

**W-0383 Collision – Landover Station – August 25, 2024****Document Purpose**

*This WMSC written report on WMATA Metrorail's safety event investigation and review of Metrorail's findings in accordance with the WMSC Program Standard, in conjunction with the attached Metrorail investigation report that has undergone WMSC staff review, feedback, and Metrorail revision, describes the investigation activities, identifies factors causing or contributing to the accident, 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 report) as a unified item for adoption at the Washington Metrorail Safety Commission meeting on June 10, 2025.*

*WMSC staff recommend adoption of this investigation.*

**Safety event summary:**

On Sunday, August 25, 2024, a rider was struck by Train 924 on Track 2 at Landover Station after intentionally entering the roadway, resulting in non-life-threatening injuries.

At 11:22 p.m., the Train Operator of Train 913, located on track 1 at Landover Station, notified the Radio Rail Traffic Controller in the Control Center of an emergency on track 2 via handheld radio, stating that a rider entered the roadway in front of their train from the platform on track 1 before crossing over to track 2. The Train Operator of Train 924 on track 2 at Landover Station advised that the rider was under their train.

An investigative review of closed-circuit television footage following the incident showed the rider entering the path of Train 924 as it entered the station on track 2 at 11:21 p.m. Data showed that the Train Operator activated the emergency mushroom to stop the train. The Train came to a stop approximately 75 feet from the station's platform. None of the consist was on the platform, therefore, customers could not be offloaded through railcars onto the station's platform. Third rail power was deenergized at 11:24 p.m. The Train Operator was instructed to inform customers of the emergency and to perform a ground walkaround inspection. At 11:25 p.m., MTPD and other WMATA personnel were notified and dispatched to the scene. Medical assistance was not requested until 11:28 p.m., approximately five minutes after it was confirmed that the rider had been struck. Prince George's County Fire Department personnel arrived at 11:35 p.m. and transported the rider to an area hospital at approximately 12:07 a.m. on Monday, August 26, 2024. During the incident there was one rider aboard the train, who evacuated and escorted to the platform by Metrorail personnel.

The Train Operator was removed from service per Metrorail protocol or post-incident toxicology testing.

**WMSC staff observations**

Radio communications issues were noted throughout the event. Communication personnel could not recreate the issues encountered by personnel during subsequent testing. Metrorail is currently updating its radio communications



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system infrastructure. Additionally, the WMSC recently completed audit activities for an audit of Metrorail's existing communications systems and a special project regarding work on modernizing its radio infrastructure. WMSC reports on these two activities will be issued in 2025.



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

**FINAL REPORT OF INVESTIGATION A&I 24677**

<b>Date of Event:</b>	August 25, 2024
<b>Type of Event:</b>	Collision
<b>Incident Time:</b>	23:21 hours
<b>Location:</b>	Landover Station, Track 2
<b>Time and How received by SAFE:</b>	23:26 hours, Safety Information Officer (SIO)
<b>WMSC Notification Time:</b>	00:04 hours
<b>Responding Safety Officers:</b>	WMATA: Office of Oversight (OSO) WMSC: None Other: None
<b>Rail Vehicle:</b>	Train ID 924 (L7450x7451-7477x7476-7460x7461-7469x7468T)
<b>Injuries:</b>	Customer – Non-Life-Threatening injuries
<b>Damage:</b>	None
<b>Emergency Responders:</b>	Prince Georges Fire Department (PGFD) Metropolitan Transit Police Department (MTPD)
<b>SMS I/A Incident Number:</b>	20240827#119355MX

## Landover Station, Track 2 – Collision.

August 25, 2024

### Table of Contents

Abbreviations and Acronyms-----	3
Executive Summary -----	4
Incident Site -----	5
Field Sketch/Schematics -----	5
Purpose and Scope -----	5
Investigative Methods-----	5
Investigation -----	6
Chronological Event Timeline-----	11
Advanced Information Management System (AIMS) -----	17
The Office of Chief Mechanical Officer (CMOR), Incident Investigation Team (CMOR/IIT) ---	17
Office of Systems Maintenance, Office of Radio Communications (COMR) -----	19
Office of Rail Transportation (RTRA) -----	19
Interview Findings and Written Statements -----	19
Weather -----	19
Human Factors -----	20
Evidence of Fatigue -----	20
Post-Incident Toxicology Testing -----	20
Related Rules and Procedures -----	21
Findings -----	21
Immediate Mitigation to Prevent Recurrence -----	21
Probable Cause Statement-----	21
Recommended Corrective Actions -----	21
Appendices -----	22
Appendix A – Interview Summary -----	22
RTRA-----	22
Appendix B – RTRA Managerial Report -----	24
Appendix C – Rail Vehicle Operators Employee Injury Report-----	27
Appendix D – Rail Vehicle Operators Incident Report-----	29
Appendix E – MTPD Event Report -----	32
Appendix F – Why Tree Analysis -----	37

## **Abbreviations and Acronyms**

<b>AIMS</b>	Advanced Information Management System
<b>ARS</b>	Audio Recording System
<b>CMNT</b>	Car Maintenance
<b>CM</b>	Chain Marker
<b>CCTV</b>	Closed-Circuit Television
<b>CMOR</b>	Office of the Chief Mechanical Officer
<b>ERT</b>	Emergency Response Team
<b>IIT</b>	Incident Investigation Team
<b>MICC</b>	Metro Integrated Command and Communications Center
<b>MOR</b>	Metrorail Operating Rulebook
<b>MTPD</b>	Metropolitan Transit Police Department
<b>NOAA</b>	National Oceanic and Atmospheric Administration
<b>OAP</b>	Operations Administrative Policy
<b>OM</b>	Operations Manager
<b>PGCFD</b>	Prince George's County Fire Department
<b>RTC</b>	Rail Traffic Controller
<b>RTRA</b>	Office of Rail Transportation
<b>SAFE</b>	Department of Safety
<b>SDOC</b>	Safety Director on Call
<b>SIO</b>	Safety Information Official
<b>SUDS</b>	Safety Universal Data System
<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 Sunday, August 25, 2024, at 23:21, Closed Circuit Television (CCTV) revealed that Train ID 924 (L7450x7451-7477x7476-7460x7461-7469x7468T), an 8-car, 7000-series consists, collided with a customer on the roadway at Landover Station on track 2.

The customer was observed entering Landover Station at 23:13 hours. At 23:20 hours, Train ID 913 (L7336x7337-7369x7368-7303x7302T) stopped at the 8-car marker at Landover Station track on 1.

At 23:22 hours, the Rail Vehicle Operator of ID 913 notified the Radio Rail Traffic Controller (RTC) that there was an emergency on the roadway; while servicing Landover Station a customer jumped from the platform onto the roadway crossing from track 1 to track 2.

The Radio RTC contacted the Rail Vehicle Operator of ID 924 and inquired if they saw the customer on the roadway. The operator advised that the customer ran in front of the train and was unable to stop. The customer was under the train.

At 23:24 hours, third rail power was de-energized at Landover Station.

At 23:25 hours, Police 1 notified the Metropolitan Transit Police Department (MTPD) dispatcher of the incident, and several MTPD Officers were dispatched to the scene. At the same time, the Button RTC advised the Communications Section of the Metro Integrated Command and Communications Center (MICC), and the Operations Manager (OM) advised the Safety Information Officer (SIO) of the incident. At 23:27 hours, the SIO notified the Safety Director on Call (SDOC). At 23:28 hours, the Assistant Operations Manager (AOM) contacted the Prince George's Fire Department (PGFD) dispatch and requested a response.

At 23:35 hours, PGFD and an Office of Rail Transportation (RTRA) Supervisor #1 arrived on the scene. At 23:39 hours, an MTPD Officer arrived on the scene.

Police 1 advised the PGFD established the Incident Command Post at the entrance of Landover Station.

At 00:07 hours, the customer was removed from the roadway and transported to Capital Regional Medical Center. The Crime Scene Unit arrived on the scene at 00:08 hours, to conduct their investigation. All PGCFD equipment was removed from the roadway at 00:14 hours,

Normal was service resumed at 02:32 hours.

There was no damage to the train.

In adherence to Standard Operating Procedure 102-01-02, which outlines the protocol for Removing an Employee from Service for involvement in an operational safety event, the Radio RTC dispatched a Rail Supervisor to relieve the Rail Vehicle Operator from duty for post-incident testing.

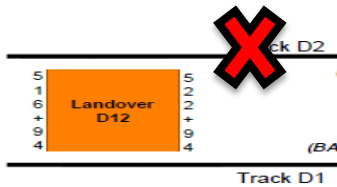
In accordance with the Office of the Chief Mechanical Officer (CMOR) Incident Investigation Team (IIT) Operations Administrative Policy (OAP) 102.06, the Metro Integrated Command and Communications Center (MICC) promptly initiated the removal of Train ID 924 from revenue service for post-incident investigative measures. This action adhered to the Rail Vehicle Event Investigation Policy, ensuring a comprehensive examination of the incident.

The probable cause of the collision event at Landover Station on Sunday, August 25, 2024, was the intentional action of the customer who trespassed onto the roadway and was subsequently struck by the train.

### **Incident Site**

Landover 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
- Formal Interviews – SAFE interviewed (one) 1 individual as part of this investigation. The 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:
  - Rail Vehicle Operator of ID 913
- Informal Interviews – Collected through conversations with individuals during the investigation to provide background and supporting information. Written statements were reviewed from personnel present during the event.
- Documentation Review – Collection of relevant work history information and process documentation contained in WMATA systems of record. These records include:
  - Rail Vehicle Operator Training Records
  - Rail Vehicle Operator Certifications
  - Rail Vehicle 30-day work history review

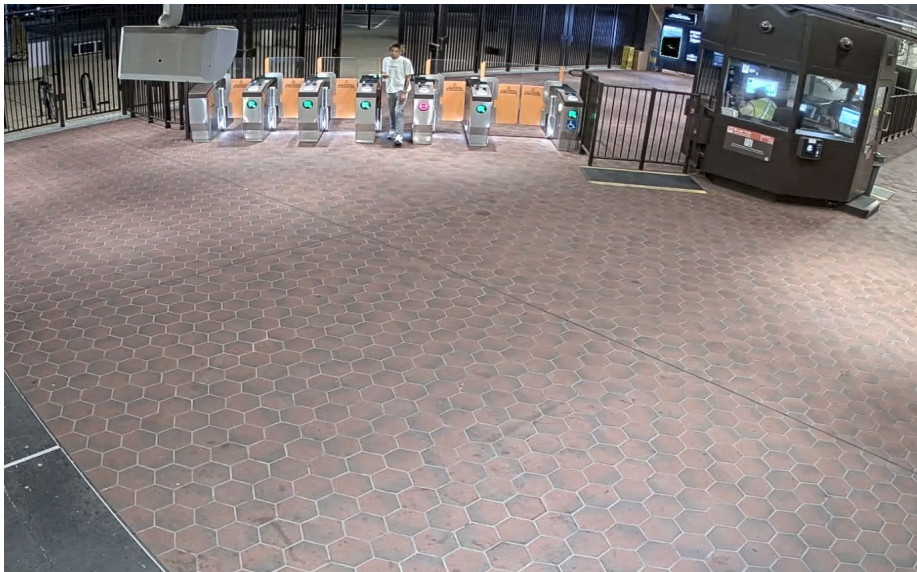


- Rail Vehicle Operator Incident Report
  - Rail Vehicle Operator Employee Injury Report
  - Metrorail Operating Rulebook (MOR)
  - National Oceanic and Atmospheric Administration (NOAA)
  - Metro Integrated Command and Control (MICC) Incident Report
  - Maximo Data
- System Data Recording Review – A collection of information contained in Metro Data Recording Systems. This data includes:
    - Audio Recording System (ARS) playback [Radio and Landline Communications]
    - The Office of Chief Mechanical Officer (CMOR) Incident Investigation Team (IIT) Vehicle Monitoring and Diagnostic System (VMDS)
    - Closed-Circuit Television (CCTV)

### **Investigation**

On Sunday, August 25, 2024, at 23:21 hours, Closed Circuit Television (CCTV) recorded Train ID 924 (L7450x7451-7477x7476-7460x7461-7469x7468T) an 8-car, 7000k series consists colliding with a customer on the roadway at Landover Station, track 2.

