	14:13 hours
Location:	College Park Station
Time and How received by SAFE:	14:32 hours - Safety Information Officer (SIO)
WMSC Notification Time:	15:19 hours
Responding Safety Officers:	WMATA: None WMSC: None Other: None
Rail Vehicle:	Train ID 512 (L3032/33 3097/96 3007/06 3085/84T)
Injuries:	Rail Vehicle Operator, Broken Left Arm
Damage:	None
Emergency Responders:	Prince George Fire Department (PGFD) Metro Transit Police Department (MTPD)
SMS I/A Number	20240428#116492MX

College Park Station – Employee Injury

April 28, 2024

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Abbreviations and Acronyms

ARS	Audio Recording System
CAP	Corrective Action Plan
CCTV	Closed-Circuit Television
CMOR	Office of the Chief Mechanical Officer
MICC	Metro Integrated Command and Communication Center
MOR	Metrorail Operating Rulebook
NOAA	National Oceanic and Atmospheric Administration
PGFD	Prince Georges Fire Department
RTC	Rail Traffic Controller
RTRA	Office of Rail Transportation
SAFE	Department of Safety
SIO	Safety Information Officer
SMS	Safety Measurement 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 Sunday, April 28, 2024, at 14:13 hours the Rail Vehicle Operator on ID 512 (L3032/3033x3097/3096x3007/3006x3085/3084T) sustained an injury to their left arm after striking it against a camera pole.

At 14:08 hours, Train ID 512 arrived at Greenbelt Station, and the Rail Vehicle Operator keyed down the train to reverse ends. An Office of Rail Transportation (RTRA) Terminal Supervisor instructed the Rail Vehicle Operator to remain aboard the train, and that they would operate the train to College Park Station to get the train back on schedule.

At 14:10 hours, Train ID 512 departed Greenbelt Station, the Terminal Supervisor was operating while the assigned Rail Vehicle Operator walked through the consist. As Train ID 512 approached College Park Station on track 2, Train ID 517 was stopped at College Park Station on track 1. The RTRA Supervisor wanted Train ID 517 to hold so that they could board and return to Greenbelt Terminal.

At 14:13 hours, the Rail Vehicle Operator who was located in the Operator's cab with the Supervisor attempted to gain the attention of the Rail Vehicle Operator on Train ID 517, track 1 at College Park Station, by placing their arm out of the cab window and gesturing for the train to stop. When the train entered College Park Station on track 2, the Rail Vehicle Operator's left arm collided with a camera pole positioned at the 8-car marker on the north end of the platform.

At 14:14 hours, the Rail Vehicle Operator reported to the RTRA Supervisor that their arm was broken. The Supervisor instructed the Rail Vehicle Operator to exit the train at College Park Station, walk to the kiosk, and report the injury to the Station Manager.

At 14:16 hours, the Rail Vehicle Operator reported the incident to the Station Manager, who requested Emergency Responders through the Metro Integrated Communication and Command Center (MICC) Communications Section.

At 14:20 hours, the Prince George Fire Department (PGFD) dispatcher was notified by the Communication Section of the MICC and Emergency Responders were dispatched to the scene. The Safety Information Officer (SIO), and the Assistant Operations Manager (AOM) were notified of the event.

The PGFD Ambulance arrived at the station at 14:35 hours, and the Rail Vehicle Operator was transported to Holy Cross Hospital at 14:54 hours.

The Rail Vehicle Operator sustained a broken left arm as a result of this event.

