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Office: 202-384-1520 • Website: www.wmsc.gov

W-0445 – Fatality at Silver Spring Station – March 1, 2024

Document Purpose

This WMSC written report on WMATA Metrorail's safety event investigation and review of Metrorail's findings in accordance with the WMSC Program Standard, in conjunction with the attached Metrorail investigation report that has undergone WMSC staff review, feedback, and Metrorail revision, describes the investigation activities, identifies factors causing or contributing to the accident, and sets forth ongoing, additional, or upcoming corrective actions and further oversight work (such as inspections and audits) as necessary or appropriate. The WMSC's ongoing oversight during the investigative process, including safety event reporting and verification, participation in investigative interviews, data review, consistent communication with the Metrorail investigations team, and feedback on Metrorail's reports leads to further improvements prior to consideration of the reports by WMSC Commissioners for adoption. The WMSC's safety event investigation oversight assures the sufficiency and thoroughness of Metrorail's investigations. The WMSC Commissioners are considering these documents (the WMSC review and Metrorail's investigation report) as a unified item for adoption at the Washington Metrorail Safety Commission meeting on September 15, 2026.

WMSC staff recommend adoption of this investigation.

When a fatality occurs within the Metrorail system, the WMSC, in collaboration with WMATA, conducts an investigation to determine causes and contributing factors so that, where possible, mitigations can be implemented to help prevent future occurrences. Between 2023 and 2024, there were 14 such fatalities on the Metrorail system. Of these fatalities, 13 investigations are being presented on September 15, 2026. The investigations into 9 of these 13 fatalities presented no safety protocol deviations that contributed to the causation of the event. Therefore, there are no corrective measures or mitigations that were identified to prevent recurrence. Investigation reports for these incidents are being considered for adoption in 2026 due to the nature of the events and a review of the WMSC's process for collecting information related to these investigations. The WMSC staff will not present any further details for these reports prior to Commissioner review for adoption due to the sensitive nature of these events. As with all adopted WMSC investigation reports, each of these will also be available for review on our website at wmsc.gov. The WMSC extends its condolences to each family impacted by these events.

Safety event summary:

On March 1, 2024, at 10:28 a.m., Train 126 was servicing Silver Spring Station on track 2, when an Office of Automatic Train Control (ATC) mechanic approached the operator's cab window and notified the train operator of a customer experiencing a medical emergency on the second car in the consist, railcar 7069. The train operator contacted the Radio Rail Traffic Controller (RTC) and received permission to investigate. The Train Operator conducted a visual inspection and observed the bulkhead door was open on car 7069, between the second and third car, with the body extending from the car to the doorway, with no signs of life. Customers were offloaded from Train 126, and trains continued to service the station on track 1. The assistant operations manager in the control center contacted Montgomery County Fire and Rescue Services (MCFRS) at 10:33 a.m.

An investigative review of closed-circuit television footage showed the customer was aboard Train 126 when it departed Forest Glen Station at 10:25 a.m. The customer was attempting to train surf, or ride outside of a moving train, when they opened the bulkhead door and extended their head above the top of the train while the train was in motion between Forest Glen Station and Silver Spring Station. Portions of this section of track are tunneled, which caused the person to strike their head.

Metro Transit Police Department (MTPD), Emergency Response Team (ERT) and a rail supervisor were also notified and dispatched to the scene. MCFRS personnel arrived and found no signs of life. MTPD identified the train and platform area as a crime scene and secured the area.

All personnel were clear of the scene at 2:22 p.m. The rail supervisor was instructed to operate Train 126 and perform a track inspection from Silver Spring, track 2, to Forest Glen, track 2. The rail supervisor stopped to take photos of the portal at chain marker B2-489+00. The track inspection was clear, and normal service resumed at Silver Spring Station.

The train operator and Train 126 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.

The probable cause of this safety event was the intentional action of a customer who exited Car 7069 and extended their head above the top of the train consist while the consist was traveling within a tunneled section of system, causing them to strike their head.

Metrorail's Department of Safety developed working groups, along with MTPD, that visited 25 schools in Maryland focusing on Montgomery County. The group also facilitated focus groups by creating a social media campaign to deter them from train surfing.

There were no corrective actions as a result of this event.

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

FINAL REPORT OF INVESTIGATION A&I E24162

Date of Event:	March 1, 2024
Type of Event:	Collision
Incident Time:	10:28 hours
Location:	Silver Spring Station, track 2
Time and How received by SAFE:	10:31 hours – SAFE/MAC
WMSC Notification Time:	11:24 Hours
Responding Safety Officers:	WMATA: Office of Emergency Preparedness (OEP) Office of Safety Investigations (OSI) WMSC: N/A Other: N/A
Rail Vehicle:	Train ID 126 (L7068/69x7667/66x7594/95x7701/00T)
Injuries:	Fatal Injuries
Damage:	None
Emergency Responders:	Metro Transit Police Department (MTPD) Montgomery County Police Department (MCPD) Montgomery County Fire and Emergency Rescue Service (MCFERS)
SMS I/A Incident Number:	20240301#115192

March 1, 2024
Table of Contents

Abbreviations and Acronyms

AED	Automated External Defibrillator
AIMS	Advanced Information Management System
ARS	Audio Recording Systems
ATC	Automatic Train Control
CAP	Corrective Action Plan
CCTV	Closed-Circuit Television
COMR	Office of Radio Communications
DEFEMS	District of Columbia Fire and Emergency Medical Services
MAC	Mission Assurance Coordinator
MICC	Metro Integrated Command and Communications Center
MCFEMS	Montgomery County Fire and Emergency Services
MTPD	Metro Transit Police Department
MOR	Metrorail Operating Rulebook
NOAA	National Oceanic and Atmospheric Administration
OEP	Office of Emergency Preparedness
OSO	Office of Safety Oversight
RTC	Rail Traffic Controller
RTRA	Office of Rail Transportation
SAFE	Department of Safety
SMS	Safety Measurement System
WMATA	Washington Metropolitan Area Transit Authority
WMSC	Washington Metrorail Safety Commission
WSAD	Warning Strobe and Alarm Device

Executive Summary

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

On Friday, March 1, 2024, at 10:28 hours, Train ID 126 (L7068/69x7667/66x7594/95x7701/00T) was located at Silver Spring Station on track 2, when an Office of Automatic Train Control (ATC) mechanic approached the operator's cab window and advised the Train Operator of an ill passenger on Car 7069. The Train Operator contacted the Metro Integrated Communications and Command (MICC) Radio Traffic Controller (RTC) and advised them of the report.

The Radio RTC instructed the Train Operator to investigate the report. The Train Operator performed a visual inspection and advised that a passenger was observed partially extended from Car 7069 with severe head trauma and was unresponsive. The Train Operator was instructed to offload the train.

Trains began single-tracking a Silver Spring Station by way of track 1.

