



## Collisions

### At Shady Grove Station and West Hyattsville Station

March 26, 2025, and March 12, 2025

#### 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 March 17, 2026.*

*WMSC staff recommend adoption of these investigations.*

#### Safety event summaries:

##### **W-0416 - Collision at Shady Grove Station - March 26, 2025 (E25440)**

On March 26, 2025, an individual fell onto Track 1 at Shady Grove Station after stumbling backward and losing their balance. The person remained on the roadway, lying on their back. Minutes later, Train 122, operating in manual mode, entered the station. The train came to a stop before the eight-car marker, then proceeded to pull forward two more times to the 8-car marker, before allowing passengers to exit onto the platform. During this time, Train 122 made contact with the person on the roadway. The Rail Vehicle Operator then continued operating to the next station. During a later investigative interview, the Rail Vehicle Operator stated they were unaware that their train made contact with the person. Closed-circuit television (CCTV) footage revealed that the person stood up unassisted, climbed back onto the platform, and boarded a train on the opposite track, Track 2. While the person was aboard the train, the Rail Vehicle Operator saw that they were bleeding, and notified the Terminal Supervisor, who requested medical assistance. The Station Manager and Rail Vehicle Operator escorted the individual off the train, and Montgomery County Fire and Rescue Services transported them to a local hospital for treatment.

The probable cause of the collision at Shady Grove Station on March 26, 2025, was due to the individual losing their balance and falling onto the roadway.

##### **W-0417 - Collision at West Hyattsville Station - March 12, 2025 (E25377)**

On Wednesday, March 12, 2025, an individual entered West Hyattsville Station and waited on the platform for an approaching train. As Train 501 entered the station, the individual ran toward the train and entered its path, resulting in a collision. The train's Rail Vehicle Operator contacted the Radio Rail Traffic Controller in the Control Center. Control Center personnel de-energized third rail power. A Rail Operations Supervisor, a Car Maintenance Road Mechanic and the Emergency Response Team were



dispatched to the scene. A Communications Agent within the Control Center notified Prince George's County Fire Department (PGFD) of the collision but did not provide the correct station location. Instead of West Hyattsville Station, the Communications Agent stated that assistance was needed at Hyattsville Crossing Station. After a second call, PGFD received the correct station location. The Metro Transit Police Department was also notified, and once on the scene, established an Incident Command Post at the station's kiosk. Train service was suspended at West Hyattsville Station. A second Rail Vehicle Operator, who was on the train, conducted a ground walk-around inspection and determined that the person was located under the lead car. The person was removed from the roadway and transported to a local hospital. Service was restored approximately an hour and a half after the incident.

The probable cause of the collision on March 12, 2025, was due to a person intentionally placing themselves in the path of a train.

As a result of this investigation, the Communications Agent attended refresher training identifying station locations and addresses.



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

**FINAL REPORT OF INVESTIGATION A&I E25440**

<b>Date of Event:</b>	March 26, 2025,
<b>Type of Event:</b>	A-3 Collision
<b>Incident Time:</b>	22:41 hours
<b>Location:</b>	Shady Grove Station
<b>Time and How received by Safety:</b>	22:41 Hours – Safety Information Official (SIO)
<b>Washington Metrorail Safety Commission (WMSC) Notification Time:</b>	March 27, 2025 – 12:47 hours
<b>Responding Safety Officers:</b>	Office of Emergency Preparedness (OEP)
<b>Rail Vehicle:</b>	Train ID 122 (L3054/55x3104/05x3226/27T)
<b>Injuries:</b>	Lacerations to the front and back of the head
<b>Damage:</b>	Broken TWC antenna lead car 3054
<b>Emergency Responders:</b>	Metro Transit Police Department (MTPD), Montgomery County Fire & Rescue Services (MCFRS), Montgomery County Police Department (MCPD)
<b>Safety Universal Data System (SUDS) Number</b>	20250327#125140MX

Incident Date: 03/26/2025 Time: 22:41 hours  
 Final Report – Collision Rev. 1  
 E25440

Drafted By: SAFE 705 – 05/07/2025  
 Reviewed By: SAFE 707 – 05/29/2025  
 Approved By: SAFE 707 – 05/29/2025

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**Shady Grove – A:3 Collision**

**March 26, 2025**

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## Abbreviations and Acronyms

<b>AED</b>	Automated External Defibrillator
<b>ARS</b>	Audio Recording System
<b>CCTV</b>	Closed-Circuit Television
<b>CENV</b>	Office of Vehicle Program Services
<b>CMNT</b>	Car Maintenance
<b>CMOR</b>	Chief Mechanical Officer
<b>DST</b>	Daily Safety Test
<b>IIT</b>	Incident Investigation Team
<b>MCFRS</b>	Montgomery County Fire and Rescue Services
<b>MICC</b>	Metro Integrated Command and Communications Center
<b>MOR</b>	Metrorail Operating Rulebook
<b>MTPD</b>	Metro Transit Police Department
<b>NOAA</b>	National Oceanic and Atmospheric Administration
<b>OAP</b>	Operations Administrative Policy
<b>OM</b>	Operations Manager
<b>ROS</b>	Rail Operations Supervisor
<b>RTRA</b>	Office of Rail Transportation
<b>RTC</b>	Rail Traffic Controller
<b>RVO</b>	Rail Vehicle Operator
<b>SAFE</b>	Department of Safety
<b>SIO</b>	Safety Information Official
<b>SM</b>	Station Manager
<b>SUDS</b>	Safety Universal Data System
<b>TWC</b>	Track Warrant Control
<b>VMSD</b>	Vehicle Monitoring System Data
<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 Wednesday, March 26, 2025, at 22:11 hours, a person wearing dark clothing and holding a bag fell onto Track 1 at Shady Grove Station after stumbling backward and losing their footing. After the fall, the individual remained on the track, lying on their back with knees bent and legs crossed.

At 22:14 hours, a six-car 3000 series train, Train ID 122 in manual mode, entered the platform and collided with the person lying in the roadway. While within the platform limits, Train ID 122 stopped three times before stopping at the eight-car marker and servicing the station.

At 22:29 hours, the train departed Shady Grove Station on track one as Train ID 111 towards Glenmont Station. The Closed-Circuit Television (CCTV) revealed that after the train cleared the person's initial location on the roadway, the person was standing between the fence and the third rail.

At 22:30 hours, the person walked to the platform and boarded the train on track 2, railcar 3062. While aboard the train on track 2, a Rail Vehicle Operator (RVO) noticed the person aboard the train bleeding and informed the Terminal Supervisor, who requested medical assistance.

The Station Manager (SM) and RVO escorted the person off the train to the platform. Montgomery County Fire and Rescue Services (MCFRS) responded and transported the person for treatment.

After the Terminal Supervisor reviewed the event and Metro Transit Police Department (MTPD) interviewed the person, Train ID 111 was offloaded at Cleveland Park Station and transported to Shady Grove Yard for post-incident inspection.

The probable cause of the Collision that occurred on March 26, 2025, at Shady Grove Station was due to a person falling onto the roadway and being struck by a train.

**Incident Site**

This incident occurred on track one at Shady Grove Station, an outdoor station with a center platform. This station has ballasted tracks and an interlocking at both ends of the station.