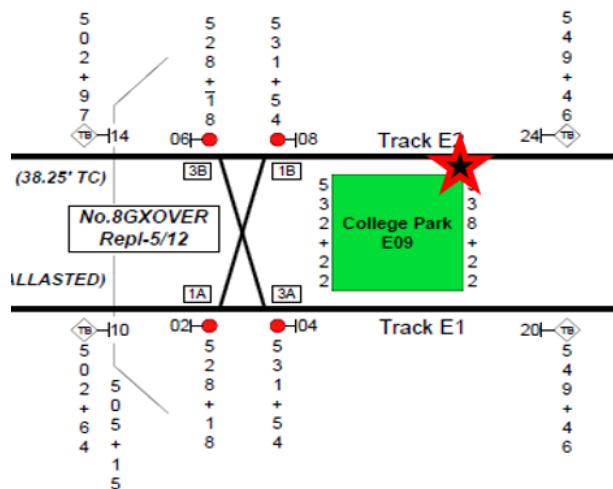
In accordance with the Office of the Chief Mechanical Officer (CMOR) Incident Investigation Team (IIT) Operations Administrative Policy (OAP) 102.06, the MICC promptly initiated the removal of Train ID 512 from revenue service for post-incident investigative measures. This action adhered to the Rail Vehicle Event Investigation Policy, ensuring a comprehensive examination of the incident.

The probable cause of the Employee Injury event on April 28, 2024, at College Park Station was human factors error including failure to adhere to established procedures. The Rail Vehicle Operator placed their left arm out of the cab window attempting to hold the train on the opposite track for the Supervisor, leading to the Rail Vehicle Operator sustaining a broken left arm. During the incident, a review of CCTV footage shows the RTRA Supervisor failed to follow SOP 40 while servicing the platform at College Park Station, track 2.

Incident Site

College Park Station, track 2.

Field Sketch/Schematics



The above depiction is not to scale.

Purpose and Scope

The purpose of this accident 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:

- Physical Site Assessment through video and document review.
- Formal Interviews – SAFE interviewed one (1) individual as part of this investigation. Interview included 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:
 - RTRA Supervisor
- Documentation Review – Collection of relevant work history information and process documentation contained in WMATA systems of record. These records include:
 - Rail Vehicle Operators Incident Report
 - Rail Vehicle Operators Injury Report

- Rail Vehicle Operators Certifications
 - Rail Vehicle Operator 30-day work history review
 - RTRA Supervisor Written Report
 - Metrorail Safety Rules and Procedures Handbook (MSRPH)
 - National Oceanic and Atmospheric Administration (NOAA)
 - Maximo Data
- System Data Recording Review – Collection of information contained in Metro Data Recording Systems. This data includes:
 - ARS (Audio Recording System) playback [Radio and Landline Communications]
 - Closed-Circuit Television (CCTV)

Investigation

On Sunday, April 28, 2024, at 14:13 hours the Rail Vehicle Operator on ID 512 (L3032/3033x3097/3096x3007/3006x3085/3084T) sustained an injury to their left arm after striking it against a camera pole.

