



W-0435– Collision at Rhode Island Ave-Brentwood Station - October 4, 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 August 4, 2026.

WMSC staff recommend adoption of this investigation.

Safety event summary:

On October 4, 2025, at 3:59 p.m., a customer was leaning over the platform edge at Rhode Island Ave-Brentwood Station when their head was struck by Train 137. Prior to the collision, the customer had exited the train on track 2, ran to the track 1 side platform edge and kneeled down with their head reaching into the dynamic envelope of the oncoming train. Train 137 was in Automatic Train Operation (ATO) mode and came to a complete stop at the 8-car marker before the operator depressed the emergency stop button. Another customer on the platform witnessed the event and pulled the injured customer away from the platform edge. The operator explained in a post event interview that they heard a noise but were not sure they struck anything until they looked out the window and saw the customer laying on the platform. The operator immediately notified the radio rail traffic controller in the control center. The assistant operations manager called emergency services at 4:01 p.m. The customer was transported to the hospital with non-life-threatening injuries. Passengers were offloaded from Train 137 onto the platform and trains single-tracked through Rhode Island Ave-Brentwood Station during the emergency response.

The operator and the train were removed from service in accordance with Metrorail policy. WMATA's Drug and Alcohol Program determined that the operator complied with the Drug and Alcohol Policy and Testing Program Policy. There was no damage to the train, and following required cleaning, was returned to service.

The probable of this safety event was the customer placing their head in the dynamic envelope of the train.

As a result of this event, the train operator attended refresher training on the use of the emergency brake.



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

FINAL REPORT OF INVESTIGATION A&I E251762

Date of Event:	October 4, 2025
Type of Event:	A-3 (a): Collision Resulting in Injury
Incident Time:	15:59 hours
Location:	Rhode Island Avenue Station, Track 1
Time and How received by Safety:	16:01 hours Safety Information Official (SIO)
Washington Metrorail Safety Commission (WMSC) Notification Time:	17:28 hours
Responding Safety Officers:	Office of Safety Investigations (OSI)
Rail Vehicle:	Train ID 137 7524/25X7035/34X7112/13X7129/28
Injuries:	Head Injury
Damage:	None
Emergency Responders:	District of Columbia Fire and Emergency Medical Services (DCFEMS), Metro Transit Police Department (MTPD)
Safety Universal Data System (SUDS I/A) Number	20251004#130984MX

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E251762

Drafted By: SAFE 703 – 11/28/2025
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Approved By: SAFE 707 – 12/05/2025

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Rhode Island Station – Collision Resulting in Injury

October 4, 2025

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Abbreviations and Acronyms

AIMS	Advanced Information Management System
AOM	Assistant Operations Manager
ARS	Audio Recording System
ATO	Automatic Train Operations
CCTV	Closed-Circuit Television
CENV	Office of Vehicle Program Services
CMOR	Office of the Chief Fleet Officer
DCFEMS	District of Columbia Fire and Emergency Medical Services
ER	Event Recorder
FMNT	Facilities Maintenance
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
OSI	Office Safety Investigations
OM	Operations Manager
PSS	Program Station Stop
ROS	Rail Operations Supervisor
RTC	Rail Traffic Controller
RTRA	Office of Rail Transportation
RVO	Rail Vehicle Operator
SAFE	Department of Safety
SIO	Safety Information Official
VMDS	Vehicle Monitoring and Diagnostic System
WMATA	Washington Metropolitan Area Transit Authority
WMSC	Washington Metrorail Safety Commission

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

Executive Summary

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

On Saturday, October 4, 2025, at 15:58 hours, Closed Circuit Television (CCTV) footage at Rhode Island Avenue Station revealed that a customer (Customer #1) disembarked from railcar 7062 of Train ID 114 on Track 2. After exiting, Customer #1 was observed covering their mouth and running toward Track 1 as the train approach warning lights flashed. Customer #1 knelt on their hands and knees on the edge of Track 1, with their head fouling the track, and appeared to attempt to vomit.

Train ID 137, an eight-car 7000 series consist (L7524/25X7035/34X7112/13X7129/28T), arrived on Track 1, in Automatic Train Operation (ATO) when the train collided with Customer #1's head. Customer #2 pulled Customer #1 away from the edge of the platform.

