



W-0400 Collision at Gallery Place Station – December 14, 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 October 21, 2025.

WMSC staff recommend adoption of this investigation.

Safety event summary:

On Saturday, December 14, 2024, a rider was struck by Train 140 on track 2 at Gallery Place Station after intentionally entering the roadway, resulting in non-life-threatening injuries.

An investigative review of closed-circuit television (CCTV) footage showed that at 8:47 p.m., the person jumped in the path of the train as it entered the station. The Train Operator immediately notified the Radio Rail Traffic Controller in the Control Center. The Radio Rail Traffic Controller instructed the Train Operator to offload riders from the train to the station's platform, and to conduct a ground walkaround to locate the person stuck by the train. At 8:50 p.m., a communications specialist in the Control Center requested emergency assistance from District of Columbia Fire and Emergency Services (DCFEMS). MTPD personnel were dispatched to the scene and arrived at 8:50 p.m.

Third rail power was de-energized at 8:51 p.m. MTPD personnel located the person and reported they exhibited signs of life. At 8:55 p.m., DCFEMS personnel arrived at the station, hot-sticked to confirm third rail power was de-energized and placed a warning strobes and alarm device (WSAD). The person was removed from the roadway at 9:08 p.m. and transported to a hospital with non-life-threatening injuries.

In accordance with Metrorail policy, the Train Operator was removed from service for post-incident toxicology testing, and the train was removed from service for post-incident inspection.



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

FINAL REPORT OF INVESTIGATION A&I 24995

Date of Event:	December 14, 2024
Type of Event:	Collision
Incident Time:	20:47 Hours
Location:	Gallery Place Station, track 2
Time and How received by Safety:	20:48 Hours – Safety Information Official (SIO)
Washington Metrorail Safety Commission (WMSC) Notification Time:	22:16 Hours
Responding Safety Officers:	Office of Safety Investigations (OSI)
Rail Vehicle:	Train ID 140 (L6130-31x6104-05x6176-77x6166-67)
Injuries:	Non-Life Threatening Injuries
Damage:	None
Emergency Responders:	Metro Transit Police Department (MTPD) and District of Columbia Fire and Emergency Services (DCFEMS)
Safety Universal Data System (SUDS) Incident Number:	20241214#122163

Incident Date: 12/14/2024 Time: 20:47 hours
Final Report – Collision Rev. 1
E24995

Drafted By: SAFE 703 – 02/11/20225
Reviewed By: SAFE 707 – 02/21/2025
Approved By: SAFE 707 – 02/21/2025

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Gallery Place Station – Collision

December 14, 2024
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Abbreviations and Acronyms

AIMS	Advanced Information Management System
ARS	Audio Recording System
CCTV	Closed-Circuit Television
CMNT	Car Maintenance
CMOR	Office of the Chief Mechanical Officer
DCFEMS	District of Columbia Fire and Emergency Medical Services
ERT	Emergency Response Team
IIT	Incident Investigation Team
MICC	Metro Integrated Command and Communications Center
MOR	Metrorail Operating Rulebook
MTPD	Metro Transit Police Department
NOAA	National Oceanic and Atmospheric Administration
OAP	Operations Administrative Policy
OSO	Office of Safety Oversight
SIO	Safety Information Official
SMS	Safety Measurement System
SPOTS	System Performance On-Time Summary
ROS	Rail Operations Supervisor
RTC	Rail Traffic Controller
RTRA	Office of Rail Transportation
RVO	Rail Vehicle Operator
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 Saturday, December 14, 2024, at 20:47 hours, a collision occurred at the Gallery Place-Chinatown Station on track two when a trespasser deliberately placed themselves in front of an 8-car 6000 series train (Train ID 140 L6130-31x6104-05x6176-77x6166-67T).

Prior to the incident, at approximately 20:38 hours, the individual was observed entering the station through the 7th and F Street entrance. A conversation took place with a security guard, who directed the person to the escalator where a Rail Operations Supervisor (ROS) was stationed. At 20:42 hours, the ROS and the person proceeded to an entrance gate, where the ROS granted the person entry through a fare gate.

The person descended an escalator to track two of the Red Line platform and sat on a bench. The person stood as the edge lights began to flash, as the train entered the station, the person jumped in front of the moving train at 20:47 hours, landing on the track. The person was located under the second rail car after the train stopped.

The Rail Vehicle Operator (RVO) notified the Metro Integrated Command and Communications Center (MICC) Radio Rail Traffic Controller (RTC) of the event. The Button RTC notified the Operations Manager, Communications Section, and Metro Transit Police Department (MTPD). A Communications Agent contacted the District of Columbia Fire Department and Emergency Medical Services (DCFEMS) to respond to Gallery Place Station.

