

**W-0446 – Collision at Stadium-Armory Station – April 8, 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 April 8, 2024, at 10:43 p.m., Train 648 arrived at Stadium-Armory Station track 2. The train operator reported to the radio rail traffic controller (RTC) in the control center that customers aboard the train had alerted them that they saw someone on the train's roof while it was moving, then after an audible sound they did not see the person and believed they may have fallen off. The train operator initially misidentified their train as Train 646, which was at Metro Center Station. The Radio RTC quickly corrected the misidentification and instructed the train operator to offload customers at Stadium-Armory Station and inspect the train. The train operator did not find anything during their inspection. Train 922 located at the D&G Junction, approximately 1 mile behind Train 648, was instructed to key down and reverse ends and perform a track inspection back in the direction of Minnesota Avenue Station looking for the person on the roadway. Train 922 reported a clear track inspection. Train 422 was instructed to offload customers at Benning Road Station on track 2 and perform an inspection for a possible person struck near the portal between the



D&G Junction and Stadium-Armory Station. At 11:21 p.m., Train 422 notified the Radio RTC that they found the person at chain marker D2 238+00, approximately half of a mile behind Train 648, with no signs of life. Emergency services were notified and dispatched. Third rail power was de-energized on track 2 at 11:32 p.m. Trains continued to service Stadium-Armory Station on track 1 until 12:03 a.m. when third rail power was de-energized on track 1 and rail service was suspended.

An investigative review of closed-circuit television footage showed that prior to the collision, the person entered Train 648 at Benning Road Station at 10:39 p.m. and was seen walking through the bulkhead doors of the second rail car of the consist (car 3069), then climbed on top of the train as it was moving and laid back with their legs hanging down by the bulkhead doors.

Metro Transit Police Department (MTPD), District of Columbia Fire and Emergency Medical Services (DCFEMS) Department and the Emergency Response Team (ERT) cleared the scene on April 9, 2024, at 4:29 a.m. and normal service resumed minutes later.

The train operator and Train 648 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.

Repairs were made to damaged railcars 3070 and 3071 on Train 648, including broken collector shoes, blown collector shoe fuses, and front truck damage.

The probable cause of this safety event was unauthorized access to the top of the train by the customer, resulting in their fall between railcars onto the roadway.

Metrorail's Department of Safety developed working groups, along with MTPD, that visited 25 schools in Maryland. 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 E24281

Date of Event:	04/08/2024
Type of Event:	A-3: Collision
Incident Time:	22:43 hours
Location:	Stadium-Armory Station, Track 2, Chain Marker (CM) D240+00
Time and How received by SAFE:	22:49 hours via MICC Notification
WMSC Notification Time:	04/09/2024, 00:18 hours
Responding Safety Officers:	WMATA SAFE: Office of Safety Oversight (OSO) WMSC: No Other: No
Rail Vehicle:	Train ID 648 L3068/69X3070/71X3281/80T
Injuries:	One (1) Fatality
Damage:	Railcar 3070: #3 collector shoe broken. Railcar 3071: four (4) collector shoe fuses blown, #4 collector shoe broken, front truck foreign object damage, damaged primary cable.
Emergency Responders:	Metro Transit Police Department (MTPD), Office of Rail Transportation (RTRA) Supervisor, District of Columbia Fire and Emergency Medical Services (DCFEMS) Department
SMS I/A Incident Number:	20240409#116026MX

Stadium-Armory Station – Collision

Incident Date: 04/08/2024 Time: 22:43 hours
Final Report – Collision Rev. 1
E24281

Drafted By: SAFE 708 – 05/05/2024
Reviewed By: SAFE 704 – 06/06/2024
Approved By: SAFE 707 – 06/07/2024

Page 1

April 8, 2024

Table of Contents

Executive Summary	4
Incident Site	5
Field Sketch	5
Purpose and Scope	6
Investigative Methods	6
Investigation	7
Chronological Event Timeline	10
Closed-Circuit Television (CCTV)	17
Digital Images and Photographs	18
Automated Information Management System (AIMS)	24
ROCS SPOTS Report	28
Office of Car Maintenance (CMNT)	28
Office of Rail Transportation (RTRA)	39
Interview Findings	40
RTRA	40
Weather	40
Related Rules and Procedures	40
Human Factors	41
Evidence of Fatigue	41
Fatigue Risk	41
Post-Incident Toxicology Testing	41
Findings	41
Immediate Mitigation to Prevent Recurrence	41
Probable Cause Statement	42
Recommended Corrective Actions	42
Appendices	43
Appendix A – Interview Summaries	43
Appendix B – ROCS Approved Incident Report	46
Appendix C – RTRA Supervisor Report	48
Appendix D – RTRA Managerial Incident Investigation Report	49
Appendix E – MTPD Event Report	52
Appendix F – Train Operator’s Certification	57
Appendix G – Why-Tree Analysis	59