Train ID 137 came to a stop and was berthed on Track 1 when the Rail Vehicle Operator (RVO) reported via the OPS 1 radio channel that a person had been struck by the train. The Metro Integrated Command and Communications Center (MICC) Radio Rail Traffic Controller (RTC) instructed the RVO of Train ID 137 to offload the train, then initiated single-tracking operations on Track 2 between NoMa-Gallaudet and Rhode Island Avenue Stations.

The MICC Assistant Operations Manager (AOM) was notified and, in turn, informed the MICC Operations Manager (OM). Emergency assistance was requested from the District of Columbia Fire and Emergency Medical Services (DCFEMS).

Personnel from both the Metro Transit Police Department (MTPD) and DCFEMS responded to the scene. At 16:14 hours, DCFEMS completed a visual assessment of Customer #1 and transported them to MedStar Hospital for further medical attention.

Per Rail Transportation Standard Operating Procedure 102-01-02 governing the removal of employees involved in operational safety incidents, the Radio RTC dispatched a Rail Operations Supervisor (ROS) to relieve RVO of Train ID 137 from duty for post-incident testing.

In accordance with the Office of the Chief Fleet Officer – Rail, Standard Operating Procedure 102.04, and Operations Administrative Policy 102.06, the Metro Integrated Command and Communications Center initiated the removal of Train ID 137 from service for Incident Investigations Team investigation procedures.

The probable cause of the Collision Resulting in Injury event at the Rhode Island Avenue Station on Saturday, October 4, 2025, was due to Customer #1 fouling Track 1 and subsequently being struck by Train ID 137.

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Incident Site

Rhode Island Avenue Station is an outdoor station with a center platform. This station has elevated tracks.

Field Sketch/Schematics

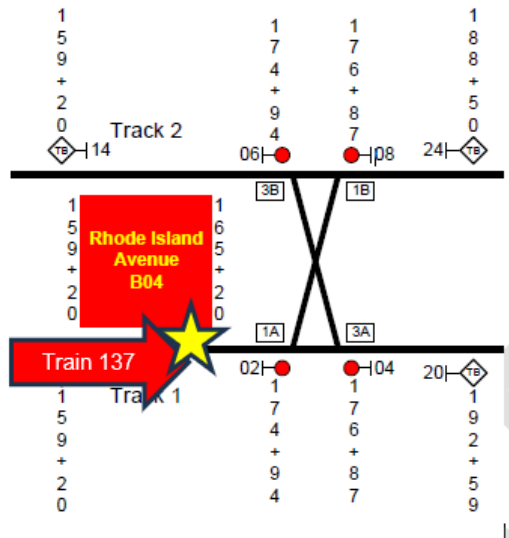


Figure 1: The picture is not to scale. The yellow star indicates the approximate location of the collision.

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 Resulting in Injury at the Rhode Island Avenue Station on October 4, 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:

- 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 (RVO)

- 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)
 - Rail Operations Supervisor's Report
 - RVO's Incident/Accident Report
 - RVO's Manifest
 - RVO's Post-Incident/Accident Form
 - RVO's 30-Day Work History
 - RVO's Rail Vehicle Operator's Certification Records
 - RVO's Training Records
 - Rail Transportation Managerial Report
- System Data Recording Review – A collection of information contained in Metro Data Recording Systems. This data includes:
 - Audio Recording System (ARS) playback
 - Closed-Circuit Television (CCTV)
 - System Performance On-Time Summary (SPOTS)
 - Advanced Information Management System (AIMS)

Investigation

On Saturday, October 4, 2025, at 15:58 hours, Closed Circuit Television (CCTV) footage at Rhode Island Avenue Station revealed that Customer #1 disembarked from railcar 7062 of Train ID 114 on Track 2. After exiting the train, Customer #1 was observed covering their mouth before running toward Track 1 while the train approach warning lights were active.



Image 1 – Image of Customer #1 exiting Train ID 114 rail car 7062.

At 15:59 hours, Train ID 137 entered Rhode Island Avenue Station on Track 1 in ATO. As the train approached the eight-car marker, Customer #1 kneeled on their hands and knees, placed

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their head over the granite platform edge, fouling the track, and was subsequently struck in the head by Train ID 137.