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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 – Collection of relevant work history information and process documentation contained in WMATA systems of record. These records include:
  - Department Accident/Incident Investigation Reports
  - RVO 30-Day work history review
  - Metrorail Operating Rulebook (MOR)
  - National Oceanic and Atmospheric Administration (NOAA)
  - Metro Integrated Command and Communications (MICC) Incident Report
- System Data Recording Review – Collection of information contained in Metro Data Recording Systems. This data includes:
  - Audio Recording System (ARS) playback
  - The Office of Vehicle Program Services (CENV) Vehicle Monitoring and System (VMS)
  - Shady Grove Closed-Circuit Television (CCTV)
  - System Performance On-Time Summary (SPOTS)

### **Investigation**

On Wednesday, March 26, 2025, a customer exited Train ID 116 at 22:02 hours after the train arrived at Shady Grove Station on track 1. CCTV showed the customer wearing dark clothing, holding a bag in their right hand, walking on the platform, appearing unstable, and then leaning against the train as it was stopped on track 1 with the doors open.

At 22:09 hours, Train ID 116 departed Shady Grove Station as Train ID 107. The person was on the platform, swaying in an unstable state towards track 1 near the granite edge, and stepped backward. At 22:11 hours, they fell backward to the roadway and landed on their back between the running rails. While lying on their back, the person crossed their legs with their knees bent.

At 22:14 hours, Train ID 122, a six-car 3000 series train, entered the platform in manual mode and unknowingly collided with the person on the roadway. The train stopped three times before stopping at the eight-car marker on track 1 at Shady Grove Station.

At 22:29 hours, the train departed Shady Grove Station on track one as Train ID 111 in revenue service and headed towards Glenmont Station. After the train cleared the person's striking location on the roadway, CCTV revealed the person was located between the fence line and the third rail.

At 22:30 hours, the person stood up, walked to the platform, climbed onto the platform, and boarded the train on track 2, in railcar 3062. While aboard the train on track 2, an RVO noticed the person bleeding and informed the Terminal Supervisor via handheld radio of the situation on the platform and requested medical assistance.

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The Audio Recording Systems (ARS) revealed that at 22:36 hours, the Terminal Supervisor contacted the Metro Integrated Command and Communications Center (MICC) and requested medical assistance for the person.

At 22:37 hours, a Rail Operations Supervisor (ROS) was dispatched to Shady Grove Station. CCTV footage revealed the SM arriving on the platform with an Automated External Defibrillator (AED) and medical bag. The SM, along with the RVO, assisted the customer off the train and escorted them to a bench on the platform.

At 22:38 hours, the Button Rail Traffic Controller (RTC) contacted MTPD and notified them of the situation. The RTC informed them that the person was bleeding from the head.

The Assistant Operations Manager (AOM) contacted MCFRS at 22:39 hours and requested medical assistance at Shady Grove Station. They informed them that the person was bleeding.

While conducting an inspection, the Terminal Supervisor noticed blood on the third rail cover board and clothing on the roadway on track 1 and requested a video review from the MICC to verify if the person had fallen to the roadway and been struck by a train.

At 22:48 hours, the Button RTC received confirmation from the Operations Manager (OM) that, after reviewing the CCTV, the person had fallen onto the roadway and returned to the platform unassisted after Train ID 122 departed.

At 22:52 hours, MCFRS arrived on the platform at Shady Grove Station, where the command post was established by MTPD.

At 22:56 hours, the RVO of Train ID 111 was instructed by the Radio RTC to offload at Cleveland Park Station, verify clear of customers, reverse ends, and key up towards Shady Grove Station non-revenue.

At 23:01 hours, MCFRS transported the person from the platform to Suburban Hospital.

At 23:40 hours, Train ID 111 returned to the Shady Grove Station, and the RVO was removed from service and informed of the possible collision and interviewed by MTPD.

After Train ID 111 was stored in Shady Grove Yard, car maintenance (CMNT) performed the Daily Safety Test (DST), during which it was noticed that railcar 3054's Track Warrant Control (TWC) coil <sup>1</sup>was damaged, confirming that the train made contact with the person.

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<sup>1</sup> A microprocessor-based unit that translates system data between the MICC and the train.

## Chronological Event Timeline

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

Time	Description
22:02:52 hours	<u>CCTV</u> : Person exits Train ID 116 after it arrived at Shady Grove Track 1.
22:09:00 hours	Train ID 116 departed Shady Grove Station. [Shady Grove Interval Sheet]
22:11:04 hours	<u>CCTV</u> : Person falls onto the roadway, Track 1, Shady Grove.
22:14:25 hours	<u>CCTV</u> : Train ID 122 lead car 3054 entering Track 1 Shady Grove.
22:14:45 hours	<u>CCTV</u> : Train ID 122 appeared, making contact with the person.
22:29:32 hours	<u>CCTV</u> : Train ID 122 now Train ID 111 exited Track 1, Shady Grove, and the person is seen holding the gate on Track 1.
22:30:02 hours	<u>CCTV</u> : Person stands up unassisted on Track 1.
22:31:06 hours	<u>CCTV</u> : Person rolls onto the platform, Track 1 unassisted.
22:32:36 hours	<u>CCTV</u> : Person boards Train ID 126, car 3262, Track 2, Shady Grove.
22:34:16 hours	<u>CCTV</u> : Terminal Supervisor and RVO made verbal contact with the person on car 3262.
22:35:12 hours	<u>RVO</u> : Asked the Terminal Supervisor for assistance on the platform [Radio SG-YD1]
22:36:14 hours	<u>Terminal Supervisor</u> : Request medical assistance for Track 2 at Shady Grove. The Terminal Supervisor informs MICC that the customer is bleeding badly from the head on railcar 3262. [OPS 1 Phone]
22:37:32 hours	<u>Buttons RTC</u> : Notified Assistant Operations Manager (AOM) of request for medical assistance at Shady Grove Station and informed the AOM that they currently have the interlocking board. [OPS 1 Phone]
22:37:41 hours	<u>CCTV</u> : Station Manager arrives on the platform with an AED and Medical bag, then boards car 3262 on track 2.
22:37:53 hours	<u>Radio RTC</u> : Request the ROS to report to Shady Grove Station for a medical emergency. [Radio Ops 1]
22:37:55 hours	<u>CCTV</u> : Person exited railcar 3262 with Station Manager.
22:38:15 hours	<u>Buttons RTC</u> : Notified MTPD of medical request at Shady Grove Yard and informed them that the person was on the Train on Track 2. [OPS 01 Phone]
22:39:34 hours	<u>AOM</u> : Contacted Montgomery County Public Safety Dispatch to request medical assistance at Shady Grove Station. Informed the specialist that the person was bleeding badly. [Phone Rail 3]
22:40:01 hours	<u>CCTV</u> : Person assisted to the bench on the platform with the Station Manager.
22:40:08 hours	<u>Terminal Supervisor</u> : Informed Button RTC that the personal belongings and blood were on the roadway, Track 1, and requested someone pull a video to verify if the person had fallen or not. [Phone OPS 1]
22:41:44 hours	<u>AOM</u> : Informed Operations Manager (OM) of medical dispatch. [Phone Rail 2]
22:42:49 hours	<u>OM</u> : Informed Safety Information Official (SIO) of medical dispatch at Shady Grove Station [Rail 1 Phone]
22:47:33 hours	<u>CCTV</u> : MCPD arrives.

