



## **W-0439 – Derailment at Branch Avenue Rail Yard – January 26, 2026**

### **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 September 15, 2026.*

*WMSC staff recommend adoption of this investigation.*

### **Safety event summary:**

On Monday, January 26, 2026, at 6:13 a.m., Deicer Train<sup>1</sup> 805 was returning to Branch Avenue Yard via yard lead track 2 after deicing the mainline tracks when it derailed at the road crossing.

Train 805 entered Branch Avenue Yard and passed through the carwash building before the two left trucks of lead car 3201 derailed. The train then made contact with the third rail, opening a breaker and de-energizing the affected third-rail section. The train operator reported the incident to the Branch Avenue Interlocking Operator, who escalated it to control center personnel. Four employees were aboard the train: two train operators and two Department of Track and Structures (TRST) personnel.

The Branch Avenue Interlocking Operator dispatched Car Maintenance (CMNT), Emergency Response Team (ERT), and Traction Power Maintenance (TRPM) personnel. The Office of Safety Investigations (OSI) sent a Safety Investigator to the scene after receiving notification. At 11:45 a.m., the ERT Roadway Worker in Charge (RWIC) notified the Branch Avenue Interlocking Operator that CMNT personnel had re-railed Train ID 805. Third rail power was restored, and normal operations resumed minutes later.

The train operator and Train 805 were removed from service in accordance with Metrorail policy. WMATA's Drug and Alcohol Program determined that the train operator complied with the Drug and Alcohol Policy and Testing Program Policy.

No injuries were reported. The repairs to railcar 3201 included replacing the broken train-to-wayside communication (TWC) antenna and the front and rear trucks.

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<sup>1</sup> Deicer Train: a rail vehicle used to transport deicing equipment, allowing for disbursement of deicer fluid along the third rail.



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The probable cause of this event was inclement weather. Snow and ice covered the running rails, creating slippery conditions for the train wheels. Freezing temperatures were present on the day of the incident.



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

**DRAFT FINAL REPORT OF INVESTIGATION A&I E26418**

|                                                                         |                                                         |
|-------------------------------------------------------------------------|---------------------------------------------------------|
| <b>Date of Event:</b>                                                   | January 26, 2026                                        |
| <b>Type of Event:</b>                                                   | A-5: Derailment                                         |
| <b>Incident Time:</b>                                                   | 06:15 Hours                                             |
| <b>Location:</b>                                                        | F99 – Branch Avenue Yard                                |
| <b>Time and How received by Safety:</b>                                 | 06:19 Hours by Safety Information Official (SIO)        |
| <b>Washington Metrorail Safety Commission (WMSC) Notification Time:</b> | 07:34 Hours                                             |
| <b>Responding Safety Officers:</b>                                      | WMATA: Safety Investigator<br>WMSC: None<br>Other: None |
| <b>Rail Vehicle:</b>                                                    | Train ID 805<br>L3201x00-3020x21-3245x44-3113x12T       |
| <b>Injuries:</b>                                                        | None                                                    |
| <b>Damage:</b>                                                          | Broken Train-to-Wayside Communication (TWC) Antenna     |
| <b>Emergency Responders:</b>                                            | None                                                    |
| <b>Safety Universal Data System (SUDS) Number</b>                       | 20260126#135022MX                                       |

Incident Date: 01/26/2026 Time: 06:15 hours  
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E26418

Drafted By: SAFE 704 - 02/19/2026  
Reviewed By: SAFE 703 – 03/20/2026  
Approved By: SAFE 707 - 04/19/2026

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# Branch Avenue Yard – Derailment

January 26,2026

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## **Abbreviations and Acronyms**

|              |                                                    |
|--------------|----------------------------------------------------|
| <b>ARS</b>   | Audio Recording System                             |
| <b>ATC</b>   | Automatic Train Control                            |
| <b>CAP</b>   | Corrective Action Plan                             |
| <b>CCTV</b>  | Closed-Circuit Television                          |
| <b>CMNT</b>  | Office of Car Maintenance                          |
| <b>CMOR</b>  | Office of the Chief Fleet Officer                  |
| <b>ER</b>    | Event Recorder                                     |
| <b>FT</b>    | Foul Time                                          |
| <b>IIT</b>   | Incident Investigation Team                        |
| <b>MICC</b>  | Metro Integrated Command and Communications Center |
| <b>MOR</b>   | Metrorail Operating Rulebook                       |
| <b>NOAA</b>  | National Oceanic and Atmospheric Administration    |
| <b>OSC</b>   | On-Scene Commander                                 |
| <b>PPE</b>   | Personal Protective Equipment                      |
| <b>ROQT</b>  | Rail Operations Quality Training                   |
| <b>RTC</b>   | Rail Traffic Controller                            |
| <b>RTRA</b>  | Office of Rail Transportation                      |
| <b>RVO</b>   | Rail Vehicle Operator                              |
| <b>SAFE</b>  | Department of Safety                               |
| <b>SUDS</b>  | Safety Universal Data System                       |
| <b>VMS</b>   | Vehicle Monitoring System                          |
| <b>WMATA</b> | Washington Metropolitan Area Transit Authority     |
| <b>WMSC</b>  | Washington Metrorail Safety Commission             |
| <b>WSAD</b>  | Warning and Strobe Alarm Device                    |

### **Executive Summary**

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

On Monday, January 26, 2026, at 06:13 hours, a deicer Train<sup>1</sup> ID 805, an eight-car 3000-series train (L3201x00-3020x21-3245x44-3113x12T) was returning to Branch Avenue Yard via yard lead track 2 after deicing the mainline tracks when the derailment<sup>2</sup> occurred at the road crossing. Train ID 805 entered the yard through the yard lead track 2 and traveled through the carwash building before two left trucks of the lead car 3201 came off the rail. Train ID 805 then contacted the third rail and opened a breaker that caused the affected third rail section to de-energize. The Rail Vehicle Operator (RVO) reported the incident to the Branch Avenue Interlocking Operator who escalated the information to the Metro Integrated Command and Communications Center (MICC) via the Button Rail Traffic Controller (RTC). There were four employees aboard the train; two RVOs and two Department of Track and Structures (TRST) personnel who needed access to the yard.

The Branch Avenue Interlocking Operator dispatched Car Maintenance (CMNT) personnel, Emergency Response Team (ERT), and Traction Power Maintenance (TRPM) personnel. Rail 1 assisted in dispatching Signals Maintenance personnel. The Office of Safety Investigations (OSI) dispatched a Safety Investigator to the scene upon receiving the notification.

At 11:45 hours, the ERT Roadway Worker in Charge (RWIC) who was also On-Scene Commander for the derailment, notified the Branch Avenue Interlocking Operator that Train ID 805 was re-railed by CMNT personnel.

In adherence to Rail Transportation 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 Operations Supervisor (ROS) to relieve the RVO 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 805 from service for Incident Investigations Team investigation procedures.

There were no injuries reported as a result of this event. The Train to Wayside Communication (TWC) antenna was broken.

The probable cause of the Derailment at Branch Avenue Yard on January 26, 2026, was due to inclement weather. The running rails were covered by snow and ice causing slippery conditions for train wheels. Specifically, there were freezing temperatures on the day of the incident.

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<sup>1</sup> Deicer train is a rail vehicle used to transport deicing equipment, allowing for disbursement of deicer fluid along the roadways 3<sup>rd</sup> rail.

<sup>2</sup> Derailment is an incident which results in the removal of one or more train/rail vehicle/RMM wheels from the running rail(s).

## **Incident Site**

Branch Avenue Yard is a Metrorail Yard located at the end of the Green Line. This yard features many amenities such as Carwash Building, Traction Power Substation (TPSS), Yard Control Room, Train Control Rooms (TCRs), Communications Equipment Room, Communication Room, Shop and Inspections (S&I), Car Maintenance (CMNT) Shop Facility, storage tracks and Yard Contact Rails (YCRs). The incident happened on YCR 13 or Carwash Track 2 while train was leaving carwash building.