Customer #2 pulled Customer #1 away from the train. An Allied Security Officer requested assistance via the MTPD 1X radio channel and began rendering aid to Customer #1.

Train ID 137 was berthed on the platform, and the train doors opened. The RVO depressed the mushroom and reported the incident to the Radio RTC on Ops 1. The MICC AOM was notified and reported the event to the MICC OM. Train ID 137 was offloaded and cleared of customers by the RVO. Emergency medical assistance was requested from the District of Columbia Fire and Emergency Medical Services (DCFEMS) at 16:01 hours by the AOM.

MTPD officers arrived at 16:02 hours. At 16:06 hours, MTPD established a command post on the Track 2 side of the platform. At 16:07 hours, single-tracking operations were implemented between the NoMa–Gallaudet and Rhode Island Avenue Stations via Track Two.

DCFEMS arrived at 16:09 hours, stabilized Customer #1, and transported them to MedStar Hospital.

At 16:23 hours, a Rail Operations Supervisor (ROS) arrived, assumed control of Train ID 137, and re-blocked it as Train ID 737. The train was transported to Brentwood Yard. Facility Maintenance (FMNT) disinfected the platform, and the MTPD Crime Scene Investigation Unit conducted an on-site investigation.

At 16:49 hours, MTPD released the scene to the Office of Rail Transportation (RTRA), and service resumed at Rhode Island Avenue Station.

While Train ID 737 was stored at Brentwood Rail Yard, an engineer from the Office of Vehicle Program Services (CENV) downloaded the event recorder (ER) and vehicle monitoring and diagnostic system (VMDS), which determined that Train ID 737 had no faults at the time of this Collision.

Chronological Event Timeline

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

Time	Description
15:58:56 hours	<u>Customer #1</u> : Disembarked railcar 7062 onto Rhode Island Avenue Station platform. [CCTV]
15:59:00 hours	<u>Train ID 137</u> : Entered Rhode Island Avenue Station, Track 1. [CCTV]
15:59:04 hours	<u>Customer #1</u> : Kneeled on their hands and knees with their head over the platform edge, Track 1, Rhode Island Avenue Station. [CCTV]
15:59:19 hours	The emergency mushroom was depressed energizing the emergency trainline. [CENV Report]
15:59:22 hours	<u>Allied Security</u> : Informed MTPD Communication that a train hit someone at Rhode Island Station and requested additional assistance. <u>MTPD Communication</u> : Acknowledged. [Radio MTPD1x]

Time	Description
15:59:50 hours	<u>Train ID 137</u>: Reported that a passenger was struck while on the platform. <u>Radio RTC</u>: Acknowledged and asked if Train ID 137 was properly berthed and if the RVO was OK. <u>Train ID 137</u>: Confirmed that the train was properly berthed and they were good at the time, but reported that the passenger did not appear to be good, and asked to key down and go investigate. <u>Radio RTC</u>: Denied Train ID 137 to key down but instructed the RVO to stand by. [Radio Ops 1]
16:00:31 hours	<u>Button RTC</u>: Informed the AOM that a person was struck by a train at Rhode Island Avenue Station while on the platform. <u>AOM</u>: Acknowledged. [Phone Ops 1]
16:01:10 hours	<u>AOM</u>: Informed the OM. <u>OM</u>: Acknowledged. [Phone Rail 3]
16:01:13 hours	<u>Radio RTC</u>: Dispatched a ROS from Metro Center and Silver Spring Stations to Rhode Island Avenue Station. <u>ROS</u>: Acknowledged [Radio Ops 1]
16:01:28 hours	<u>OM</u>: Informed the SIO. <u>SIO</u>: Acknowledged [Phone Rail 1]
16:01:32 hours	<u>AOM</u> : Contacted DC 911 and dispatched DCFEMS to Rhode Island Avenue Station for a person struck by a train. [Phone Rail 3]
16:01:45 hours	<u>Radio RTC</u>: Instructed Train ID 137 to offload and advised that the B04-02 signal would be red. <u>Train ID 137</u>: Acknowledged [Radio Ops 1]
16:02:51 hours	MTPD arrived on scene. [CCTV]
16:04:37 hours	<u>Radio RTC</u>: Dispatched Car Maintenance (CMNT) Road Mechanic to Rhode Island Avenue Station. <u>CMNT Road Mechanic</u>: Acknowledged. [Radio Ops 1]
16:05:01 hours	<u>Radio RTC</u> : Made a blanket announcement that single tracking would begin on Track 2, between Noma Gallaudet and Rhode Island Avenue. [Radio Ops 1]
16:06:50 hours	<u>Station Manager (SM)</u>: Reported that they were with the customer and MTPD was on the scene. <u>Radio RTC</u>: Acknowledged [Radio Ops 1]
16:06:54 hours	<u>MTPD Officer</u>: Informed MTPD Communications that the command post would be on the Rhode Island Avenue Station platform, Glenmont side. <u>MTPD Communications</u>: Acknowledged [Radio MTPD 1x]
16:07:23 hours	<u>Train ID 137</u>: Reported clear of customers. <u>Radio RTC</u>: Acknowledged. [Radio Ops 1]
16:09:06 hours	DCFEMS arrived on scene. [CCTV]
16:13:55 hours	<u>Radio RTC</u>: Instructed Train ID 139 to switch to Mode 2 Level 1 (Manual mode) and informed them that they would be the first train through the single tracking. <u>Train ID 139</u>: Acknowledged [Radio Ops 1]
16:13:56 hours	DCFEMS removed Customer #1 from the platform. [CCTV]
16:14:44 hours	<u>Radio RTC</u> : Made a blanket announcement that the command post was on the platform of Rhode Island Avenue Station. [Radio Ops 1]
16:16:03 hours	DCFEMS cleared the Rhode Island Avenue Station platform. [CCTV]