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Time	Description
22:48:22 hours	<u>OM</u> : Informed Button RTC that after review of CCTV, the person fell onto the roadway at Shady Grove Station [Phone Ops 1]
22:49:15 hours	<u>OM</u> : Updated the SIO that the person fell from the platform on Track 1, Shady Grove Station at 22:11 hours. [Rail 1 Phone]
22:49:51 hours	<u>AOM</u> : Inquired with the Terminal Supervisor what train came into Shady Grove Track 1 and informed them that a train may have made contact with the person. [Phone Rail]
22:51:19 hours	<u>CCTV</u> : MTPD arrived on the platform at Shady Grove Station.
22:52:07 hours	<u>CCTV</u> : MCFRS arrived on the platform at Shady Grove Station.
22:55:15 hours	<u>OM</u> : Instructed the Button RTC to offload Train ID 111 at Cleveland Park Station, have the RVO relieved, and return the train and RVO to Shady Grove [Ops 1 Phone]
22:56:02 hours	<u>Radio RTC</u> : Instructed RVO of Train ID 111 to offload at Cleveland Park Station, reverse ends, keying up on their Shady Grove end and return non-revenue. [Radio Ops 1]
23:01:13 hours	<u>CCTV</u> : MCFRS transported the person from the platform.
23:40:19 hours	Train ID 111 arrived back at the Shady Grove platform, and the RVO was removed from service. [Radio SG-YD1]

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

#### **Office of Vehicle Program Services (CENV)**

*Adopted from the Office of Vehicle Program Services report with minor formatting and grammatical edits:*

The Office of Vehicle Program Services (CENV) completed a download and analysis of data from Train ID 122. This data was reported for an incident involving a person struck by the train as it entered Shady Grove Station on track 1.

Based on the Vehicle Monitoring System Data (VMSD), Train ID 122 entered Shady Grove Track 1 at 15MPH and operated in Manual mode. The train came to a stop 117 feet away from the eight-car marker, then proceeded to pull up two more times before discharging passengers.

The train changed ends and was assigned as Train ID 111 and departed Shady Grove.

Time	Description
21:05:07	3054 is keyed up and placed in ATO operating mode and stays in ATO operating mode.
22:13:02	The train begins breaking to a stop while having good speed commands. (The ATO Stop pushbutton is not directly recorded.)
22:13:14	The train comes to a stop before entering the station.

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<b>Time</b>	<b>Description</b>
22:13:17	The operating mode is switched to manual forward.
22:12:46	Outbound Train 122 entered the Shady Grove Station in manual operating mode.
22:14:06	The train stops 117 feet away from the eight-car marker.
22:14:34	The train starts to pull up.
22:14:47	The train stops.
22:15:22	The train starts to pull up again.
22:15:25	The train stops.
22:28:40	The train continues to serve as an inbound train.

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

### **Office of Rail Transportation**

*Adopted from the Office of Rail Transportation report:*

At approximately 10:14 pm, RVO was operating Train ID 122 coming into the platform at Shady Grove Track 1. They serviced the platform and reversed ends to go back out under Train ID 111.

RVO 2 came into Shady Grove, Track 2, as Train ID 126 and reversed ends. RVO 1 left off the platform at 10:29 pm, and RVO 2, while walking down the platform, noticed a trail of blood that led up to railcar 3262. RVO 2 went to the car and noticed a customer sitting on the train with a head injury; he notified the Terminal Supervisor, who notified MICC. It was reported that the customer may have fallen from the platform, and Train ID 122 may have made contact with the customer.

## Interview Findings and Written Statements

As part of the investigation launched into the event, Safety interviewed one individual. 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.

- RVO had no knowledge of making contact with a person.
- RVO walked the platform at Shady Grove while reversing ends and looked for fault lights between rail cars.

## Weather

On March 26, 2025, at the time of the incident, NOAA recorded the temperature as 48°F, with partly cloudy skies, winds of 10 mph, and 19% humidity. The weather did not contribute to this incident (Weather source: NOAA) – Location: Derwood, MD.

## Related Rules and Procedures

Metrorail Operating Rulebook (MOR)

### 1.1 Guiding Safety Principles

1.1.2 Customer safety is the responsibility of every WMATA employee; however, Rail Vehicle Operators have the ultimate and final responsibility for the safety of the customers on their trains. If any Rail Vehicle Operator is instructed by any person, regardless of rank, title, or position, to take any action which would adversely affect the safety of customers, the Rail Vehicle Operator shall stop the train, notify Rail Operations Control Center or the Interlocking Operator, and shall not continue until satisfied that it is safe to do so.

## Human Factors

### Evidence of Fatigue

A Safety Investigator examined signs and symptoms of fatigue that may have been present at the time of the incident. No video of the person involved was available to ascertain whether signs of fatigue were present. The employee reported feeling fully alert at the time of the incident and experiencing no symptoms of fatigue in the time leading up to the incident.

### Fatigue Risk

A Safety Investigator 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 employee reported a regular sleep schedule on the days leading up to the incident. The employee worked the night shift in the days leading up to the incident. The employee was awake for sixteen hours at the time of the incident. The employee reported seven hours of sleep in the 24 hours preceding the incident. This was comparable to the employee's usual workday sleep durations. The off-duty period was sixty-two hours and forty-three minutes, providing an opportunity for 7-9 hours of sleep. The employee reported no issues with sleep.

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## Post-Incident Toxicology Testing

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

## Findings

- The person fell onto the roadway after appearing unsteady on their feet.
- The person exited Train ID 116 at Shady Grove Station before falling onto the roadway.
- RVO was instructed to offload Train ID 111 at Cleveland Park Station and verify that it was clear of customers.
- RVO operated back to Shady Grove Station as a non-revenue train.
- There were no reports of a trespasser on the roadway to the MICC prior to the customer returning to the platform.
- Train ID 111 RVO did not report seeing anyone on the roadway.

## Immediate Mitigation to Prevent Recurrence

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 adherence to the Office of the Chief Mechanical Officer (CMOR) Incident Investigation Team (IIT) Operations Administrative Policy (OAP) 102.06, the MICC took Train ID 111 out of revenue service for post-incident investigation. This action followed the Rail Vehicle Event Investigation Policy, ensuring a thorough examination of the incident.

## Probable Cause Statement

The probable cause of the Collision that occurred on March 26, 2025, at Shady Grove Station was due to a person falling onto the roadway and being struck by a train.

## Recommended Corrective Actions

<b>Corrective Action Code</b>	<b>Description</b>	<b>Responsible Party</b>	<b>Estimated Completion Date</b>
	No corrective Actions		

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## Appendices

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

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

RVO is a WMATA employee with eight years of service and 1 ½ years' experience as an RVO. RVO holds a Roadway Worker Protection (RWP) Level 2 certification that expires in January 2026.

During a formal interview, the RVO stated that upon beginning duty at Glenmont Station, the train operated as expected, though it occasionally stopped slightly short of the 8-car marker. The train had been picked up from the Glenmont Station platform, and the RVO was unfamiliar with its previous operations.