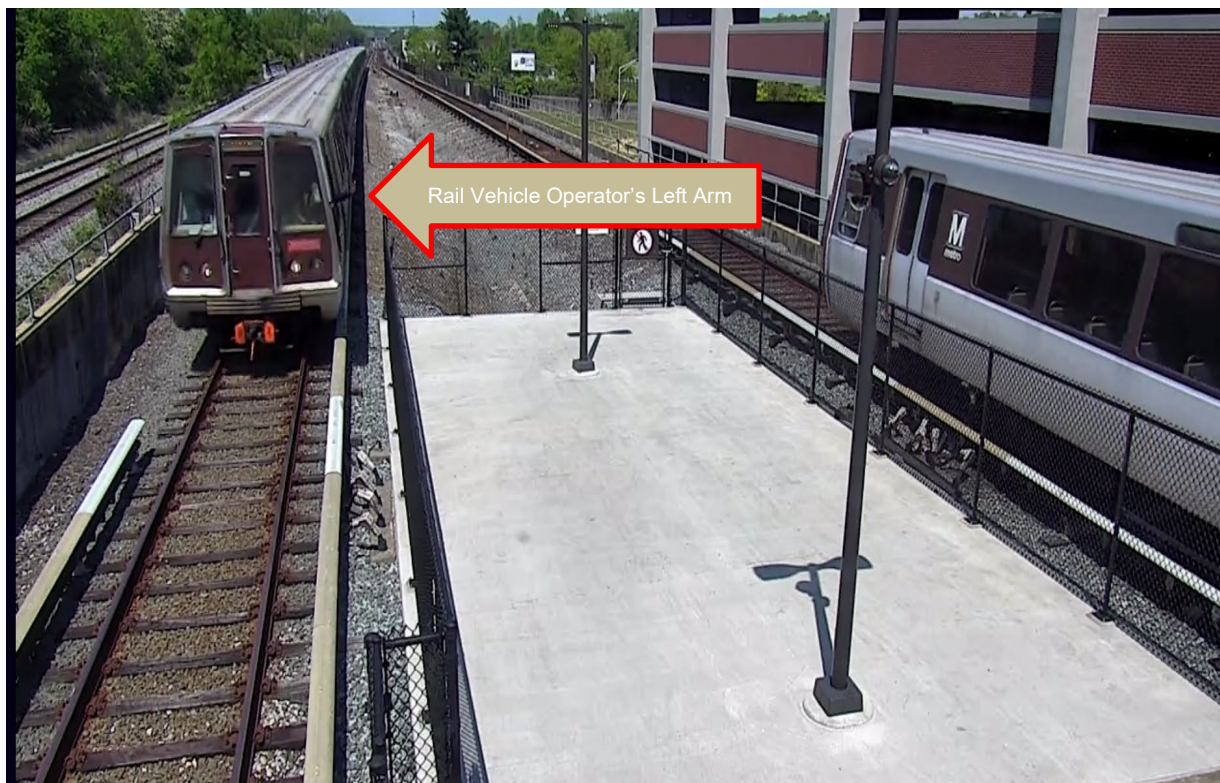


Image 1- Employee's left arm outside the cab window

At 14:08 hours, Train ID 512 arrived at Greenbelt Station, and the Rail Vehicle Operator keyed down the train to reverse ends. The Terminal Supervisor instructed the Rail Vehicle Operator to remain aboard the train, and that they would operate the train to College Park Station to get the train back on schedule.

At 14:10 hours, Train ID 512 departed Greenbelt Station, the Terminal Supervisor was operating while the assigned Rail Vehicle Operator walked through the consist. As Train ID 512 approached College Park Station on track 2, Train ID 517 was stopped at College Park Station on track 1. The

RTRA Supervisor wanted Train ID 517 to hold so that they could board and return to Greenbelt Terminal.

At 14:13 hours, the Rail Vehicle Operator who was located in the Operator's cab with the RTRA Supervisor attempted to gain the attention of the Rail Vehicle Operator on track 1 at College Park Station, by placing their arm out of the cab window and gesturing for the train to stop. When the train entered the station on track 2, the Rail Vehicle Operator's left arm collided with a camera pole positioned at the 8-car marker on the north end of the platform.

At 14:14 hours, the Rail Vehicle Operator reported to the RTRA Supervisor that their arm was broken. The RTRA Supervisor instructed the Rail Vehicle Operator to exit the train at College Park Station, walk to the kiosk and report the injury to the Station Manager.



Image 2 – Employee's left arm extended out of the cab window, in close proximity to the camera pole.

At 14:15 hours, a review of CCTV footage revealed that the RTRA Supervisor properly berthed Train ID 517 at the 8-car marker College Park Station on track 2. Prior to servicing the platform, the Terminal Supervisor failed to place their head out of the cab window for five (5) seconds before initiating a door operation.

At 14:16 hours, the Rail Vehicle Operator reported the incident to the Station Manager, who requested Emergency Responders through the MICC Communications Section.

At 14:20 hours, the PGFD dispatcher was notified by the Communication Section of the MICC and Emergency Responders were dispatched to the scene. The SIO and the AOM were notified of the event.

The PGFD Ambulance arrived at the station at 14:35 hours, and the Rail Vehicle Operator was transported to Holy Cross Hospital for evaluation at 14:54 hours.

The Rail Vehicle Operator sustained a broken left arm as a result of this event.