The Radio RTC notified the Assistant Operations Manager (AOM) of the event. The Montgomery County Fire and Emergency Rescue Services (MCFEMS), Montgomery County Police Department (MCPD), and Metro Transit Police Department (MTPD) were notified and dispatched to the scene.

MCFEMS arrived and determined that the passenger was deceased. MTPD identified the train and platform area as a crime scene and secured the area. Additional MTPD Investigators and Crime Scene Technicians responded to the scene. The Maryland State Medical Examiner's Office arrived at 12:44 hours.

In accordance with the Office of the Chief Mechanical Officer (CMOR) Incident Investigation Team (IIT) Operations Administrative Policy (OAP) 102.06, the MICC promptly initiated the removal of Train ID 126 from revenue service for post-incident investigative measures. This action adhered to the Rail Vehicle Event Investigation Policy, ensuring a comprehensive examination of the incident.

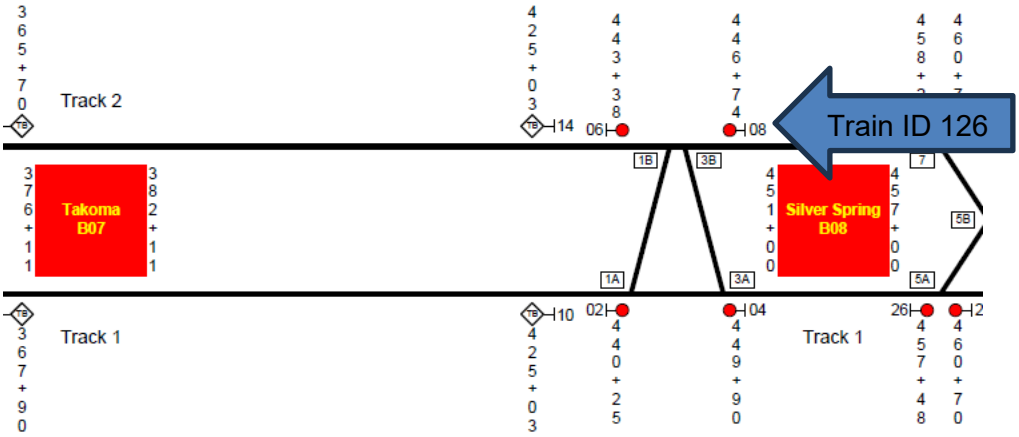
MTPD released the scene to the Office of Rail Transportation (RTRA) at 14:22 hours, and Silver Spring Station on track 2 returned to normal service.

The probable cause of the Collision event that occurred on March 1, 2024, at Silver Spring Station, was the intentional action of a passenger who exited Car 7069 and extended their head above the top of the train consist while the consist was traveling within a tunneled section of system, causing them to strike their head.

Incident Site

Silver Spring Station (B08), track 2

Field Sketch/Schematics



The above depiction is not to scale.

Purpose and Scope

The purpose of this accident investigation and candid self-evaluation is to collect and analyze available facts, determine the probable cause(s) of the incident, identify contributing factors, and make recommendations to prevent a recurrence.

Investigative Methods

Upon receiving notification of the Collision on March 1, 2024, SAFE dispatched a cross-functional team to assess the scene and conduct the subsequent investigation. SAFE team members worked with relevant WMATA subject matter experts to review the incident's facts and data.

The investigative methodologies included the following:

- Site Assessment through video and document review.

- Formal Interviews – SAFE interviewed one (1) individual as part of this investigation. The interview included persons present at, during, and after the incident, those directly involved in the response process, and representatives from the Washington Metrorail Safety Commission (WMSC). SAFE interviewed the following individual:
  - Train Operator – Train ID 126
  - ATC Worker (unavailable had not returned to work)

- Informal Interviews – Collected through conversations with individuals during the investigation to provide background and supporting information. Written statements were reviewed from personnel present during the event.

- Documentation Review – Collection of relevant work history information and process documentation contained in WMATA systems of record. These records include:
  - Metrorail Operating Rulebook (MOR)
  - National Oceanic and Atmospheric Administration (NOAA)
  - RTRA Station Manager's Written Statement
  - RTRA Station Manager's Written Statement

- Train Operator's Written Statement
- Train Operator's 30-Day Work History
- Train Operator's Training Records
- MTPD Event Report
- SAFE OEP Incident Response Report

- System Data Recording Review – Collection of information contained in Metro Data Recording Systems. This data includes:
  - Advanced Information Management System (AIMS)
  - Closed-Circuit Television (CCTV)
  - Advanced Information Management System (AIMS)

Investigation

On March 1, 2024, at 10:27 hours, the Closed-Circuit Television (CCTV) determined that the passenger arrived at Silver Spring Station onboard Train ID 126. The consist traveled inbound from the Glenmont Station in the direction of Shady Grove. When Train ID 126 arrived at Silver Spring Station, the Train Operator serviced the platform and passengers alerted ATC personnel exiting the train, that a passenger needed medical assistance.

Image 1: Train ID 126 arrived at Silver Spring, track 2 platform at 10:27 hours.

While servicing the platform an ATC mechanic approached the Train Operator and advised them there was a passenger who was experiencing a medical emergency onboard the train.

At 10:28 hours, the Train Operator notified the MICC Radio RTC of the issue and requested permission to investigate. The MICC Radio RTC granted permission for the Train Operator to investigate.

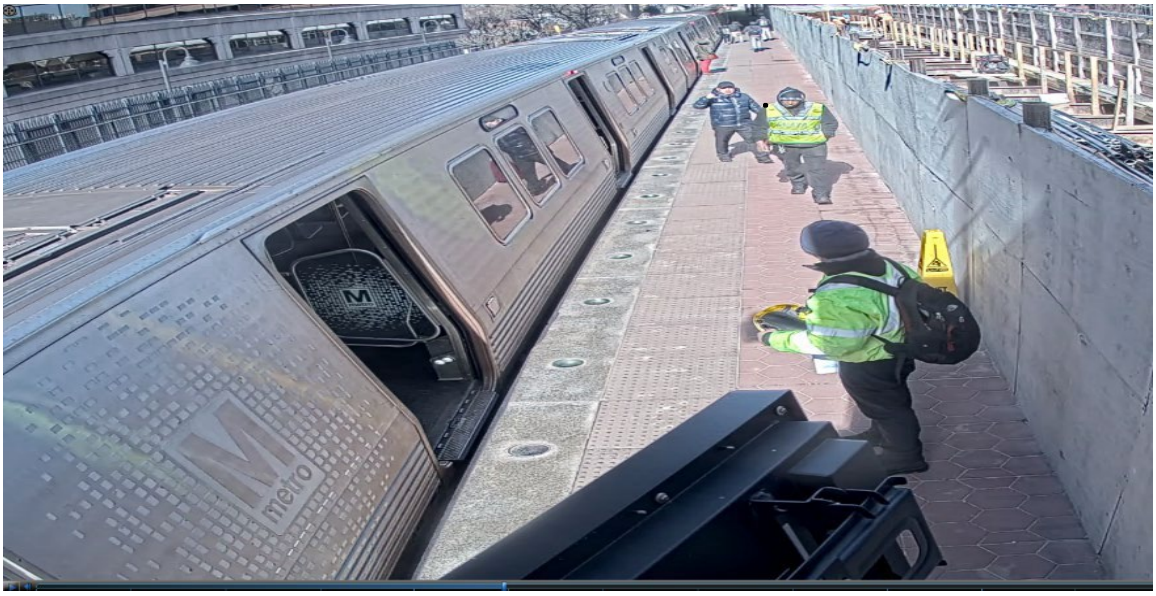


Image 2: At 10:28 hours, passengers alert ATC personnel on the platform of the need for medical assistance and ATC personnel notify the Train Operator at the cab window.