A Car Maintenance (CMNT) Road Mechanic and MTPD Officer were located within the station and responded to the scene. The MTPD Officer advised of a rescue response, and that signs of life were observed. The Radio RTC instructed the ROS to respond to Gallery Place Station on track 2.

The Incident Command Post was located at Gallery Place Station on the platform.

At 21:08 hours, DCFEMS removed the person from the roadway and transported them to a local hospital.

The CMNT Road Mechanic inspected the train for damage, and it was then transported to the Shady Grove Yard.

There was no damage to equipment or infrastructure reported as a result of this incident.

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 RVO 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 140 from revenue

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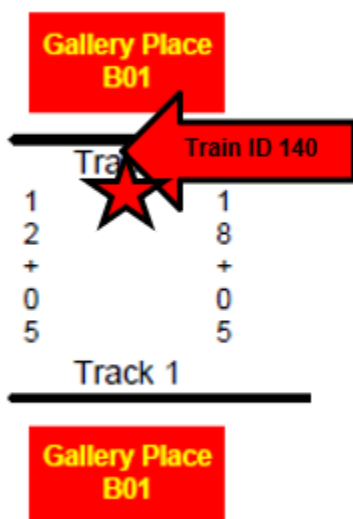
service for post-incident investigative measures. This action adhered to the Rail Vehicle Event Investigation Policy, ensuring a comprehensive examination of the incident.

The probable cause of the Collision event that occurred on December 14, 2024, at Gallery Place Station, was the intentional action of the person to trespass onto the rail right-of-way and was subsequently struck by Train ID 140.

Incident Site

The collision occurred on track two at Gallery Place Chinatown Station, an indoor station with a split platform.

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 – Safety interviewed one 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). Safety interviewed the following individual:
 - Rail Vehicle Operator – Train ID 140

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- 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 – A collection of relevant work history information and process documentation contained in Metro systems of record. These records include:
 - Metrorail Operating Rulebook (MOR)
 - National Oceanic and Atmospheric Administration (NOAA)
 - MTPD Event Report
 - Train Interval Sheet
 - Rail Operations Supervisor's Report
 - Rail Vehicle Operator's Incident/Accident Report
 - Rail Vehicle Operator's Manifest
 - Post-Incident/Accident Form
 - Rail Vehicle Operator's 30-Day Work History
 - Managerial Report
 - Rail Vehicle Operator's Certification Records
 - Training Records
 - Maximo
- System Data Recording Review – A collection of information contained in Metro Data Recording Systems. This data includes:
 - Audio Recording System (ARS) playback
 - Closed-Circuit Television (CCTV)
 - Advanced Information Management System (AIMS)
 - System Performance On-Time Summary (SPOTS)

Investigation

On Saturday, December 14, 2024, at 20:47 hours, a collision occurred at the Gallery Place-Chinatown Station on track two when a trespasser deliberately placed themselves in front of an 8-car 6000 series train (Train ID 140 L6130-31x6104-05x6176-77x6166-67T).

Prior to the incident, at 20:38 hours, the person was observed entering the station through the 7th and F Street entrance. Upon entry, the person walked directly to the kiosk, seemingly in search of the Station Manager.

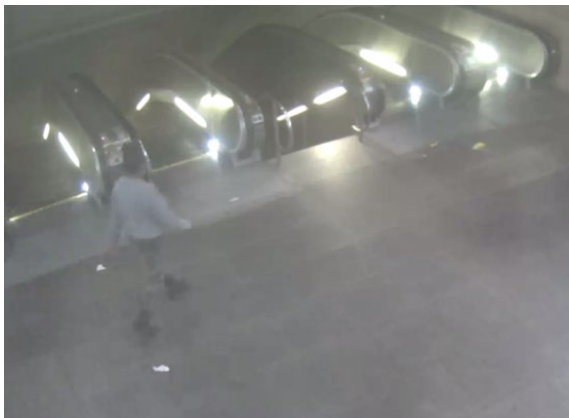


Figure 1 – The person entering the station at 7th & F St. Entrance.

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A conversation took place with a security guard, who directed the individual to the escalator where a ROS was stationed. After another interaction with the ROS, the person walked back towards the kiosk but turned around and returned to the ROS for a third conversation. The ROS and the person proceeded to an entrance gate, where the ROS appeared to grant the person entry through a fare gate at approximately 20:42 hours.