Abbreviations and Acronyms

AIMS	Advanced Information Management System
AOM	Assistant Operations Manager
ARS	Audio Recording System
BTRA	Office of Bus Transportation
CAP	Corrective Action Plan
CCTV	Closed-Circuit Television
CM	Chain Marker
CMNT	Office of Car Maintenance
CMOR	Office of the Chief Mechanical Officer
DCFEMS	District of Columbia Fire and Emergency Medical Services
ERT	Emergency Response Team
ESR	Event Scene Release
ICP	Incident Command Post
IIT	Incident Investigation Team
MAC	Mission Assurance Coordinator
MICC	Metro Integrated Command and Communications Center
MOC	Maintenance Operations Center
MOR	Metrorail Operating Rulebook
MTPD	Metro Transit Police Department
NOAA	National Oceanic and Atmospheric Administration
OCME	Office of the Chief Medical Examiner
OEP	Office of Emergency Preparedness
OM	Operations Manager
OSI	Office of Safety Investigations
PM	Prime Mover
RM	Road Mechanic
ROIC	Rail Operations Information Center
RPM	Rail Performance Monitor
RTC	Rail Traffic Controller
RTRA	Office of Rail Transportation
SAFE	Department of Safety
SMS	Safety Measurement System
SOC	Security Operations Control Center
SOP	Standard Operating Procedure
SPOTS	System Performance On-Time Summary
TRST	Office of Track and Structures
VMDS	Vehicle Monitoring and Diagnostic System
WMATA	Washington Metropolitan Area Transit Authority
WMSC	Washington Metrorail Safety Commission

Washington Metropolitan Area Transit Authority

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Page 3

Executive Summary

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

On Monday, April 8, 2024, at 22:43 hours, Train ID 648, a six-car 3000 series consist (L3068/69X3070/71X3281/80T), was stopped at Stadium-Armory Station on track 2. The Train Operator reported to the Metro Integrated Command & Communications Center (MICC) that customers had seen someone on the train's roof. Due to a miscommunication, the Train Operator initially identified the train as Train ID 646. Customers observed the person's legs hanging between the bulkhead doors and heard a loud noise, fearing the person might have fallen from the train.

The Radio Rail Traffic Controller (RTC) instructed Train ID 646 to stop and began halting service in the surrounding areas, unaware that the train in question was actually Train ID 648. The actual Train ID 646 was in service at Metro Center Station on track 2. The Radio RTC confirmed this by asking for the lead car number, which was 7590. The Stadium-Armory Train Operator then clarified their train had lead car 3068, confirming it was Train ID 648. The Radio RTC corrected the misidentification and ordered Train ID 922, positioned behind Train ID 648 at the D&G Junction, to stop.

Train ID 648's operator conducted a radio check and searched for the person but could not locate them, suggesting that the individual might have struck the tunnel wall at the D&G Junction.

At 22:51 hours, the Radio RTC directed Train ID 922 to reverse ends and perform a track inspection at restricted speed towards New Carrollton Station, which yielded no findings. At 22:54 hours, the Metropolitan Transit Police Department (MTPD) was notified.

By 22:55 hours, the Radio RTC directed Train ID 442 at Benning Road Station on track 2 to offload passengers, re-block to "772," and conduct a track inspection at restricted speed towards the D&G Junction. At 23:22 hours, the Train ID 772 operator located the missing individual at Chain Marker (CM) D2 238+00. The person did not display any signs of life. The Radio RTC then instructed Train ID 772's operator to reverse ends.

At 23:24, the District of Columbia Fire and Emergency Medical Services (DCFEMS) was dispatched to Stadium-Armory Station, and an Incident Command Post (ICP) was established. At 23:29, a Bus Bridge was requested in preparation for a potential service suspension. Once DCFEMS arrived, third rail power was de-energized on track 2 between Stadium-Armory Station and the D&G Junction. Single tracking was implemented from the D&G Junction to Eastern Market Station via track 1.

On Tuesday, April 9, 2024, at 00:29 hours, DCFEMS personnel located and confirmed the person was deceased. At 01:05 hours, the DCFEMS relinquished Incident Command to MTPD. The Office of the Chief Medical Examiner (OCME) arrived at 02:55 hours. Service was suspended on track 1 between Potomac Avenue Station and Benning Road Station to Minnesota Avenue Station. The person was removed from the roadway at 03:15 hours. MTPD relinquished Incident Command to the Office of Rail Transportation (RTRA) at 03:29 hours.

The Emergency Response Team (ERT) requested that third rail power remain de-energized on track 2 until cleanup was completed. ERT requested foul time and Prime Mover (PM) 56 to be dispatched from New Carrollton Yard to aid in the cleanup. At 04:30 hours, ERT reported the

incident location had been cleaned, and at 04:34 hours, third rail power was restored on track 2 between the D&G Junction and Stadium-Armory Station.