At 23:13 hours, the customer was seen entering Landover Station.



*Image 1 - Customer entering Landover Station.*

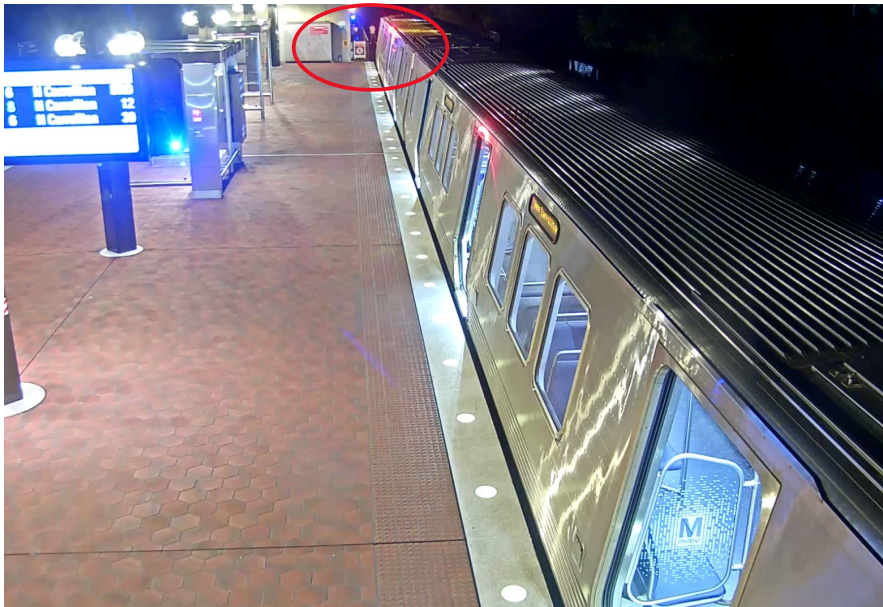
Train ID 913 (L7336x7337-7369x7368-7303x7302T) arrived at Landover Station on track 1 at and properly berthed at the 8-car marker at Landover Station track on 1 at 23:20 hours.

At 23:22 hours, the Rail Vehicle Operator of ID 913 notified the Radio Traffic Controller (RTC) that there was an emergency on the roadway. The Rail Vehicle Operator advised while servicing Landover Station a customer jumped from the platform onto the roadway crossing from track 1 to track 2, stating they heard the train on track 2 dump.





*Image 2 – Customer seen jumping onto the roadway at Landover Station, track 1.*



*Image 3 – Customer on the roadway at Landover Station on track 1.*

The Radio RTC contacted the Rail Vehicle Operator of ID 924 and inquired if they saw the customer on the roadway. The operator advised the customer ran in front of their train and they were unable to stop the train informing the Radio RTC the customer was under the train.

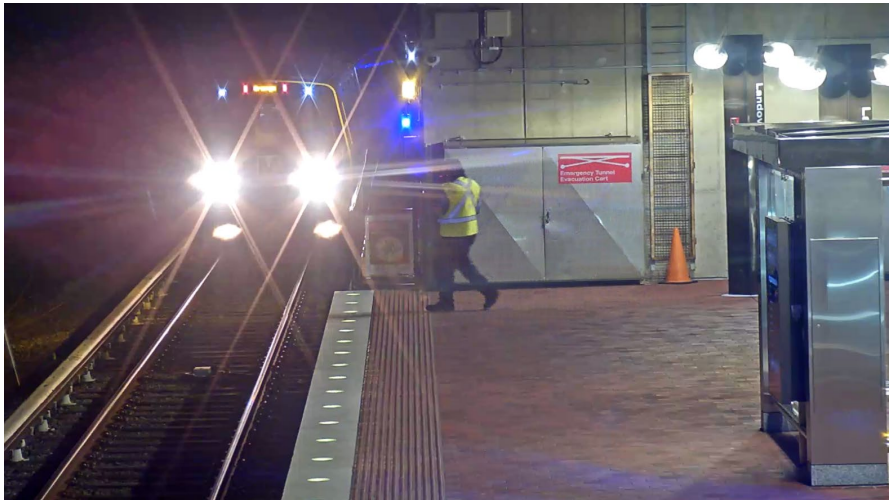


Image 4 – Train ID 924 impacted the customer on the roadway at 23:21 hours.

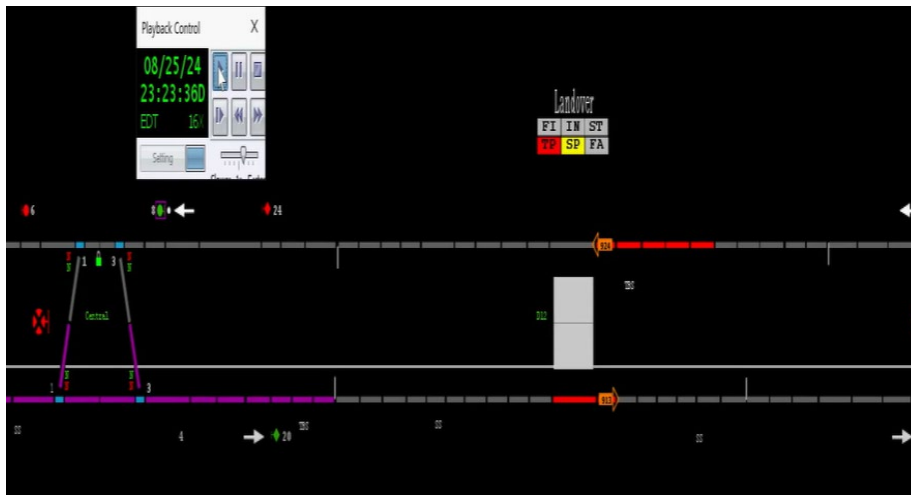


Image 5 – Train ID 924 stopped outside of Landover Station, track 2 at 23:23 hours.

At 23:24 hours, the Advanced Information Management System (AIMS) determined third rail power was de-energized at Landover Station, track 2.

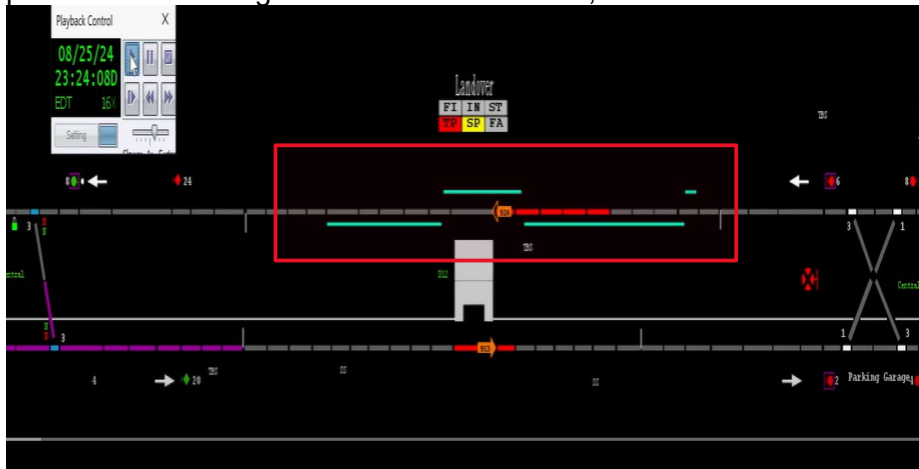


Figure 1 – Third Rail Power was de-energized at Landover Station on track 2.

At 23:25 hours, Police 1 notified the Metropolitan Transit Police Department (MTPD) Dispatcher that a customer was struck by a train at Landover Station on track 2. Following this, the MTPD

Dispatcher dispatched several MTPD Officers to the scene. Subsequently, at the same time, the OM requested the Emergency Response Team (ERT) to respond to Landover Station and advised the SIO of the incident. The Button RTC also advised the Communications Section of the event.

Train ID 913 departed Landover Station, track 1, traveling in the direction of Vienna Station.

At 23:21 hours, the Station Manager arrived on the scene and provided a radio check to the Radio RTC. The Radio RTC instructed the operator to advise the customers onboard the train of the emergency and that they would be exiting the train and returning momentarily.

At 23:27 hours, the SIO notified the Safety Director on Call (SDOC).

At 23:28 hours, the Assistant Operations Manager (AOM) contacted the Prince George's County Fire Department (PGCFD). At 23:30 hours the Station Manager informed the Radio RTC that Train ID 924 was approximately 1 car length away from the station. The Radio RTC instructed the Rail Vehicle Operator of ID 924 to walk the customers onboard the train to the lead car.

At 23:35 hours, RTRA Supervisor #1 and PGCFD arrived at Landover Station. At 23:36 hours, the Rail Vehicle Operator of ID 924 advised walking back to the lead car with one (1) customer.

At 23:38 hours, the Car Maintenance (CMNT) Road Mechanic was dispatched from Stadium Armory Station to Landover Station to assist with the rail emergency. The Radio RTC granted Supervisor #1 foul time to enter the roadway to hot stick and confirm power was de-energized, while also checking for signs of life. At the same time, PGCFD entered the roadway to begin their incident response.

At 23:39 hours, the MTPD Incident Commander advised that the Incident Command Post was established at the Landover Station entrance.

At 23:40 hours, RTRA Supervisor #1 advised hot stick and confirmed third rail power de-energized at Chain Marker (CM) D2 523+00. Also, the PGCFD was walking toward the train.