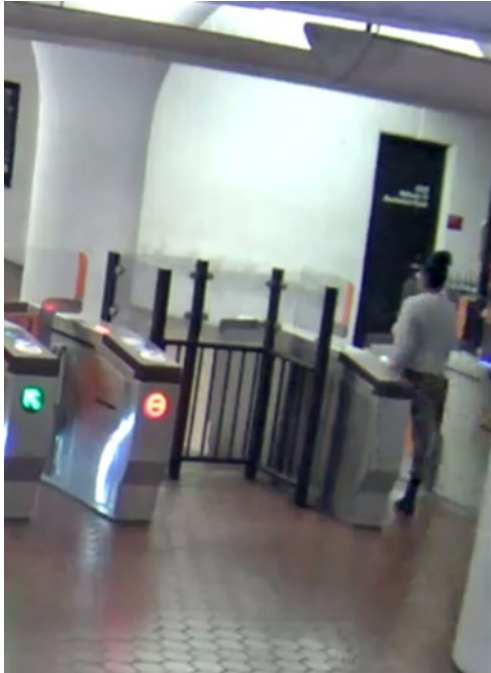


Figure 2 – The person entering through the station fare gate.

The person descended an escalator to the track two side of the Red Line platform and sat on a bench. After two minutes, the person stood as the edge lights began to flash, signaling an approaching train. As the train entered the station, the person jumped in front of the moving train and landed on the track. Although it does not appear that the front of the railcar contacted the person, the individual collided with the train's undercarriage.

Security personnel and MTPD responded to locate the individual. At 20:54 hours, the RVO was instructed to offload passengers from the train. At 20:55 hours, DCFEMS arrived to assist with the rescue operation, removing the person from beneath the train at 21:07 hours. At 21:13 hours, DCFEMS equipment and personnel had cleared the scene. The person was transported after the rescue.

A CMNT Road Mechanic inspected the train for damage, and the train was transported to the Shady Grove Yard. MTPD continued investigating and later handed over the scene to the Office of Rail Transportation (RTRA). The Emergency Response Team (ERT) arrived and began cleaning the roadway, efforts were temporarily halted for MTPD's evidence retrieval. Once the evidence was secured, ERT completed the cleanup and cleared the area at 22:46 hours. Third rail power was restored, and service resumed at 22:53 hours following the required announcements from the Radio RTC.

Chronological Event Timeline

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

Time	Description
20:38:40 hours	The person entered Gallery Place Chinatown Station through the 7th and F Street entrance. [CCTV]
20:47:38 hours	Train ID 140 arrived at Gallery Place Station on track 2. [SPOTS]
20:47:44 hours	The person jumped from the platform onto track 2. [CCTV]
20:47:51 hours	<u>Train ID 140</u> : Reported an emergency at Gallery Place Station on track 2; someone jumped in front of the train. <u>Radio RTC</u> : Acknowledged and advised to stop the train. <u>Train ID 140</u> : Reported that the train was stopped. <u>Radio RTC</u> : Instructed to key down and give a radio check; Train ID 115 to hold at Farragut North Station. [Radio Ops 1]
20:48:30 hours	<u>Train ID 115</u> : Acknowledged. <u>Radio RTC</u> : Attempted to contact a Rail Supervisor. <u>Train ID 140</u> : Provided a radio check. <u>Radio RTC</u> : Instructed Train ID 140 to offload. [Radio Ops 1]
20:48:32 hours	<u>Button RTC</u> : Notified Rail 1. [Phone Ops 1]
20:48:41 hours	<u>Rail 1</u> : Notified the SIO. [Phone Rail 1]
20:49:24 hours	<u>Button RTC</u> : Notified the Communications Section. [Phone ROIC]
20:49:36 hours	<u>Police 1</u> : Notified MTPD Dispatch. <u>MTPD Unit</u> : Reported located at Gallery Place Station. [Radio MTPD 1X]
20:49:39 hours	<u>Communications Agent RTC</u> : Instructed the Station Managers at Gallery Place Station to report to the platform and change to Radio Ops 1. [Radio Ops 5]
20:50:02 hours	<u>CMNT</u> : Reported located at Gallery Place Station. <u>Radio RTC</u> : Acknowledged and instructed to assist with offloading. <u>CMNT</u> : Acknowledged. [Radio Ops 1]
20:50:09 hours	<u>Train ID 140</u> : Advised that MTPD were on the scene. <u>Radio RTC</u> : Acknowledged and instructed Train ID 119 to hold at Van Ness Station on track 1. [Radio Ops 1]
20:50:12 hours	<u>Communications Agent</u> : Notified DCFEMS. [Phone ROIC]
20:51:00 hours	Third rail power was de-energized on track 2. [AIMS]
20:52:07 hours	<u>Button RTC</u> : Notified the MTPD. [Phone Ops 1]
20:52:34 hours	<u>Radio RTC</u> : Instructed Train ID 115 to offload and reverse ends. <u>Train ID 115</u> : Acknowledged. <u>Radio RTC</u> : Instructed Train ID 140 to offload. [Radio Ops 1]
20:53:41 hours	<u>MTPD Unit</u> : Reported signs of life, person located under car 6131. [MTPD 1X]
20:54:00 hours	<u>Button RTC</u> : De-energized third rail power on track 1. [AIMS]
20:54:44 hours	<u>Incident Commander</u> : Established the Command Post on the platform. [MTPD 1X]
20:55:07 hours	<u>Incident Commander</u> : Reported DCFEMS on the scene. [MTPD 1X]
20:56:33 hours	<u>Radio RTC</u> : Announced an emergency and for the Operators to monitor the radio. [Radio Ops 1]