In adherence to Standard Operating Procedure 102-01-02, which outlines the protocol for Removing an Employee from Service for involvement in an operational safety event, the Radio RTC dispatched a Rail Supervisor to relieve the Train Operator from duty for post-incident testing.

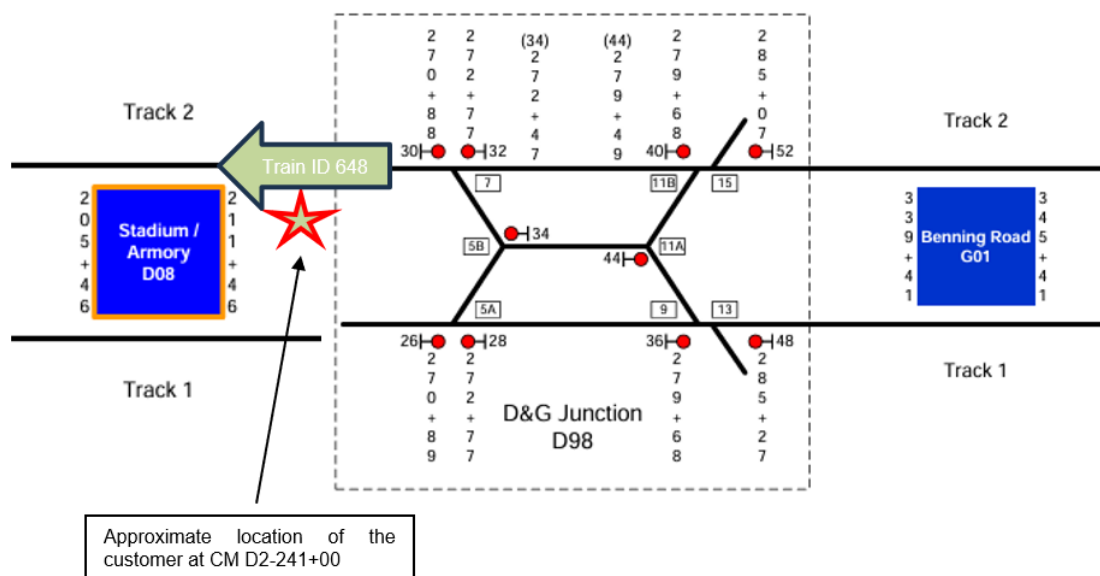
In accordance with the Office of the Chief Mechanical Officer (CMOR) Incident Investigation Team (IIT) Operations Administrative Policy (OAP) 102.06, the MICC promptly initiated the removal of Train ID 648 from revenue service for post-incident investigative measures. This action adhered to the Rail Vehicle Event Investigation Policy, ensuring a comprehensive examination of the incident.

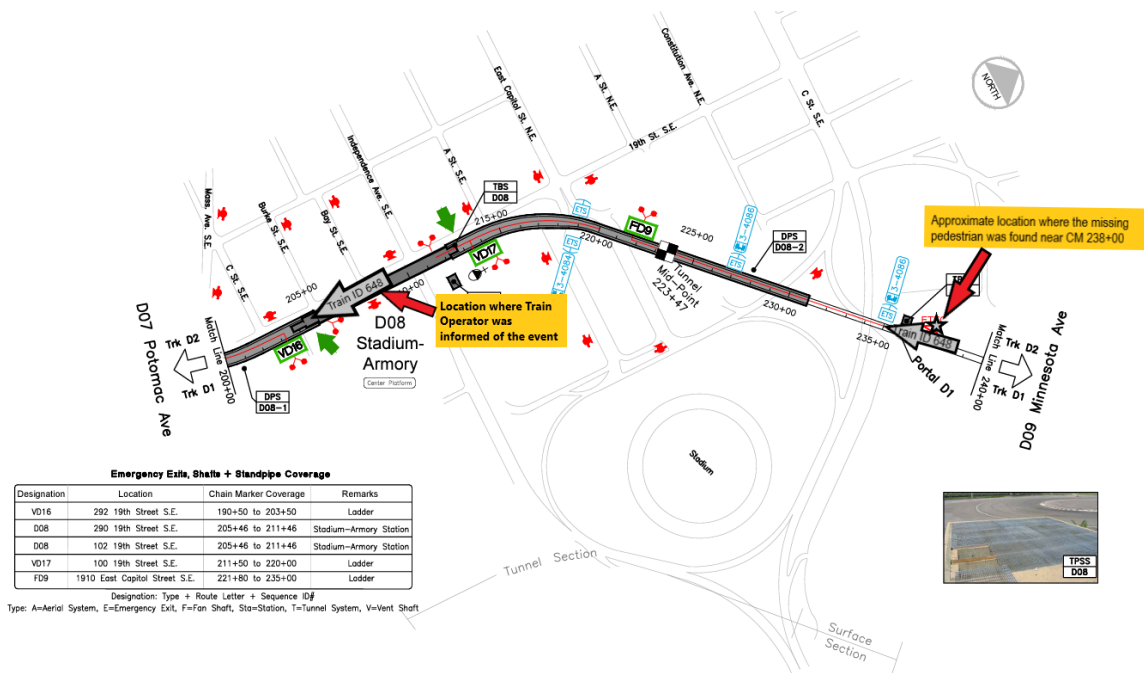
The probable cause of the incident was unauthorized access to the top of the train by the customer, resulting in their fatality after falling between railcars. The investigation revealed that the initial incorrect Train ID report did not delay the emergency response. No significant deficiencies in communication or adherence to established response procedures were identified.