The Train Operator reported that they arrived at the third car (7069) and observed the bulkhead door was open and a body lying on the floor of the car (7069) between the doors. The Train Operator stated the body was not moving and had excessive body fluids around it with a visible scalp wound. After providing the updates to the MICC medical assistance was requested. The MICC Radio RTC advised the Train Operator to offload the train and remain with the passenger.

At 10:29 hours, the Button RTC notified the AOM to request MCFRS.

The MICC Radio RTC directed Train IDs 120 and 122 to hold at the next two stations. A Station Manager arrived on-scene and verified the train was offloaded and cleared of passengers.

The MICC Radio RTC directed additional RTRA Supervisors to respond to Silver Spring Station. RTRA Supervisors responded from Rhode Island Avenue and Metro Center Stations to assist.

At 10:32 hours, the Train Operator informed the Radio RTC that Train ID 126 was offloaded, and the Station Manager verified the train was clear of all passengers.

At 10:33 hours the AOM telephoned the MCFRS and requested them to respond.

At 10:33 hours the Radio RTC advised Train 128 to continue single-tracking revenue service on track 1. The station was not bypassed. Single-tracking continued until 15:24 hours.

The decedent was not struck by the train but they struck the portal structure and

remained between bulkhead doors out of platform view during investigation and removal. This end of the platform was already restricted egress due to Purple Line construction work.

At 10:34, the MICC Radio RTC directed Train IDs 103 and 105 to hold at the next two stations. The Radio RTC also instructed Train ID 130 to stop its train as Signal B09-08 was turning red. At 10:46 hours, MCFRS and MCPD arrived on the scene.

At 10:51 hours, an MTPD Officer announced via Radio OPS 1, that they assumed the role of Incident Commander. The MTPD Officer set up the Command Post at the Silver Spring Station on the platform, track 2 near the 8-car marker.

At 11:24 hours, the Mission Assurance Coordinator (MAC) received the event scene release from the WMSC.

At 12:43 hours, the Office of the Maryland Medical Examiner arrived on the scene.

At 14:15 hours, the Office of the Maryland Medical Examiner's Office Transport Team removed the decedent from the consist and transported them from the scene.

At 14:22 hours, MTPD released the scene to an RTRA Supervisor.

At 14:50 hours, Train ID 726 performed a track inspection track 2 towards Forest Glen Station, then continued non-revenue to Glenmont Station, reversed ends, and then continued non-revenue to Shady Grove Yard the consist was stored within car wash bay.

Chronological Event Timeline

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

Time	Description
10:27:52 hours	Train ID 126 arrived at Silver Spring Station platform, track 2. [CCTV]
10:28:11 hours	Passengers exited Train ID 126 and alerted an ATC mechanic on the platform of a medical issue for a passenger. ATC worker verbally alerted the Train Operator via the open Train Operator's cab window. [CCTV]
10:28:11 hours	Train Operator of Train ID 126: Advised the Radio RTC that an ATC mechanic of a reported an emergency in a car and they needed to go back and check. Radio RTC: Acknowledged. Inquired about the nature of the emergency. Train Operator of ID 126: ATC Mechanic advised medical emergency. Radio RTC: Acknowledged and requested car number. Train Operator of ID 126: Reported that the train should be out of service. The person was between the bulkhead doors. Radio RTC: Acknowledged. Advised that the Station Manager will be there, then offload the train. Train Operator of Train ID 126: Advised offloading the train, and car number was 7069. Transit and EMS were requested. Radio RTC: Acknowledged. Train Operator of Train ID 126: Provided a passenger description. Radio RTC: Acknowledged. Requested that an RTRA Supervisor respond. RTRA Supervisor #1: Acknowledged and will respond from Rhode Island Avenue Station. [RADIO, OPS 1]
10:29:13 hours	Button RTC: Notified the Information Controller to request medical. Information Controller: Acknowledged. [PHONE, OPS 1]
10:30:42 hours	Radio RTC: Advised Train ID 120 and ID 122 to hold 2 minutes at the next two stations. Requested an additional RTRA Supervisor to report to Silver Spring Station RTRA Supervisor #2: Acknowledged and advised responding from Metro Center. [RADIO, OPS 1]
10:31:40 hours	RTRA Supervisor#1: Advised the Station Manager would clear Train ID 126 of passengers. Radio RTC: Train ID 101 instructed to hold at Takoma Station. Advised that Train ID 128 would be the first train to single track through Silver Spring Station. Train ID 128: Acknowledged. [RADIO, OPS 1] [AIMS]
10:32:00 hours	Train ID 126: Reported that the Station Manager had cleared the train of passengers, and that the person was not responsive. No signs of life. Radio RTC: Acknowledged. [Radio, OPS 1]
10:33:17 hours	AOM: Notified MCFRS to respond to Silver Spring Station. [Phone, Rail 2]
10:34:26 hours	Radio RTC: Instructed Train IDs 103 and 105 hold two minutes at the next two stations. Train ID 103: Acknowledged. Train ID 105: Acknowledged. Radio RTC: Instructed Train 130 to stop the train. Train ID 130: Acknowledged. Radio RTC: Advised that signal B09-08 was going red. Train ID 130: Acknowledged. [RADIO, OPS 1]
10:46:10 hours	Train ID 126: Advised Montgomery County Fire Emergency Rescue Services on scene. Radio RTC: Requested to know when the passenger is removed from the train.