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Time	Description
16:23:39 hours	<u>ROS#1</u> : Reported on scene at Rhode Island Avenue Station. <u>Radio RTC</u> : Acknowledged. [Radio Ops 1]
16:29:59 hours	<u>ROS#2</u> : Reported on scene at Rhode Island Avenue Station. <u>Radio RTC</u> : Acknowledged. [Radio Ops 1]
16:36:20 hours	<u>Radio RTC</u> : Instructed ROS#1 to key Train ID 137 up on the Shady Grove end and gave an absolute block to signal B99-28 and to contact Brentwood Tower. <u>ROS#1</u> : Acknowledged. [Radio Ops 1]
16:40:11 hours	Train ID 137 re-blocked to 737 departed Track One to Brentwood Yard. [CCTV]
16:49:04 hours	<u>Radio RTC</u> : Announced single tracking operations ended. [Ops 1]
16:49:48 hours	<u>ROS#2</u> : Informed the Radio RTC that MTPD released the scene to RTRA for normal service. <u>Radio RTC</u> : Acknowledged [Radio Ops 1]

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

Office Vehicle Program Services, Rail Fleet (CENV)

At 15:57 hours, Train ID 137 (Leading 7524-7525.7035-7034.7112-7113.7129-7128 Trailing) departed NoMa Gallaudet platform, in Auto mode, traveling outbound. It attained a maximum speed of 46 miles per hour as it approached Rhode Island Station.

At 15:58:02, marker pairs F1/ F10 were detected, and PSS initiated. The train slowed as it berthed on the platform, achieving Zero Speed at 15:59 hours. At 15:59:19, the emergency mushroom was depressed, deenergizing the emergency trainline. No road horn or buzzer activations were recorded.

VMDS fault logs did not record any issues with the train during the incident time, and the train performed as designed. A review of Work Order 19867160 shows that visual inspections, operational checks, and cleaning were complied with at Brentwood on 10/5/25. Cars were returned to CMNT Shady Grove earlier this afternoon.