Incident Site

Stadium-Armory Station, track 2 near CM D2-241+00. This CM is located on an aerial, curved section of the track with a restricted view.

Field Sketch





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:

- Site Assessment through video and document review
- Formal Interviews – SAFE intends to interview two (2) individuals 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 individuals:
 - Train Operator (Train ID 648)
 - Radio RTC
- Informal Interviews – Collected through written statements 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:
 - Train Operator Training Records
 - Train Operator Certifications
 - Train Operator 30-day work history review
 - Office of Rail Transportation (RTRA) Supervisor Incident Statement
 - Metrorail Operating Rulebook (MOR)
 - National Oceanic and Atmospheric Administration (NOAA)

- Rail Operations Control System (ROCS) (SPOTS) Report
 - Rail Operations Center (ROC) Approved Incident Report
 - Metro Transit Police Department (MTPD) Event Report
 - Maximo Data
- System Data Recording Review – Collection of information contained in Metro Data Recording Systems. This data includes:
 - ARS (Audio Recording System) playback [Radio and Landline Communications]
 - Closed-Circuit Television (CCTV)
 - Open MHZ

Investigation

On Monday, April 8, 2024, at 22:32 hours, Benning Road Station Closed-Circuit Television (CCTV) footage showed a customer entering the station and walking downstairs to the station platform. At 22:38 hours, Train ID 648 entered the Benning Road Station, track 2, platform limits. The customer was observed boarding the train and walking in the lead car's direction.

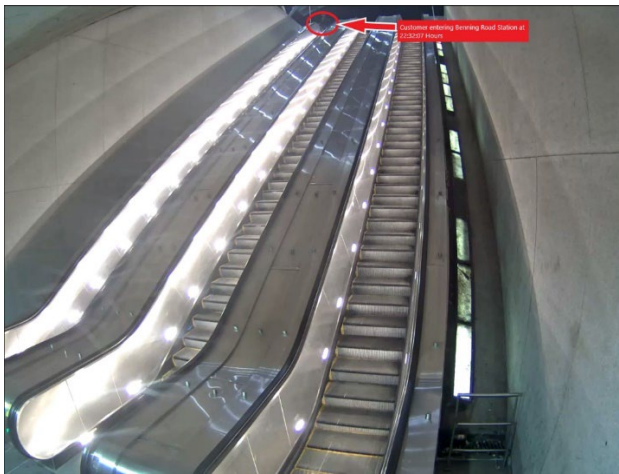


Figure 1 - Customer entering Benning Road Station at 22:32:07 hours on April 8, 2024



Figure 2 - Customer boarding Train ID 648 at 22:39:04 hours



Figure 3 - Train ID 648 leaving Benning Road Station track 2 at 22:39:45 hours

At 22:43, Train ID 648 arrived at Stadium-Armory Station, track 2. The Train Operator contacted the Radio RTC, introducing themselves as Train ID 646, and informed the MICC that several customers came to the operator's cab and reported that an unknown customer had gained unauthorized access to the train's roof.

According to reports made to the Train Operator, the customer began touching other customers on their shoulders and smoking an unknown substance. The customer then walked through the bulkhead doors of the second rail car of the consist, climbed on top of the train, and laid back with their legs hanging down by the bulkhead doors. The customers stated that they heard a loud noise and could no longer see the customer who was riding on top of the train, and they feared the person may have been knocked from the train.

The Radio RTC instructed Train ID 646 to stop their train and then began halting service in the surrounding areas, unaware that the train in question was Train ID 648. The actual Train ID 646 was in service at Metro Center Station on track 2. The Radio RTC asked the Train Operator at Metro Center Station for the lead car number, which was 7590. At this point, the Stadium-Armory Train Operator interrupted the transmission to clarify that their train had lead car 3068, confirming it was Train ID 648. The Radio RTC then corrected the misidentification. The Radio RTC ordered Train ID 922, positioned behind Train ID 648 at the D&G Junction, to stop.

At 22:45 hours, the Radio RTC then instructed Train ID 648's operator to key down, provided a radio check, and asked if they could perform a walkaround inspection of the train. The Train Operator exited the train and searched for the person but could not locate them. The operator suggested that the individual may have struck the tunnel wall at the D&G Junction.



Figure 4 - Train ID 648 Train Operator with customers looking for the missing customer.