## **Field Sketch/Schematics**

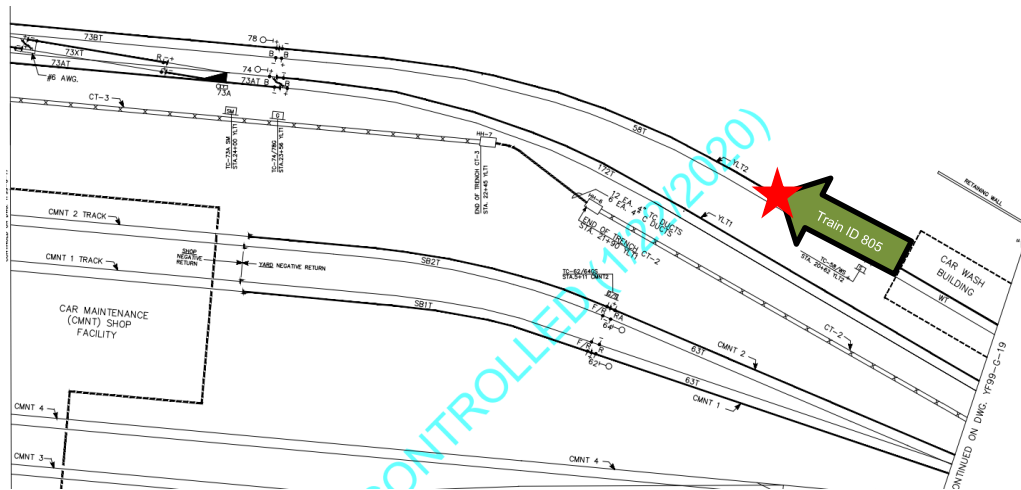


Figure 1: The arrow indicates the location of the incident.  
*The above depiction is not to scale.*

## **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 and document review
- Formal Interviews – Safety interviewed one individual as part of this investigation. The interviews included people 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.
  - Branch Avenue Interlocking Operator

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- 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)
  - RVO Training Procedures & Records
  - RVO Certification Records
  - 30-Day Work History
  - Office of Rail Transportation – Investigation Data
  - Office of the Chief Fleet Officer – Incident Investigation Team Investigation Data
  - Office of Car Maintenance - Rail Fleet Investigation Data
  - Office of Vehicle Program Services – Rail Fleet Investigation Data
  - Metro Integrated Command and Communications Center – Investigation Data
  - Maximo Data
- System Data Recording Review – Collection of information contained in Metro Data Recording Systems. This data includes:
  - Audio Recording System (ARS) playback
  - Closed-Circuit Television (CCTV)

## **Investigation**

On Monday, January 26, 2026, at 06:12 hours, Closed-Circuit Television (CCTV) revealed that Train ID 805, an eight-car 3000-series train (L3201x00-3020x21-3245x44-3113x12T) went into Branch Avenue Yard lead via yard track 2 and traversed through the carwash building on the same track. There is a grade crossing on tracks 1 and 2 in Branch Avenue Yard. As Train ID 805 travelled to the storage track, the left wheels contacted snow/ice build-up on the running rails causing Train ID 805 to derail towards the third rail creating visible sparks. The train was traveling less than 10 mph when it derailed towards the third rail side.

At 06:14 hours, the Audio Recording System (ARS) revealed that the RVO contacted Branch Avenue Interlocking Operator and reported the derailment. Train ID 805 was a deicer train that was returning to the storage track after overnight deicing the mainline tracks.

At 06:15 hours, Branch Avenue Interlocking Operator escalated the incident to the MICC and dispatched a CMNT crew, an ERT crew, and a Power crew to the scene. Upon receiving the information about the derailment event at Branch Avenue Yard, OSI dispatched a Safety Investigator to collect on-scene evidence and conduct informal interviews with witnesses.

At 06:41 hours, ARS revealed that ERT arrived on scene and requested permission from the Branch Avenue Interlocking Operator to enter the roadway. Branch Avenue Interlocking Operator granted permission and advised ERT that third rail was energized. Thirty minutes later, TRPM arrived on scene and went to the Traction Power Substation (TPSS) and Alternative Current (AC) rooms to inspect tie breakers.

At 08:36 hours, the ERT introduced themselves as combining both responsibilities of being the RWIC as well as On-Scene Commander and requested Branch Avenue Interlocking Operator to open the breakers to de-energize the derailment area. At 09:16 hours, the Branch Avenue Interlocking Operator de-energized YCRs 31 and 81 to allow CMNT personnel to start the re-railing process. It took over an hour to get power de-energized because Branch Avenue

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Interlocking Operator needed to move trains and the area where the RWIC wanted de-energized would have hindered that process.

At 09:43 hours, ERT contacted Branch Avenue Interlocking Operator and notified them that hot sticking confirmed that third rail power was de-energized for all the YCRs requested, and the area was ready for CMNT personnel to begin the re-railing process.

At 10:50 hours, ERT contacted Branch Avenue Interlocking Operator and advised them that Train ID 805 was successfully re-railed at 10:45 hours.

At 11:32 hours, ERT contacted Branch Avenue Interlocking Operator and advised them that all personnel and equipment were cleared from the roadway and third rail power could be restored at their discretion. Two minutes later, Branch Avenue Interlocking Operator made a blanket announcement about third rail power restoration on tracks 1 and 2 of yard leads that comprised of YCRs 11, 13, 46, and 47.

At 11:37 hours, third rail power was restored, and Train ID 805 was transported to the Shop and Inspections building. The front and rear trucks had to be replaced. Also, the broken train-to-wayside antenna was replaced.

### Chronological Event Timeline

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

| Time           | Description                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 06:13:18 hours | Train ID 805, a deicer train traveled northbound and entered the Branch Avenue Yard through the carwash building, derailed at road crossing. [CCTV]                                                                                                                                                                                                                                                                                                      |
| 06:14:01 hours | <u>Train ID 805</u> : Contacted Branch Avenue Interlocking Operator with “Emergency” “Emergency” “Emergency” we are on the ground; Train ID 805 is on the ground.<br><u>Branch Avenue Interlocking Operator</u> : Responded, repeat over.<br><u>Train ID 805</u> : Advised being derailed.<br><u>Branch Avenue Interlocking Operator</u> : Asked if it happened inside the carwash?<br><u>Train ID 805</u> : Responded, at road crossing. [BA-YD2 Radio] |
| 06:15:13 hours | <u>Branch Avenue Interlocking Operator</u> : Contacted the Button RTC and notified them that the deicer Train ID 805 derailed at the road crossing.<br><u>Button RTC</u> : Acknowledged the incident and advised that they would call back for more information. [Branch Ave Tower Phone]                                                                                                                                                                |
| 06:15:49 hours | <u>Branch Avenue Interlocking Operator</u> : Advised Branch Avenue Terminal (BAT) about Train ID 805 derailment.<br><u>BAT</u> : Acknowledged the message. [Branch Ave Tower Phone]                                                                                                                                                                                                                                                                      |
| 06:17:05 hours | <u>Button RTC</u> : Contacted Branch Avenue Interlocking Operator and asked about train ID, lead car number, switch machines impacted and at what signal post the incident occurred.<br><u>Branch Avenue Interlocking Operator</u> : Responded, Train ID 805, lead car number was 3201 and it happened at the road crossing where there was no switch machine nor signal post. [Branch Ave Tower Phone]                                                  |
| 06:18:38 hours | <u>Rail 1</u> : Contacted the SIO and informed them that there was a report of a derailment in Branch Avenue Yard. [Phone]                                                                                                                                                                                                                                                                                                                               |