	[RADIO, OPS 1]
10:51:49 hours	MTPD Officer: Announced that they were the on-scene commander. Radio RTC: Acknowledged. [RADIO, OPS 1]
11:24:00 hours	MAC: Advised WMSC of the incident. WMSC: Acknowledged and issued an event scene release. [PHONE, MAC]
12:43:00 hours	Medical Examiner arrived on scene. [CCTV]
14:15:00 hours	The person was removed from Car 7069 and transported from scene. [CCTV]
14:22:00 hours	MTPD released the scene to RTRA. [MTPD 1X]
14:50:00 hours	RTRA Supervisor boarded Train ID 726 and performed track inspection on track 2 to Forest Glen Station, continued non-revenue toward Glenmont Station, reversed ends and then continued non-revenue to Shady Grove Yard. [MICC Incident Report]

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

Advanced Information Management System (AIMS)

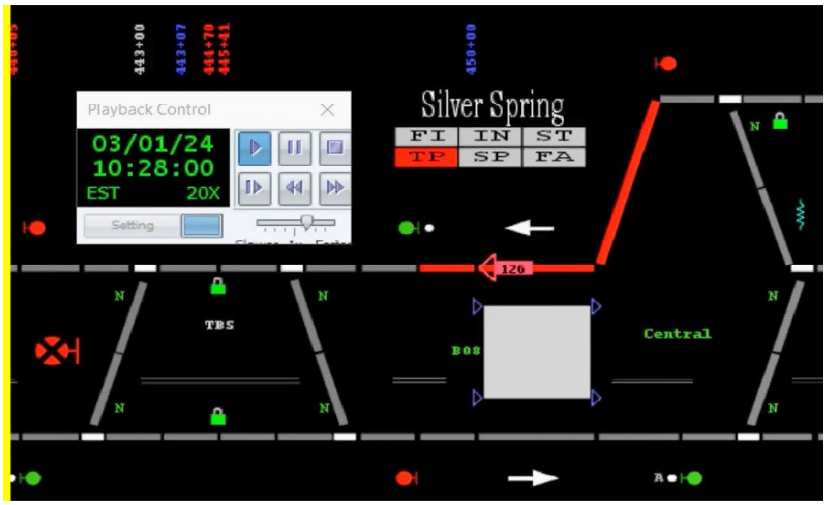


Figure 1: Train ID 126 arrived at Silver Spring Station platform, track 2 at 10:28 hour.

Office of Rail Transportation (RTRA)

RTRA Supervisor # 1

The RTRA Supervisor on the scene reported that at 10:27 hours the Train Operator of Train ID 126 serviced the Silver Spring Station platform, track 2. An ATC personnel approached the Train Operator's open cab window and advised of an emergency.

Upon arriving at Car 7069, the Train Operator updated the MICC requesting medical assistance. The MICC began notifying other units for assistance. The MICC directed the Train Operator to off-load the train and remain with the passenger until assistance arrived.

A Station Manager was the first assistance to arrive on scene. The Montgomery County Fire and Emergency Rescue Services and the Montgomery County Police Department arrived next. An MTPD Officer arrived and assumed the role of on-scene commander. The Train Operator remained on the scene until removed from service for a PIME.

RTRA Supervisor # 2

On March 1, 2024, I received a call about a sick passenger at Silver Spring, track 2, aboard Train ID 126. The Train Operator had keyed down and went back to investigate. The Train Operator saw a passenger lying on the car floor with bodily fluids visible. The Train was off-loaded, and Montgomery County Police were on the scene. Station Managers were on the scene with a Station Supervisor. Montgomery County Fire and Emergency Rescue Services (701) arrived at 10:45 hours. An MTPD Officer arrived at 11:00 hours. The passenger was pronounced deceased on the scene. The scene was cleared at 14:47 hours.

Interview Findings and Written Statements

As part of the investigation launched into the event, SAFE interviewed one (1) Train Operator. 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.

Train Operator of Train ID 126

- The Train Operator stated they serviced the Silver Spring Station, track 2.
- The Train Operator stated ATC personnel came to the cab window on the platform and advised of an emergency on the train.
- The Train Operator contacted MICC and informed them of the notification from the ATC personnel.
- The Train Operator stated they were given permission from MICC to investigate.
- The Train Operator stated they walked to Car 7069 saw the body of a passenger between the second and third cars and advised MICC medical assistance was needed.
- The Train Operator stated that MICC responded to offload the train and wait for help.
- The Train Operator stated that the Montgomery County Fire and Emergency Rescue Service arrived approximately 15 minutes later.

Weather

On March 1, 2024, at the time of the incident, NOAA recorded the average temperature as 42°F, with significant cloud cover, winds averaging 7 mph, and 47% humidity. The weather was not a contributing factor in this incident. (Weather source: NOAA) – Location: Silver Spring, MD.

Related Rules and Procedures

Metrorail Operating Rulebook (MOR)

- 1.1 Guiding Safety Principles
- 1.2 Incident Reporting

Standard Operating Procedure (SOP)

- #24 Sick Passenger

Human Factors

Fatigue

Signs and Symptoms of Fatigue

OSI evaluated conditions at the time of the incident to distinguish whether evidence of fatigue was present. The video of the incident was reviewed for behaviors suggesting fatigue. No indications of fatigue were evident from the video. The Train Operator reported feeling fully alert at the time of the incident. The Train Operator reported experiencing no symptoms of fatigue in the time leading up to the incident.

Fatigue Risk

OSI evaluated incident data for fatigue risk factors. Risk factors for fatigue were not present. The incident time of day did not suggest an increased risk of fatigue-related impairment. The Train Operator reported keeping a regular sleep schedule in the days leading up to the incident. The Train Operator performed afternoon work in the days leading up to the incident. The Train Operator was awake for 7.25 hours at the time of the incident. The Train Operator reported 12 hours of sleep in the 24 hours preceding the incident. The off-duty period was 14.5 hours which provides an opportunity for 7-9 hours of sleep.

Post-Incident Toxicology Testing

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

Findings

- The person intentionally exited the car while in transit; they extended their head above the top of the consist between the Forest Glen and Silver Spring Stations, inbound, on track 2.
- MTPD responded and initiated IMF Command.

Immediate Mitigation to Prevent Recurrence

- Single-track operations were conducted at Silver Spring Station by way of track 1.
- SAFE working groups, along with MTPD, visited 25 schools in Maryland focusing on Montgomery County. The group also facilitated focus groups by creating a social media campaign, asking children what they want to do in their future to deter them from train surfing.

Probable Cause Statement

The probable cause of the Collision event that occurred on March 1, 2024, at Silver Spring Station, was the intentional action of a passenger who exited Car 7069 and extended their head above the top of the train consist while the consist was traveling within a tunneled section of system, causing their head to be struck on an unknown object.

Recommended Corrective Actions

Corrective Action Code	Description	Responsible Party	Estimated Completion Date
	No corrective actions identified.		

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.

RTRA

Train Operator of Train ID 126

The Train Operator has been with WMATA for approximately 10 years. The past seven and a half years as a Train Operator. The Train Operator was last recertified on 11/10/2022. The Train Operator has no prior safety events. The Train Operator currently holds an RWP Level 2 that expires on 08/30/2024.