RTRA Supervisor #2 arrived on the scene at 23:43 hours.

RTRA Supervisor #1 advised the Radio RTC that the customer was located with signs of life under rail car 7451 at 23:45 hours. PGCFD requested RTRA Supervisor #1 to hot stick and confirm that third rail power is de-energized on track 2 at the rear of the train to evacuate the customer at 23:47 hours.

At 23:56 hours, Incident Command advised that the situation was a rescue effort. At 23:37 hours, foul time was requested and granted to hot stick and confirm third rail power was de-energized on track 1. The Radio RTC received confirmation from RTRA Supervisor #1 that third rail power was de-energized at CM D2 523+00 at 00:00 hours, and permission was granted to remove the customer from the roadway, and subsequently transported to Capital Regional Medical Center. During this time, an RTRA Assistant Superintendent radioed the control center to report that they were standing by, ready to hot stick on track #1. After receiving permission and confirming that the third rail power was de-energized, they informed the control center that the power was down, following several unsuccessful attempts.

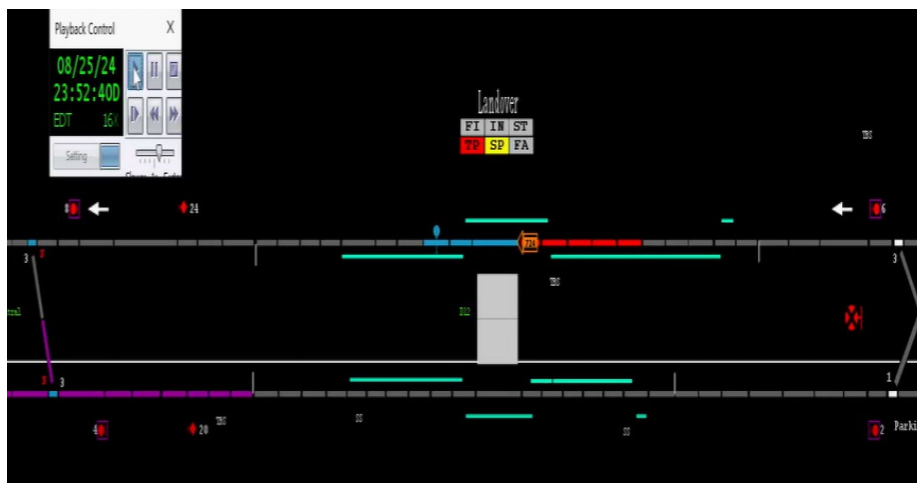


Figure 2 – Depicts third-rail power de-energized at Landover Station both tracks 1 and 2.

The SIO notified the WMSC and received an Event Scene Release at 00:04 hours. At 00:07 hours, the customer was removed from the roadway and the Crime Scene Unit arrived. At 00:12 hours, a bus bridge was established from Cheverly Station to New Carrollton Station.

At 00:14 hours, all PGCFD equipment was removed from the roadway. At 00:31, RTRA Supervisor #1 advised that the uninjured customer aboard the incident train had been safely evacuated and was walking to the platform with Safety and Track Personnel.

RTRA Supervisor #1 advised that power could be energized on track 1 at 00:34.

At 00:36 hours, Police 1 advised that Incident Command was having radio issues and advised that power could be restored on Track 1.

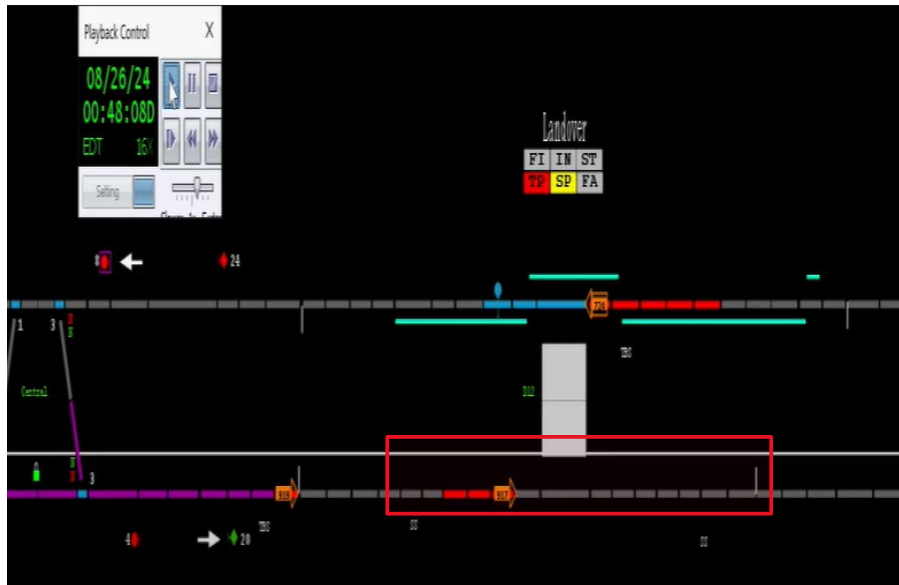


Figure 3 – Power re-energized track 1. Train ID 917 first train to service.

At 01:33 hours, RTRA Supervisor #1, advised that the Incident Commander turned the scene over to RTRA and that a Rail Vehicle Operator (RVO) was standing by on the New Carrollton end waiting for power to be energized. Once energized, the RVO would transport the incident train to New Carrollton railway.



At 01:35 hours, the Road Mechanic reported that a ground walkaround was complete and the train was safe to move. Power was restored at Landover Station, track 2 at 01:54 hours.

At 01:59 hours, Train ID 924 (reblocked to Train ID 724) began moving towards New Carrollton Yard.

Normal service resumed at 02:32 hours.

### Chronological Event Timeline

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

Time	Description
<b>August 25, 2024</b>	
23:13:29 hours	The person entered Landover Station. [CCTV]
23:14:05 hours	The person arrived on the platform. [CCTV]
23:20:01 hours	Train ID 913 arrived at Landover Station on track 1. [SPOTS]
23:20:18 hours	Train ID 924 departed New Carrollton Station on track 2. [SPOTS]
23:20:33 hours	Train ID 913 stopped at the 8-car marker on track 1. [CCTV]
23:20:49 hours	The person jumped from the platform and onto the roadway in front of Train ID 913 on track 1. [CCTV]
23:20:50 hours	The person crossed over from track 1 to track 2 and entered the path of the train. [CCTV]
23:21:19 hours	The person was struck by Train ID 924 on track 2. [CCTV]
23:21:41 hours	<u>Rail Vehicle Operator of ID 913</u> : Exited the lead car. [CCTV]
23:21:49 hours	<u>Rail Vehicle Operator of ID 913</u> : Walked beyond the end gate to the ETS Box on track 1. [CCTV]
23:22:02 hours	<u>Rail Vehicle Operator of ID 913</u> : Reported "Central, Purple, Purple, Purple." <u>Radio RTC</u> : Advised all units to stand by and stand clear. Requested that the unit calling repeat the transmission. <u>Rail Vehicle Operator of ID 913</u> : Advised there was an emergency on the roadway at Landover Station. A person jumped from the platform in front of the train, they heard the other train dump and ran from track 1 to track 2. <u>Radio RTC</u> : Instructed Train IDs 913 and 924 to hold. [Radio Ops 2]
23:22:33 hours	<u>Rail Vehicle Operator of ID 913</u> : Walked through the end gate to the platform while on the radio towards track 2. [CCTV]
23:22:42 hours	<u>Radio RTC</u> : Inquired who reported a that person jumped in front of the train. <u>Rail Vehicle Operator of ID 913</u> : Advised the person jumped off the platform and in front of the train and they did not know of the person's location. Advised that they attempted to contact the MICC to hold the train on track 2, and the other train was dumped. [Radio Ops 2]

Time	Description
23:23:03 hours	<u>Radio RTC</u> : Inquired if Train ID 924 saw the person. <u>Rail Vehicle Operator of ID 924</u> : Advised the person ran in front of the train, and that they were not able to stop. The person was under the train. <u>Radio RTC</u> : Acknowledged. Inquired if the operator was ok and if any cars were on the platform. <u>Rail Vehicle Operator of ID 924</u> : Responded, there were no cars on the platform, and the train was 75 feet from the station. <u>Radio RTC</u> : Inquired the lead car number. <u>Rail Vehicle Operator of ID 924</u> : Responded 7450. <u>Radio RTC</u> : Acknowledged. [Radio Ops 2]
23:23:23 hours	<u>Rail Vehicle Operator of ID 913</u> : Returned to the train and entered through the lead car. [CCTV]
23:23:52 hours	<u>Station Manager</u> : Advised that they were reporting to the platform. <u>Communications Agent</u> : Acknowledged. [Phone ROIC]
23:24:08 hours	Third rail power was de-energized on track 2. [AIMS]
23:24:17 hours	<u>Rail Supervisor #1</u> : Advised en route to Landover Station. [Phone BI/Or]
23:24:33 hours	<u>Rail Vehicle Operator of ID 913</u> : Inquired if the train should close and continue or hold its location. <u>Radio RTC</u> : Instructed Train ID 913 to stand by. <u>Rail Vehicle Operator of ID 913</u> : Acknowledged. Advised that there was a communication issue at their location. <u>Radio RTC</u> : Instructed Train ID 913 to close and continue. <u>Rail Vehicle Operator of ID 913</u> : Acknowledged. [Radio Ops 2]
23:25:04 hours	<u>OM</u> : Requested ERT at Landover Station. [Phone Rail 1]
23:25:16 hours	<u>Police 1</u> : Notified MTPD Dispatch of a person struck by a train. [Radio MTPD 1X]
23:25:28 hours	<u>Radio RTC</u> : Inquired if the Rail Vehicle Operator was able to perform a ground walk around to check for signs of life. <u>Rail Vehicle Operator of ID 924</u> : Confirmed and advised that they would key down and go to the roadway. <u>Radio RTC</u> : Instructed the Rail Vehicle Operator to stand by while protection was set up. <u>Rail Vehicle Operator of ID 924</u> : Acknowledged. [Radio Ops 2]
23:25:30 hours	<u>Button RTC</u> : Notified the Communications Section. [Phone Or/BI]
23:25:31 hours	<u>OM</u> : Notified the Safety Information Officer. [Phone Rail 1]
23:25:43 hours	<u>MTPD Dispatch</u> : Dispatched personnel to Landover Station. [Radio MTPD 1X]
23:25:48 hours	Train ID 913 departed Landover Station on track 1. [SPOTS]
23:21:23 hours	<u>Station Manager</u> : Provided a radio check. <u>Radio RTC</u> : Acknowledged and advised loud and clear. [Radio Ops 2]
23:21:97 hours	<u>Radio RTC</u> : Instructed the operator to advise the customers onboard the train of the emergency and that they would be exiting the train and returning momentarily. <u>Rail Vehicle Operator of ID 924</u> : Acknowledged. [Radio Ops 2]
23:27:28 hours	<u>SIO</u> : Notified the Safety Director on Call. [Phone Emer Mgmt]