Chronological Event Timeline

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

Time	Description
14:08:00 hours	Train ID 512 arrived at Greenbelt Station, track 1. [CCTV]
14:08:45 hours	<u>Terminal Supervisor</u> : Advised Supervisor 2 they were relaying train ID 512 to College Park. [E99 Ambient]
14:09:00 hours	RTRA Supervisor boarded Train ID 512 to relay the operator to College Park Station. [CCTV]
14:10:36 hours	Train 512 departed Greenbelt Station with the Supervisor operating. [CCTV]
14:13:38 hours	<u>Rail Vehicle Operator</u> : Attempted to flag down the train on track 1 by sticking his left arm out of the cab window and injured his left arm on the camera pole. [CCTV].
14:14:19 hours	Train ID 512 arrived on the platform at College Park Station, track 2. [CCTV]
14:14:29 hours	The Train Operator exited the train at College Park Station. [CCTV]
14:15:18 hours	Train ID 512 departed College Park Station, track 2 with the RTRA Supervisor operating. [CCTV]
14:16:39 hours	<u>Rail Vehicle Operator</u> : Arrived at the kiosk. [CCTV]
14:16:51 hours	<u>College Park Station Manager</u> : Contacted the Communication Agent and requested medical for the Rail Vehicle Operator with a broken arm. <u>Communication Agent</u> : Inquired how the Train Operator broke his arm. <u>College Park Station Manager</u> : The Train Operator attempted to stop the train for the Supervisor and got his arm caught. <u>Communication Agent</u> : asked which arm it was. <u>College Park Station</u> : Stated Left Arm. <u>Communication Agent</u> : Stated medical was being dispatched. [Phone, Ops 5]
14:19:51 hours	<u>Communication Agent</u> : Notified PGFD [Phone, Ops 5]
14:20:00 hours	<u>Communication Agent</u> : Notified SIO. [Phone, Ops 5]
14:20:22 hours	<u>AOM</u> : Notified. [Phone, Rail 2]
14:21:13 hours	<u>Communication Agent</u> : Notified MTPD. [Phone, Ops 5]
14:21:52 hours	<u>Communication Agent</u> : Notified Button RTC. [Phone, Ops 3]
14:22:35 hours	<u>Radio RTC</u> : Dispatched an RTRA Supervisor to College Park Station for the injured employee. [Radio, Ops 3]
14:33:18 hours	RTRA Supervisor arrived on the scene. [CCTV]
14:35:38 hours	PGFD arrived on scene. [CCTV]
14:47:00 hours	MTPD arrived on scene. [CCTV]
14:54:00 hours	PGFD Ambulance transported the employee for medical treatment. [CCTV]

Note: Times above may vary from other systems' timelines based on clock settings.

Office of Systems Maintenance, Office of Radio Communications (COMR)

No communication issues were identified as being contributory to the incident.

Office of Rail Transportation (RTRA)

RTRA determined the Supervisor would complete Re-instruction Training with the Rail Quality Control Training (ROQT) Department.

Interview Findings

As part of the investigation launched into the event, SAFE interviewed one (1) person. The interview identified the following key findings associated with this event. Findings detailed below include reported information from involved personnel and may conflict with other data sources contained in the report.

Supervisor

The Supervisor stated that Train ID 512 arrived approximately 5 or 6 minutes late. Normally they would attempt to get the train back on schedule by having a Rail Vehicle Operator pull them out, and the original operator would reverse ends by the time they reach the next station.

The Supervisor stated they told the Rail Vehicle Operator they would get them back on schedule, at the time there weren't any additional operators, so the Supervisor pulled Train ID 512 down to College Park Station.

The Supervisor stated the 512 Rail Vehicle Operator walked through the train as they were being pulled down to College Park Station. When entering College Park Station, the Supervisor noticed a train on Track 1 and started blowing the train horn in an attempt to gain the attention of the Rail Vehicle Operator to hold the train on Track 1, so they could go back to Greenbelt Terminal.