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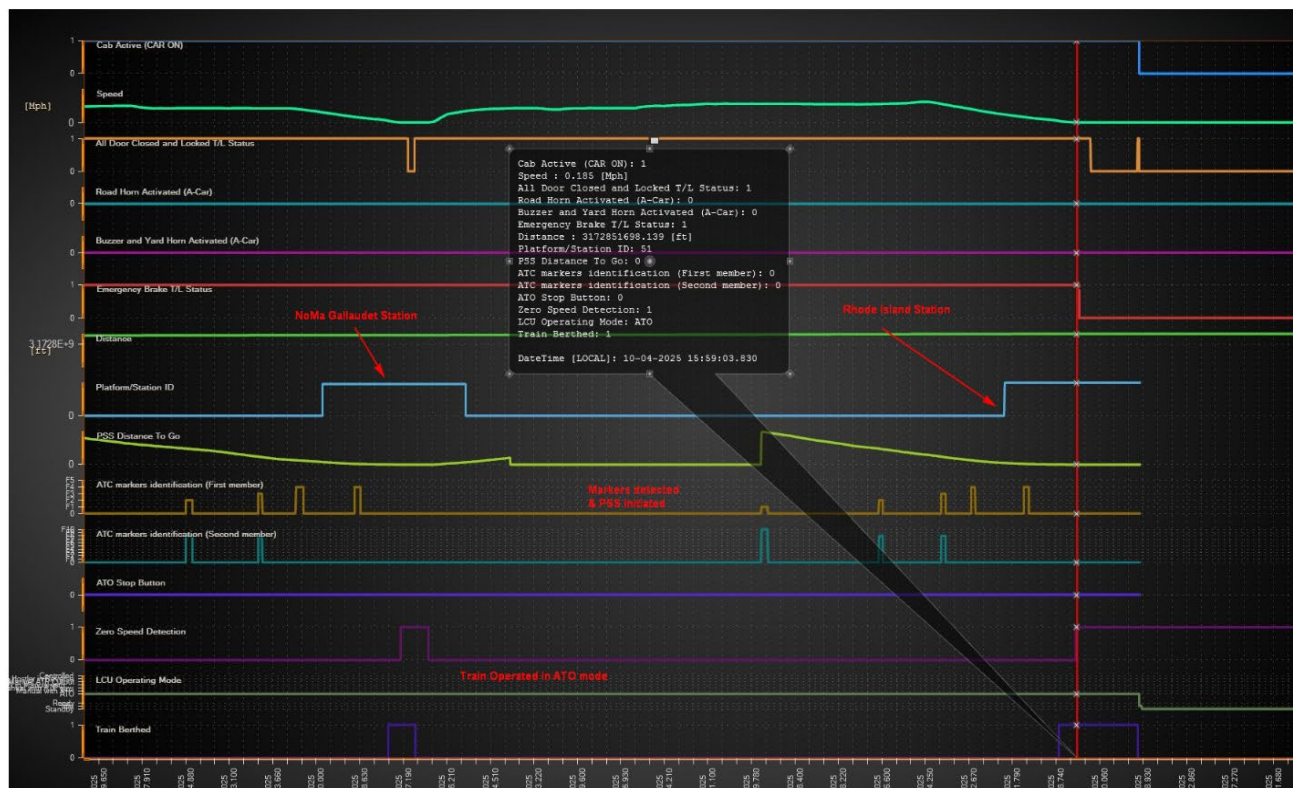


Figure 2 Rail Car 7524 Event Record data.

Operations

Rail Transportation

Brief Description:

“At approximately 3:59 PM, Train ID 137 RVO reported a Person Struck by Train incident at the Rhode Island Avenue platform, Trk #1. The injured customer’s head was struck while the train was berthing. Medical services were immediately dispatched. The RVO was removed from service and transported for post-incident testing.”

Key Employees Involved & Employee Statements:

Train ID 137 RVO stated in their Incident Report: “Coming into Rhode Island Ave station in ATO halfway through the station, I noticed a customer on their knees on the platform, but didn’t know they were close enough to get struck by the train. As the train came to a complete stop, I pressed the mushroom and looked out the platform side window to verify that the train made contact with the customer, and I reported the incident to central.”

Post Incident Testing & Employee History:

- RVO was removed from service and transported for post-incident testing.
- RVO was hired with the Authority on November 9, 2015
- RVO has been a Certified Rail Vehicle Operator since March 25, 2020
- RVO’s last Rail Vehicle Certification was August 1, 2024 (Pass)

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- RVO has one (1) previous safety violation (3.12 August 13, 2021)

Interview and Written Statement Findings

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

- Train ID 137 RVO observed someone kneeling or crawling on the platform near the edge when entering Rhode Island Avenue Station but couldn't determine how close they were.
- Train ID 137 RVO heard a noise as they passed the location of the person they saw, but did not know that the train made contact.
- Train ID 137 RVO depressed the mushroom, applying emergency braking after the train stopped at the eight-car marker.
- Train ID 137 RVO reported this collision to the Radio RTC after looking out the cab window and noticing the customer lying on the platform.