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| Time           | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 06:20:12 hours | <p><u>Button RTC</u>: Advised Branch Avenue Interlocking Operator to respond to the scene and take pictures.</p> <p><u>Branch Avenue Interlocking Operator</u>: Advised them to contact a ROS and request pictures.</p> <p><u>Button RTC</u>: Inquired about the number of trucks on the ground and instructed Branch Avenue Interlocking Operator to have the ROS call Rail 2.</p> <p><u>Branch Avenue Interlocking Operator</u>: Contacted Train ID 805 over the Branch Avenue Yard 1 radio and asked them the same question.</p> <p><u>Train ID 805</u>: Advised only the lead car's front and rear trucks were on the ground. [Branch Ave Tower Phone]</p> |
| 06:21:16 hours | <p><u>Branch Avenue Interlocking Operator</u>: Advised the Branch Avenue Office Manager to respond to the scene and take pictures.</p> <p><u>Office Manager</u>: Acknowledged. [Branch Ave Tower Phone]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 06:21:42 hours | <p><u>Button RTC</u>: Contacted Branch Avenue Interlocking Operator to find out about any injuries as result of the derailment.</p> <p><u>Branch Avenue Interlocking Operator</u>: Contacted Train ID 805 on Branch Avenue Yard 1 radio to confirm.</p> <p><u>Train ID 805</u>: Responded, no injuries recorded at this time. We were moving slowly. [Branch Ave Tower Phone]</p>                                                                                                                                                                                                                                                                              |
| 06:24:23 hours | <p><u>Rail 1</u>: Contacted Branch Avenue Interlocking Operator and requested confirmation that all of the information received, thus far from the Button RTC, was accurate.</p> <p><u>Branch Avenue Interlocking Operator</u>: Confirmed. [Branch Ave Tower Phone]</p>                                                                                                                                                                                                                                                                                                                                                                                        |
| 06:25:50 hours | <p><u>Rail &amp; Stations Management</u>: Contacted Branch Avenue Interlocking Operator to receive detailed information about the derailment such as travel direction, RVO information, number of trucks on the ground and lead car number.</p> <p><u>Branch Avenue Interlocking Operator</u>: Provided with all the information. [Branch Ave Tower Phone]</p>                                                                                                                                                                                                                                                                                                 |
| 06:27:16 hours | <p><u>Rail &amp; Stations Management</u>: Contacted Branch Avenue Interlocking Operator to see whether they were de-energizing third rail power.</p> <p><u>Branch Avenue Interlocking Operator</u>: Advised that third rail power was already de-energized. [Branch Ave Tower Phone]</p>                                                                                                                                                                                                                                                                                                                                                                       |
| 06:28:32 hours | <p><u>Metro 1</u>: Contacted Branch Avenue Interlocking Operator and asked about any issues with the rail and what trucks were on the ground.</p> <p><u>Branch Avenue Interlocking Operator</u>: Provided them with answers. [Branch Ave Tower Phone]</p>                                                                                                                                                                                                                                                                                                                                                                                                      |
| 06:30:16 hours | <p><u>Branch Avenue Interlocking Operator</u>: Contacted Train ID 805 and inquired about how many personnel were aboard their train when it derailed.</p> <p><u>Train ID 805</u>: Advised that there were four personnel. [Branch Ave Tower Phone]</p>                                                                                                                                                                                                                                                                                                                                                                                                         |
| 06:33:17 hours | <p><u>Rail &amp; Stations Management</u>: Contacted Branch Avenue Interlocking Operator back and asked about the time of the incident and what time they de-energized third rail power.</p> <p><u>Branch Avenue Interlocking Operator</u>: Advised that they were notified about the incident at 06:15 hours and the derailment tripped the third rail and tie breaker 32 self-opened caused third rail power to de-energize. [Branch Ave Tower Phone]</p>                                                                                                                                                                                                     |

| Time           | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 06:34:20 hours | <p><u>Metro 1</u>: Contacted Branch Avenue Interlocking Operator and inquired about whether nothing else could come out from the yard?</p> <p><u>Branch Avenue Interlocking Operator</u>: Responded, nothing else needs to come out from the yard.</p> <p><u>Metro 1</u>: Sought confirmation on whether the CMNT technicians re-railed the train, could it leave the yard?</p> <p><u>Branch Avenue Interlocking Operator</u>: Responded that they could not tell yet.</p> <p><u>Metro 1</u>: Asked if CMNT and Signals Maintenance were already dispatched.</p> <p><u>Branch Avenue Interlocking Operator</u>: Advised having dispatched CMNT but not Signals Maintenance.</p> <p><u>Metro 1</u>: Advised to dispatch Signals Maintenance to the scene. [Branch Ave Tower Phone]</p> |
| 06:39:05 hours | <p><u>Signals Maintenance Supervisor</u>: Contacted Branch Avenue Interlocking Operator to inquire about the derailment.</p> <p><u>Branch Avenue Interlocking Operator</u>: Advised them that the derailment occurred by the signal F99-78 while train was coming out through the carwash.</p> <p><u>Signals Maintenance Supervisor</u>: Acknowledged the message and would dispatch technicians. [Branch Ave Tower Phone]</p>                                                                                                                                                                                                                                                                                                                                                        |
| 06:41:33 hours | <p><u>ERT</u>: Advised Branch Avenue Interlocking Operator that a crew of three personnel arrived on scene and requested permission to enter the roadway.</p> <p><u>Branch Avenue Interlocking Operator</u>: Instructed them to have proper personal protective equipment (PPE) and to be on lookout for energized third rail.</p> <p><u>ERT</u>: Acknowledged. [BA-YD2 Radio]</p>                                                                                                                                                                                                                                                                                                                                                                                                    |
| 06:48:46 hours | <p><u>Safety On-Call Director</u>: Informed the SIO that they notified the WMSC and received the event scene release. [Phone]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 07:11:16 hours | <p><u>M-TRPM</u>: TRPM Mechanic, crew of two personnel requested permission to enter the yard to inspect the tie breakers.</p> <p><u>Branch Avenue Interlocking Operator</u>: Advised them to use proper PPE and advised when they finished. [BA-YD2 Radio].</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 07:18:31 hours | <p><u>Office Manager</u>: Contacted Branch Avenue Interlocking Operator and advised them they were ready with non-revenue vehicle to transport RVO of the incident train to the post-incident test.</p> <p><u>Branch Avenue Interlocking Operator</u>: Acknowledged. [Branch Ave Tower Phone]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 07:38:18 hours | <p><u>M-TRPM</u>: Advised Branch Avenue Interlocking Operator they were cleared from the roadway.</p> <p><u>Branch Avenue Interlocking Operator</u>: Acknowledged. [BA-YD2 Radio]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 08:36:24 hours | <p><u>ERT</u>: Contacted Branch Avenue Interlocking Operator advised them they would be the RWIC for the incident scene.</p> <p><u>Branch Avenue Interlocking Operator</u>: Acknowledged the message and stamped the start time at 08:36 hours. Also advised YCR 11, 46 had third power de-energized, tie breaker 32 was opened. [BA-YD2 Radio]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 08:37:25 hours | <p><u>Branch Avenue Interlocking Operator</u>: Instructed ERT to hot stick and confirm that third rail was de-energized.</p> <p><u>ERT</u>: Acknowledged. [BA-YD2 Radio]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 09:01:03 hours | <p><u>ERT</u>: Advised that YCR 11, YCR 46 and YCR 47 were still energized</p> <p><u>Branch Avenue Interlocking Operator</u>: No Response. [BA-YD2 Radio]</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