Time	Description
23:28:40 hours	Blue block and human form in place. [AIMS]
23:28:56 hours	<u>Radio RTC</u> : Instructed Rail Supervisor #2 located at Metro Center to respond to Landover Station. <u>Rail Supervisor #2</u> : Acknowledged. [Radio Ops 2]
23:28:59 hours	<u>AOM</u> : Notified PGCFD. [Phone Rail 3]
23:28:38 hours	<u>RTRA Superintendent</u> : Advised en route to Landover Station. [Phone Metro 1]
23:30:14 hours	<u>Station Manager</u> : Advised that the train on track 2 was a train length away from the platform. <u>Radio RTC</u> : Acknowledged. [Radio Ops 2]
23:30:55 hours	<u>Radio RTC</u> : Instructed to walk the customers that were aboard the train to the lead car and not open any doors. <u>Rail Vehicle Operator of ID 924</u> : Acknowledged. [Radio Ops 2]
23:34:58 hours	<u>Rail Supervisor #1</u> : Advised located at Landover Station and that PGCFD Engine 862 was arriving. <u>Radio RTC</u> : Acknowledged. [Radio Ops 2]
23:35:21 hours	Supervisor #1 and PGCFD arrived at Landover Station. [CCTV]
23:36:33 hours	<u>Rail Vehicle Operator of ID 924</u> : Reported walking to the lead car with one customer onboard the train. <u>Radio RTC</u> : Acknowledge. [Radio Ops 2]
23:37:05 hours	<u>Rail Supervisor #1</u> : Advised located on the platform with PGCFD and MTPD. <u>Radio RTC</u> : Acknowledged. Inquired if Rail Supervisor #2 was in possession of a hot stick. <u>Rail Supervisor #1</u> : Confirmed in possession of a hot stick. <u>Radio RTC</u> : Acknowledged. [Radio Ops 2]
23:38:29 hours	<u>CMNT Road Mechanic</u> : Reported off duty at Stadium-Armory Station. <u>Radio RTC</u> : Instructed to respond to Landover Station for an emergency. <u>CMNT Road Mechanic</u> : Acknowledged. [Radio Ops 2]
23:38:44 hours	<u>Radio RTC</u> : Granted foul time to Rail Supervisor #1 on track 2. <u>Rail Supervisor #1</u> : Acknowledged. <u>Radio RTC</u> : Instructed to hot stick, confirm, and provide a chain marker. <u>Rail Supervisor #1</u> : Acknowledged [Radio Ops 2] <u>PGCFD entered the roadway to begin their incident response. [CCTV]</u>
23:39:31 hours	<u>MTPD Officer</u> : Reported located at Landover Station and as the Incident Commander. [Radio MTPD 1X]
23:39:34 hours	MTPD arrived at Landover Station. [CCTV]
23:40:35 hours	<u>Police 1</u> : Advised that PGCFD set up the Command Post at the station's entrance. [Radio MTPD 1x]
23:40:50 hours	<u>Rail Supervisor #1</u> : Reported hot stick at CM D2 523+00, and confirmed third rail power was de-energized. The PGCFD was walking toward the train. <u>Radio RTC</u> : Acknowledged. [Radio Ops 2]



Time	Description
23:42:23 hours	<u>Rail Supervisor #1</u> : Reported the person was found under rail car 7451, the second car in the consist. <u>Radio RTC</u> : Acknowledged and inquired about signs of life. <u>Rail Supervisor #1</u> : No response. [Radio Ops 2]
23:43:22 hours	<u>Radio RTC</u> : Inquired about signs of life. <u>Rail Supervisor #1</u> : No response. [Radio Ops 2]
23:43:31 hours	<u>Radio RTC</u> : Inquired about signs of life. <u>Rail Supervisor #1</u> : No response. [Radio Ops 2]
23:43:48 hours	<u>Incident Commander</u> : Reported the person was located with signs of life. [Radio MTPD 1X]
23:43:56 hours	<u>Radio RTC</u> : Inquired about signs of life. <u>Rail Supervisor #1</u> : No response. [Radio Ops 2]
23:44:06 hours	OSO Sr. Specialist arrived at Landover Station. [CCTV]
23:44:37 hours	<u>Incident Commander</u> : Advised moving to MTPD 2X. [Radio MTPD 1X]
23:45:05 hours	<u>Incident Commander</u> : Requested Crime Scene Investigators to respond. [Radio MTPD 1X]
23:45:20 hours	RTRA Superintendent arrived at Landover Station. [CCTV]
23:45:21 hours	<u>Radio RTC</u> : Announced an emergency at Landover Station, and if the train was holding to make announcements. [Radio Ops 2]
23:46:09 hours	<u>Radio RTC</u> : Inquired about signs of life. <u>Rail Supervisor #1</u> : No response. [Radio Ops 2]
23:46:28 hours	<u>Radio RTC</u> : Inquired about signs of life. <u>Rail Supervisor #1</u> : No response. [Radio Ops 2]
23:46:37 hours	<u>Rail Supervisor #1</u> : Responded that there were signs of life. *Transmission inaudible. <u>Radio RTC</u> : Requested to repeat the transmission. [Radio Ops 2]
23:47:18 hours	<u>Radio RTC</u> : Requested to relay the transmission from Rail Supervisor #1. <u>Station Manager</u> : No response. [Radio Ops 2]
23:47:27 hours	<u>Radio RTC</u> : Requested to relay the transmission from Rail Supervisor #1. <u>Station Manager</u> : No response. [Radio Ops 2]
23:47:35 hours	<u>Rail Supervisor #1</u> : Responded that there were signs of life and that PGCFD wanted to confirm that power was de-energized in that area. *Transmission inaudible. <u>Radio RTC</u> : Inquired if requesting for power to be de-energized on track 1. <u>Rail Supervisor #1</u> : No response. [Radio Ops 2]
23:47:54 hours	<u>Rail Supervisor #1</u> : Reported that PGCFD requested to hot stick the third rail on track 2 at the rear of the train to evacuate the customer. Advised poor radio communication. <u>AOM</u> : Granted permission to hot stick. [Phone Rail 2]
23:48:09 hours	<u>Police 1</u> : Advised third rail power would be de-energized on tracks 1 and 2. [Radio MTPD 2X]
23:51:00 hours	<u>Rail Supervisor #1</u> : Advised hot stick and confirmed power de-energized at D2 526+00. <u>AOM</u> : Acknowledged. [Phone Rail 2]

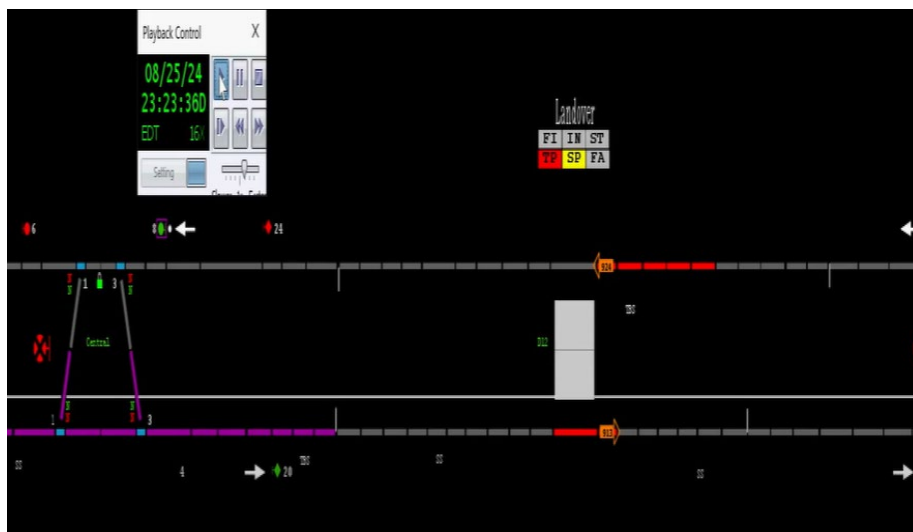
Time	Description
23:51:35 hours	<u>Metro 1</u> : Instructed to de-energized Landover Station on track 1. <u>AOM</u> : Acknowledged. [Phone Metro 1]
23:52:40 hours	<u>Third rail power deenergized on Track 1. [AIMS]</u>
23:53:30 hours	<u>Radio RTC</u> : Granted foul time and permission to hot stick track 1. <u>Rail Supervisor #1</u> : No response. [Radio Ops 2]
23:56:08 hours	<u>Incident Command</u> : Advised the situation is a rescue. [Radio MTPD 2X]
23:56:48 hours	<u>Radio RTC</u> : Requested a CM. <u>Rail Supervisor #1</u> : Advised in a place of safety about to hot stick track 1. [Radio Ops 2]
23:57:51 hours	<u>RTRA Superintendent</u> : Advised ready to hot stick track 1. <u>Radio RTC</u> : Instructed to hot stick track 1. <u>RTRA Superintendent</u> : Requested foul time. <u>Radio RTC</u> : Granted foul time and permission to hot stick track 1. <u>RTRA Superintendent</u> : Acknowledged. [Radio Ops 2]
23:59:55 hours	<u>RTRA Superintendent</u> : Advised D1. *transmission inaudible. <u>Radio RTC</u> : Advised to change their location. <u>RTRA Superintendent</u> : Responded D1. *transmission inaudible. [Radio Ops 2]
<b>August 26, 2024</b>	
00:00:22 hours	<u>Rail Supervisor #1</u> : Reported that the RTRA Superintendent advised that they hot stick and confirmed that the third rail power was de-energized at CM D2 523+00. <u>AOM</u> : Acknowledged. [Phone Rail 2]
00:00:53 hours	<u>Radio RTC</u> : Granted permission to Rail Supervisor #1 to escort the customer to the platform. [Radio Ops 2]
00:04:03 hours	<u>SIO</u> : Notified the WMSC and received an Event Scene Release. [Phone Emer Mgmt]
00:06:44 hours	<u>Rail Supervisor #1</u> : Reported that the person was removed from under the train, will walk the customer from the train to the platform, and a second Rail Vehicle Operator was en route to operate Train ID 924. <u>AOM</u> : Acknowledged. Granted permission to escort the customer from the train to the platform. [Phone Rail 2]
00:07:05 hours	<u>Incident Command</u> : Advised the person was removed from the track bed. [Radio MTPD 2X]
00:07:42 hours	EMS exited the station with the person. [CCTV]
00:08:05 hours	<u>Radio RTC</u> : Inquired if the person was removed from under the train. <u>Rail Supervisor #1</u> : Confirmed that the person was removed from under the train. *transmission inaudible. [Radio Ops 2]
00:08:22 hours	<u>Incident Command</u> : Crime Scene Unit on scene. [Radio MTPD 2X]
00:11:56 hours	<u>Radio RTC</u> : Announced an emergency at Landover Station due to a person struck by a train, to expect delays and make announcements. [Radio Ops 2]
00:12:41 hours	<u>Radio RTC</u> : Announced a bus bridge established from Cheverly Station to New Carrollton Station. [Radio Ops 2]
00:13:02 hours	<u>Incident Command</u> : Advised Crime Scene Specialist did not have a WSAD in their vehicle. [Radio MTPD 2X]