The RVO mentioned that while in ATO, upon departure from Glenmont, permission was given to switch to manual mode (Mode 2 level 1) when approaching Shady Grove, as required for crossover movements. Upon arrival at the station, the platform appeared empty, and no unusual activity was observed. The RVO performed standard procedures, including checking between the cars for any abnormalities. While performing a routine check at Shady Grove Station, the RVO did not notice any trouble lights or other irregularities.

While en route back to Glenmont Station, the RVO was instructed to offload passengers at Cleveland Park Station and reverse operating ends but was not provided a reason. Upon arrival at Shady Grove, the RVO noticed law enforcement personnel and only then learned that an individual had been on the tracks. The RVO expressed shock and distress upon discovering this information, as there had been no visible signs of anyone on the platform or tracks during the approach.

The RVO further confirmed that they were not wearing any corrective lenses (or dependent upon corrective lenses) and stated that their vision was not impaired at the time of the incident.

## Appendix B – RVO Report

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

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

Date: [Redacted] Incident Time: 10:41 pm Time Reported: 10:41 pm Reported by: Customer  Employee  ROCC  Other

**Location**

Station: Shady Grove Mezzanine #: N/A Track #/Destination: Track 1 Chain Marker/Signal Number: N/A

**TYPE OF INCIDENT**

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

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

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

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

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

Failure Number(s): N/A

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

Name of Responding Supervisor: [Redacted] Name/Department of PLNT/AFC or other WMATA responder: N/A

**TRAIN INCIDENTS**

Train ID: 122 Destination: Shady Grove Car Numbers (list all cars in consist): 3054-5104-3226 Lead Car: [Redacted]

Name of Responding Supervisor: [Redacted] Name/Department of CMNT/TRST or other WMATA responder: [Redacted]

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

I came in to Shady Grove, I did not notice anything of 122. I left Shady Grove of 11, Proc contacted me at Cleveland Park to offload verify clean. Light back to Shady Grove, that is when as was inform about the incident.

**Employee Completing Report**

Employee Name (print): [Redacted] Employee Signature (sign): [Redacted] Employee #: [Redacted] Date: 3-27-25  
 Division: Glenmont Run #: [Redacted] Block #: [Redacted] Assigned Days: MIT

To Be Completed By Reviewing Manager: [Redacted] Date: 3/27/25

Actual Date Reported: [Redacted]  
 SMS Number: 20250327 #125140MY

30.753A 04/12 White Copy: Division or Supervisor Yellow Copy: For any incident involving escalators or elevators, remains in kiosk for use of elevator/escalator inspectors

RVO's incident report (Redacted)

Incident Date: 03/26/2025 Time: 22:41 hours  
 Final Report – Collision Rev. 1  
 E25440

Drafted By: SAFE 705 – 05/07/2025  
 Reviewed By: SAFE 707 – 05/29/2025  
 Approved By: SAFE 707 – 05/29/2025

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# Appendix C – MTPD Event Report



Event Report			
Metro Transit Police Department		ORI-DCMTP0000	
<i>Type of Report</i>	<i>MTPD CCN</i>	<i>Local Jurisdiction</i>	<i>Local CCN</i>
Open	2025-06896-001	Montgomery County	

Event Location					
<i>Street</i>	<i>Station Acronym</i>	<i>City, State</i>	<i>County</i>	<i>MTP District</i>	<i>Local District</i>
15903 Somerville Dr	SDGR - SHADY GROVE	ROCKVILLE, MD 20855	MG- Montgomery County	District 1	MG-Montgomery County
<i>Date and Time of Event</i>			<i>Date and Time Reported</i>		
<i>From To</i>					
3/26/2025 10:11:00 PM			3/26/2025 10:40:26 PM		
Category					
<i>Rail Station, Line or Right-of-Way</i>	<i>On Bus</i>		<i>Property</i>		<i>Other</i>
SDGR - SHADY GROVE			Rail Station		MSA1
<i>Specific Location (Foot Bridge, Kiosk, Platform, Tracks, Etc.)</i>			<i>For Burglary or B&amp;E Only</i>		
Platform			<i>If Hotel Rule Applies, #Premises or Facilities Entered:</i>		
<i>Location Description</i>					
Rail Station					

Event Information		
<b>If Incident Use This Block</b>	<i>Offense #</i>	INJURED/SICK PERSON TO THE HOSPITAL
<i>Incident Classification</i>	<i>Offense Classification</i>	
<i>Incident Description</i>	<i>Description</i>	INJURED/SICK PERSON TO THE HOSPITAL
	<i>Weapon/Force Type of Activity</i>	/
<i>Entry Type:</i>		<i>Number Premises Entered:</i>
<i>Hate Crime Motivation: None (no bias) (mutually exclusive)</i>		
<i>Bias Motivation</i>		
None (no bias) (mutually exclusive)		
<i>Offender Suspected of Using:</i>		<i>Modus Operandi (MO):</i>
<i>Case Status Information</i>		<i>If Case Cleared Exceptionally,</i>
<i>Case Status (Completed by the Official who signs this report):</i>		<i>Clearance Date</i>
<i>Reporting Officer (Print)</i>	<i>Badge #</i>	<i>Second Officer (Print)</i>
<i>Supervisor's Name (Electronically Approved)</i>		<i>Teletype</i>
		<i>Investigator Notified</i>
		<i>ID#</i>
		<i>#</i>

MTPD CCN:  
ORI-DCMTP0000

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Incident Date: 03/26/2025 Time: 22:41 hours  
Final Report – Collision Rev. 1  
E25440

Drafted By: SAFE 705 – 05/07/2025  
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Approved By: SAFE 707 – 05/29/2025

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Victim Information				
Other Person Information				
Last Name, First MI [REDACTED]			Entity Type [REDACTED]	DOB [REDACTED]
Address Type <b>H - Home</b>	Address (Street) City, State Zip [REDACTED]			
Type Phone	Phone Number [REDACTED]			
Work/School Address – Adnl. Contact Info [REDACTED]				
Age [REDACTED]	Sex [REDACTED]	Race [REDACTED] [REDACTED] [REDACTED]	Ethnicity [REDACTED]	DL State/Number
Last Name, First MI [REDACTED]			Entity Type [REDACTED]	DOB [REDACTED]
Address Type <b>H - Home</b>	Address (Street) City, State Zip [REDACTED]			
Type Phone <b>M - Mobile</b>	Phone Number [REDACTED]			
Work/School Address – Adnl. Contact Info [REDACTED]				
Email [REDACTED]				
Age [REDACTED]	Sex [REDACTED]	Race	Ethnicity	DL State/Number
Last Name, First MI [REDACTED]			Entity Type [REDACTED]	DOB
Address Type <b>W - Work</b>	Address (Street) City, State Zip [REDACTED]			
Type Phone <b>M - Mobile</b>	Phone Number [REDACTED]			
Work/School Address – Adnl. Contact Info [REDACTED]				
Email [REDACTED]				
Age	Sex [REDACTED]	Race [REDACTED] [REDACTED] [REDACTED]	Ethnicity	DL State/Number

MTPD CCN:  
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Final Report – Collision Rev. 1  
E25440

Drafted By: SAFE 707 – 05/07/2025  
Reviewed By: SAFE 707 – 05/29/2025  
Approved By: SAFE 707 – 05/29/2025

Has a DVR been requested?