Weather

On October 4, 2025, at the time of the incident, NOAA recorded the temperature as 79°F, with fair skies, winds of 0 mph, and 38% humidity. Weather was not a contributing factor in this incident (Weather source: NOAA) – Location: Washington, DC.

Related Rules and Procedures

Metrorail Operating Rulebook

1.2 Incident Reporting

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

Standard Operating Procedures

MICC-ALL-PRO-18: Unauthorized Person(s) on Track, Person(s) Falling to Track, Person(s) Struck by Train, Rev 0, Dated July 5, 2024

6. Process Steps

- 6.1 Initial report of unauthorized person(s) on track, person(s) falling to track and/or person(s) being struck by a train.
- 6.1.2 If the report is of a person falling on the track or person being struck by a train, the reporting personnel shall state "Emergency, Emergency, Emergency" and provide all pertinent information.

6.5 Confirmed Report of Person(s) Struck by Train

- 6.5.6 Upon confirmation that the WIC is on site and command has been established, the Rail Section will transfer ownership of the incident to the WIC to work with Unified Command.

6.6 Managing the Incident

- 6.6.11 All support personnel shall immediately check in with the WMATA IC at the ICP.

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Human Factors

Evidence of Fatigue

SAFE examined signs and symptoms of fatigue that may have been present at the time of the incident. No video of the RVO was available to ascertain whether signs of fatigue were present because the train data was downloaded late. 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

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 some variation in the sleep schedule in the days leading up to the incident. The employee performed day and night work in the days leading up to the incident. The employee was awake for 5.48 hours at the time of the incident. The employee reported eight hours of sleep in the 24 hours preceding the incident. The off-duty period was 25.16 hours, 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. The employee worked day and night shifts in the days leading up to the incident.

Post-Incident Toxicology Testing

WMATA's Drug and Alcohol Program determined that the RVO complied with the Drug and Alcohol Policy and Testing Program Policy 7.7.3/7.

Findings

- Customer #1 exited Train ID 114 on Track 2 and crossed over to Track 1 as Train ID 137 entered the station.
- Train ID 137 RVO reported noticing a person kneeling or crawling on the platform.
- Train ID 137 RVO depressed the mushroom after the train was stopped at the eight-car marker.
- Allied Security made an initial report to MTPD Communications Center.
- Allied Security rendered aid.
- Single tracking was established by way of Track 2 between Noma-Gallaudet and Rhode Island Avenue Station.

Immediate Mitigation to Prevent Recurrence

- The Emergency Brake was activated.
- The train was offloaded.
- Emergency personnel were dispatched.

Probable Cause Statement

The probable cause of the Collision Resulting in Injury event at the Rhode Island Avenue Station on Saturday, October 4, 2025, was due to Customer #1 fouling Track 1 and subsequently being struck in the head by Train ID 137.

Recommended Corrective Actions

Corrective Action Code	Description	Responsible Party	Estimated Completion Date
130984_SAFECA PS_RTRA_001	The RVO will complete re-instruction training on the use of the emergency brake.	RTRA SRC	Completed

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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.

Rail Vehicle Operator (RVO)

The RVO is a WMATA employee with nine years of service, including five years of experience in the RVO role. They hold a Roadway Worker Protection (RWP) Level 2 certification, which is valid until September 2026.

During the formal interview, the RVO stated that they were assigned as a yard operator. Due to an open run, this was their first trip of the day. While entering Rhode Island Avenue Station, approximately halfway along the platform, the RVO observed someone either kneeling or crawling. They could not determine whether the individual was near the edge of the platform. As the train passed, the RVO heard a noise but could not confirm whether contact had been made.

After the train stopped at the eight-car marker, the RVO activated the mushroom button and looked out the cab window, where they observed the individual lying on the platform. The RVO then contacted the MICC to report that a person had been struck by the train.