The Train Operator stated they had just completed a meal break and resumed operating Train ID 126 from Glenmont. The Train Operator stated they were observing the track carefully given the potential presence of track personnel conducting track inspections. The Train Operator reported traveling through the portal to Silver Spring Station.

The Train Operator stated once they arrived at Silver Spring Station platform, track 2, berthed and used Automatic Door Opening to open the consist doors. The Train Operator went to the cab window to observe the platform and an ATC personnel approached the window. ATC personnel had been travelling in the lead car. The ATC personnel stated something about an emergency, to the effect of, “someone was about to die.”

The Train Operator notified MICC of the issue and received permission to go investigate.

The Train Operator stated they went to the third car (7069) and observed the bulkhead door was open and a body lying on the car floor between the doors. The Train Operator stated the body was not moving and had excessive body fluid around it. The Train Operator stated they observed a visible scalp wound. The Train Operator stated they updated the MICC on the situation. The Train Operator stated they believed the passenger was DOA.

The Train Operator stated the ATC personnel (wearing distinctive WMATA visibility gear) had been approached by passengers who had informed them of the passenger’s issue.

The Train Operator stated they were advised to offload the train and remain with the passenger. The Train Operator remained with the passenger while an on-scene Station Manager assisted with offloading and verifying the train was clear of passengers.

The Train Operator stated that Montgomery County Fire and Emergency Rescue Services and Montgomery County Police arrived first. They called for additional assistance once they arrived. The Train Operator stated an MTPD officer arrived, and they discussed who was the incident commander at this time. The MTPD Officer stated they were now the on-scene incident commander.

The Train Operator stated they remained on the platform until they were directed to accompany an RTRA Supervisor to L’Enfant Plaza for a PIME. After completing the PIME the Train Operator stated they were taken to Grosvenor Station to complete a statement and report.

Once completed the Train Operator stated they went to Shady Grove Station and turned in their statement and report. The Train Operator stated they then secured and left work for the day.

The Train Operator stated they believed a Public Safety Announcement campaign to warn of the dangers of this “surfing” type behavior might be helpful to reduce future events.

Appendix B – MTPD Event Report - Redacted

Event Report

Metro Transit Police Department — **ORI-DCMTP0000**

Type of Report	MTPD CCN	Local Jurisdiction	Local CCN
Closed	2024-03507-002	Montgomery County	

Event Location

Street	Station Acronym	City, State	County	MTP District	Local District
8401 Colesville Rd	SILS - SILVER SPRING	SILVER SPRING, MD 20910	MG-Montgomery County	District 1	MG-Montgomery County

Date and Time of Event From	To	Date and Time Reported
3/1/2024 10:32:00 AM		3/1/2024 10:33:43 AM

Category

Rail Station, Line or Right-of-Way	On Bus	Property	Other
SILS - SILVER SPRING Red		Rail Station	MSA1

Specific Location (Foot Bridge, Kiosk, Platform, Tracks, Etc.)	For Burglary or B&E Only	If Hotel Rule Applies, #Premises or Facilities Entered:
Rail Car		

Location Description: Rail Station

Event Information

If Incident Use This Block	Offense #	DEATH REPORT
Incident Classification	Offense Classification	
Incident Description	Description	DEATH REPORT
	Weapon/Force Type of Activity	/

Entry Type: | Number Premises Entered:

Hate Crime Motivation: **None (no bias) (mutually exclusive)**

Bias Motivation: None (no bias) (mutually exclusive)

Offender Suspected of Using:	Modus Operandi (MO):	

Case Status Information	If Case Cleared Exceptionally,	Clearance Date
Case Status (Completed by the Official who signs this report):		

Reporting Officer (Print) Badge #	Second Officer (Print) Badge #
[redacted]	

Supervisor's Name (Electronically Approved)	Teletype #	Investigator Notified ID#

Document 3- MTPD Event Report, page 1 of 5

Victim Information

Other Person Information

Last Name, First MI [redacted]			Entity Type: **Sick Person**	DOB: [redacted]
Address Type: **H - Home**	*Address (Street) City, State Zip*: [redacted]			
Type Phone: **M - Mobile**	*Phone Number*: [redacted]			
Work/School Address – Addl. Contact Info				
Age	*Sex*	*Race*	*Ethnicity*	*DL State/Number*
13	[redacted]	**White**	**Hispanic Origin**	

Last Name, First MI [redacted]			Entity Type: **Associate**	DOB: [redacted]
Address Type: **H - Home**	*Address (Street) City, State Zip*: [redacted]			
Type Phone: **M - Mobile**	*Phone Number*: [redacted]			
Work/School Address – Addl. Contact Info				
Age	*Sex*	*Race*	*Ethnicity*	*DL State/Number*
14	[redacted]	**Black or African American**	**Hispanic Origin**	

Last Name, First MI [redacted]			Entity Type: **Associate**	DOB: [redacted]
Address Type: **H - Home**	*Address (Street) City, State Zip*: [redacted]			
Type Phone: **M - Mobile**	*Phone Number*: [redacted]			
Work/School Address – Addl. Contact Info				
Age	*Sex*	*Race*	*Ethnicity*	*DL State/Number*
14	[redacted]	**Black or African American**	**Hispanic Origin**	

Last Name, First MI [redacted]			Entity Type: **Associate**	DOB: [redacted]
Address Type: **H - Home**	*Address (Street) City, State Zip*: [redacted]			
Type Phone: **M - Mobile**	*Phone Number*: [redacted]			
Work/School Address – Addl. Contact Info				
Age	*Sex*	*Race*	*Ethnicity*	*DL State/Number*
11	[redacted]	**White**	**Hispanic Origin**	

Last Name, First MI: **CHIEF MEDICAL EXAMINER OFFICE**			Entity Type: **Other Entity (Business, Institution, Etc.)**	DOB:
Address Type: **W - Work**	*Address (Street) City, State Zip*: **900 W Baltimore St BALTIMORE, MD 21223**			
Type Phone: **W - Work**	*Phone Number*: **(410) 333-3250**			
Work/School Address – Addl. Contact Info				
Age	*Sex*	*Race*	*Ethnicity*	*DL State/Number*

Document 4 - MTPD Event Report, page 2 of 5

Document 5 – MTPD Event Report, page 3 of 5

Has a DVR been requested?	
Narrative Information	
The deseased was surfing on train 126 when [redacted] head made contact with a section of the tunnel. [redacted] was pronounced on scene . TSOC notifed.	
If second CCN is available, insert here:	Additional Narrative on Supplemental Report

Document 6 - MTPD Event Report, page 4 of 5

Drafted By: SAFE 709 – 03/24/2024
Reviewed By: SAFE 707 – 09/03/2024
Approved By: SAFE 71 – 09/03/2024

Additional Narrative

On Friday March 1, 2024, about 1058 hours Officer [redacted] responded to the Silver Metro Station located at 8401 Colesville Road, Silver Spring, MD for a report of a sick person. Upon his arrival a white Hispanic [redacted] who was dressed in a black jacket, black pants and blue and white sneakers was partially laying down in train car 7069 on train 126 on track 2. Montgomery County Medic M701 informed Officer [redacted] that the sick person was deceased.