Time	Description
00:14:29 hours	<u>Incident Command</u> : Advised the incident train was 724, car numbers 7540 and 7541; the person struck was, breathing and alert. [Radio MTPD 2X]
00:14:32 hours	<u>Rail Supervisor #1</u> : Advised that PGCFD had removed their equipment from the roadway. <u>AOM</u> : Acknowledged. [Phone Rail 2]
00:20:37 hours	<u>Rail Supervisor #1</u> : Advised that they were waiting for a WSAD before evacuating the customer from the train, per Safety. <u>AOM</u> : Acknowledged. [Phone Rail 2]
00:27:03 hours	<u>Incident Command</u> : Advised the person was being transported to Capital Regional Medical Center. [Radio MTPD 2X]
00:28:02 hours	<u>Incident Command</u> : Advised that the WSAD was being placed on the roadway. [Radio MTPD 2X]
00:31:37 hours	<u>Rail Supervisor #1</u> : Advised that the customer was walking with Safety and Track personnel to the platform. <u>AOM</u> : Acknowledged. [Phone Rail 1]
00:34:52 hours	<u>Rail Supervisor #1</u> : Advised the customer was safely on the platform, and power could be energized on track 1. <u>Radio RTC</u> : Inquired if all personnel were clear to energize the third rail on track 1. <u>Rail Supervisor #1</u> : Confirmed. [Radio Ops 2]
00:36:54 hours	<u>Police 1</u> : Advised that Incident Command was having radio issues and advised that power could be restored on track 1. [Radio MTPD 2X]
00:38:32 hours	<u>Radio RTC</u> : Announced a power energization alert at Landover Station on track 1. [Radio Ops 2]
00:41:10 hours	<u>Incident Command</u> : Advised that customers could re-enter Landover Station. [Radio MTPD 2X]
00:48:14 hours	<u>Incident Command</u> : Advised to return to MTPD 1X. [Radio MTPD 2X]
00:59:49 hours	<u>OM</u> : Reported radio issues with transmitting and receiving at Landover Station. <u>Communications Agent</u> : Acknowledged. [Phone Rail1]
01:33:00 hours	<u>Rail Supervisor #1</u> : Advised that the Incident Commander turned the scene over to RTRA, a Rail Vehicle Operator is standing by on the New Carrollton end waiting for power to be energized. <u>Radio RTC</u> : Acknowledged. [Radio Ops 2]
01:34:35 hours	<u>Radio RTC</u> : Requested a ground walkaround. <u>Rail Supervisor #1</u> : Advised that a ground walkaround was already completed. [Radio Ops 2]
01:34:56 hours	<u>Radio RTC</u> : Announced a power energization alert at Landover Station on track 2. [Radio Ops 2]
01:35:54 hours	<u>Rail Supervisor #1</u> : Advised that the Road Mechanic reported that a ground walkaround was complete and the train was safe to move. <u>Radio RTC</u> : Acknowledged. [Radio Ops 2]
01:48:44 hours	<u>Radio RTC</u> : Announced a power energization alert at Landover Station on track 2. [Radio Ops 2]

Time	Description
01:54:00 hours	Third rail power energized on track 2. [AIMS]
01:59:50 hours	<u>Rail Vehicle Operator #3</u> : Advised that a rolling-rolling brake test was conducted. <u>Radio RTC</u> : Granted an absolute block to New Carrollton Station on track 2. Instructed to contact the Tower. [Ops 2]
02:09:14 hours	<u>Rail Vehicle Operator #3</u> : Requested to enter New Carrollton Yard. <u>Interlocking Operator</u> : Granted permission to enter the yard and to secure the train on Track 18 North. [Radio NC-YD2]
02:32:00 hours	<u>ERT</u> : Advised that personnel and equipment were clear, and track 2 could return to service. [Radio Ops 2]

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

### Advanced Information Management System (AIMS)



*Figure 4 – Depicts Train ID 924 stopped outside of Landover Station on track 2.*

### The Office of Chief Mechanical Officer (CMOR), Incident Investigation Team (CMOR/IIT)

*Adopted from CMOR IIT report with minor formatting and grammatical edits:*

IIT has completed the analysis of data from Train ID 924 (I7450x7451, 7477x7476, 7460x7461, 7469x7468T) that reported a Collision at Landover Station on track #2 on 08/25/2024.

Train ID 924 departed New Carrollton station to Landover and was at 1183 feet from Landover's 8-car marker with the Master Controller placed in the "B5" Braking position while the speed was 45.2 MPH. After a transition to "B4", the Master Controller remained in the "B5" position until a person entered the Roadway at 23:21:49.980 while the train's speed was 22.5 MPH at 757 feet from Landover's 8-car marker.

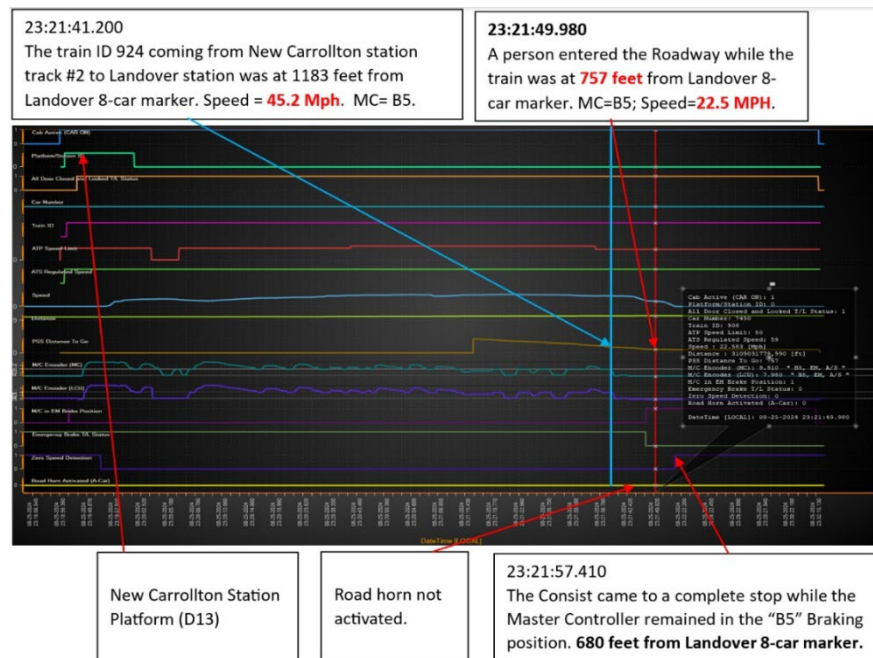
The train came to a complete stop **680** feet from Landover's 8-car marker at 23:21:57.410 with the master controller remaining in "B5". The Road Horn was not activated.

Based on the VMDS and ER data, there was no fault observed with the train that contributed to the cause of this incident. The train performed as commanded.

## A- TIMELINE OF EVENTS

Time	Description of Events	Train Speed	Master Controller	Distance from Landover 8-Car Marker
23:21:41.200	The train ID 924 coming from New Carrollton station track #2 to Landover station was at 1183 feet from Landover 8-car marker.	<b>45.2 MPH</b>	<b>B5</b>	<b>1183 ft</b>
23:21:41.500	The train was at 1164 feet from Landover 8-car marker.	<b>45.2 MPH</b>	<b>B4</b>	<b>1164 ft</b>
23:21:42.660	The train was at 1083 feet from Landover 8-car marker.	<b>44.0 MPH</b>	<b>B5</b>	<b>1083 ft</b>
<b>23:21:49.980</b>	<b>A person entered the Roadway while the train was at 757 feet from Landover 8-car marker.</b>	<b>22.5 MPH</b>	<b>B5</b>	<b>757 ft</b>
23:21:57.410	The Consist came to a complete stop while the Master Controller remained in the "B5" Braking position. <b>680 feet from Landover 8-car marker.</b>	<b>0 MPH</b>	<b>B5</b>	<b>680 ft</b>

## A- 7450 ER GRAPH



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

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

The Office of Radio Communications technicians performed radio checks from Stadium Armory Station to Landover Station on tracks 1 and 2 and reported all checks were loud and clear. No radio issues were identified.

## Office of Rail Transportation (RTRA)

*Adopted from RTRA report:*

### Rail Vehicle Operator of 924

- The Rail Vehicle Operator has been employed with WMATA since August 27, 2023.
- The Rail Vehicle Operator has been operating since January 3, 2024.
- The Rail Vehicle Operator was last certified on January 3, 2024.
- The Rail Vehicle Operator worked approximately 71 hours within the last seven (7) days. There were four (4) reported instances of overtime, and no 8-hour rule violations.
- The Rail Vehicle Operator has no recent incidents or reported discrepancies with the employee's performance or fitness for duty.

## Interview Findings and Written Statements

*As part of the investigation launched into the event, SAFE interviewed (2) two people. The interviews 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.*

### Rail Vehicle Operator of ID 913

After servicing Landover 1, a customer jumped out into the roadway. They landed between the running rail. I was unable to contact central from my handheld and train radio. I made an attempt at using the ETS box. The ETS box did not work. I made another attempt from my handheld, which was successful. The customer moved from Track 1 to run down the roadway out of my visibility. I told ROCC to stop the train in approach on track 2. Next thing I heard was the train dump on track 2. The other operator stated they struck the customer. Central instructed me to continue on to New Carrollton.

### Rail Vehicle Operator of ID 924

I left New Carrollton at Scheduled time 23:20. The next station is Landover. Approaching the station, I saw what appeared to be a person but I was uncertain. As I got closer to the station, I seen what looked like a cell phone moving in a running motion that's when it was clear it was a person. They proceeded to run onto track 2 and I hit the mushroom prior to making contact with the person. The train rolled another 100 feet before coming to a stop. I contacted Central (Emergency 3x). Supervisor was first on scene and they located the person under the 2<sup>nd</sup> car from the lead.

## Weather

On August 25, 2024, at 23:20 hours, NOAA recorded the temperature as 74 °F, with clear skies, winds of 9 mph, and 61% humidity. The weather was not a contributing factor in this incident (Weather source: NOAA) – Location: Washington, DC



## Human Factors

### Evidence of Fatigue

#### *Rail Vehicle Operator of ID 913*

We evaluated signs and symptoms of fatigue that may have been present at the time of the incident. Video of the incident was reviewed for signs of Train ID 913 Rail Vehicle Operators fatigue. No signs or symptoms of fatigue were evident from the video. The Rail Vehicle Operator reported feeling very alert at the time of the incident and experiencing no symptoms of fatigue in the time leading up to the incident.