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Time	Description
20:57:48 hours	DCFEMS entered the roadway, tested the third rail, and set up a WSAD. [CCTV]
20:59:06 hours	<u>Rail Supervisor</u> : Reported located at Gallery Place Station and handbrake applied. <u>Radio RTC</u> : Acknowledged. [Radio Ops 1]
21:02:26 hours	<u>CMNT</u> : Reported the train was clear of customers. [Radio Ops 1]
21:04:15 hours	<u>Radio RTC</u> : Granted foul time to the Rail Supervisor to hot stick. [Radio Ops 1]
21:08:14 hours	<u>Rail Supervisor</u> : Reported third rail power de-energized at CM B2 11+00. <u>Radio RTC</u> : Acknowledged. [Radio Ops 1]
21:08:46 hours	<u>Incident Commander</u> : Advised that the person was removed from the roadway. [MTPD 2X]
21:20:02 hours	<u>Incident Commander</u> : DCFEMS turned over the scene to MTPD. [MTPD 2X]
21:12:25 hours	DCFEMS cleared from the roadway, [CCTV]
21:31:34 hours	<u>ERT</u> : Reported located at Gallery Place Station. [Radio Ops 1]
21:34:02 hours	<u>Rail Supervisor</u> : Reported personnel clear from the roadway on track 1. <u>Radio RTC</u> : Acknowledged. [Radio Ops 1]
21:34:41 hours	<u>Radio RTC</u> : Announced power energization on track 1. [Radio Ops 1]
21:37:41 hours	Third rail power was energized on track 1. [AIMS]
21:38:36 hours	<u>Incident Commander</u> : Advised Crime Scene personnel were on the scene. [MTPD 2X]
21:44:28 hours	<u>Radio RTC</u> : Granted CMNT foul time to inspect the train. [Radio Ops 1]
21:46:59 hours	<u>CMNT</u> : Relinquished foul time. [Radio Ops 1]
21:48:00 hours	Train ID 125 serviced track 1. (Single Tracking). [AIMS]
21:52:22 hours	<u>Rail Supervisor</u> : Reported personnel clear from the roadway on track 2. <u>Radio RTC</u> : Acknowledged. [Radio Ops 1]
21:53:07 hours	<u>Radio RTC</u> : Announced power energization on track 2. [Radio Ops 1]
21:57:20 hours	Third rail power was energized on track 2. [AIMS]
21:57:47 hours	<u>CMNT</u> : Reported handbrakes were released. [Radio Ops 1]
22:02:30 hours	<u>Rail Supervisor</u> : Reported MTPD turned the scene over to RTRA. <u>Radio RTC</u> : Acknowledged. [Radio Ops 1]
22:04:13 hours	<u>Radio RTC</u> : Dispatched Train ID 140 (740) to Shady Grove Yard. [Radio Ops 1]
22:05:00 hours	Train ID 140 (740) departed Gallery Place Station. [AIMS]
22:09:39 hours	<u>ERT</u> : Requested foul time to enter the roadway to perform the cleanup. [Radio Ops 1]
22:26:00 hours	Third rail power was de-energized on track 2. [AIMS]
22:26:15 hours	<u>Radio RTC</u> : Instructed ERT to hot stick and confirm. [Radio Ops 1]
22:27:20 hours	<u>ERT</u> : Advised that third rail power was de-energized on track 2. <u>Radio RTC</u> : Granted permission to place WSADS. [Radio Ops 1]
22:45:29 hours	<u>ERT</u> : Reported clear of the roadway. [Radio Ops 1]
22:46:59 hours	Third rail power was energized on track 2. [AIMS]
22:53:14 hours	<u>Train ID 740</u> : Arrived at Shady Grove Yard. [Radio SG-YD2]
22:54:00 hours	<u>ERT</u> : Reported the tracks were good for revenue service. Normal service resumed. [Radio Ops 1]