At 22:51 hours, the Radio RTC directed Train ID 922 to key down, reverse ends, and perform a track inspection at restricted speed towards New Carrollton, which yielded no findings. At 22:54 hours, MTPD was notified.

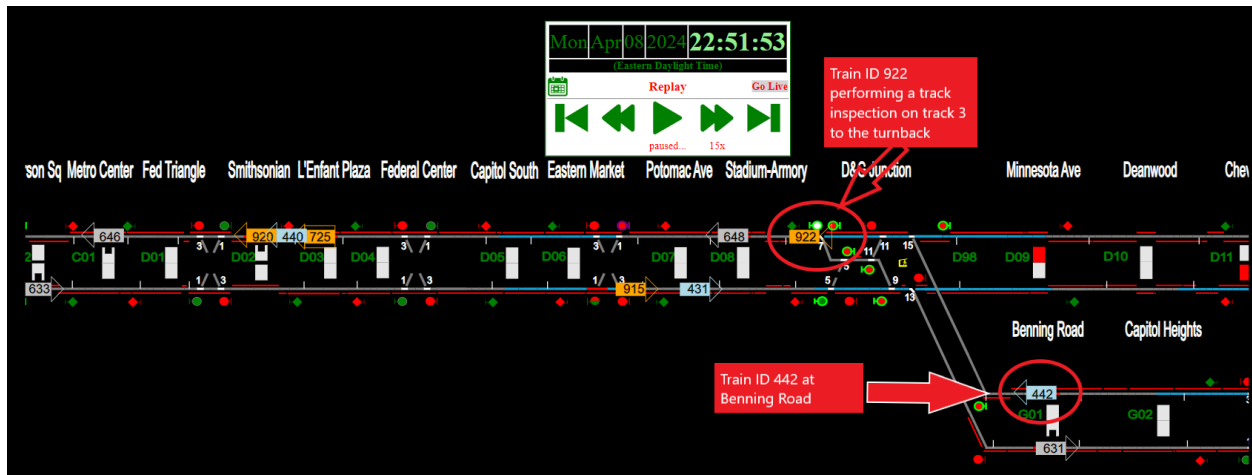


Figure 5 - Train ID 922 performing a track inspection towards Minnesota Avenue via the pocket track.

By 22:55 hours, the Radio RTC directed Train ID 442 at Benning Road Station on track 2 to offload passengers, re-block to "772," and conduct a track inspection at restricted speed towards the D&G Junction. At 23:22 hours, the Train ID 772 operator located the missing individual at CM D2 238+00. The person did not display any signs of life. The Radio RTC then instructed Train ID 772's operator to reverse ends.

At 23:24 hours, the DCFEMS was dispatched to Stadium-Armory Station, and an ICP was established. At 23:29 hours, a Bus Bridge was requested in preparation for a potential service suspension. Once DCFEMS arrived, third rail power was de-energized on track 2 between Stadium-Armory Station and the D&G Junction. Single tracking was implemented from the D&G Junction to Eastern Market Station via track 1.

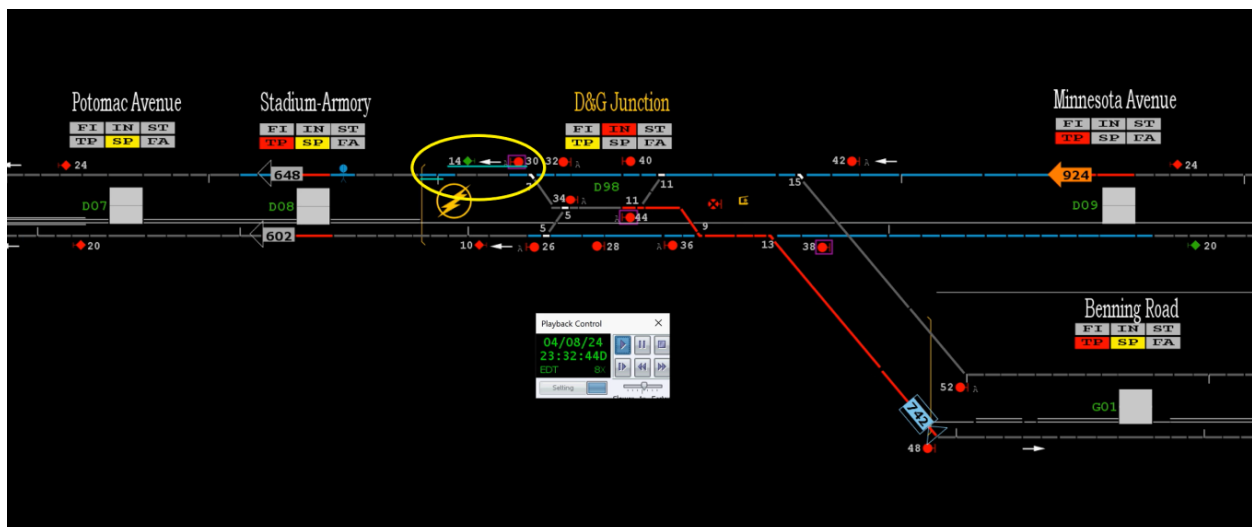


Figure 6 - Third Rail power was de-energized on track 2, between Stadium-Armory Station and the D&G Junction at approximately 23:32 hours.