*Narrative Information*

On 03/26/25 at approx 2211 hours at SDGR a person fell on to track bed #1 from the platform injuring [REDACTED] was transported to Suburban with non life threatening injuries.

If second CCN is available, insert here:

Additional Narrative on Supplemental Report

MTPD CCN:  
ORI-DCMTP0000  
L25770

Event Report Page 3 of 5

Approved By: SAPE 707 - 03/29/2025

Additional Narrative

BWC Activated

On 03/26/2025 at approximately 2211 hours at Shady Grove Metro Station WMATA Rail reported an injured person, later identified as [REDACTED] who fell from the platform onto the track bed (track 1) causing a laceration to the back of [REDACTED] head. Train #122 then slowly rolled over [REDACTED] as [REDACTED] was on the track bed. It's undetermined if the train made contact with [REDACTED] or the fall caused the injury. [REDACTED] then was able to stand, and pull [REDACTED] back the platform. Montgomery County Ambulance 728 responded and transported [REDACTED] to Suburban Hospital with non-life threatening injuries.

[REDACTED] was the first MTPD unit on scene. [REDACTED] coordinated with Police 1 for power to be brought down on track 1. [REDACTED] was able to confirm that [REDACTED] unintentionally fell on the tracks. [REDACTED] then met with [REDACTED] who advised Train 122 would turn around and return to Shady Grove with the operator.

[REDACTED] and [REDACTED] arrived at 2315 hours to assist. [REDACTED] responded to interview [REDACTED]. [REDACTED] was unaware of the incident when it happened. [REDACTED] and [REDACTED] responded to Suburban Hospital to meet with [REDACTED]. [REDACTED] responded to process the scene at Shady Grove. At approximately 0050 hours [REDACTED] and [REDACTED] responded to Suburban Hospital to photographs of [REDACTED]. The scene was turned over to WMATA Rail at approximately 0058 hours. It was last reported that [REDACTED] was conscious, breathing, and talking. All events occurred in Montgomery County Maryland.

TSOC notification was made [REDACTED] on 03/27/2025 at 0137 hours.

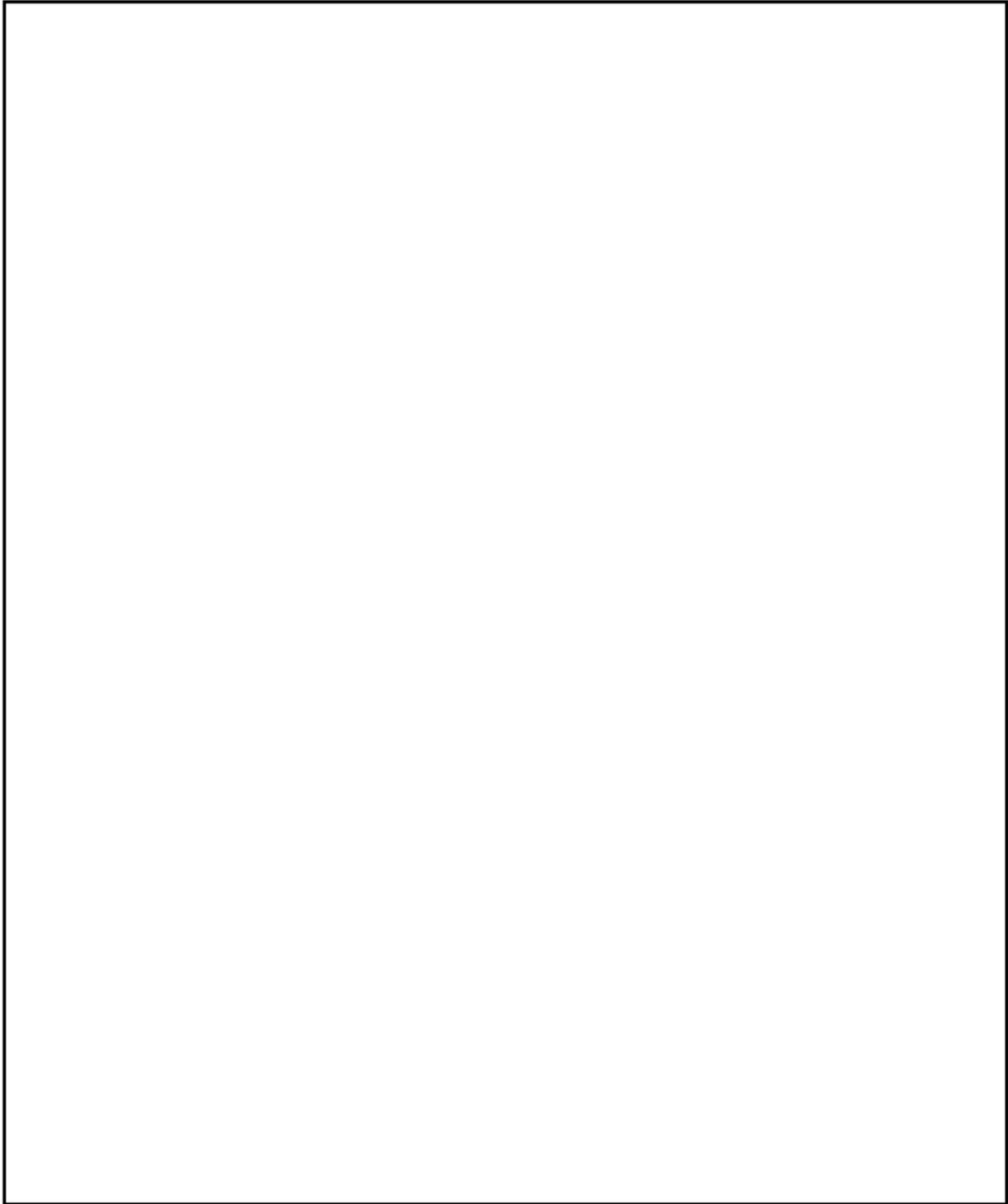
MTPD CCN:

Incident Date: 03/26/2025 Time: 22:41 hours  
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E25440

Event Report Page 4 of 5

Drafted By: SAFE 705 – 05/07/2025  
Reviewed By: SAFE 707 – 05/29/2025  
Approved By: SAFE 707 – 05/29/2025

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MTPD CCN:  
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Final Report – Collision Rev. 1  
E25440