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| Time           | Description                                                                                                                                                                                                                                                                                                                                                                                                |
|----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 09:12:17 hours | Branch Avenue Interlocking Operator made blanket announcement that Branch Avenue Yard lead 1; track 7 to 11 third rail power would be de-energized. [BA-YD2 Radio]                                                                                                                                                                                                                                         |
| 09:15:49 hours | <u>Branch Avenue Interlocking Operator</u> : Advised ERT that tie breakers 31 and 81 were opened for them to hot stick again and confirm.<br><u>ERT</u> : Acknowledged. [BA-YD2 Radio]                                                                                                                                                                                                                     |
| 09:43:34 hours | <u>ERT</u> : Contacted Branch Avenue Interlocking Operator and advised them that third rail power was confirmed de-energized and CMNT personnel could begin their work.<br><u>Branch Avenue Interlocking Operator</u> : Acknowledged. [BA-YD2 Radio]                                                                                                                                                       |
| 09:44:53 hours | <u>Safety Investigator</u> : Contacted Branch Avenue Interlocking Operator and advised them that the train would be released therefore CMNT could start the re-railing.<br><u>Branch Avenue Interlocking Operator</u> : Acknowledged. [BA-YD2 Radio]                                                                                                                                                       |
| 10:39:46 hours | <u>Safety Investigator</u> : Contacted Branch Avenue Interlocking Operator and asked if they had a plan of where the train would be stored once re-railed.<br><u>Branch Avenue Interlocking Operator</u> : Responded, negative. They would contact Shop personnel and find out the storage location.<br><u>Safety Investigator</u> : Acknowledged. [BA-YD2 Radio]                                          |
| 10:50:18 hours | <u>ERT</u> : Contacted Branch Avenue Interlocking Operator and advised them that train was re-railed at 10:45 hours and to advise the storage location.<br><u>Branch Avenue Interlocking Operator</u> : Advised the Shop personnel needed the train in 2-Southern Shop.<br><u>ERT</u> : Acknowledged. [BA-YD2 Radio]                                                                                       |
| 11:32:38 hours | <u>ERT</u> : Contacted Branch Avenue Interlocking Operator and advised them that all personnel and equipment were cleared from the roadway track 1- and 2-yard leads and YCR 11, YCR 13, YCR 46 and YCR 47 could be re-energized, and the train could be transported to the shop.<br><u>Branch Avenue Interlocking Operator</u> : Advised to stand by and stand clear from the third rails. [BA-YD2 Radio] |
| 11:34:19 hours | <u>Branch Avenue Interlocking Operator</u> : Made a blanket announcement that the power would be restored on Branch Avenue yard leads 1 and 2. However, if anyone did not want the power restoration to contact Branch Avenue Interlocking Operator immediately in one minute. [BA-YD2 Radio]                                                                                                              |
| 11:37:42 hours | <u>Branch Avenue Interlocking Operator</u> : Contacted ERT and advised them that breakers 31, 31 and showed closed and they needed to hot stick YCRs 11, 13, 46 and 47 and confirm that the third rail power was restored.<br><u>ERT</u> : Acknowledged. [BA-YD2 Radio]                                                                                                                                    |
| 11:44:57 hours | <u>ERT</u> : Contacted Branch Avenue Interlocking Operator and advised them the hot sticking confirmed that third rail power was restored on YCR 11, 13, 46 and 47.<br><u>Branch Avenue Interlocking Operator</u> : Acknowledged and advised to stand by because they had two RVO coming to their work area.<br><u>ERT</u> : Acknowledged. [BA-YD2 Radio]                                                  |

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

## Closed-Circuit Television (CCTV)

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Image 1: Depicts yard lead track conditions before the derailment.



Image 2: Train ID 805 had derailed.

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Image 3: Shows Train ID 805's wheels are off the running rails.



Image 4: Shows Grade Crossing on Tracks 1 & 2.

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Image 5: Shows CMNT re-railing Train ID 805.

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## Rail Transportation

[See Appendix B: ROS and Interlocking Operator Report](#)

## Fleet

### **Office of the Chief Fleet Officer – Incident Investigation Team Investigation Data**

Please see below the preliminary findings from the Derailment Incident

Investigation of Train ID 805 at Branch Ave Rail Yard:

Incident Summary

Location: Carwash Track #2

Train: Deicer Train 805 (consist: L 3201–3202–3020–3021–3245–3244–3113–3112T)

Direction of Travel: Northbound departing the carwash

Time of Derailment: 6:08AM

Date of Derailment: January 26, 2026

Derailed Equipment

Car: 3201

Truck: 1 (Front)

Axle: #1 – both wheels derailed

Points of Derailment

Point of Derailment (POD): 132 ft measured from Yard Signal F99-78

Point of Rest (POR): 89 ft 5 in measured from Yard Signal F99-78

Wheel/Rail Interaction

Wheel #1: Made contact with the 3rd rail

Wheel #2: Rested between the running rails

Track & Weather Conditions

Weather: Snow & ice

Track gauge: 57 inches (TRST verified)

Damage Observed

Broken TWC antenna

Additional damage pending completion of full undercar inspection

The following non-derailed cars were released to CMNT: 3020-3021-3245-3244-31133112

### **Office of Car Maintenance - Rail Fleet Investigation Data**

[See Appendix C: CMNT Maximo Labor Report](#)

### **Office of Vehicle Program Services – Rail Fleet Investigation Data**

Pending

## **Infrastructure**

### Track and Structures

Track and Structures Maintenance

[See Appendix D: ERT Maximo Labor Report](#)

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## 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,

- RVO stated that they had two manifests for their shift on that day.
- They were transporting the train to the storage track via yard lead track 2.
- There was snow built up on the running rails everywhere.
- They were the first train operating on that track after the snow day.
- There were snowplows at road crossings.
- RVO stated that, as results of this incident, there were no injuries among the four people aboard the train because they were driving slowly.

## Weather

On Monday, January 26, 2026, at the time of the incident, NOAA recorded the temperature as 10°F, with cloudy skies, winds 10 mph, and 45% humidity. Weather was a contributing factor in this incident (Weather source: NOAA) – Location: Joint Base Andrews.

## Related Rules and Procedures

### Metrorail Operating Rulebook

#### 8.6 Movement on Storage and Yard Tracks

- 8.6.1.8 All collisions, emergencies, derailments, and near misses within Non-Controlled RMM Tracks shall be immediately reported to the Interlocking Operator and other authorities as appropriate (including the Department of Safety).

### Standard Operating Procedures

#### Standard Operating Procedures

Procedure No. MICC-ALL-PRO-15 Train Derailments and Collisions Procedure

- 6.1 Initial Report on Train Derailment or Collision
- 6.1.1 Any employee witnessing, discovering, or being involved in a train derailment or collision Incident shall, from a place of safety, immediately contact the MICC by the most safe and efficient means: (redacted phone numbers for this report purpose only)
- 6.1.2 The reporting personnel shall state “Emergency, Emergency, Emergency” and provide all pertinent information, which will include but is not limited to:
- 6.1.2.1 Positive identification requirements
- 6.1.2.2 The nature and exact location of the incident (Station name, chain marker, street address)
- 6.1.2.3 Details of any injuries (number of people injured and severity), equipment and structures involved or damaged, and any other pertinent information.
- 6.1.2.4 The vehicle type and number of cars within the train consist. 6.1.2.5 What actions are being taken on-site and what actions are required from the MICC
- 6.2 Initial Actions of the MICC
- 6.2.1 MICC personnel receiving the call shall repeat back all information provided in step
- 6.1.2. Based on the information provided, RAIL 1 or assigned designee(s) shall assess if there is a track safety concern on adjacent tracks, which tracks are confirmed blocked, and which lines may be blocked.