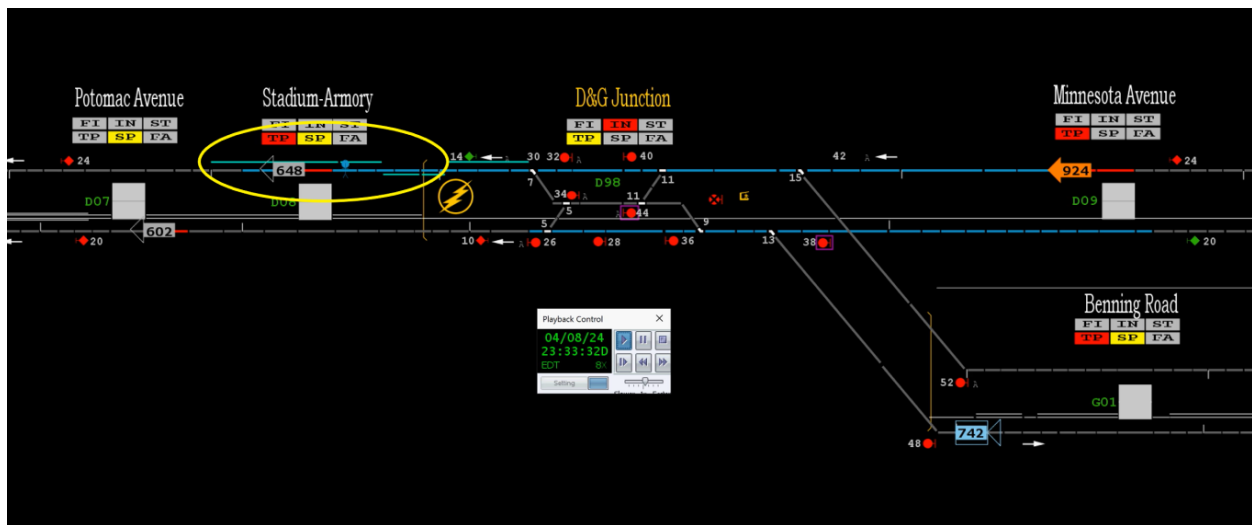


Figure 7 - Third Rail power was de-energized on track 2, from the Stadium-Armory Station platform limits to the D&G Junction at approximately 23:33 hours.

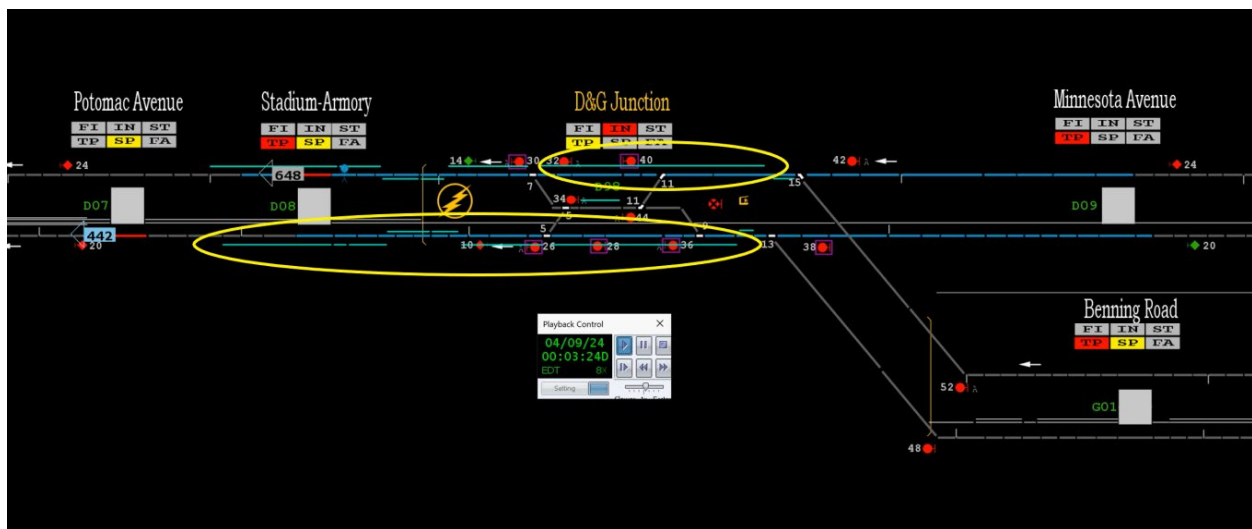


Figure 8 - Third Rail power was de-energized on track 1, at Stadium-Armory Station and tracks 1 and 2 of the D&G Junction at approximately 00:03 hours.