Reviewed By: SAFE 707 – 05/29/2025  
Approved By: SAFE 707 – 05/29/2025

## Appendix D – Pictures



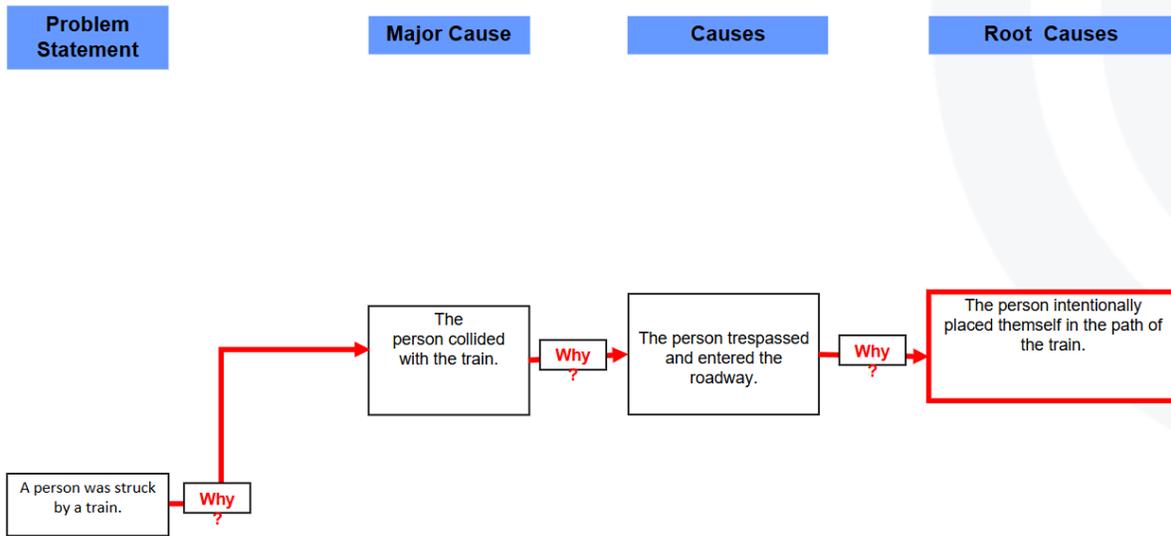
Figure 1 broken TWC coil railcar 3054

Incident Date: 03/26/2025 Time: 22:41 hours  
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E25440

Drafted By: SAFE 705 – 05/07/2025  
Reviewed By: SAFE 707 – 05/29/2025  
Approved By: SAFE 707 – 05/29/2025

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## Appendix E – Why-Tree Analysis





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

**FINAL REPORT OF INVESTIGATION A&I E25377**

<b>Date of Event:</b>	March 12, 2025
<b>Type of Event:</b>	Collision
<b>Incident Time:</b>	15:49 Hours
<b>Location:</b>	West Hyattsville Station
<b>Time and How received by Safety:</b>	15:50 Hours; Safety Information Official (SIO)
<b>Washington Metrorail Safety Commission (WMSC) Notification Time:</b>	17:11 Hours
<b>Responding Safety Officers:</b>	Office of Safety Investigations (OSI)
<b>Rail Vehicle:</b>	Train ID 501 (L7710/11X7152/53X7625/24T)
<b>Injuries:</b>	3-4 Fractured ribs, Hemothorax, Laceration to the back, Laceration to both elbows
<b>Damage:</b>	None
<b>Emergency Responders:</b>	Prince George's County Fire/EMS Department (PGFD) and Metro Transit Police Department (MTPD)
<b>Safety Management System Incidents/Accidents (SMS I/A) Incident Number:</b>	20250312#124525MX

Incident Date: 3/12/2025 Time: 15:49 hours  
 Final Report – Collision Rev. 1  
 E25377

Drafted By: SAFE 705 - 03/13/2025  
 Reviewed By: SAFE 710 – 05/04/2025  
 Approved By: SAFE 707 – 05/29/2025

# West Hyattsville Station – Collision

March 12, 2025

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Reviewed By: SAFE 710 – 05/04/2025
Approved By: SAFE 707 – 05/29/2025

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## **Abbreviations and Acronyms**

<b>AIMS</b>	Advanced Information Management System
<b>ARS</b>	Audio Recording System
<b>CCTV</b>	Closed-Circuit Television
<b>CENV</b>	Office of Vehicle Program Services
<b>CMNT</b>	Car Maintenance
<b>ERT</b>	Emergency Response Team
<b>MICC</b>	Metro Integrated Command and Communications Center
<b>MOR</b>	Metrorail Operating Rulebook
<b>MTPD</b>	Metro Transit Police Department
<b>NOAA</b>	National Oceanic and Atmospheric Administration
<b>PGFD</b>	Prince George's County Fire/EMS Department
<b>ROS</b>	Rail Operations Supervisor
<b>RTRA</b>	Office of Rail Transportation
<b>RTC</b>	Rail Traffic Controller
<b>RVO</b>	Rail Vehicle Operator
<b>SAFE</b>	Department of Safety
<b>SMS</b>	Safety Measurement System
<b>VMSD</b>	Vehicle Monitoring System Data
<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**

---

**Executive Summary**

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

On Wednesday, March 12, 2025, at 15:42 hours, a person entered West Hyattsville Station, gaining entry by asking a customer exiting the station to use their smart trip card at the fare gate. The person ascended the escalator to the platform level on track 1 and sat on a bench.

At 15:49 hours, Train ID 501 (L7710/11-7152/53-7625/24T) arrived at West Hyattsville Station, and the person stood up from the bench, ran towards the train, and jumped into the path of the train, causing a collision. The Rail Vehicle Operator (RVO) notified the Radio Rail Traffic Controller (RTC) of the event. Third rail power was de-energized, and a Rail Operations Supervisor (ROS), a Car Maintenance (CMNT) Road Mechanic, and the Emergency Response Team (ERT) were instructed to respond to the scene.

The Prince George's County Fire/EMS Department (PGFD) and Metro Transit Police (MTPD) were notified and dispatched.

A second RVO, who was aboard the train, conducted the ground walk-around inspection and reported that the person was located under the lead car.

Train service was suspended at West Hyattsville Station, and the Incident Command Post was established at the kiosk.

At 16:15 hours, the person was removed from the roadway and transported to Washington Hospital Center.

At 17:00 hours, Train ID 501 (701) was dispatched to Greenbelt Yard.

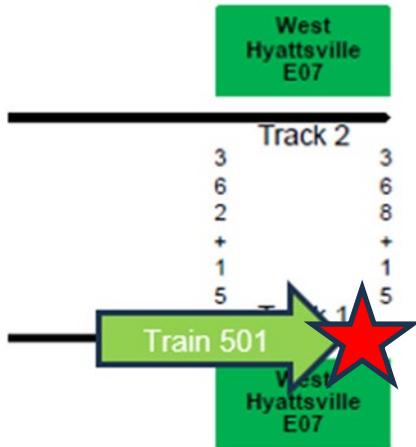
At 17:17 hours, normal service resumed at West Hyattsville Station.

The probable cause of the Collision event that occurred on March 12, 2025, at West Hyattsville Station was the action of a person who trespassed onto the roadway and subsequently was struck by the train.

**Incident Site**

West Hyattsville Station is an elevated outdoor station with split platforms. West Hyattsville Station has direct fixation tracks.

## Field Sketch/Schematics



The above depiction is not to scale. The red star indicates the approximate location of the collision.

## 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

Upon receiving notification of the Collision at the West Hyattsville Station on March 12, 2025, Safety dispatched a cross-functional team to assess the scene and conduct the subsequent investigation. Safety team members worked with relevant WMATA subject matter experts to review the incident's facts and data.

The investigative methodologies included the following:

- Site Assessment through video and document review.
- 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
- 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:
  - Metrorail Operating Rulebook (MOR)
  - National Oceanic and Atmospheric Administration (NOAA)
  - Rail Vehicle Operator Training Records

Incident Date: 3/12/2025 Time: 15:49 hours  
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- Rail Vehicle Operator Certifications
- Rail Vehicle Operator 30-day work history review.
- Metro Integrated Command and Communications Center (MICC) Incident Report
- System Data Recording Review – Collection of information contained in Metro Data Recording Systems. This data includes:
  - Audio Recording System (ARS) playback
  - The Office of the Chief Mechanical Officer Incident Investigation Team (IIT) Vehicle Monitoring and Diagnostic System (VMDS)
  - Closed-Circuit Television (CCTV)

## **Investigation**

On Wednesday, March 12, 2025, a train collision with a person was reported at West Hyattsville Station, Track 1.