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- 6.2.3 Upon confirmation of a derailment or collision, RAIL 2 shall contact the Emergency Services and provide them with the relevant information as detailed in 6.1.2.
- 6.2.4 The RTC shall take the necessary steps, as needed, to safely protect the incident scene:
  - 6.2.4.1 Stop all rail vehicles in approach to the incident location.
  - 6.2.4.2 Remove third rail power.
  - 6.2.4.3 Establish Prohibit Exits.
  - 6.2.4.4 Implement Blue Block Protection and Human Form on AIM.
  - 6.2.4.5 Contact MTPD and provide them with the relevant information as detailed in 6.1.2.
  - 6.2.4.6 Dispatch the nearest two (2) RTRA Supervisors to attend the site.
  - 6.2.4.7 Notify RAIL 2 of the incident and relevant information.
  - 6.2.4.8 Notify all affected WMATA departments of the incident
- 6.5 Investigation of Derailment or Collision
  - 6.5.1 The MICC shall note details provided by the WIC and in collaboration with the SAFE Representative on site initiate any investigation in line with SOP #800-01 pertaining to Incident and Accident Investigations of RAIL, BUS, and Metro.
  - 6.5.2 Details of track conditions during the time of the derailment, particularly lunar or fleet shall be provided to the investigating party upon request.
  - 6.5.3 If safe to do so, the RTC shall request qualified on-scene WMATA personnel, in coordination with the WIC, for a visual assessment of the damage to the rail vehicles, RMMs, infrastructure and property, and all pertinent information to include but not limited to:
    - 6.5.3.1 The extent of any visible damage,
    - 6.5.3.2 Any trucks/bogies which are derailed and how far from the running rail,
    - 6.5.3.3 Details of any contact with infrastructure, and/or
    - 6.5.3.4 Any fluid discharged.
  - 6.5.4 All reported asset damage shall be relayed to CMNT/TRST.
  - 6.5.5 The IAP shall detail the point at which Unified Command is dismantled and control handed back to the WIC for restoring service and ultimate handover back to the MICC.

## Human Factors

### Fatigue

#### *Signs and Symptoms of Fatigue*

On Monday, January 26, 2026, at 06:13 hours, a Deicer Train ID 805, operated by a RVO, an eight-car 3000-series train (L3201x00-3020x21-3245x44-3113x12T) had finished deicing the mainline tracks and was returning to storage in Branch Avenue Yard via yard lead track 2 when the derailment occurred at the road crossing. Train ID 805 entered on the yard lead track 2, traveled through the carwash building before the lead car 3201 came off the rail. SAFE 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 RVO reported feeling fully at the time of the incident. The RVO 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 RVO reported some variation in the sleep schedule in the days leading up to the incident. The RVO worked on Midnight Shift in the days leading up to the incident. The RVO was awake for 15 hours

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and 22 minutes at the time of the incident. The RVO reported 14 hours and 50 minutes of sleep in the 48 hours preceding the incident. The off-duty period was 17 hours, which provides an opportunity for 7-9 hours of sleep. This was more than the RVO's usual workday sleep durations. The RVO reported no issues with sleep. The RVO worked at midnight in the days leading to the incident.

### **Circadian Considerations**

The incident occurred at **06:13 hours**, which is outside the typical circadian low period (usually between 02:00 and 06:00 hours), this suggests low probability of fatigue due to circadian rhythm alone.

### **Work Schedule and Overtime**

The RVO's work schedule did not alternate between day and night work in the week leading up to the incident.

### **Sleep and Awake Data**

#### **RVO:**

- Sleep duration (prior to incident): **14.83** hours in last 48 hours.
- Time awake at time of incident: **15.38** hours.

### **Biomathematical Fatigue Modeling (SAFTE-FAST WebSFC)**

A bio-mathematical fatigue modelling application (SAFTE-FAST WebSFC) was used to further evaluate potential fatigue risks based on the employee's work schedule, self-reported sleep the day prior to the incident, and reported habitual sleep patterns.

#### **RVO:**

- Estimated performance effectiveness **75.9** (Moderate fatigue; performance errors more likely.).
- Sleep debt: **05:18** hours (Noticeable fatigue, slower recovery).
- Karolinska Sleepiness Scale (KSS): **7.1** (Sleepy, but still able to stay awake).
- Samn-Perelli Fatigue Scale (SP): **5.5** (Moderately tired, let down).



*Karolinska Sleepiness Scale (KSS) subjective measure of sleepiness to help assess an individual's level of drowsiness or alertness.*

*Samn-Perelli Fatigue Scale (SP) assesses how fatigued a person feels before and during a task. Modeling analysis output shows estimated performance effectiveness during the incident work shift and for the week leading up to the work shift, based on the employee work and reported sleep schedule. Estimates were based on the Train Operator's work schedule, reported sleep from the day preceding the incident, and reported habitual sleep durations (7 hours a day). Bold portions of the modeled curve show work (in black) and sleep times (in blue). Effectiveness is shown on the vertical axis, with colored fields in the chart background signifying ranges of effectiveness scores including high effectiveness (>90%) in green, and low effectiveness (<65%) in red. Time is shown on the horizontal axis. Markers for work and sleep times are shown in the lanes above the time of day on the horizontal axis.*

## 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

- Train ID 805 was a deicer train which operated overnight to deice revenue tracks.
- There was snow on the rail at the road crossing.
- Train ID 805 was the first train to traverse that track in the morning following the snowfall.
- Snow accumulation and extreme weather created unsafe conditions.

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## Immediate Mitigation to Prevent Recurrence

- In adherence to Rail Transportation 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 ROS to relieve the RVO 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 MICC initiated the removal of Train ID 805 from service for Incident Investigations Team investigation procedures.

## Probable Cause Statement

The probable cause of the Derailment at Branch Avenue Yard on January 26, 2026, was due to inclement weather. The running rails were covered by snow and ice causing slippery conditions for train wheels. Specifically, there were freezing temperatures on the day of the incident.

| Corrective Action Code | Description    | Responsible Party | Estimated Completion Date |
|------------------------|----------------|-------------------|---------------------------|
| No Corrective Action   | Not Applicable | RTRA              | None                      |

## **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.*

#### **Department**

##### **Rail Vehicle Operator (RVO)**

The RVO is a Metro employee with 17 years of service and 11 years of experience as an RVO. The RVO holds a Roadway Worker Protection (RWP) Level 2 certification that expires in October 2026.

During the formal interview, the RVO stated that they had two manifests for the shift on January 26, 2026. The first manifest ran from 16:00 hours to Midnight and the second manifest ran from Midnight to 06:00 hours. They operated the deicer train and performed deicing on Mainline tracks before coming back to the yard to store the train. The RVO stated they were on their last trip for their shift. The RVO stated that they utilized yard lead track 2 which traverses the carwash, to enter the yard. As they traveled to the storage track, there was snow built up everywhere on the track. However, when they reached the grade crossing on track 2, they noticed that the train wheels came off of the running rails. They reported the incident to Branch Avenue Tower who escalated it to MICC.

The RVO stated there were four people aboard the train; two RVOs and two Track and Structure personnel that were picked up from the Branch Avenue Station. They stated none of those aboard the train sustained any injuries including themselves because they traveled slowly and with caution.

## Appendix B – RTRA Branch Avenue Tower & ROS Incident Investigation Report



RAIL TRANSPORTATION

### Interlocking Operator Report

Name: [REDACTED] Time 06:15am Date 01/26/2026

Subject: 805 De-Icier Train

To: F99 Division

Incident Details: On January 26, 2026, at approximately 6:15 am, while entering F99 yard by way of carwash track #2, de-icer train I.D. 805 (3201 x 3020 x 3245 x 3113) operated by [REDACTED] notified Branch Ave tower via radio that lead car 3201 derailed at the roadway crossing while exiting the carwash. A handbrake was applied to car 3201, breaker #32 tripped in the tower. There were no reported injuries. All appropriate personnel and departments were notified.