#### *Rail Vehicle Operator of ID 924*

We evaluated signs and symptoms of fatigue that may have been present at the time of the incident. Video of the incident was reviewed for signs of Train ID 924 Rail Vehicle Operators fatigue. No signs or symptoms of fatigue were evident from the video. The Rail Vehicle Operator reported feeling very alert at the time of the incident and experiencing no symptoms of fatigue in the time leading up to the incident.

### Fatigue Risk

#### *Rail Vehicle Operator of ID 913*

We evaluated incident data for fatigue risk factors. No significant risk was identified. The incident time of day did not suggest an increased risk of fatigue-related impairment. The Rail Vehicle Operator reported keeping a regular sleep schedule in the days leading up to the incident. The Rail Vehicle Operator performed evening work in the days leading up to the incident. The Rail Vehicle Operator was awake for 13.5 hours at the time of the incident. The Rail Vehicle Operator reported 8.5 hours of sleep in the 24 hours preceding the incident. The off-duty period was 11 hours, providing an opportunity for 7-9 hours of sleep. This was a comparable amount of sleep as the Rail Vehicle Operator's usual workday sleep durations. The Rail Vehicle Operator reported no issues with sleep.

#### *Rail Vehicle Operator of ID 924*

We evaluated incident data for fatigue risk factors. No significant risk was identified. The incident time of day did not suggest an increased risk of fatigue-related impairment. The Rail Vehicle Operator reported keeping a regular sleep schedule in the days leading up to the incident. The Rail Vehicle Operator performed evening work in the days leading up to the incident. The Rail Vehicle Operator was awake for 13.43 hours at the time of the incident. The Rail Vehicle Operator reported 7 hours of sleep in the 24 hours preceding the incident. The off-duty period was 13.08 hours, providing an opportunity for 7-9 hours of sleep. This was a comparable amount of sleep as the Rail Vehicle Operator's usual workday sleep durations. The Rail Vehicle Operator reported no issues with sleep.

### Post-Incident Toxicology Testing

WMATA's Drug and Alcohol Program determined that the Rail Vehicle Operator of ID 924 complied with the Drug and Alcohol Policy and Testing Program 7.7.3/6.



## **Related Rules and Procedures**

### **Metrorail Operating Rulebook (MOR)**

- 1.1 Guiding Safety Principles
- 1.2 Incident Reporting

### **Standard Operating Procedure (SOP)**

- #26 Person Hit by Train

## **Findings**

- The customer intentionally trespassed and positioned themselves in front of ID 924 on the roadway at Landover Station on track 2.
- The Rail Vehicle Operator of Train ID 913 had radio communications issues with both their handheld and train radio causing a delay in their emergency radio transmissions to the MICC.
- The Rail Vehicle Operator of ID 924 used outdated emergency terminology.
- The Crime Scene Specialist had an expired WASD, which delayed the customer from being evacuated from Train ID 924.
- The PGCFD placed WSADS but removed their WSADS before the customer aboard Train ID 924 was evacuated.

## **Immediate Mitigation to Prevent Recurrence**

- Third Rail Power was de-energized.
- Train Service was suspended, and Shuttle Bus Service was established.
- The Rail Vehicle Operator of ID 924 was transported for Post Incident Testing.
- Train ID 924 was removed from service.

## **Probable Cause Statement**

The probable cause of the collision event at Landover Station on Sunday, August 25, 2024, was the intentional action of the customer who trespassed onto the roadway and was subsequently struck by the train.

## **Recommended Corrective Actions**

<b>Corrective Action Code</b>	<b>Description</b>	<b>Responsible Party</b>	<b>Estimated Completion Date</b>
	No corrective actions were identified.		

## **Appendices**

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

#### **RTRA**

##### **Rail Vehicle Operator of ID 913**

The Rail Vehicle Operator is a WMATA employee with 3 years of service and 8 months of experience as a Rail Vehicle Operator. The Rail Vehicle Operator is currently assigned to West Falls Church Division and holds a Roadway Worker Protection (RWP) Level 2 certification that expires in September 2024.

During the formal interview, the Rail Vehicle Operator stated that this was a normal workday. The Rail Vehicle Operator stated they worked out of other divisions and had only been working out of West Falls Church Division since June 25, 2024.

The Rail Vehicle Operator stated that the incident occurred on their second trip. When asked how familiar they were with the 7000 series cars, the Rail Vehicle Operator responded that they answered they had a decent knowledge of the 7k. The Rail Vehicle Operator stated they did not recall experiencing or having any mechanical issues with their train.

The Rail Vehicle Operator that when they were closing the doors the customer was on the platform walking towards the cab window. When they approached the cab window, the Rail Vehicle Operator stated they stepped back because the customer was walking towards their head, and then the customer jumped onto the tracks at that point.

The Rail Vehicle Operator stated they made an attempt to contact Central Control from their handheld radio and then from the train radio which did not work. The Rail Vehicle Operator stated they keyed down and attempted to contact Central Control from the ETS Box which did not work. <sup>1</sup>The Rail Vehicle Operator stated by adjusting their location and standing on the platform they were able to use their handheld radio.

The Rail Vehicle Operator stated at that moment they spoke with Central Control at the same time frame the customer had fallen in the roadway, and they were trying to tell them to stop the train because they saw another train coming down on track 2. They were trying to tell them to stop the train on the other side.

The Rail Vehicle Operator stated they only made one transmission to Central Control and at that moment the customer got up and ran over to track 2 in front of the other train. The Rail Vehicle Operator stated they did not see what happened, because at the 8-car marker at Landover Station on track 1, there is a building right there, but the customer got up and ran to the other side.

The Rail Vehicle Operator stated while they were speaking with Central Control they heard the train on track 2 dump, and it was too late. The Rail Vehicle Operator stated they heard the other operator report the customer was underneath the train at that point.

The Rail Vehicle Operator stated they never physically saw the customer cross over due to a barrier. The Rail Vehicle Operator stated that going towards New Carrollton, there is a building

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<sup>1</sup> Review of CCTV footage shows the Rail Vehicle Operator picking up the ETS phone but never dialing zero to contact the control center.

on the end of the platform, so you cannot physically see and there is not any lighting beyond the building.

The Rail Vehicle Operator stated they made one transmission to the control center and everything happened in that moment during the transmission.

The Rail Vehicle Operator stated they never said Purple, Purple, Purple. They stated they said Emergency because they were cutting in, they did remember saying that. The Rail Vehicle Operator stated to have the train stop on track 2 in approach to Landover because of a customer in the roadway on track 1 running down, and to stop the train on track 2 in approach to Landover because of a customer who jumped off the platform and the customer was in the roadway something to that effect. The Rail Vehicle Operator stated they did not know where the customer went because it was dark, and they could not see them.



The Rail Vehicle Operator stated that at the end of the transmission they told Central Control they heard the train dump, and Central contacted the other operator who continued to say that the person was under their train.

The Rail Vehicle Operator stated they never physically saw the customers under the train and never said anything about a code Purple or a person being struck by a train that was the operator who reported that.

The Rail Vehicle Operator stated they were given further instruction to continue to New Carrollton which they did.

The Rail Vehicle Operator stated they were contacted by a Metropolitan Transit Police Department Detective on their cell phone, and they responded.

## Appendix B – RTRA Managerial Report

	<b>Washington Metropolitan Area Transit Authority</b>	
<b>Office of Rail Transportation: Managerial Incident Investigation Report</b>		
Incident Status: <b>PRELIMINARY</b>		
<b>GENERAL INCIDENT INFORMATION</b>		
Incident Type:	Person Struck by Train	Delay (Minutes): none
Incident Date:	Sunday, August 25, 2024	Vehicles Involved: L7450-7468-7461-7476 (ID 924)
Incident Time:	11:22pm	First Reported By: Rail Vehicle Operator
Location:	Landover – Track 2	
<b>BRIEF DESCRIPTION:</b>		
At approximately 11:22pm Rail Vehicle Operator [REDACTED] reported striking a customer while entering Landover Station Track 2. Third rail power was de-energized. Train operator performed a ground walk around and confirmed the person was struck.		
<b>Key Employees Involved &amp; Employee Statements:</b>		
• Rail Vehicle Operator [REDACTED]		
<b>Operator/Manager</b>		
Operator [REDACTED] stated in his incident report, "N/A."		
<b>Post Incident Testing &amp; Employee History:</b>		
• Operator [REDACTED] was transported for post incident testing by Supervisor [REDACTED]		
• Operator has been on the rail as a Train Operator since January 3, 2024.		
• Operator has been employed by the Authority since August 27, 2023.		
• Operator [REDACTED] worked approximately 71 hours within the last seven (7) days. There were four (4) reported instances of overtime and no 8-hour rule violations noted within Trapeze.		
• Last Certification Date: January 3, 2024		
• There were no reported discrepancies with the employee's performance and/or fitness for duty.		
• Recent Incidents – N/A		
Office of Rail Transportation: Managerial Incident Investigation Report		Page 1 of 3

Document 1 – RTRA Managers Report page 1 of 3 (Redacted).

Incident Date: 08/25/2024      Time: 23:21 hours  
Final Report – Collision Rev. 2  
E24677

Drafted By: SAFE 702 – 10/21/2024  
Reviewed By: SAFE 707 – 11/01/2024  
Approved By: SAFE 707 – 11/01/2024

Page 24



# Washington Metropolitan Area Transit Authority



## Office of Rail Transportation: Managerial Incident Investigation Report

### SIGNIFICANT INCIDENT TIMELINE:

- 11:22pm Operator reporting striking a customer while entering Landover Station Track 2. Third rail power was de-energized. Train operator performed a ground walk around and confirmed the person was struck.
- 12:05am Victim was removed from the roadway and transported to Capitol Region Hospital.
- 12:13am PGFD cleared and released the scene to MTPD.
- 12:35am Power personnel requested that 3<sup>rd</sup> rail power be energized.
- 12:37am The one customer who was aboard the incident train was escorted from the train to the platform by Supervisor [REDACTED] and Safety [REDACTED].
- 12:54am CMNT inspected the train for damage.
- 1:15am CMNT cleared the train for movement to the yard.
- 1:27am Observed ID 791 lead car 7034, dead heading thru Landover track #1 not sounding horn.
- 1:29am Observed ID 709 lead car 7104, dead heading thru Landover track #1 not sounding horn.
- 1:56am Power restored on track #2.
- 1:59am Incident train moved to New Carrollton Yard.
- 2:10am Incident scene released to RTRA.
- 2:17am Hot wash performed.
- 2:20am TRST [REDACTED] inspecting track 2.
- 2:30am TRST [REDACTED] track inspection complete, track 2 revenue ready.
- 2:32am All personnel clear.