The Supervisor stated they heard the Rail Vehicle Operator yelling Stop, Stop, Stop, they turned and looked at the operator by that time Train ID 512 was on the platform. At that time the operator stated he broke it. The Supervisor stated you broke what? The operator stated his arm.

The Supervisor stated he asked the Rail Vehicle Operator; how did they break their arm. They replied I don't know. Train ID 512 was properly berthed on the platform at College Park Station, track 2, when the Supervisor asked the Rail Vehicle Operator if he could make it to the Station Manager since they were unable to operate the train at that time. The Rail Vehicle Operator replied yes and exited the train at College Park Station.

The Supervisor stated the Rail Vehicle Operator left their radio, so the Supervisor stepped off the train and handed them their radio. The Supervisor inquired again if the Rail Vehicle Operator was able to make it downstairs, and they replied yes.

Weather

On April 28, 2024, at 14:13, NOAA recorded the temperature as 69°F, with clear skies, winds 8 mph, and 30% humidity. The weather was not a contributing factor in this incident (Weather source: NOAA) – Location: College Park, Maryland

Related Rules and Procedures

1.1.3 - Employees shall not permit unnecessary conversation, reading, lounging or any other action or condition of mind to divert their attention from the safe and performance of duty.

1.1.4 - While on WMATA property employees shall refrain from holding conversations with other employees who are on duty and shall not interfere with the proper handling of customers or equipment in any way.

1.2.1 - Employees involved in, witnessing, or informed of an accident or incident, to include near misses, on the Metrorail system shall inform their supervisor, Metro Transit Police Department, Rail Operations Control Center and/or other appropriate authority as soon as possible, and shall file a written report.

1.6.2 - Failure of any employee to abide by established rules and procedures, failure to comply with the verbal instructions of supervisors, or failure to use sound judgment, regardless of the time, place, or circumstance, to compromise the safety of the public or fellow employees will result in the employee's immediate removal from service, pending an investigation. Disciplinary action will include permanent disqualification from safety sensitive positions or dismissal.

6.2.3 – When the Door Mode Selector is in the Manual/Manual position, the Train Operator shall:

6.2.3.1 – Use extreme caution before depressing the Open Doors pushbutton:

6.2.3.2 – Ensure the train is properly berthed on the platform:

6.2.3.3 – Verify the platform side of the train by placing their head out of the cab window and first look and identify the platform;

6.2.3.5 – Look at the doors on the platform side of the train to observe any activity in front of the door, with hands to their side for five (5) seconds;

6.2.3.6 – Depress the Open Doors push button on the platform side of the train.

Human Factors

Fatigue

The biomathematical fatigue modeling application was not applied for this event.

Fatigue Risk

The biomathematical fatigue modeling application was not applied for this event.

Post-Incident Toxicology Testing

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

Findings

- A Terminal Supervisor relayed the 512 Rail Vehicle Operator down to College Park Station from Greenbelt after falling behind schedule.
- The Terminal Supervisor failed to follow SOP 40 while servicing the platform at College Park Station, track 2.
- The Rail Vehicle Operator of ID 512 attempted to hold the train at College Park Station, track 1 for the Supervisor to board.
- Rail Vehicle Operator placed their left arm out of the window striking it on a camera pole.

Immediate Mitigation to Prevent Recurrence

- The Rail Vehicle Operator exited ID 512 at College Park Station.
- The Station Manager was informed about the incident from the Rail Vehicle Operator.
- Emergency personnel were dispatched to the station for the Rail Vehicle Operator.
- The Rail Vehicle Operator was transported to a medical facility for treatment.

Probable Cause Statement

The probable cause of the Employee Injury event on April 28, 2024, at College Park Station was human factors error including failure to adhere to established procedures. The Rail Vehicle Operator placed their left arm out of the cab window attempting to hold the train on the opposite track for the Supervisor, leading to the Rail Vehicle Operator sustaining a broken left arm. During the incident, a review of CCTV footage shows the RTRA Supervisor failed to follow SOP 40 while servicing the platform at College Park Station, track 2.