Track Unit [REDACTED] took command of F99 derailment at 08:36 am from safe # [REDACTED]. At 09:16 am, breaker 31 and 81 were opened to start the rerailing procedure. Car #3201 was rerailed at 10:45am and breakers 31, 32, and 81 were closed (energized) at 11:38 am. YCR's 11, 12, 13, 46, and 47 were hot stick and confirmed at 11:45 am. At 14:22 train I.D. 805 car #3201 left the derailment area for 2 south in the S & I shop.

Figure 2: Depicts the Branch Avenue Tower Incident Report

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# RTRA Supervisor's Report

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

DEPARTMENT OF OPERATIONS-RAIL SERVICE

Office of Rail Transportation

|                     |                           |                                                                |                                     |
|---------------------|---------------------------|----------------------------------------------------------------|-------------------------------------|
| Date:<br>01/26/2026 | Incident Time:<br>6:15 am | Incident Location (Station Mezzanine#):<br>F99 Yard (Car Wash) | Track/Mezzanine#:<br>Carwash tracks |
|---------------------|---------------------------|----------------------------------------------------------------|-------------------------------------|

Equipment Number (Train ID & Car Numbers; Escalator/Elevator #, Room #):  
3201\*3020\*3245\*3113

Incident Description:  
Train Derailment

| WMATA Personnel Involved | Employee # | Rule Violation? | Home Division | Post Incident |
|--------------------------|------------|-----------------|---------------|---------------|
| ██████████               | ██████████ | no              | Branch Ave    | yes           |

| Name | Address | Injury? |
|------|---------|---------|
|      |         |         |
| Name | Address | Injury? |
|      |         |         |
| Name | Address | Injury? |
|      |         |         |

| Arrival Time | Unit Number | Person In Charge | Remarks                        |
|--------------|-------------|------------------|--------------------------------|
| 7:15am       | █           | ██████████       | Supervisor for TRANSPORT ONLY. |
|              |             |                  |                                |

## Chronological Account of Incident

Note time for each entry; Include statement of Employee or Witness at conclusion

### Your Arrival Time:

7:15am, while manning Branch Ave Station I was informed that Operator ██████████ needed to be escorted to medical for Post-Incident/accident testing. ██████████ arrived via shuttle from yard and we took the next available train 8am dispatch (30 min. Headway) to the test site (L'enfant Plaza). Upon return to the division, ██████████ completed an incident report and I conducted the Post Incident/accident interview. ██████████ was then escorted to Superintendent ██████████ office for further interviewing.

|                                                                |                    |                    |       |
|----------------------------------------------------------------|--------------------|--------------------|-------|
| Supervisor Submitting Report (include payroll #)<br>██████████ | Date<br>01/26/2026 | Report Reviewed by | Date: |
|----------------------------------------------------------------|--------------------|--------------------|-------|

50.437 09/10

REPORT MUST BE FAXED TO ROCC 202-962-2808 at end of tour

Figure 3: Depicts Rail Operations Supervisor Report

Incident Date: 01/26/2026 Time: 06:15 hours  
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## Appendix C – Maximo Work Order for CMNT



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

Page 1 of 3  
MXAZP

Work Order #: 20130923  
Type: CM

**\*20130923\***

Status: COMP  
01/29/2026 16:55

Work Description: Train Derailment in yard, 0/0, F99, OTH, DRAL,  
Job Plan Description:

| Work Information           |                                                                              |                                                     |                                |              |               |              |
|----------------------------|------------------------------------------------------------------------------|-----------------------------------------------------|--------------------------------|--------------|---------------|--------------|
| Asset: R3201               | 3201, RAIL CAR, BREA, 3000 AC, B CAR                                         | Owning Office: CMNT-CMNT-CMNT                       | Parent:                        |              |               |              |
| Asset Tag: R3201           |                                                                              | Maintenance Office: CMNT-SDYG-INSP                  | Create Date: 01/26/2026 09:29  |              |               |              |
| Asset S/N: 3201            |                                                                              | Labor Group: CMNT                                   | Actual Start: 01/26/2026 09:30 |              |               |              |
| Location: 1136             | A99, SHADY GROVE YARD                                                        | Crew:                                               | Actual Comp: 01/29/2026 16:55  |              |               |              |
| Work Location: 2279        | F99, BRANCH AVENUE YARD                                                      | Lead:                                               | Item: L18060002                |              |               |              |
| Failure Class: CMNT001     | RAIL CAR                                                                     | GL Account: WMATA-02-33320-50499160-041-*****-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: 2901588.0  |                                                                              | Complete-Mileage: 2901802.0                         |                                |              |               |              |
| <b>Task IDs</b>            |                                                                              |                                                     |                                |              |               |              |
| <b>Task ID</b>             |                                                                              |                                                     |                                |              |               |              |
| 10                         | REMOVE FRONT TRUCK                                                           |                                                     |                                |              |               |              |
|                            | REMOVED FRONT TRUCK SN:9A4-396 ASSET# 329007                                 |                                                     |                                |              |               |              |
|                            | TRUCK WERE REMOVED DUE TO DERAIL.                                            |                                                     |                                |              |               |              |
|                            | 000-300-K02 TRUCK&SUSPENSION: TRUCK ASSY;                                    |                                                     |                                |              |               |              |
| Component:                 | 2K/3K/6K/7K                                                                  | Work Accomp: REMOVED                                | Reason: DERAILED               | Status: COMP | Position: 557 | Warranty?: N |
| 20                         | REMOVE REAR TRUCK                                                            |                                                     |                                |              |               |              |
|                            | REMOVED REAR TRUCK SN: 9A4-334 ASSET# 329007                                 |                                                     |                                |              |               |              |
|                            | TRUCK WERE REMOVED DUE TO DERAIL.                                            |                                                     |                                |              |               |              |
|                            | 000-300-K02 TRUCK&SUSPENSION: TRUCK ASSY;                                    |                                                     |                                |              |               |              |
| Component:                 | 2K/3K/6K/7K                                                                  | Work Accomp: REMOVED                                | Reason: DERAILED               | Status: COMP | Position: 825 | Warranty?: N |
| 30                         | INSTALL FRONT TRUCK                                                          |                                                     |                                |              |               |              |
|                            | INSTALLED FRONT TRUCK SN:9A4-232 ASSET# 330283 LEVELING AND TRUCK CHECKS C/W |                                                     |                                |              |               |              |
|                            | 000-300-K02 TRUCK&SUSPENSION: TRUCK ASSY;                                    |                                                     |                                |              |               |              |
| Component:                 | 2K/3K/6K/7K                                                                  | Work Accomp: INSTALLED                              | Reason: IMPROVED RELIABILITY   | Status: COMP | Position: 557 | Warranty?: N |
| 40                         | INSTALL REAR TRUCK                                                           |                                                     |                                |              |               |              |
|                            | INSTALLED REAR TRUCK SN:9A4-216 ASSET# 344719 LEVELING AND TRUCK CHECKS C/W  |                                                     |                                |              |               |              |
|                            | 000-300-K02 TRUCK&SUSPENSION: TRUCK ASSY;                                    |                                                     |                                |              |               |              |
| Component:                 | 2K/3K/6K/7K                                                                  | Work Accomp: INSTALLED                              | Reason: IMPROVED RELIABILITY   | Status: COMP | Position: 825 | Warranty?: N |
| WT_plust_woprint.rptdesign |                                                                              |                                                     |                                |              |               |              |
| 01/30/2026 17:12           |                                                                              |                                                     |                                |              |               |              |

Figure 4: Depicts CMNT Maximo Incident Labor Report

Incident Date: 01/26/2026 Time: 06:15 hours  
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Approved By: SAFE 707 - 04/19/2026