### SIGNIFICANT FINDINGS & PENDING ISSUES:

- Operator removed from service for post incident testing.
- Operator was offered and accepted EAP assistance.

### CORRECTIVE ACTIONS:

- N/A

### Root cause:

1. Criminal activity - unauthorized person on the roadway.



# Washington Metropolitan Area Transit Authority



## Office of Rail Transportation: Managerial Incident Investigation Report

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



Report Prepared  
by:



8/26/2024


Report Reviewed  
by:

\_\_\_\_\_

*Document 3 – RTRA Managers Report page 3 of 3 (Redacted).*



## Appendix C – Rail Vehicle Operators Employee Injury Report

 <b>Witness or Employee Statement Form</b>		TO BE COMPLETED AND DISTRIBUTED WITHIN 24 HOURS	
<b>Complete all Fields (Write N/A if field does not apply)</b>			
<b>Involved Personnel (Use this Block for WMATA Employees and Contractors)</b>			
Name (Last Name, First Name, MI)	Witness? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	D.O.B.	Employee ID      Union
Phone Number	Job Title	Department/Division (Company)	Time asleep, before the incident? Fell Asleep _____ Wake up _____
Last Day Worked (Prior to)	Hours Worked (In last 24 hours)	Date/Time Shift Began	Was this the sleep schedule for the last seven days, including days off? Yes <input type="checkbox"/> No <input type="checkbox"/>
On Overtime? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Personal Protective Equipment used (list)	How alert were you immediately prior to the incident? Fully Alert <input type="checkbox"/> Moderately Alert <input type="checkbox"/> Drowsy <input type="checkbox"/> Fighting Sleep <input type="checkbox"/>	
<b>Secondary Employment (Write None if employee does not have secondary employment)</b>			
Name of Secondary Employer		<input type="checkbox"/> Full Time      Work Hours	
Secondary Employer Full Address		<input type="checkbox"/> Part Time	
Date of Hire	Supervisor	Phone Number	
<b>Injury Information (Complete for all involved People. If there is no injury, write None in Date of Injury)</b>			
Date of Injury	Time of Injury	Date/Time Injury Reported	Body Part(s) Injured:
Location (Address) where injury occurred (check one: <input type="checkbox"/> MD <input type="checkbox"/> VA <input type="checkbox"/> DC)			
Witness Information (Name, Phone Number, Email, address)			
Did Another Person Cause this Injury? <input type="checkbox"/> Yes <input type="checkbox"/> No		Name of Responsible Party	
Responsible Party Insurance Carrier/Agent		Phone Number	
Are you able to Continue Work? <input type="checkbox"/> Yes <input type="checkbox"/> No		Name/Address of facility where you will seek treatment	
Doctor's Phone Number		Date you will see your doctor	
<p>Employee, please read before signing:</p> <p>(1) This form is only to be used for Employees who are injured on the job.</p> <p>(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.</p> <p>(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.</p> <p>THIS IS TO CERTIFY THAT I HAVE READ THE ABOVE GUIDELINES AND UNDERSTAND THEM FULLY AND THE INFORMATION I HAVE PROVIDED IS TRUE AND CORRECT.</p> <p>Employee Signature: _____ Date: 8-27-24</p>			
<p>Original: RISK      Copy: (1) SMS Incidents/Accidents (SAFE)      (2) Employee File      (3) Employee</p>			

Document 4 – Employee Injury Report page 1 of 2 (Redacted).

Incident Date: 08/25/2024      Time: 23:21 hours  
Final Report – Collision Rev. 2  
E24677

Drafted By: SAFE 702 – 10/21/2024  
Reviewed By: SAFE 707 – 11/01/2024  
Approved By: SAFE 707 – 11/01/2024

Page 27



**Witness or Employee Statement Form**

TO BE COMPLETED AND

Washington Metropolitan Area Transit Authority DISTRIBUTED WITHIN 24 HOURS

Involved Person or Witness (Use this Block for Non-WMATA Involved Person or Witness)				
Name	[Redacted]		Phone Number	[Redacted]
E-Mail	[Redacted]@wmata.com			
Address				
[Redacted]				
Incident Information				
Date	Incident Time	Date/Time Reported	Location	
8-27-24	23:24	8-25-24 23:24	Landover Station Track 2	
Incident ID# (from OCC) - Completed by Supervisor			SMS Incidents/Accidents Report# Completed by Supervisor	
What happened prior to the incident/accident?				
Normal Operations				
Describe the incident/accident				
I left New Carrollton at scheduled time 23:20. The next station is Landover. Approaching the station I saw what appeared to be a person but I was uncertain. As I got closer to the station I seen the person running toward track 2. I then started to go into a braking mode using caution. The person kept running toward my train & onto track 2 I then dumped my train prior to making contact & the train rolled another 100 feet before coming to a stop.				
What happened after the incident/accident?				
I gave a recorded statement to Detective [Redacted] mom and then I was transported to Kenilworth Plaza for post accident urinalysis.				

I then notified Central Control Emergency 3x. Supervisor Hunt was the first on scene & located the person under the 2nd car from the lead.

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**

Document 5 – Employees Injury Report page 2 of 2 (Redacted).

Incident Date: 08/25/2024 Time: 23:21 hours  
Final Report – Collision Rev. 2  
E24677

Drafted By: SAFE 702 – 10/21/2024  
Reviewed By: SAFE 707 – 11/01/2024  
Approved By: SAFE 707 – 11/01/2024

Page 28

## Appendix D – Rail Vehicle Operators Incident Report

WMATA/RTRA Incident/Accident Report (Other than Motor Vehicle) Page <u>  1  </u> of <u>  1  </u>				
Additional Information- Complete this page for any incident where the information is available and when additional space is needed for incident description.				
Customer Involved <input type="checkbox"/> Employee Involved <input checked="" type="checkbox"/> Witness <input type="checkbox"/>				
Last Name, First Name			Employee #	
Date of Birth	Sex	Home Phone	Work Phone	Cell Phone
	M			
Home Address			Email Address	
Nature of Injury/Illness				
Assistance Offered: Accepted <input checked="" type="checkbox"/> Declined <input type="checkbox"/>				
If Transported:				
Hospital:	Ambulance Number:		Arrival:	Departure:
Customer Involved <input type="checkbox"/> Employee Involved <input type="checkbox"/> Witness <input type="checkbox"/>				
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:
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.				
<p>I left New Carrollton at Scheduled time 23:20. The next station is handover. Approaching the station, I saw what appeared to be a person but I was uncertain. As I got closer to the station I seen what looked like a cell phone moving in a running motion that's when it was clear it was a person. They proceeded to run onto track 2 &amp; I hit the mushroom prior to making contact with the person. The train rolled another 100 feet before coming to a stop. I contacted Central (Emergency 3x) Supervisor [redacted] was to first on scene &amp; he located the person under the 2nd car from the lead.</p>				
Employee Completing report				
Employee Name (print)	Employee Signature (sign)		Employee #	Date
				8-25-24
50.7538 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 6 – Rail Vehicle Operator of ID 924 Incident Report page 1 of 1 (Redacted).

Incident Date: 08/25/2024 Time: 23:21 hours  
 Final Report – Collision Rev. 2  
 E24677

Drafted By: SAFE 702 – 10/21/2024  
 Reviewed By: SAFE 707 – 11/01/2024  
 Approved By: SAFE 707 – 11/01/2024

Page 29

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

Incident Information: This page must be completed for all incidents

Date: 8/26/24 Incident Time: 23:05 Time Reported: 23:05 Reported by: Customer ☐ Employee ☒  
 ROCC ☐ Other ☐

## Location

Station: Landon Merzanne # Platform Track #/Destination: Track 1 → New Carlin Chain Marker/Signal Number: 8 Car Marker

## 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

Clear ☒ Rain ☐  
 Snow ☐ Sleet/Ice ☐

## LIGHT CONDITIONS (natural lighting)

Dawn/Dusk ☐ Daylight ☐  
 Dark ☒ Tunnel/Underground ☐

## LIGHTING (artificial lighting)

Lights On ☒ Lights Off ☐  
 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: 913 Destination: D13 Car Numbers(list all cars in consist): 6 cars Lead Car: 733

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.

After servicing Landon track 1 a customer jumped out into the roadway. He landed between the running rail. I was unable to contact central from my handheld and train radio. I made an attempt at using the ETS box. The ETS box did work. I made another attempt from my handheld, which was successful. The man moved from Track 1 to run down the roadway out of my visibility. I told ROCC to stop the train in approach on track 2. Next thing I heard was the train drop on track 2. The other operator stated he struck the man. Control instructed me to continue on to new carlin.

## Employee Completing Report

Employee Name:(print) Employee Signature:(sign) Employee #: Date:  
 Division: WFC Run # 520 Block # 913 Assigned Days: W/T.

## To Be Completed By Reviewing Manager

Supervisor Name:(print) Supervisor Signature Employee #: Date:

Action taken/needed

SMS Number:

50.753A 04/12

White Copy: Division or Supervisor Yellow Copy: For any incident involving escalators or elevators; remains in kit for use of elevator/escalator inspectors

Document 7 – Rail Vehicle Operator of ID 913 Incident Report page 1 of 2 (Redacted).

Incident Date: 08/25/2024 Time: 23:21 hours  
 Final Report – Collision Rev. 2  
 E24677

Drafted By: SAFE 702 – 10/21/2024  
 Reviewed By: SAFE 707 – 11/01/2024  
 Approved By: SAFE 707 – 11/01/2024

Page 30

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 #	
[Redacted]		[Redacted]	
Date of Birth	Sex	Home Phone	Work Phone
[Redacted]	M	[Redacted]	West Falls Church
Home Address		Cell Phone	
[Redacted]		N/A	
Nature of Injury/Illness		Email Address	
Customer Struck By Train		[Redacted]	
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 #	
[Redacted]		[Redacted]	
Date of Birth	Sex	Home Phone	Work Phone
[Redacted]	[Redacted]	[Redacted]	[Redacted]
Home Address		Cell Phone	
[Redacted]		[Redacted]	
Nature of Injury/Illness		Email Address	
[Redacted]		[Redacted]	
Assistance Offered: Accepted <input type="checkbox"/> Declined <input type="checkbox"/>			

If Transported:

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

Police/Fire/Other Agencies Involved

Jurisdiction/Arrival Time	Name	Badge/Unit Number
[Redacted]	[Redacted]	[Redacted]
Jurisdiction/Arrival Time	Name	Badge/Unit Number
[Redacted]	[Redacted]	[Redacted]

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.