Cruiser 116 arrived on scene at 1123 hours where [redacted] took command of the scene with Cruiser 114 being [redacted] forward liaison.
Investigations concluded that five juveniles were taking turns train surfing through the bulkhead doors. The descendant head struck a section of the tunnel while the train exited the tunnel coming into Silver Spring from Forest Glen. [redacted] fell into the bulkhead door of train car 7069. At 1410 hours the Medical Examiner arrived on scene and examined the body. At 1410 hours the body was removed and transported to Baltimore by the coroner's office.

The scene was processed, and evidence were collected by Crime Search Officers [redacted] and [redacted]. CID detectives [redacted] and [redacted] conducted investigations and responded to The Silver Spring International Middle School along with Officer [redacted] where with the assistance of the administrative staff they were able to identify the deceased and the juveniles that were surfing the train with [redacted]. CID made notifications to the deceased guardians at 1452 hours.

I Officer [redacted] conducted a track inspection between Silver Spring and Glenmont on train 117 and between Glenmont and Silver on train 106 with clear tracks.

As a result of the incident trains single tracked on track one between the hours of 1038 and 1524 hours after which the scene was turned over to Rail supervisor [redacted] at 1420 hours. TSOC notification was made by Sgt. [redacted] at 1725 hours to TSA-03-06958-24 [redacted]. The incident train was taken out of service to the Brentwood rail yard.

Supplemental Report 04/06/2024
Det [redacted]

The autopsy was completed by Assistant Medical Examiner Babatunde Stoke, M.D. The autopsy concluded the opinion that the decedent, [redacted] (OCME #24-02959) died of blue force trauma to the head. Postmortem toxicology testing for drugs were negative. The manner of death was determined as an accident, which was sustained by injuries related to being struck in the head while climbing to the top of a moving train car.

Document 7 - MTPD Event Report, page 5 of 5

Appendix C – OEP Incident Response Report

Submitted by: [redacted]

SAFE OEP Incident Response Report

Overview

Incident Date/Time:
2024-03-01
10:32

Incident Location:
Silver Spring

Responder 1:
[redacted]

MAC 1: [redacted]

MAC 2: [redacted]

MAC Log #: 10639

Additional Responders: [redacted]

Incident Type:
Injured Person

Incident Metrics

OPS Channel: Rail Ops 1

MTPD Channels:
MTPD 2x

Bus/Rail Yard Channel:

Incident Start Time: 10:32

PR Dispatch Time: 11:15

Response Time: 11:20

On Scene Time: 12:10

Disregard Time: NA

Time of Recovery: 10:45

In-Service Time: 13:30

Command Est. Time: 11:27

Transfer of Command Time: NA

Incident Personnel

Metro IC: Sgt. [redacted]

Jurisdictional IC: NA

Fire Liaison ROCC: Capt. [redacted] DCFD

Transportation Group Supervisor- RAIL:
RTRA Supervisor A

Operations Section Chief: NA

Maintenance Lead (ERT): NA

Investigations Lead (MTPD):
Sgt. [redacted]

Investigations Lead (Safety): [redacted]

Transportation Lead (Bus TFS): NA

Document 8 - OEP Incident Response Report, Page 1 of 2

Submitted by: [redacted]

Incident Overview

Was Power removed: No **Red Tag (if applicable):**N/A

Incident Narrative:

Called to Silver Spring Station for a person struck. Enroute, was informed that the original call was for a sick person/unresponsive on a train. This turned into an injured person. On arrival, was informed that the person was struck and terminated while attempting to train surf. [redacted] and [redacted], were dispatched per the SDOC, to assist with SME duties at the command post. Upon arrival, consulted with Sgt. [redacted] and Lt. [redacted]. Both officers admitted that they were ok and everything was handled appropriately, but would like for the EP units to stay for "support." CID was investigating the incident and waiting for the MD. ME to arrive. The incident was delayed due to the ME and his team not arriving in a timely fashion. Once the ME arrived and concluded his investigation, there was a further delay due to the ME's team still not being on scene. At this time, the OEP units were released.

Incident Successes:

incident moved to 2X, a command was initiated. The area was separated from the public.

Opportunities for Improvement:

better communication with the public. Uncertainty as to OEP role in this incident.

Document 9 - OEP Incident Response Report, Page 2 of 2

Drafted By: SAFE 709 – 03/24/2024
Reviewed By: SAFE 707 – 09/03/2024
Approved By: SAFE 71 – 09/03/2024

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

Incident Information: This page must be completed for all incidents

Date:	Incident Time:	Time Reported:	Reported by: Customer ❑ Employee ☑ ROCC ☑ Other ❑ ATC
3/1/24	10:27 AM	10:27 AM	

Location

Station	Mezzanine #	Track #/Destination	Chain Marker/Signal Number
Silver Spring		TRK2/A99	8 CAR

TYPE OF INCIDENT

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

WEATHER	LIGHT CONDITIONS (natural lighting)	LIGHTING (artificial lighting)
Clear ☑ Rain ❑	Dawn/Dusk ❑ Daylight ☑	Lights On ❑ Lights Off ☑
Snow ❑ Sleet/Ice ❑	Dark ❑ Tunnel/Underground ❑	Lights Not Working ❑

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

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

Failure Number(s): N/A

Parking Lot ❑ Paid Area ❑ Free Area ❑ Garage ❑ Station Entrance ❑ Stairway # ___ ❑ Platform ☑ Ancillary Room ❑

Injury/Illness reported aboard Train ❑ Other ❑ _____

Name of Responding Supervisor:	Name/Department of PLNT/AFC or other WMATA responder
[redacted]	[redacted]

TRAIN INCIDENTS

Train ID	Destination	Car Numbers(list all cars in consist):	Lead Car:
124	A99	8	

Name of Responding Supervisor:	Name/Department of CMNT/TRST or other WMATA responder
[redacted]	N/A

DESCRIBE THE INCIDENT: Include what you did to correct the problem and who you notified and when.

Describe any property damage and the extent of any injuries.

(1) I serviced track #2 at Silver Spring
(2) ATC personal came to my cab window on the platform advising me of an emergency on the train
(3) I contacted ROCC and informed them of the notification from ATC
(4) I was ~~upon~~ given permission to investigate.
(5) I walked back and saw the body between the second & third car and during ROCC that medic(s) was needed.
(6) ROCC advised me to off-load the train and wait for help. Montgomery County EMS arrived about 15 minutes later.