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

Page 2 of 3  
MXAZP

Work Order #: 20130923  
Type: CM

\*20130923\*

Status: COMP  
01/29/2026 16:55

Work Description: Train Derailment in yard, 0/0, F99, OTH, DRAL,  
Job Plan Description:

| Task IDs                                                                                                                                                       |                                                                                                                                                                        |            |                          |            |            |            |               |               |            |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|--------------------------|------------|------------|------------|---------------|---------------|------------|--|
| Task ID                                                                                                                                                        |                                                                                                                                                                        |            |                          |            |            |            |               |               |            |  |
| 50                                                                                                                                                             | Updated wheel wear to 28.00" (new trucks) per C-inspection procedure using document CENV WI 18CISP (Version 12.0) for DAMB section 40.27 and Propulsion section 35.17. |            |                          |            |            |            |               |               |            |  |
| Component: 000-300-A00 SUBSYSTEM; CAR LOGIC; 2K/3K/6K/7K      Work Accomp: UPDATED      Reason: CALIBRATION      Status: COMP      Position:      Warranty?: N |                                                                                                                                                                        |            |                          |            |            |            |               |               |            |  |
| 60                                                                                                                                                             | Verified TWC antenna broken, replaced TWC antenna. Ok for service...                                                                                                   |            |                          |            |            |            |               |               |            |  |
| 000-300-S04 ATC: TWC TRANSMIT ANTENNA;                                                                                                                         |                                                                                                                                                                        |            |                          |            |            |            |               |               |            |  |
| Component: UNIVERSAL FIT; 2K/3K/6K      Work Accomp: INSTALLED      Reason: BROKEN      Status: COMP      Position: 246      Warranty?: N                      |                                                                                                                                                                        |            |                          |            |            |            |               |               |            |  |
| Actual Labor                                                                                                                                                   |                                                                                                                                                                        |            |                          |            |            |            |               |               |            |  |
| Task ID                                                                                                                                                        | Labor                                                                                                                                                                  | Start Date | End Date                 | Start Time | End Time   | Approved?  | Regular Hours | Premium Hours | Line Cost  |  |
| 10                                                                                                                                                             |                                                                                                                                                                        | 01/28/2026 | 01/28/2026               | 14:00      | 18:00      | Y          | 04:00         | 00:00         | \$179.35   |  |
| 10                                                                                                                                                             |                                                                                                                                                                        | 01/28/2026 | 01/28/2026               | 14:00      | 18:00      | Y          | 04:00         | 00:00         | \$199.47   |  |
| 20                                                                                                                                                             |                                                                                                                                                                        | 01/28/2026 | 01/28/2026               | 14:00      | 18:00      | Y          | 04:00         | 00:00         | \$174.98   |  |
| 20                                                                                                                                                             |                                                                                                                                                                        | 01/28/2026 | 01/28/2026               | 14:00      | 18:00      | Y          | 04:00         | 00:00         | \$199.47   |  |
| 30                                                                                                                                                             |                                                                                                                                                                        | 01/28/2026 | 01/28/2026               | 18:00      | 22:00      | Y          | 04:00         | 00:00         | \$179.35   |  |
| 30                                                                                                                                                             |                                                                                                                                                                        | 01/28/2026 | 01/28/2026               | 18:00      | 22:00      | Y          | 04:00         | 00:00         | \$199.47   |  |
| 40                                                                                                                                                             |                                                                                                                                                                        | 01/28/2026 | 01/28/2026               | 18:00      | 22:00      | Y          | 04:00         | 00:00         | \$174.98   |  |
| 40                                                                                                                                                             |                                                                                                                                                                        | 01/28/2026 | 01/28/2026               | 18:00      | 22:00      | Y          | 04:00         | 00:00         | \$199.47   |  |
| 50                                                                                                                                                             |                                                                                                                                                                        | 01/29/2026 | 01/29/2026               | 04:00      | 05:00      | Y          | 01:00         | 00:00         | \$48.20    |  |
| 60                                                                                                                                                             |                                                                                                                                                                        | 01/29/2026 | 01/29/2026               | 06:30      | 14:00      | Y          | 07:30         | 00:00         | \$352.69   |  |
| Total Actual Hour/Labor:                                                                                                                                       |                                                                                                                                                                        |            |                          |            |            |            | 40:30         | 00:00         | \$1,907.44 |  |
| Actual Materials                                                                                                                                               |                                                                                                                                                                        |            |                          |            |            |            |               |               |            |  |
| Task ID                                                                                                                                                        | Item                                                                                                                                                                   | Assetnum   | Description              | Storeroom  | Trans Date | Issue Unit | Quantity      | Unit Cost     | Line Cost  |  |
|                                                                                                                                                                | M18590005                                                                                                                                                              |            | COIL,ELECTRICAL:TRANSMIT | 252        | 01/27/2026 | EA         | 1             | \$0.00        | \$0.00     |  |
| Total Actual Materials:                                                                                                                                        |                                                                                                                                                                        |            |                          |            |            |            |               |               | \$0.00     |  |
| Related Incidents                                                                                                                                              |                                                                                                                                                                        |            |                          |            |            |            |               |               |            |  |
| Ticket                                                                                                                                                         | Description                                                                                                                                                            |            |                          | Class      |            | Status     |               | Relationship  |            |  |
| 9026063                                                                                                                                                        | Train Derailment in yard, 0/0, F99, OTH, DRAL,                                                                                                                         |            |                          | SR         |            | RESOLVED   |               | ORIGINATOR    |            |  |
| WT_plust_woprnt.rptdesign                                                                                                                                      |                                                                                                                                                                        |            |                          |            |            |            |               |               |            |  |
| 01/30/2026 17:12                                                                                                                                               |                                                                                                                                                                        |            |                          |            |            |            |               |               |            |  |

WT\_plust\_woprnt.rptdesign

01/30/2026 17:12

Figure 5: CMNT Maximo Incident Labor Report, Continued

Incident Date: 01/26/2026 Time: 06:15 hours  
Final Report – Derailment Rev. 1  
E26418

Drafted By: SAFE 704 - 02/19/2026  
Reviewed By: SAFE 703 – 03/20/2026  
Approved By: SAFE 707 - 04/19/2026

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

Page 3 of 3  
MXAZP

Work Order #: 20130923  
Type: CM

**\*20130923\***

Status: COMP  
01/29/2026 16:55

Work Description: Train Derailment in yard, 0/0, F99, OTH, DRAL,  
Job Plan Description:

| Failure Reporting                                                                                |        |          |            |             |
|--------------------------------------------------------------------------------------------------|--------|----------|------------|-------------|
| Cause                                                                                            | Remedy |          | Supervisor | Remark Date |
| 1782 EXTREME WEATHER FAILURE                                                                     | 0004   | REPLACED |            | 01/29/2026  |
| Remarks: R&RD FRONT & REAR TRUCKS & TWC ANTENNA. NO OTHER ISSUES FOUND. GOOD DI, OK @ THIS TIME. |        |          |            |             |

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01/30/2026 17:12

Figure 6: CMNT Maximo Incident Labor Report , End.