Recommended Corrective Actions

Corrective Action Code	Description	Responsible Party	Estimated Completion Date.
116492MX_ SAFE_CAPS RTRA_001	The Supervisor is to complete Re-Instruction Training with ROQT.	RTRA_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.

RTRA

Train Operator

The Rail Vehicle Operator is a WMATA employee with 12 years of service and seven total years of experience as a Train Operator. The Rail Vehicle Operator holds a Roadway Worker Protection (RWP) Level 2 certification that expires in November 2024.

Rail Vehicle Operator (Train ID 512) Written Statement:

“The Supervisor pulled the train out for me because I was late. We got to College Park track one train was coming in. He said see if you can get the train to stop, so I waved out the window then my arm hit the pole. I yelled I was told to go to the Station Manager who called MICC and 911.”

Supervisor

The Terminal Supervisor is a WMATA employee with 27 years of service a total of 3 years as a Permanent supervisor and 14 years of experience as a Utility Supervisor a total of 17 years. The RTRA Supervisor holds a Roadway Worker Protection (RWP) Level 2 certification that expires in October 2024.

The Supervisor stated that Train ID 512 arrived approximately 5 or 6 minutes late. Normally they would attempt to get the train back on schedule by having a Train Operator pull them out, and the original operator would reverse ends by the time they reach the next station.

The Supervisor stated they told the Rail Vehicle Operator they would get them back on schedule, at the time there weren't any additional operators, so the Supervisor pulled Train ID 512 down to College Park Station.

The Supervisor stated the 512 Rail Vehicle Operator walked through the train as they were being pulled down to College Park Station. When entering College Park Station, the Supervisor noticed a train on track 1 and started blowing the train horn in an attempt to gain the attention of the Rail Vehicle Operator to hold the train on track 1, so they could go back to Greenbelt Terminal.

The Supervisor stated they heard the Rail Vehicle Operator yelling Stop, Stop, Stop, they turned and looked at the operator by that time Train ID 512 was on the platform. At that time the operator stated he broke it. The Supervisor stated you broke what? The operator stated his arm.

The Supervisor stated he asked the Rail Vehicle Operator; how did they break their arm? They replied I, don't know. Train ID 512 was properly berthed on the platform at College Park Station, track 2, when the Supervisor asked the Train Operator if he could make it to the Station Manager since they were unable to operate the train at that time. The Rail Vehicle Operator replied yes and exited the train at College Park Station.

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

Incident Information: This page must be completed for all incidents

Date: 9/18/24 7:40 Time Reported: 2:45 Reported by: Customer Employee ROCC Other

Location

Station: College Park Mezzanine #: 2B Car: 2B Car

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 Down/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: _____ Destination: Branch 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.

The Supervisor Pull the train out for me because i was late, he got to college park track one then had complaint for he said see it i can get the train to stop so i walked out the window then my arm hit a pole, I called I had told to get the Station Manager how can he pull and 911

Employee Completing Report

Employee Name (print): _____ Employee Signature (print): _____ Date: 2024 Nov 1 9:48
 Division: _____ Run #: _____ Block #: _____ Employee #: _____ Assigned Days: 3/1/24

Document 2 – Rail Vehicle Operator’s Incident Report, 1 of 2



Witness or Employee Statement Form TO BE COMPLETED AND
 Washington Metropolitan Area Transit Authority DISTRIBUTED WITHIN 24 HOURS

Incident Information			
Date 4/28/24	Incident Time 2:30	Time Reported 2:41	Location College Park Station
Incident CA (From OCC) - Completed to Supervisor		SMS Incident/Accidents Report Completed to Supervisor	
Involved Person or Witness (Non-WMATA Involved Person or Witness)			
Name	Phone Number	E Mail	
Address			
What happened prior to the incident/accident? Car pulled out because I was too late			
Describe the incident/accident We came in truck of truck we had some motion car got me to see if I can fight the train down I put my arm out the window and hit			
What happened after the incident/accident? Station call 911			

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.