According to closed-circuit television (CCTV), at 15:42 hours, a person entered West Hyattsville Station after asking a customer who was exiting the station to tap their smart trip card for their fare. The person then ascended the escalator to track 1 platform level. After being on the platform for five minutes, the person jumped onto the roadway as Train ID 501 (L7710/11-7152/53-7625/24T) was entering track 1.

According to the Audio Recording System (ARS) at 15:49 hours, RVO#1 (RVO) of Train ID 501 informed the Radio RTC at the MICC Center that Train ID 501 made contact with a person on the roadway.

At 15:50 hours, the Radio RTC dispatched a ROS and a CMNT Road Mechanic to West Hyattsville Station.

At 15:51 hours, the Radio RTC instructed RVO #1 to walk through the train and key customers off on the platform side. The Radio RTC asked if RVO #1 could perform a ground walkaround. While keying customers off, RVO #1 informed the Radio RTC that the train was not berthed adequately on the platform, and they could not perform a ground walkaround.

A Communications Agent within the MICC notified PGFD of the collision at 15:51 hours, but gave the incorrect station. Instead of West Hyattsville Station, which is located at 2700 Hamilton Street, Hyattsville, MD 20782, the Communications Agent gave the location of Hyattsville Crossing Station, 3575 E W Highway, Hyattsville, MD 20782, which had a police activity incident at the same time.

The Advanced Information Management System (AIMS) displayed that the third rail's power was also de-energized on tracks 1 and 2 at 15:51 hours.

At 15:53 hours, an off-duty RVO #2, aboard Train ID 501, informed the Radio RTC that they would assist with offloading the train. While acknowledging RVO #2, the Radio RTC asked if they could perform a ground walkaround and check for signs of life, to which RVO #2 agreed.

While the Radio RTC was communicating with the RVOs, ROS, and CMNT, the PGFD Dispatcher contacted the Operations Manager (OM) via landline at 15:53 hours to ask whether Hyattsville Station would be shutting down. The OM confirmed that it was due to a person struck by a train.

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Incident Date: 3/12/2025 Time: 15:49 hours  
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At 15:55 hours, the Radio RTC made a blanket announcement that Green Line service was suspended and that there would be no train service to West Hyattsville Station. There was limited services between Branch Avenue and Fort Totten Stations and between Greenbelt and Hyattsville Crossing Stations, operating every 15 minutes.

At 15:56 hours, the Radio RTC granted RVO #2 permission to enter the roadway with foul time and perform a ground walkaround. Simultaneously, Metro Transit Police Department (MTPD) arrived on the scene.

A command post was established at the station kiosk by an MTPD Officer.

At 15:58 hours, RVO #2 located the person under railcar #7710 with signs of life and informed the Radio RTC, who instructed RVO #2 to stay with the trespasser until emergency responders arrived.

CCTV showed PGFD arrived on the scene at 16:04 hours and extracted the trespasser from under the train at 16:15 hours.

MTPD reports confirmed that the person was transported to Washington Hospital Center by PGFD.

Due to no train service into West Hyattsville Station, a ROS arrived at 16:29 hours, followed by a CMNT at 16:32 hours.

At 16:38 hours, PGFD returned the scene to Rail Transportation (RTRA).

At 16:58 hours, single-tracking operations began utilizing track #2 to allow service back to the station while the ERT performed a track inspection.

At 17:00 hours, Train ID 501 (701) was dispatched to Greenbelt Yard.

ERT performed their track inspection from the platform, declared that the tracks were safe for train movement, and released them back to the MICC at 17:04.

At 17:17 hours, normal service resumed at West Hyattsville Station.

---

<sup>1</sup> Service returned to using Track 1 and 2 in the normal flow of traffic without any service modifications.

## Chronological Event Timeline

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

Time	Description
15:42:53 hours	The person entered the station. [CCTV]
15:43:16 hours	The person ascended the escalator and arrived on the platform. [CCTV]
15:49:12 hours	The person jumped from the platform onto the roadway Track #2 [CCTV]
15:49:20 hours	<u>RVO #1</u> : Informed Radio RTC of making contact with a person on the roadway, Track 1 West Hyattsville. <u>Radio RTC</u> : Acknowledged [Radio Ops 3]
15:49:55 hours	<u>OM</u> : Informed SIO of a person struck by a train. [Phone Rail 1]
15:50:02 hours	<u>Radio RTC</u> : Instructed ROS and CMNT to head to West Hyattsville Station. [Radio Ops 3]
15:50:45 hours	<u>Radio RTC</u> : Inquired how many railcars were on the platform. <u>RVO #1</u> : Informed Radio RTC that the train was located at the 20 MPH marker coil and that they had six railcars in their consist. RVO #1 was unsure how many railcars were on the platform. [Radio Ops 3]
15:51:00 hours	<u>Communications Agent</u> : Contacted PG Fire Communications and informed them of a person being struck by a train at Hyattsville Crossing Station. [Phone]
15:51:43 hours	<u>Radio RTC</u> : Instructed RVO #1 to walk through the train and key customers off the train. Also asked if they could perform a ground walkaround. <u>RVO #1</u> : Acknowledged the instructions and informed Radio RTC that they could not perform a ground walkaround. [Radio Ops 3]
15:53:30 hours	<u>RVO #2</u> : Informed the Radio RTC that they were aboard the train and assisting with offloading passengers. <u>Radio RTC</u> : Acknowledged and asked if they could perform the ground walkaround and check for signs of life. <u>RVO #2</u> : Confirmed that they were fit to perform the ground walkaround. [Radio Ops 3]
15:53:54 hours	<u>PGFD</u> : Called and asked if WMATA would be shutting down the Hyattsville Metro. <u>OM</u> : Confirmed that the station would be closed due to a person being struck by a train. [Phone Rail 1]
15:55:25 hours	<u>Radio RTC</u> : Made a blanket announcement that the Green Line service was suspended. [Radio Ops 3]
15:56:13 hours	<u>Radio RTC</u> : Granted RVO #2 permission to enter the roadway and perform a ground walkaround, instructing them to report abnormalities and check for signs of life. <u>RVO #2</u> : Acknowledged. [Radio Ops 3]
15:56:58 hours	MTPD arrived on Track 1 at West Hyattsville Station. [CCTV]
15:58:10 hours	<u>RVO #2</u> : Informed Radio RTC that the person had signs of life and was in the middle of the platform under railcar 7710. <u>Radio RTC</u> : Acknowledged and instructed RVO #2 to stay with the customer and wait for assistance. [Radio Ops 3]
16:04:23 hours	<u>RVO #1</u> : Confirmed that Train ID 501 was clear of passengers. [Radio Ops 3]
16:04:27 hours	<u>PGFD</u> : Arrived on Track 1 at West Hyattsville Station [CCTV]
16:15:01 hours	<u>PGFD</u> : The person was extracted from under railcar 7710. [CCTV]