On Tuesday, April 9, 2024, at 00:29 hours, DCFEMS personnel located and confirmed the person was deceased. At 01:05 hours, the DCFEMS relinquished Incident Command to MTPD. The OCME arrived at 02:55 hours. Service was suspended on track 1 between Potomac Avenue Station and Benning Road Station to Minnesota Avenue Station. The person was removed from the roadway at 03:15 hours. MTPD relinquished Incident Command to RTRA at 03:29 hours.

ERT requested that third rail power remain de-energized on track 2 until cleanup was completed. ERT requested foul time and PM56 to be dispatched from the New Carrollton Yard to aid in the cleanup. At 04:30 hours, ERT reported the incident location had been cleaned, and at 04:34 hours, third rail power was restored on track 2 between the D&G Junction and Stadium-Armory Station.

Chronological Event Timeline

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

Time	Description
22:32:07 hours	Patron arrived at the Benning Road Station (G01) escalators [CCTV]
22:37:25 hours	Patron arrived at the Benning Road (G01) Station platform [CCTV]
22:38:35 hours	Train ID 648 entered Benning Road Station (G01) track 2 [CCTV][SPOTS]
22:39:04 hours	Patron boarded Train ID 648, Benning Road Station (G01), track 2 [CCTV]
22:39:45 hours	Train ID 648 departed Benning Road Station (G01) track 2 [CCTV][SPOTS]
22:43:15 hours	Train ID 648 entered Stadium-Armory Station [CCTV][SPOTS]
22:43:51 hours	<u>Train ID 648</u>: Radioed the MICC RTC incorrectly as Train ID 646 and stated that customers informed them that there was a customer on the roof of the train and believed that the customer may have been knocked off of the train. The customers stated that they heard a bump and (inaudible) <u>Radio RTC</u>: Instructed the Train Operator to stop their train and halt all train movement. Train 646, Train 920 at Smithsonian Station track 2, Train 438 at Foggy Bottom Station, Train 633 at McPherson Square Station track 1, Train 917 at Farragut West Station track 1, Train 433, Train 917 open doors back up on the platform side. <u>Radio RTC</u>: Asked Train ID 646 Train Operator what was their lead car number? <u>Train ID 646</u>: The correct Train ID 646, located at Metro Center Station [D01] stated their lead car was 7590 <u>Radio RTC</u>: Instructed Train ID 646 Train Operator to key down and give Central a radio check. <u>Train ID 648</u>: Interrupted the transmission incorrectly, stating, "Negative, 646 Track 2 Stadium-Armory. My lead car is 3058. I have six (6) cars. How do you copy?" <u>Radio RTC</u>: Informed Train ID 648 Train Operator that their Train ID was "648" at Stadium Armory. <u>Radio RTC</u>: Instructed Train ID 922 to stop their train. <u>Radio RTC</u>: Instructed Train ID 648 to key down and give Central a radio check. They asked for the lead car number. <u>Train ID 648</u>: Stated their lead car was "3058"; they had a six (6) car consist and were about to key down. <u>Radio RTC</u>: Once again informed Train ID 648 Train Operator that their Train ID was "648" [OPS 2 Radio]
22:44:23 hours	<u>Button RTC</u> : Called ROIC to request a Station Manager at Metro Center Station to go to the train on track 2 to speak to the Train Operator [OPS 2 Phone]
22:44:37 hours	<u>Button RTC</u> : Called ROIC to revise the incident train ID and location to Stadium-Armory [OPS 2 Phone]

Time	Description
22:45:54 hours	<u>Train ID 646</u>: Inquired if Central still wanted them to key down and provide a radio check? <u>Radio RTC</u>: Clarified and instructed, "Train 646, on track 2 at Metro Center, to stand by." <u>Radio RTC</u>: Instructed the train on track 2 at Stadium-Armory Station to respond. <u>Train ID 648</u>: Stated they had Train ID 648 and were performing a radio check. They then informed the Radio RTC that the customers stated the missing customer was walking through the railcar, touching customers on their shoulders. The missing customer then went on top of the train and began walking and was nowhere to be found in the train consist. <u>Radio RTC</u>: Asked Train ID 648 if they knew where the customer was located. <u>Train ID 648</u>: Stated the customers informed them that the missing customer was no longer on the train, and they assumed that the person was "hit." <u>Radio RTC</u>: Instructed Train ID 648 to key down and give Central a radio check. They then asked the Train Operator if they were okay to perform a ground-walkaround. <u>Train ID 648</u>: Replied, "Negative" and stated that they were already on the radio, and had provided a radio check, and were walking along the platform with the customers, looking through the railcars and in between the railcars. The operator stated that the missing customer may have been hit on approach to Stadium-Armory. <u>Radio RTC</u>: Repeated the message and informed Train ID 648 that they were sending assistance. They again then asked the Train Operator if they were okay with performing a ground-walkaround. [OPS 2 Radio]
22:47:39 hours	<u>Radio RTC</u>: Asked the Train ID 648 if they observed the person in the roadway. <u>Train ID 648</u>: Stated that the missing customer may be outside of the D&G Junction. Customers informed them that once the train went into the tunnel, they heard a loud noise and believed the person struck the tunnel wall. The customer was nowhere on the train. <u>Radio RTC</u>: Repeated Train ID 648's message and asked if they had the nearest Chain Marker for the customer in the roadway <u>Radio RTC</u>: Asked Train ID 922 if they observed anything unusual as they passed through the D&G Junction. <u>Train ID 922</u>: Stated that they did not observe anything unusual. [OPS 2 Radio]
22:51:10 hours	<u>Radio RTC</u>: Instructed Train ID 922 on track 2 at the D&G Junction to key down, make good announcements, reverse ends towards New Carrollton Station, and perform a track inspection at a restricted speed. <u>Train ID 922</u>: Repeated message [OPS 2 Radio]
22:51:46 hours	<u>Train ID 442</u>: They stated they were at Benning Road Station, and they had offloaded customers. They asked if Central wanted them to walk through and verify. <u>Radio RTC</u>: (No response) [OPS 2 Radio]
22:52:24 hours	<u>Train ID 648</u>: Requested foul time to perform the ground walkaround, track 2, Stadium-Armory <u>Radio RTC</u>: Repeated the message and instructed the Train Operator to standby. [OPS 2 Radio]