Incident Date: 01/26/2026 Time: 06:15 hours  
Final Report – Derailment Rev. 1  
E26418

Drafted By: SAFE 704 - 02/19/2026  
Reviewed By: SAFE 703 – 03/20/2026  
Approved By: SAFE 707 - 04/19/2026

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## Appendix D – Maximo Work Order for ERT



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

Page 1 of 2  
MXAZP

20130260  
Type: CM

\*20130260\*

Status: CLOSE  
01/26/2026 17:42

Work Description: F99 Rail #1 reports train derailment at train wash

Job Plan Description:

Train Re-railed by CTEM at 10:45am

Snow, Ice, and Salt removed from railroad crossing.

| Work Information         |                                          |                                                     |                                |
|--------------------------|------------------------------------------|-----------------------------------------------------|--------------------------------|
| Asset: TF99              | TRACKS - BRANCH AVE YARD - PARENT LEVEL  | Owning Office:                                      | Parent: 20084453               |
| Asset Tag:               |                                          | Maintenance Office: TRST                            | Create Date: 01/26/2026 08:32  |
| Location: F99            | Branch Ave Yard (as Line config)         | Labor Group:                                        | Actual Start: 01/26/2026 17:42 |
| Work Location:           |                                          | Crew:                                               | Actual Comp: 01/26/2026 17:42  |
| Failure Class: TRSTRAIL  | TRST, RAIL                               | GL Account: WMATA-02-33860-50499360-042-*****-OPR** |                                |
| Problem Code: D97        | WORK PLAN MULTI DEFECTS (plan wo's only) | Supervisor:                                         | Target Start:                  |
| Requested By: [REDACTED] |                                          | Requestor Phone: [REDACTED]                         | Target Comp:                   |
| Chain Mark Start: 0      |                                          | Chain Mark End: 0                                   | Scheduled Start:               |

| Failure Reporting |        |            |             |
|-------------------|--------|------------|-------------|
| Cause             | Remedy | Supervisor | Remark Date |
| Remarks:          |        |            |             |

| Log     |       |            |                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                  |
|---------|-------|------------|--------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|
| Date    | Class | Created By | Subject                                    | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Long Description |
| 1/26/26 |       | MAXADMIN   | Maximo WO# 20130260 has been opened by MOC | <p>&lt;p&gt;Thank you for contacting MOC. Work Order #20130260 has been opened to resolve the following reported issue.&lt;/p&gt;                     &lt;p&gt;&lt;div&gt;Work Order Description: F99 Rail #1 reports train derailment at train wash&lt;br&gt;&lt;br&gt;Asset Number: TF99&lt;br&gt;&lt;br&gt;Facility Location: F99&lt;br&gt;&lt;br&gt;Should you require further assistance or have a question about this work order please contact MOC.&lt;br&gt;&lt;br&gt;Thank you.&lt;/div&gt;&lt;/p&gt;                     &lt;div&gt;MOC&lt;/div&gt;&lt;!-- RICH TEXT --&gt;                 </p>                                                                                     |                  |
| 1/26/26 |       | MAXADMIN   | Maximo WO# 20130260 has been resolved      | <p>&lt;div&gt;&lt;br&gt;Thank you for contacting MOC. Work Order #20130260 reported to MOC has been resolved.&lt;/div&gt;                     &lt;div&gt;&lt;br&gt;Work Order Description: F99 Rail #1 reports train derailment at train wash&lt;br&gt;&lt;br&gt;Asset Number: TF99&lt;br&gt;&lt;br&gt;Facility Location: F99&lt;br&gt;&lt;br&gt;Reported Date: 1/26/26 8:32&lt;br&gt;&lt;br&gt;Should you require further assistance or have a question about this work order please contact MOC.&lt;br&gt;&lt;br&gt;Thank you.&lt;/div&gt;                     &lt;div&gt;&lt;/div&gt;&lt;/p&gt;                     &lt;div&gt;MOC&lt;/div&gt;&lt;!-- RICH TEXT --&gt;                 </p> |                  |

WT\_plust\_woprnt\_TRST.rptdesign

01/31/2026 17:50

Figure 7:Depicts TRST ERT Maximo Incident Labor Report

Incident Date: 01/26/2026 Time: 06:15 hours  
Final Report – Derailment Rev. 1  
E26418

Drafted By: SAFE 704 - 02/19/2026  
Reviewed By: SAFE 703 – 03/20/2026  
Approved By: SAFE 707 - 04/19/2026

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## Appendix E – Scene Photographs



Figure 8: Depicts Train ID 805 wheels off the rails

Incident Date: 01/26/2026 Time: 06:15 hours  
Final Report – Derailment Rev. 1  
E26418

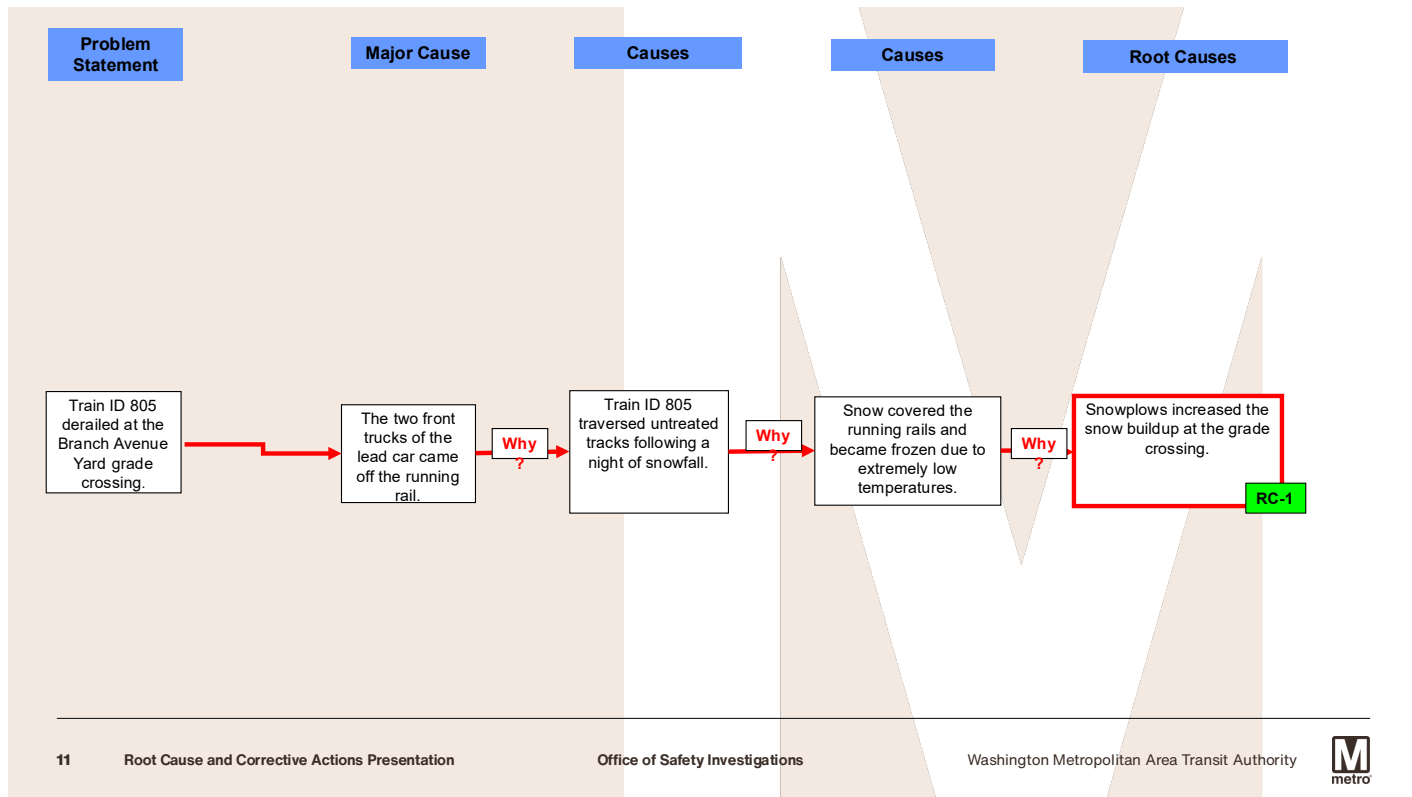
Drafted By: SAFE 704 - 02/19/2026  
Reviewed By: SAFE 703 – 03/20/2026  
Approved By: SAFE 707 - 04/19/2026

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Figure 9: Depicts CMNT working on re-railing the train

## Appendix F – Why-Tree Analysis



Incident Date: 01/26/2026 Time: 06:15 hours  
 Final Report – Derailment Rev. 1  
 E26418

Drafted By: SAFE 704 - 02/19/2026  
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 Approved By: SAFE 707 - 04/19/2026

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