Employee Completing Report

Employee Name:(print)	Employee Signature	Employee #:	Date:
[redacted]	[redacted]	[redacted]	3/1/24

Division:	Run #	Block #	Assigned Days:
A99	32	126	Sun/Mon

To Be Completed By Reviewing Manager

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

Action taken/needed

SMS Number:

50-753A-04/12 White Copy: Division or Supervisor Yellow Copy: For any incident involving escalators or elevators; remains in kiosk for use of elevator/escalator inspectors

Document 10 - RTRA Train Operator's Written Statement, Page 1 of 1

RTRA SUPERVISOR REPORT

Date	Incident Time	Incident Location (Station Mezzanine #)	Track/Mezzanine #
3-1-24	10:27am	Silver Spring	2

Equipment Number (Train ID & Car Numbers; Escalator/Elevator #)
ID126 Car 7069

Incident Description
Deceased customer aboard train.

WMATA Personnel Involved	Employee #	Rule Violation?	Home Division	Post Incident
[redacted]	[redacted]		Shady Grove	Yes

Customer Information (Detailed Information must be recorded on Station Manager Incident Report)

Name	Address	Injury?
Name	Address	Injury?
Name	Address	Injury?

Fire Department/EMS/Other External Agency Responding (Use Supplemental sheet if necessary)

Arrival Time	Unit Number	Person In Charge	Remarks
10:45am	EMS 701	10:50am Supervisor [redacted]	
11:00am		Transit Officer [redacted]	

Chronological Account of Incident

Operator [redacted] arrived at Silver Spring, track #2 approximately, 10:27am. He had serviced the station when ATC personnel approached the cab window advising him of an emergency. Operator [redacted] contacted ROCC advising of the situation on the train. He was then given permission to investigate. Upon investigation, he noticed a young man laying face down between the bulk head doors. Operator [redacted] updated ROCC advising that they customer needed medical attention. ROCC instructed the operator to off-load the train. He was then advised to stay with the customer until help arrived. The Station Manager was the first to arrive, followed by Montgomery County EMS. Officer [redacted] became the on scene commander. Operator [redacted] remained on the platform until he was escorted for a post-incident.

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

Your Arrival Time: 10:50am

Supervisor Submitting Report	(Payroll #)	Date	Report Reviewed By	Date
[redacted]	[redacted]	3-1-24		

Report must be faxed to ROCC 202-962-2808 at end of Tour

Document 11 - RTRA Supervisor's Report, Page 1 of 2

RTRA Supervisor Report
Continuation Page

Key Findings (Detail Below)

Supervisor Submitting Report (Initials) [redacted]	Report Review By (Initials)
Report must be faxed to ROCC 202-962-2808 at end of tour	

Document 12 - RTRA Supervisor's Report, Page 2 of 2

Washington Metropolitan Area Transit Authority

Office of Rail Transportation: Managerial Incident Investigation Report

Incident Status: PRELIMINARY

GENERAL INCIDENT INFORMATION

Incident Type:	Deceased Customer	Delay (Minutes):	15 minutes for customers. Due to single tracking. 4 Hours and 30 minutes for the incident.
Incident Date:	Friday, March 01, 2024	Vehicles Involved:	L7608*7667*7594*7701
Incident Time:	10:30am	First Reported By:	RVO [redacted]
Location:	Silver Spring Track #2		

BRIEF DESCRIPTION:

At approximately 10:28.11, Train ID 126 operator notified the MICC that they received a report of an unconscious customer aboard train ID 126 at Silver Spring Track #2, Rail Vehicle Operator was instructed to key down and go back to investigate.

Key Employees Involved & Employee Statements:

1. **Rail Vehicle Operator** [redacted] - Operator [redacted] was interviewed by Superintendent [redacted] and Assistant Superintendent [redacted] on 03/01/2024. During this interview, Rail Vehicle Operator [redacted] stated the following:

At approximately 10:27, [redacted] stated that after servicing Silver Spring Track #2, ATC personnel came to the cab window advising of an emergency on the train, the operator contacted the MICC to notify the of the situation. The MICC gave the operator permission to key down and go investigate and notify of findings. Operator [redacted] located the customer and reported to the MICC that they needed medical assistance. The customer was in between the second (7069) and third cars (7667). The MICC advise the operator to offload the train verify its clear and stand by for medical assistance.

Post Incident Testing & Employee History:

Operator D. [redacted] was removed from service for Post Incident Testing at 13:00.
Operator D. [redacted] has been a WMATA employee since [redacted].
Operator D. [redacted] has been on the Rail since [redacted].

SIGNIFICANT INCIDENT TIMELINE:

10:28.11 - Operator [redacted] notified MICC of an unconscious customer aboard the train.
10:29.00 – Operator [redacted] keyed down the train and left the cab to go and investigate.
10:30.00 – Operator [redacted] notified the MICC the nature of their findings and headed back to the lead car.
10:31.34 – Operator [redacted] was instructed to offload the train and verify the train was clear of customers.
10:32.00 – Train ID 126 was verified clear of all customers, and the station managers arrived on the scene.
10:33.00 - Operator [redacted] was instructed to stay with the customer until help arrived.
10:46.00 – Medics B1490 and MCPD arrived on the scene.
10:52.00 – MTPD arrived on the scene.
10:57.00 – Unit 16 Rail Operations Supervisor [redacted] arrived on the scene.
14:00.00 – Medical examiner arrived on the scene.
14:15.00 – The body was removed from the train.
14:22.00 – The train was released to RTRA.
15:00.00 – The train was in route to Brentwood yard for storage and further investigation.

SIGNIFICANT FINDINGS & PENDING ISSUES:

1. It was reported that the individual was train surfing. Other findings are pending.

CORRECTIVE ACTIONS:

Investigation is ongoing/ pending.

Document 14 - RTRA Managerial Investigation Report, Page 2 of 3

Washington Metropolitan Area Transit Authority

Office of Rail Transportation: Managerial Incident Investigation Report

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

Report Prepared by:	Assistant Superintendent [redacted]	3/1/2024
Report Reviewed by:		

Document 15 - RTRA Managerial Investigation Report, Page 3 of 3

View Approved Incident Report

INCIDENT ID: 2024061RED1

DATE	TIME	LINE	ITEM
2024-03-01	1027	Red	1

LOCATION (STATION/YARD)
Silver Spring (B08)

LOCATION/CHAIN MARKER (If Applicable)

REPORTED BY
Operator [redacted]
([redacted])

TRAIN ID	DIRECTION	TRACK NUMBER	DEPTS NOTIFIED
126	I/B	2	Everbridge Alert/Messaging

CAR NUMBERS (XXXX-XXXX)
Lead Car

-	-	-	-
Caused Issue ☐	Caused Issue ☐	Caused Issue ☐	Caused Issue ☐

TRBL CODE
JUMP-JUMPER:
PERSON HIT
BY TRAIN

RESP CODE
PUB

TYPE INCIDENT
Personnel Train Surfing

ACTION PLAN
Single Tracked, Dispatched Medical, Dispatched MTPD, Dispatched RTRA Supervisor

DELAYS IN MINUTES

LINE	INCIDENT	TRAIN	TOTAL DURATION
15	15	15	0

TRIPS MODIFIED

PARTIAL	GAP TRAIN	LATE DISPATCHES	REROUTED	NOT DISPATCHED	OFFLOADS
1	0	0	0	0	1

FIVE PRIMARY CONSOLE INDICATIONS

BCP	BRAKES ON ILLUMINATED	ALL DOORS CLOSED ILLUMINATED	AUTO\MANUAL ILLUMINATED	BPP
			AUTO	

INCIDENT CHRONOLOGY

TIME	DESCRIPTION
1027	Train 126 Operator [redacted] notified ROCC that there was a report of a customer in need of assistance on car 7069 when he arrived at Silver Spring track 1. AOM, ROIC, MTPD and all necessary personnel were notified.