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<b>Time</b>	<b>Description</b>
16:24:01 hours	<u>ROS</u> : Confirmed power was de-energized on track one at West Hyattsville Station. [Radio Ops 3]
16:29:06 hours	<u>ROS</u> : Reported that they had arrived at West Hyattsville Station. [Radio Ops 3]
16:32:47 hours	<u>CMNT</u> : Reported that they had arrived at West Hyattsville Station. [Phone Ops 3]
16:38:32 hours	<u>ROS</u> : Reported that MTPD turned the scene back over to RTRA, and CMNT needed foul time to assess the incident train for damage. <u>Radio RTC</u> : Acknowledged. [Radio Ops 3]
16:40:37 hours	<u>Radio RTC</u> : Granted the ROS foul time to hot stick and confirm that third rail power was down on track 1 at West Hyattsville Station. [Radio Ops 3]
16:46:43 hours	<u>ROS</u> : Relinquished foul time with CMNT and confirmed that the train was safe for movement. [Radio Ops 3]
16:49:17 hours	<u>Radio RTC</u> : Inquired if it was safe for the train to move and if there was any visual damage to the train. <u>ROS</u> : No physical damage was observed during the walkaround, and personnel were standing by, clear, awaiting power to be restored. <u>Radio RTC</u> : Made power re-energization announcements and asked ERT if power needed to be de-energized while they performed their track inspection. <u>ERT</u> : Confirmed that power could remain energized because they would perform their track inspection from the platform. [Radio Ops 3]
16:58:25 hours	<u>Radio RTC</u> : Inquired if it was safe to begin single tracking. <u>ROS</u> : Confirmed single tracking could begin utilizing track 2 at West Hyattsville Station. [Radio Ops 3]
17:00:38 hours	<u>ROS</u> : Informed Radio RTC that they were keyed up and ready to move the train toward Greenbelt Station. <u>Radio RTC</u> : Granted the ROS an absolute block to move the train to Hyattsville Crossing Station. [Radio Ops 3]
17:04:30 hours	<u>ERT</u> : Confirmed a good track inspection at West Hyattsville station, track 1. <u>Radio RTC</u> : Acknowledged. [Radio Ops 3]

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

## Advanced Information Management System (AIMS)



Figure 1 Depicts Train ID 501 stopped at West Hyattsville Station.

### Office of Vehicle Program Services (CENV)

*Adopted from the Office of Vehicle Program Services report with minor formatting and grammatical edits:*

The Office of Vehicle Program Services (CENV) completed a download and analysis of data from Train ID 501 (L7710/11X7152/53X7625/24T). This data was reported for an incident involving a person struck by the train as it entered West Hyattsville Station on track 1.

Based on the Vehicle Monitoring System Data (VMSD), Train ID 501 was operating in Manual mode. The train departed from Fort Totten Station on track 1 and headed towards West Hyattsville Station, with the Master Controller in the "P5" position.

Train ID 501 crossed the F4 marker and activated the Road Horn.

Train ID 501 was traveling at approximately 15.6MPH when the emergency push button on the console was activated, the brake pipe was dumped, and brakes were applied.

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Timeline of events below:

TIME	EVENT
15:46:49	Train ID501 finished servicing Fort Totten Station and started moving in the direction of West Hyattsville on Track #1 in Manual mode "P5"
15:49:16	Train ID501, crossed F4 marker and almost instantly the Road Horn was activated.
15:49:19	Train ID501, was traveling at approximately 15.6MPH when emergency push button on the console was activated, the brake pipe dumped and brakes were applied
15:49:24	Train ID501 came to a complete stop

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

**Office of Rail Transportation**

*Adopted from the Office of Rail Transportation report:*

At approximately 3:50 pm, RVO informed MICC that they had made contact with a person on the roadway. RVO was operating Train ID #501 entering West Hyattsville station when they observed a person jump onto the tracks ahead. RVO stated that they released the master controller and pressed the mushroom<sup>2</sup> down.

The train did not stop before making contact with the person. MICC dispatched the appropriate departments to the scene. RVO was transported for a Post-Medical Examination and interviewed by the Safety Department.

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<sup>2</sup> Rail Vehicle Operators emergency brake control

## **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.*

RVO

- Train ID 501 was entering West Hyattsville Station
- The person was in the middle of the platform
- The train was in a braking mode when it made contact with the trespasser
- The emergency brake was pushed

## **Weather**

On March 12, 2025, at the time of the incident, NOAA recorded the temperature as 66°F, with partly cloudy skies, winds of seven mph, and 21% humidity. Weather was not a contributing factor in this incident (Weather source: NOAA) – Location: Hyattsville, MD.

## **Human Factors**

### Evidence of Fatigue

RVO

SAFE examined signs and symptoms of fatigue that may have been present at the time of the incident. No video of the involved person was available to ascertain whether signs of fatigue were present. The employee reported feeling fully alert at the time of the incident. The employee reported experiencing no symptoms of fatigue in the time leading up to the incident.

### Fatigue Risk

RVO

Safe evaluated incident data for fatigue risk factors. Risk factors for fatigue were present. The incident time of day did not suggest an increased risk of fatigue-related impairment. The employee reported keeping a regular sleep schedule in the days leading up to the incident. The employee worked the night shift in the days leading up to the incident. The employee was awake for 8.81 hours at the time of the incident. The employee reported eight hours and thirty minutes of sleep in the 24 hours preceding the incident. The off-duty period was sixty-three hours and eighteen minutes, which provides an opportunity for 7-9 hours of sleep. This was more than the employee'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#1 complied with the Drug and Alcohol Policy and Testing Program 7.7.3/6.

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## **Findings**

- The person entered the roadway on Track #1.
- An off-duty Rail Vehicle Operator aboard Train 501 was granted permission to enter the roadway to assess the situation.
- PGFD was initially dispatched to the incorrect station.

## **Immediate Mitigation to Prevent Recurrence**

- Third rail power was de-energized
- PGFD was dispatched to the scene.

## **Probable Cause Statement**

The probable cause of the Collision event that occurred on March 12, 2025, at West Hyattsville Station was the action of a person who trespassed onto the roadway and subsequently was struck by the train.

## **Recommended Corrective Actions**

<b>Corrective Action Code</b>	<b>Description</b>	<b>Responsible Party</b>	<b>Estimated Completion Date</b>
124525_SAFE CAPS_MICC_ 001	Communication Agent will attend refresher training, identifying station locations and addresses.	MICC	Completed

## Appendices

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

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

RVO#1 is a WMATA employee with 9 years of service and 5 years of experience as an RVO. The RVO holds a Roadway Worker Protection (RWP) Level 2 certification that expires in October 2025.

During a formal interview, the RVO stated that due to rush hour, they were experiencing heavy passenger traffic and were operating normally. During the first trip, there was an incident on the railroad where trains were single-tracking, so they were monitoring the radio, expecting to single-track. Before the RVO arrived at West Hyattsville Station, train service returned to normal while entering the platform. They expected a lot of people, but due to the previous train ahead, there weren't many people on the platform. Coming into the West Hyattsville Station platform, they saw a man step back, and as they were slowly approaching, the person jumped into the roadway. The train made contact, and they heard a thump. They were asked to complete a walkaround, and they told them they couldn't do it.

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## Appendix B – Why-Tree Analysis