Appendix B- Work Orders



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

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MXAZP

Work Order #: 19867160
Type: CM

19867160

Status: CLOSE
10/06/2025 11:25

Work Description: RVO reported a customer struck by a train., 14/37, B04, PUB, JUMP, 137
Job Plan Description:

Work Information									
Asset: R7524	7524, RAIL CAR, KAWASAKI, 7000 AC, A CAR	Owning Office: CMNT-CMNT-CMNT	Parent:						
Asset Tag: R7524		Maintenance Office: CMNT-WFCH-INSP	Create Date: 10/04/2025 17:47						
Asset S/N: 7524		Labor Group: CMNT	Actual Start: 10/04/2025 17:56						
Location: 2494	K99, WEST FALLS CHURCH YARD	Crew:	Actual Comp: 10/05/2025 04:19						
Work Location: 1151	B99, BRENTWOOD YARD	Lead:	Item: K18050001						
Failure Class: CMNT001	RAIL CAR	GL Account: WMATA-02-33370-50499160-041.*****-OPR**							
Problem Code: 1025	ACCIDENT/COLLISION/DERAIL	Supervisor:	Target Start:						
Requested By:		Requestor Phone:	Target Comp:						
Chain Mark Start:		Chain Mark End:	Scheduled Start:						
Create-Mileage: 556821.0		Complete-Mileage: 557231.0							
Task IDs									
Task ID									
10	SEE DETAILS								
MTPD RESPONDED TO INCIDENT AND INVESTIGATED TRAIN ONCE IT LAID UP IN BRENTWOOD YARD. MTPD RELEASE TRAIN TO CAR MAINTENANCE. THERE IS NO HOLD AT THIS TIME.									
Component: 000-300 RAIL CAR; 2K/3K/6K/7K	Work Accompl: INSPECTED	Reason: INCIDENT//ACCIDENT	Status: CLOSE	Position:	Warranty?: N				
20	SEE DETAILS								
VISUAL AND OPERATIONAL INSPECTION COMPLETED. NO TROUBLE FOUND. TRAIN RAN A SUCCESSFUL DFS. TRAIN IS GOOD FOR SERVICE									
Component: 000-300 RAIL CAR; 2K/3K/6K/7K	Work Accompl: CHECKED	Reason: INCIDENT//ACCIDENT	Status: CLOSE	Position:	Warranty?: N				
30	SEE DETAILS								
INTERIOR AND EXTERIOR CLEANING DETAILS COMPLETED. TRAIN IS GOOD FOR SERVICE.									
Component: 000-300 RAIL CAR; 2K/3K/6K/7K	Work Accompl: CLEANED	Reason: DIRTY	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		10/04/2025	10/04/2025	17:00	18:00	Y	01:00	00:00	\$0.00
20		10/05/2025	10/05/2025	01:00	02:00	Y	01:00	00:00	\$50.62
30		10/05/2025	10/05/2025	03:00	04:00	Y	01:00	00:00	\$36.17
Total Actual Hour/Labor:							03:00	00:00	\$86.78
WT_plust_woprnt.rptdesign									
10/7/2025 09:57									

Incident Date: October 4, 2025 Time: 15:59 hours
Final Report –Collision Resulting in Injury Rev. 1
E251762

Drafted By: SAFE 703 – 11/28/2025
Reviewed By: SAFE 707 – 12/05/2025
Approved By: SAFE 707 – 12/05/2025

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

Page 2 of 2
MXAZP

Work Order #: 19867160
Type: CM

19867160

Status: CLOSE
10/06/2025 11:25

Work Description: RVO reported a customer struck by a train., 14/37, B04, PUB, JUMP, 137
Job Plan Description:

Related Incidents				
Ticket	Description	Class	Status	Relationship
8965641	RVO reported a customer struck by a train., 14/37, B04, PUB, JUMP, 137	SR	CLOSED	ORIGINATOR
Failure Reporting				
Cause	Remedy		Supervisor	Remark Date
1024	ACCIDENT PEDESTRIAN INVOLVEMENT	3192 TESTED / INSPECTED		10/05/2025
Remarks: OPS INSPECTION COMPLETED. NO TROUBLE FOUND. TRAIN RAN A SUCCESSFUL DI'S. TRAIN IS GOOD FOR SERVICE				

WT_plust_woprnt.rptdesign

10/7/2025 09:57

Incident Date: October 4, 2025 Time: 15:59 hours
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