2024 NW 1 5-49

Customer/Witness

[Redacted Signature]

Date

5/1/24

Document 4 – Employee Injury Report, page 1 of 2



Witness or Employee Statement Form TO BE COMPLETED AND

Washington Metropolitan Area Transit Authority DISTRIBUTED WITHIN 24 HOURS

Complete all fields (Write N/A if field does not apply)

Incident Personnel (WMATA Employees and Contractors)			
Name (Last Name, First Name, MI)	Witness? <input type="radio"/> Yes <input checked="" type="radio"/> No	D.O.B.	Employee ID
Phone Number	Job Title	Department/Division (Optional)	Time asleep before the incident? Full Address: 8:30 PM 6:24 PM
Last Day Worked (Prior to)	Hours Worked (In last 24 hours)	Date/Time Shift Began	Was this the sleep schedule for the last several days, including sleep off? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
On Overtime? <input type="radio"/> Yes <input checked="" type="radio"/> No	Personal Protective Equipment used (PPE)		How alert were you immediately prior to the incident? Fully Alert <input checked="" type="checkbox"/> Moderately Alert <input type="checkbox"/> Drowsy <input type="checkbox"/> Fighting Sleep <input type="checkbox"/>
Secondary Employment (Write None if employee does not have secondary employment)			
Name of Secondary Employer	Full Time <input type="checkbox"/> Part Time <input checked="" type="checkbox"/>	Work Hours	
Secondary Employer Full Address			
Date of Hire	Supervisor	Phone Number	
Employee Injury Information (Complete for all involved people. If there is no injury, write None in date of injury)			
Date of Injury	Time of Injury	Date/Time Injury Reported	Body Part(s) Injured
4/28/24	2:41	3:41	Left arm
Location (Address) where injury occurred (check one: <input checked="" type="radio"/> MD <input type="radio"/> VA <input type="radio"/> DC)			
College Park Metro Station			
Witness Information (Name, Phone Number, Email, address)			
Did Another Person Cause this Injury? <input type="radio"/> Yes <input checked="" type="radio"/> No		Name of Responsible Party	
Responsible Party Insurance Carrier/Agent		Phone Number	
Are you able to Continue Work? <input type="radio"/> Yes <input checked="" type="radio"/> No		Name/Address of facility where you will seek treatment	
Doctor's Name		Holy Cross / Most 98 medical 4/28/24 1 3:49	

Employee, please read before signing:

- (1) This form is only to be used for Employees who are injured on the job.
- (2) All persons having a workers' compensation claim that was caused by the act of another is required to have the written approval of the Authority before agreeing to or signing any settlement for the injuries or lost wages that were paid as part of the whole by the Authority or its insurer to the employee as workers' compensation benefits.
- (3) Any Employee who willfully makes any materially false or misleading statements or representations for the purpose of obtaining any benefits under workers' compensation or leave provisions of the Authority may be subject to prosecution, disciplinary action up to and including dismissal and may adversely affect the employee's rights to workers' compensation benefits.

THIS IS TO CERTIFY THAT I HAVE READ THE ABOVE DISCLOSURES AND UNDERSTAND THEM FULLY AND THE INFORMATION I HAVE PROVIDED IS TRUE AND CORRECT.

Employee Signature: [Redacted] Date: 5/1/24

Original: RISK Copy: (1) HR Systems/Accidents (SAFE) (2) Employee File (3) Employee

Document 5 – Employee Injury Report, page 2 of 2



RTRA Supervisors' Report

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

DEPARTMENT OF OPERATIONS-RAIL SERVICE

Office of Rail Transportation

Date 4/28/24	Incident Time 2:12pm	Incident Location (Station/Mezzanine) College Park	Track/Mezzanine Trk 2
-----------------	-------------------------	---	--------------------------

Equipment Number (Train ID & Car Numbers, Escalator/Elevator #, Room #)
3032-3097-3006-3085

Incident Description
Report Operator: [REDACTED] Incident

WMATA Personnel Involved	Employee #	Rule Violation?	Home Division	Post Incident
[REDACTED]	[REDACTED]		Greenbelt	

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

On April 28, 2024, at approximately 2:07pm, I noticed that Operator [REDACTED] arrived late to Greenbelt. I advised Operator [REDACTED] that I would pull him out of the station to get him back on schedule. I pulled him out approximately at 2:09pm.