After servicing Loudoun track 1, 2 customer jumped out into the roadway. He landed between the running rail. I was unable to contact control from my handheld and train radio. I made an attempt at using the ETS box. The ETS box did not work. I made another attempt from my handheld, which was successful. The man moved from Track 1 to run down the roadway out of my visibility. I told RICE to stop the train in approach on track 2. Next thing I heard was the train derailed on track 2. The other operator stated he struck the man. Control instructed me to continue on to new carrollton

Employee Completing report

Employee Name (print)	Employee Signature (sign)	Employee #	Date
[Redacted]	[Redacted]	[Redacted]	8/26/24

50.753B 04/12 White Copy: Supervisor Yellow Copy: For any incident involving escalators or elevators; remains in kiosk for use of elevator/escalator inspectors

Document 8 – Rail Vehicle Operator of ID 913 Incident Report page 2 of 2 (Redacted).

Incident Date: 08/25/2024 Time: 23:21 hours  
Final Report – Collision Rev. 2  
E24677

Drafted By: SAFE 702 – 10/21/2024  
Reviewed By: SAFE 707 – 11/01/2024  
Approved By: SAFE 707 – 11/01/2024

Page 31



## Appendix E – MTPD Event Report

Event Report					
Metro Transit Police Department				ORI-DCMTP0000	
Type of Report		MTPD CCN		Local Jurisdiction	
Closed		2024-15954-002		Prince Georges County	
Local CCN					
Event Location					
Street	Station/Accession	City, State	County	MTP District	Local District
3000 Pennsy Dr	LAND - LANDOVER	LANDOVER, MD 20785	PG3-Landover-District 3	District 3	PG3-Landover-District 3
Date and Time of Event			Date and Time Reported		
From To			8/25/2024 11:24:00 PM 8/25/2024 11:25:42 PM		
Category					
Rail Station, Use or Right-of-Way	On Bus	Property	Other		
LAND - LANDOVER Orange		Rail Station	MSA6		
Specific Location (Foot Bridge, Aisle, Platform, Tracks, Etc.)		For Burglary or B&E Only			
Right-of-Way/Track Bed		If Hotel/Rail Applies, #Premises or Facilities Entered:			
Location Description					
Rail Station					
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:			
Motor Vehicle Motivation: None (no bias) (mutually exclusive)					
Bias Motivation					
None (no bias) (mutually exclusive)					
Offender Suspected of Using:		Armed Offender (MO):			
Case Status Information		If Case Closed Exceptionally:		Clearance Date	
Case Status (Completed by the Official who signs this report):					
Reporting Officer (Print)	Badge #	Second Officer (Print)	Badge #		
Supervisor's Route (Electronically Approved)		Teletype #	Investigator Notified		IC#

MTPD CCN:  
ORI-DCMTP0000

Event Report Page 1 of 5

Document 1 – MTPD Event Report, Page 1 of 5

Incident Date: 08/25/2024 Time: 23:21 hours  
Final Report – Collision Rev. 2  
E24677

Drafted By: SAFE 702 – 10/21/2024  
Reviewed By: SAFE 707 – 11/01/2024  
Approved By: SAFE 707 – 11/01/2024

Page 32

Victim Information				
Other Person Information				
Last Name, First MI			Entity Type	DOB
			Hit By Train	
Address Type	Address (Street) City, State Zip			
H - Home				
Type Phone				
M - Mobile				
Work/School Address - Adult, Contact Info				
Age	Sex	Race	Ethnicity	DL State/Number
Last Name, First MI			Entity Type	DOB
			Reporting Party	
Address Type	Address (Street) City, State Zip			
H - Home				
Type Phone	Phone Number			
M - Mobile				
Work/School Address - Adult, Contact Info				
Age	Sex	Race	Ethnicity	DL State/Number
Last Name, First MI			Entity Type	DOB
			Passenger	
Address Type	Address (Street) City, State Zip			
H - Home				
Work/School Address - Adult, Contact Info				
Age	Sex	Race	Ethnicity	DL State/Number
Last Name, First MI			Entity Type	DOB
			Parent/Guardian	
Address Type	Address (Street) City, State Zip			
H - Home				
Type Phone	Phone Number			
M - Mobile				
Work/School Address - Adult, Contact Info				
Age	Sex	Race	Ethnicity	DL State/Number

MTPD CCN:  
ORI-DCMTP0000

Event Report Page 2 of 5

Document 2 - MTPD Event Report, Page 2 of 5

Incident Date: 08/25/2024 Time: 23:21 hours  
Final Report – Collision Rev. 2  
E24677

Drafted By: SAFE 702 – 10/21/2024  
Reviewed By: SAFE 707 – 11/01/2024  
Approved By: SAFE 707 – 11/01/2024

Page 33

**Narrative Information**

If second CCN is available, insert here:

MTPD OCN:  
ORI-DCMTP0000

Document 3 - MTPD Event Report, Page 3 of 5



Additional Narrative
<p>Detective [REDACTED] responded to the Landover Metro Station pursuant to a call for service reporting a person struck by a Metro train (924). Detective [REDACTED] was the first MTPD member to arrive at the scene. As such, he established incident command. PGFD assets arrived shortly thereafter and informed Detective [REDACTED] that they located a victim under train 924, between rail cars 7450 and 7451 (first and second cars in consist). Following a face-to-face briefing, Detective [REDACTED] eventually transitioned incident command to MTPD Sergeant [REDACTED]. Detective [REDACTED] then interviewed the operator of the striking train, Mr. [REDACTED], WMATA Employee [REDACTED]. Detective [REDACTED] interviewed [REDACTED] in his police vehicle and recorded the interview (audio). [REDACTED] informed Detective [REDACTED] that he observed what he thought may be a person on a dark section of right-of-way walking from track 1 to track 2 as he approached the station. [REDACTED] stated that he manually engaged the train's brakes, depressed the emergency brake "mushroom button," and stopped the train just before the station's platform. [REDACTED] stated that he saw the train strike the victim, who he described as a [REDACTED] with plaid. [REDACTED] stated that he notified ROCC of the incident via radio and was instructed to walk the train and notify passengers of the incident. [REDACTED] noted that only one passenger was aboard the train at the time. [REDACTED] does not wear glasses or contacts; he does not require the use of a hearing aid; he slept seven hours before beginning his shift at 1507 hours on 05/25/2024; he has one year of experience operating Metro trains; that he takes a prescribed blood thinner but has not taken it about a week. At the time of the incident, [REDACTED] was operating the train in manual mode and had just begun the second leg of his third run of the day. Detective [REDACTED] uploaded a copy of the audio recording to the P1 case folder.</p> <p>Detective [REDACTED] learned that WMATA train operator [REDACTED], employee [REDACTED], witnessed the victim jump from the platform to the right-of-way on track one before being struck by [REDACTED] train. Detective [REDACTED] contacted [REDACTED] via telephone and conducted an interview. [REDACTED] stated that while he was operating a NEWC-bound train on track one, he observed the victim, who he described as a black male holding a cell phone, jump onto the right-of-way in front of his stopped train without saying anything. [REDACTED] stated that he attempted to report the incident to ROCC via radio but had no signal. [REDACTED] left his train, depressed the nearby ETS button, and attempted to contact ROCC via the ETS phone without success. Moments later, [REDACTED] heard an approaching train on track two dump its brakes. [REDACTED] did not witness the victim being struck by the approaching train. Eventually, [REDACTED] radio received enough of a signal to report the incident to ROCC. ROCC personnel acknowledged his report and instructed him to continue his run.</p> <p>PGFD personnel extricated the victim, identified only as [REDACTED] with a possible DOB of [REDACTED], from under the striking train. PGFD Medic [REDACTED] transported the victim to Capital Regional Medical Center in serious but stable condition. Detective [REDACTED] instructed MTPD Officer [REDACTED] to follow the medic to the hospital.</p> <p>After the extrication of the victim, the fire department cleared the scene. The remaining passenger on the train was assisted off the train and onto the platform. Once all WMATA employees were removed from the roadway and after CRT confirmed, power on track 1 was restored in order to service the four remaining trains on the line. MTPD CSS responded to the scene to gather evidence and take photographs. Photographs of the interior of the train were taken by MTPD CSS. In order for the train to be moved to the yard, car maintenance completed an inspection train cars 7450 and 7451. After approval was given that the train cars were in good condition, power was restored on track 2, Rail Supervisor [REDACTED] approved the removal of the train from the station to New Carrollton rail yard. Where MTPD CSS [REDACTED] completed the remaining evidentiary collection. MTPD CSS Officers [REDACTED] collected the remaining property of the victim and documented the scene with photographs. Once clear of the roadway, command was transferred to Superintendent [REDACTED] at 0210 hours. A hotwash was conducted to discuss potential improvements for future incidents.</p> <p>MTPD officers recovered the victim's cellular telephone from PGFD personnel. Detective [REDACTED] called 911 with the device and obtained the telephone number associated with the handset. [REDACTED] from the 911 call taker. A query of the telephone number through various law enforcement databases revealed it to be associated with [REDACTED]. Detective [REDACTED] located a photograph of [REDACTED] in Maryland's MVA database and found her appearance consistent with images of the victim captured via station surveillance footage before the incident. Further, all other law enforcement database queries revealed no law enforcement contact or records associated with [REDACTED].</p> <p>On 05/26/2024 at 0236 hours, Detective [REDACTED] responded to [REDACTED], and met with the victim's mother. Detective [REDACTED] confirmed the victim's identity by showing [REDACTED] a surveillance photograph of the victim before the incident. [REDACTED] stated that the victim has no prior history of suicide attempts and no medical or psychological history. [REDACTED] did not know that the victim had left home and had last seen her earlier in the evening. [REDACTED] described the victim as a typical 21-year-old who has had a tough time finding a job and who has been generally depressed lately. Detective [REDACTED] provided [REDACTED] with a summary of the incident, the victim's condition, and the location of the hospital.</p> <p>TSOC notified by Sgt. [REDACTED] on 05/26/2024 at 0436 hours. Entered into shift log [REDACTED]</p>
<p>*****Supplemental Report*****</p> <p>February 9, 2025</p>

MTPD CCN:  
ORI-DOMTP0000

Event Report Page 4 of 5

Document 4 - MTPD Event Report, Page 4 of 5

Incident Date: 08/25/2024 Time: 23:21 hours  
Final Report – Collision Rev. 2  
E24677

Drafted By: SAFE 702 – 10/21/2024  
Reviewed By: SAFE 707 – 11/01/2024  
Approved By: SAFE 707 – 11/01/2024

Page 35

Manager

Crime Analysis and Police Records Division

The report was supplemented to update/add a special study.

NFA

MTPD CCN:  
ORI-DQMTPO000

Event Report Page 5 of 5

Document 5 - MTPD Event Report, Page 5 of 5

Incident Date: 08/25/2024      Time: 23:21 hours  
Final Report – Collision Rev. 2  
E24677

Drafted By:   SAFE 702 – 10/21/2024  
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Page 36

## Appendix F – Why Tree Analysis