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

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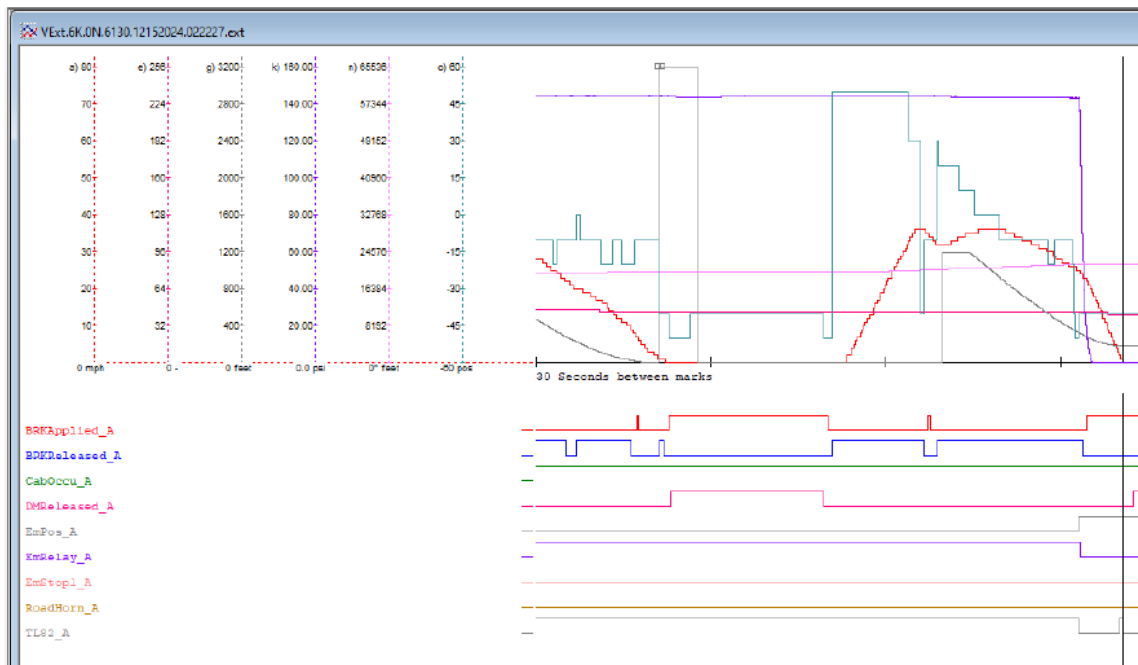
[illegible]

Adopted from Office of Rail Transportation report:

The Office of Chief Mechanical Officer / Vehicle Monitoring and Diagnostic System (VMDS)
Adopted from Office of Chief Mechanical Officer IIT report with minor formatting and grammatical edits:

20:44:38 - Train reaches zero speed after traveling 127 feet.

The Train responded as designed.



Office of Car Maintenance

Undercar inspection yielded no failures or damaged components. No bodily fluids were found.

Office of Rail Transportation

Adopted from Office of Rail Transportation report:

At approximately 19:58, the Rail Vehicle Operator while operating ID 140, witnessed a person jumped off the platform into the oncoming train at Gallery Place station Track 2. The MICC was notified of the incident and all required notifications were made. A ground walkaround was conducted by a Rail Operations Supervisor at which time it was determined that there were signs of life for the person struck. The Operator was interviewed by MTPD on scene then released to the Rail Operations Supervisor. There were no reported injuries to customers aboard the train. The Rail Vehicle Operator was removed from service and transported for post-incident testing.

Interview Findings and Written Statements

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

- The RVO stated that they were operating normally prior to the event.
- The RVO stated that at the middle of the platform, they heard a scream.
- The RVO stated that the person jumped in front of the train as they attempted to slow the train.
- The RVO stated that they activated the emergency brake.
- The RVO stated that they notified the MICC of the event.

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Weather

On December 14, 2024, at the time of the incident, NOAA recorded the temperature as 34°F, with passing clouds, winds 8 mph, and 64% humidity. Gallery Place Station is an indoor station. Weather was not a contributing factor in this incident (Weather source: NOAA) – Location: Washington, DC.

Related Rules and Procedures

Metrorail Operating Rulebook (MOR)

- 1.1 Guiding Safety Principles
- 1.2 Incident Reporting
- 9.5 Emergency Stops
- 17.28 Emergency Maintenance Procedures

Standard Operating Procedure (SOP)

- #26 Person Hit by Train

Human Factors

Fatigue

Signs and Symptoms of Fatigue

We evaluated conditions at the time of the incident to distinguish whether evidence of fatigue was present. No video of the involved person was available to ascertain whether evidence of fatigue was present. The RVO reported feeling fully alert at the time of the incident. The RVO reported experiencing no symptoms of fatigue in the time leading up to the incident.