While operating on my approach to the College Park platform I expressed, audibly, that I would utilize the horn to gain the attention of the Operator on Track One to alert them to "hold" so I would have the opportunity to board the train upon arrival.

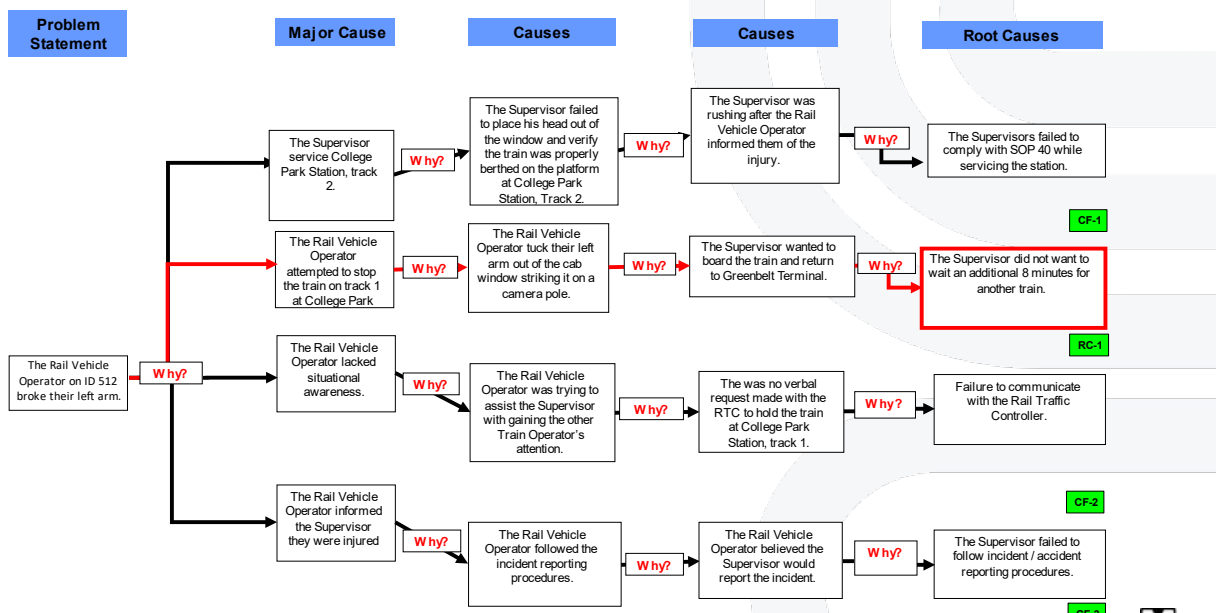
As I applied the horn, I overheard Operator [REDACTED] yelling, "Stop!". As I turned to look in his direction he stated, "I broke my arm". I then questioned, "How?". He replied, "I don't know". I then questioned again, "What did you do?". Upon arriving to the College Park platform, after opening the train doors, I attempted to contact Central Control, via radio, to inform them of the incident. My radio would not connect.

I asked Operator [REDACTED] if he was able to make it downstairs to the Station Manager. He indicated he was able. He proceeded to go downstairs to the Station Manager to receive assistance, and I continued operating the train towards Branch Avenue. I did not get radio service again until I overheard Central Control requesting Unit 20 to respond to College Park while operating towards Branch Avenue.

NO PART OF THIS REPORT SHOULD BE EXPOSED TO THE PUBLIC WITHOUT THE WRITTEN PERMISSION OF THE RTRA

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Appendix C – Why-Tree Analysis



Root Cause Analysis

E24334 – Employee Injury – College Park