Document 16 - MICC ROC Report, Page 1 of 3

View Approved Incident Report

1028	Operator [redacted] was instructed to make announcements to the customers and head back to car7069 to investigate.
1030	Operator [redacted] arrived to the customer and reported to ROCC that medical assistance was needed and there were no signs of life. ROCC instructed Operator [redacted] to offload the train and have the station manager verify clear while he stayed with the customer. Unit [redacted] RTRA Supervisor [redacted] was dispatched to the scene.
1032	Single tracking was implemented. Train 128 held on the platform at Forest Glen track to. ROCC was unable to establish routing into the pocket track for single tracking. B08-42 signal wouldn't establish routing into the pocket.
1033	Operator [redacted] notified ROCC that the train was clear of customer and the incident customers were standing by Silver Spring track 1 for the next train.
1035	Routing was established for single tracking and train 128 was the first train through the single tracking area.
1042	Train 128 arrived on the platform at Silver Spring track 1 ending the customer delay. Single tracking continued.
1046	Medical and MTPD arrived on the scene.
1052	MTPD [redacted] arrived on scene and was designated On Scene Commander.
1057	RTRA Supervisor [redacted] arrived on the scene.
1208	ERT [redacted] arrived on scene to assist with the investigation. Looking for any damages.
1422	Unit [redacted] RTRA Supervisor, [redacted] turned the scene over to RTRA. Unit [redacted] requested the incident train 726 perform a track inspection from Silver Spring to Forest Glen track 2.
1450	Unit [redacted] Supervisor [redacted], abroad the incident train 726 began the track inspection from Silver Spring platform track two to Forest Glen.
1458	Incident train 726 stopped at chain marker B2 489+00 which is pictured right outside of the portal to take pictures of the incident area. Train 726 continued non- revenue to Glenmont Station.
1534	Train 726 arrived at Glenmont Station. Train 726 was instructed to reverse on the platform. Train 726 was then instructed to continue non-revenue to Shady Grove. Normal service resumed.
0000	Incident train 726 is stored in Shady Grove Yard inside the car wash.

MAXIMO TICKET#
8736692

REPORT PREPARED BY	NAME	CLICK TO SIGN
RADIO CONTROLLER 1	[redacted]	✓
BUTTON CONTROLLER 1		✓
RADIO CONTROLLER 2		✓
BUTTON CONTROLLER 2		✓

SUPERINTENDENTS OR ASSISTANTS SECTION

ADDITIONAL FOLLOW-UP CORRECTIVE ACTIONS OR REMARKS

FOLLOW-UP INFORMATION OBTAINED FROM SUPPORT DEPARTMENTS

NOTIFICATIONS/PAGE GROUPS #1/CEO ☐ #2/DGM &BELOW ☐

Document 17 - MICC ROC Report, Page 2 of 3

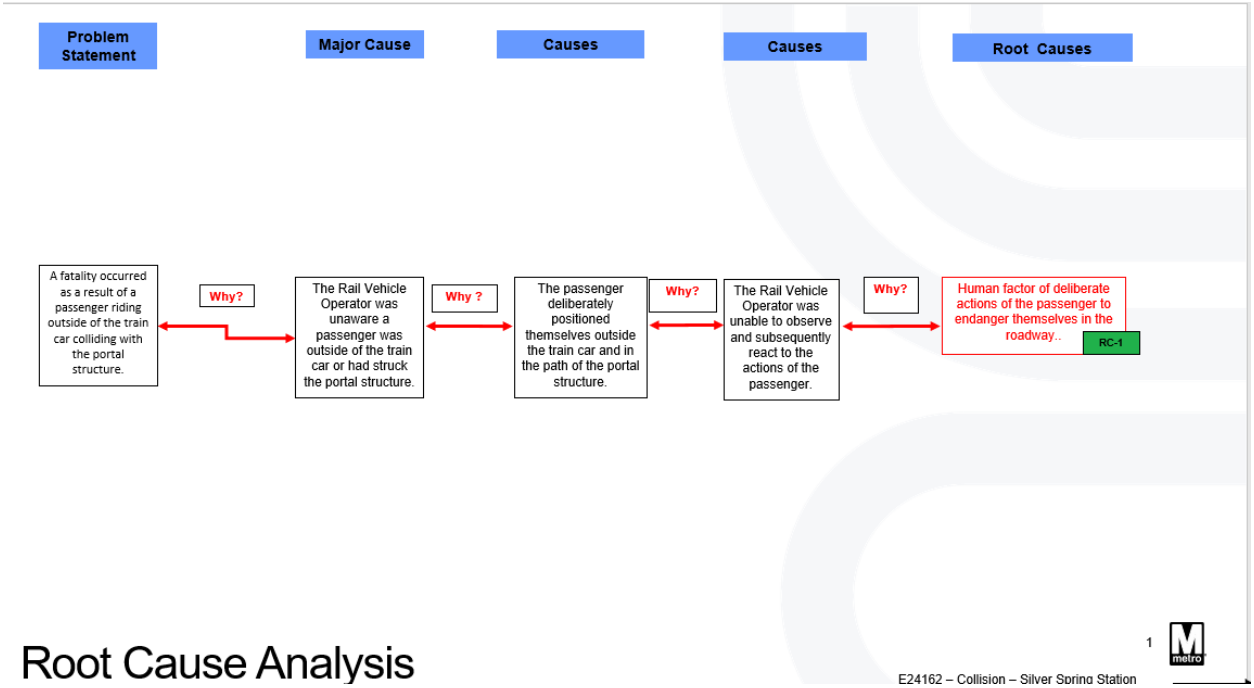
View Approved Incident Report

ADDITIONAL NOTIFICATIONS MADE BY PHONE

APPROVED BY	NAME	CLICK TO SIGN
REPORT APPROVED BY SUPT. OR ASST SUPT.	[redacted]	✓

Document 18 - MICC ROC Report, Page 3 of 3

Appendix E – Root Cause Analysis



Document 19 – Root Cause Analysis