Fatigue Risk

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 RVO reported keeping a regular sleep schedule in the days leading up to the incident. The RVO worked day and night shifts in the days leading up to the incident. The RVO was awake for 6.78 hours at the time of the incident. The RVO reported 12 hours of sleep in the 24 hours preceding the incident. The off-duty period was 16 hours which provides an opportunity for 7-9 hours of sleep. This was a comparable amount of time as the RVO's usual workday sleep durations. The employee reported no issues with sleep.

Post-Incident Toxicology Testing

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

Findings

- The person intentionally placed themselves in front of Train ID 140.
- No visible damage to Train ID 140.

Immediate Mitigation to Prevent Recurrence

- Rail Vehicle Operator was removed from service for post-incident testing.
- Train ID 140 was removed from service.

Probable Cause Statement

The probable cause of the Collision event that occurred on December 14, 2024, at Gallery Place Station, was the intentional action of the person to trespass onto the rail right-of-way and was subsequently struck by Train ID 140.

Recommended Corrective Actions

There were no corrective actions for this event.

Appendices

Appendix A – Interview Summary

The below narrative summarizes 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.

The RVO is a WMATA employee with one year of experience including three months as a certified RVO. The RVO is RWP Level 2 certified and must recertify in November 2025. The RVO certified as an RVO in August 2024. The RVO reported feeling fully alert right before the incident. The RVO mentioned they did not experience any fatigue like symptoms. The RVO said they have not had any issues with their sleep recently.

The RVO was operating their normal run assignment on the day of the incident. The RVO was completing their second-round trip when the event happened. The RVO mentioned that their train would surge sometimes while operating it. The RVO stated they entered the station at the required speed and when they were in the middle of the platform they heard a loud scream. The RVO was not sure where the scream was coming from but shortly after they saw a woman running towards the roadway and jumped in front of the train. The RVO stated they immediately pressed the emergency brake and tried to stop the train. The RVO reported the event to the MICC. During the interview, the RVO said they did everything that they were taught in training even though nothing really prepares you for such event.

Appendix B – Work Order



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

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MXAZP

Work Order #: 19143185
Type: CM

19143185

Status: CLOSE
12/19/2024 09:04

Work Description: Train 140 reported person struck by train Gallery Place track two, AOM, MICC comms and all concerned personnel notified., 33/77, B01, PUB, JUMP, 140

Job Plan Description:

CONSIST = L6130/31 X 6104/05 X 6176/77 X 6166/67T

Work Information			
Asset: R6130	6130, RAIL CAR, ALSTOM, 6000 AC, A CAR	Owning Office: CMNT-CMNT-CMNT	Parent:
Asset Tag: R6130		Maintenance Office: CMNT-GRBT-INSP	Create Date: 12/14/2024 23:20
Asset S/N: 6130		Labor Group: CMNT	Actual Start: 12/14/2024 23:20
Location: 1437	E99, GREENBELT YARD	Crew:	Actual Comp: 12/15/2024 04:21
Work Location: 1136	A99, SHADY GROVE YARD	Lead:	Item: A18050001
Failure Class: CMNT001	RAIL CAR	GL Account: WMATA-02-33392-50499160-041-*****-OPR**	
Problem Code: 2649	PASSENGER RELATED PROBLEM	Supervisor:	Target Start:
Requested By:		Requestor Phone:	Target Comp:
Chain Mark Start:		Chain Mark End:	Scheduled Start:
Create-Mileage: 1294955.0		Complete-Mileage: 1295243.0	

Task IDs

Task ID	
10	MTPD OFFICER [REDACTED] RESPONDED TO SHADY GROVE S&I AND ASSIGNED CASE # 2024-24512. 6130/31 WAS RELEASED BACK TO CMNT FOR ANY REPAIRS NEEDED.

Component: 000-300 RAIL CAR; 2K/3K/6K/7K Work Accompl: INSPECTED Reason: NO FAILURE Status: CLOSE Position: Warranty?: N
20 UNDERCAR INSPECTION YIELDED NO FAILURES OR DAMAGED COMPONENTS. NO BODY FLUIDS FOUND EITHER.

Component: 000-300 RAIL CAR; 2K/3K/6K/7K Work Accompl: INSPECTED Reason: NO FAILURE Status: CLOSE Position: Warranty?: N
30 PERFORMED GOOD DAILY INSPECTION, NO DISCREPANCIES.

Component: 000-300 RAIL CAR; 2K/3K/6K/7K Work Accompl: INSPECTED Reason: NO FAILURE Status: CLOSE Position: Warranty?: N

Actual Labor

Task ID	Labor	Start Date	End Date	Start Time	End Time	Approved?	Regular Hours	Premium Hours	Line Cost
10	[REDACTED]	12/15/2024	12/15/2024	00:00	00:00	Y	00:00	00:00	\$0.00
20	[REDACTED]	12/15/2024	12/15/2024	02:15	03:00	Y	00:45	00:00	\$37.40
30	[REDACTED]	12/15/2024	12/15/2024	03:00	03:30	Y	00:30	00:00	\$22.53
Total Actual Hour/Labor:							01:15	00:00	\$59.93

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12/27/2024 18:41

Incident Date: 12/14/2024 Time: 20:47 hours
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Washington Metropolitan Area Transit Authority
Maintenance and Material Management System
Work Order Details

Page 2 of 2
MXAZP

Work Order #: 19143185
Type: CM

19143185

Status: CLOSE
12/19/2024 09:04

Work Description: Train 140 reported person struck by train Gallery Place track two, AOM, MICC comms and all concerned personnel notified., 33/77, B01, PUB, JUMP, 140

Job Plan Description:

Related Incidents				
Ticket	Description	Class	Status	Relationship
8837500	Train 140 reported person struck by train Gallery Place track two, AOM, MICC comms and all concerned personnel notified., 33/77, B01, PUB, JUMP, 140	SR	CLOSED	ORIGINATOR
Failure Reporting				
Cause	Remedy		Supervisor	Remark Date
2475	NO DEFECT; NO REPAIRS PERFORMED		3192 TESTED / INSPECTED	12/15/2024
Remarks: NO DAMAGE OR BODY FLUIDS FOUND, NO DISCREPANCIES FOUND DURING DAILY INSPECTION.				

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12/27/2024 18:41

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Appendix C – MTPD Investigative Report



Event Report			
Metro Transit Police Department		ORI-DCMTP0000	
Type of Report Closed	MTPD CCN 2024-24512-001	Local Jurisdiction District of Columbia	Local CCN

Event Location					
Street 605 7th St NW	Station Acronym GALP - GALLERY PLACE	City, State WASHINGTON, DC 20001	County D01-District 01	MTP District District 1	Local District D01-District 01
Date and Time of Event From To 12/14/2024 8:45:00 PM			Date and Time Reported 12/14/2024 8:49:45 PM		
Category					
Rail Station, Line or Right-of-Way GALP - GALLERY PLACE Red	On Bus		Property Rail Station		Other MSA2
Specific Location (Foot Bridge, Kiosk, Platform, Tracks, Etc.) Platform			For Burglary or B&E Only If Hotel Rule 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:	
Hate Crime Motivation: None (no bias) (mutually exclusive)			
Bias Motivation None (no bias) (mutually exclusive)			
Offender Suspected of Using:		Modus Operandi (MO):	
Case Status Information Case Status (Completed by the Official who signs this report):		If Case Cleared Exceptionally,	Clearance Date
Reporting Officer (Print)	Badge #	Second Officer (Print)	Badge #
Supervisor's Name (Electronically Approved)		Teletype #	Investigator Notified ID#

Incident Date: 12/14/2024 Time: 20:47 hours
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Victim Information				
Other Person Information				
Last Name, First MI		Entity Type		DOB
[REDACTED]		[REDACTED]		[REDACTED]
Address Type	Address (Street) City, State Zip			
H - Home	[REDACTED]			
Type Phone	Phone Number			
M - Mobile	[REDACTED]			
Work/School Address - Addtl. Contact Info				
Age	Sex	Race	Ethnicity	DL State/Number
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Last Name, First MI		Entity Type		DOB
[REDACTED]		[REDACTED]		[REDACTED]
Address Type	Address (Street) City, State Zip			
W - Work	[REDACTED]			
Type Phone	Phone Number			
	[REDACTED]			
Work/School Address - Addtl. Contact Info				
Age	Sex	Race	Ethnicity	DL State/Number
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Last Name, First MI		Entity Type		DOB
[REDACTED]		[REDACTED]		[REDACTED]
Address Type	Address (Street) City, State Zip			
H - Home	[REDACTED]			
Work/School Address - Addtl. Contact Info				
Age	Sex	Race	Ethnicity	DL State/Number
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

Incident Date: 12/14/2024 Time: 20:47 hours
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Has a DVR been requested? <i>Narrative Information</i>	
R/O responded to GALP for report of jumper on SGDR side. V-01 was transported to GW with serious injuries to her leg and hands.	
If second CCN is available, insert here:	Additional Narrative on Supplemental Report

Additional Narrative

BWC Activated

On December 14, 2024 at approximately 2049 hours, I, [REDACTED] responded to Gallery Place Chinatown Metro Station (630 H St NW Washington DC 20001) for the report of a person struck by a train. Police 1 [REDACTED] advised that a person was struck by Train #140 on the Shady Grove platform. I [REDACTED] assumed initial command. It was determined that the Victim was in between train car #6131 and car #6130, with signs of life detected. [REDACTED] assumed command.

DC Fire/EMS was able to successfully locate and extricate the Victim from underneath train car 6131 & 6130. At approximately 2108 hours, the Victim was moved to 7th and H street to be stabilized for transport. DC Medic 2 was able to successfully stabilize the Victim. The Victim was transported to George Washington University Hospital Trauma Center with serious injuries to her leg and hands at approximately 2145 hours. Upon arrival to George Washington University Hospital, the Victim verbally identified herself as [REDACTED] (approximate age [REDACTED] years old) [REDACTED]. At the current time of the report being written, the Victim went into surgery and remains sedated and intubated.

Single tracking operations were initiated at 2131 hours with all red line services on the Glenmont Platform.

Control of the scene was handed over to [REDACTED] at 2203 hours. Car Maintenance completed their inspection, and the train was moved to Shady Grove Rail Yard for further inspection. [REDACTED] responded and documented the scene and collected items of evidentiary value that were located on the roadway. CSS responded to Shady Grove rail yard to complete documentation on the of incident train. PLNT arrived on scene and completed cleanup operations.

MTPD CID responded and interview 2 witness on scene, as well as the train Operator (identified as [REDACTED]).

TSOC [REDACTED] notified at [REDACTED]

All of the events did occur in The District of Columbia.

Incident Date: 12/14/2024 Time: 20:47 hours
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**NOT FOR PUBLIC DISSEMINATION****Continuation/Supplemental Report**

Metro Transit Police Department

ORI-DCMTP0000

Type of Report Closed	Sup. Or Change Date 12/14/2024 11:57:03 PM	MTPD CCN 2024-24512-001	Local Jurisdiction District of Columbia	Local CCN
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New Classification

Offense #:	INJURED/SICK PERSON TO THE HOSPITAL
Offense Classification:	

Change Status: Closed	Date of Event: 12/14/2024 8:45:00 PM
---------------------------------	--

Witness Information

Last Name, First MI:		DOB:
Address Type: H - Home	Address (Street) City, State Zip:	
Type Phone: M - Mobile	Phone Number:	
Work/School Address - Addtl. Contact Info:		
Narrative Information:		

Witness Information

Last Name, First MI:		DOB:
Address Type: H - Home	Address (Street) City, State Zip:	
Type Phone: M - Mobile	Phone Number:	
Work/School Address - Addtl. Contact Info:		
Narrative Information:		

Cleared Exceptionally Reason:

If Case Cleared Exceptionally, Reason:	Clearance Date:

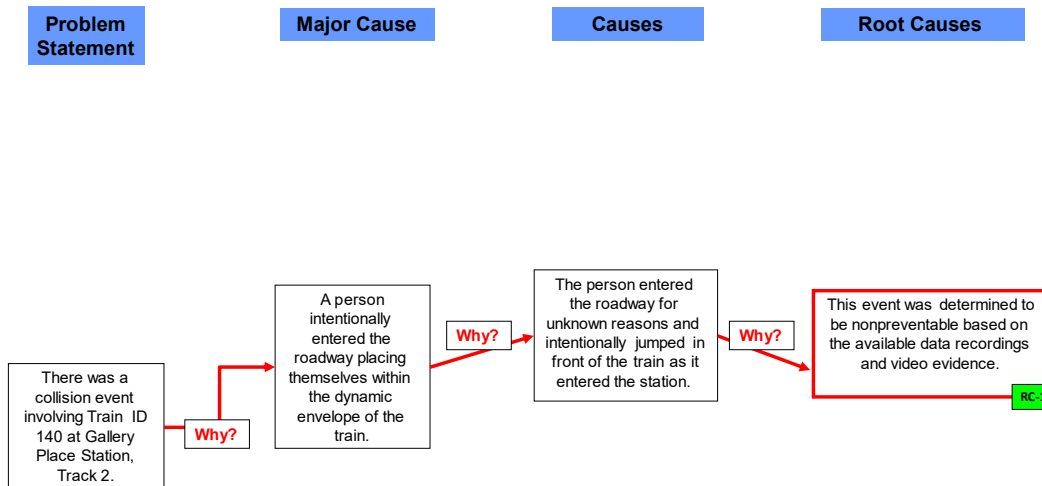
Reporting Officer (Print)	Badge#	Investigator	ID#	Supervisor's Name (Electronically Approved)	ID

Incident Date: 12/14/2024 Time: 20:47 hours
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Appendix D – Why-Tree Analysis



Root Cause Analysis



Incident Date: 12/14/2024 Time: 20:47 hours
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