Time	Description
22:52:40 hours	<u>Radio RTC</u>: Called for Train ID 646 on track 2 at Metro Center Station <u>Train ID 646</u>: Acknowledged the call from the Radio RTC. <u>Radio RTC</u>: Asked Train ID 646 to confirm that no one jumped in front of their train. <u>Train ID 646</u>: Responded, "Affirmative, no one jumped in front of my train." <u>Radio RTC</u>: Responded "Affirmative" and stated that Train ID 646 Train Operator could close the train and continue in service. [OPS 2 Radio]
22:53:06 hours	<u>Radio RTC</u>: Called for Train ID 648 <u>Train ID 646</u>: Responded and asked the RTC to proceed with their message. <u>Radio RTC</u>: Replied "Affirmative" and instructed them to standby.
22:54:44 hours	<u>Radio RTC</u>: Radioed for any supervisor out of Largo Station or New Carrollton Station. <u>RTRA Supervisor</u>: Stated they were at Smithsonian Station. <u>Radio RTC</u>: Instructed the RTRA Supervisor to cushion down on the next train on track 1 to Stadium-Armory Station. <u>RTRA Supervisor</u>: Stated they were standing by waiting for the next train to arrive. [OPS 2 Radio]
22:54:53 hours	<u>Metro1</u>: Reported incident of missing customer and track inspections for the customer to MTPD Dispatch. [MICC Metro1 Phone]
22:55:38 hours	<u>Train ID 442</u>: Stated they were at Benning Road Station. They asked if Central wanted them to walk through and verify that the train was clear of customers. <u>Radio RTC</u>: Replied, "Affirmative" and repeated the message [OPS 2 Radio]
22:56:11 hours	<u>Train ID 922</u>: Informed Central that they had keyed down and reversed ends towards New Carrollton <u>Radio RTC</u>: Replied, "Good Copy," repeated the message, and instructed the Train Operator to perform a restricted speed track inspection. <u>Train ID 922</u>: Replied "Affirmative" and asked if they were to perform a restricted speed to Minnesota Avenue Station. <u>Radio RTC</u>: Instructed Train ID 922 to perform a visual inspection for anything unusual or persons on the roadway and verify lunar at D98-30, crossing from track two (2) to track three (3), no closer than 10 feet D98-44 displaying a red aspect. <u>Train ID 922</u>: Replied, "a restricted speed visual, crossing over from two (2) to three (2), D99-44 red, over" <u>Radio RTC</u>: Replied "Affirmative, Central out." [OPS 2 Radio]
22:59:36 hours	<u>Train ID 442</u>: Stated they were clear of customers and asked if Central wanted them on their Largo end or their Downtown end. <u>Radio RTC</u>: Replied, "Affirmative" that the train was clear of customers. <u>Train ID 442</u>: Asked if Central wanted them on their Largo end or Downtown end. <u>Radio RTC</u>: (No response) [OPS 2 Radio]
23:00:09 hours	<u>Train ID 922 Train Operator</u>: Stated to Central that they completed the visual track inspection and did not observe anything unusual. <u>Radio RTC</u>: Replied, "Good Copy", repeated the message, and instructed the Train Operator to standby D98-44 displaying a red aspect; they would be moving shortly. [OPS 2 Radio]

Time	Description
23:00:30 hours	<u>Radio RTC</u>: Instructed Train ID 442 Train Operator at Benning Road, track 2, to key up on their Downtown end. <u>Train ID 442</u>: The operator stated, "Good Copy." They were keying down and walking back to their lead car, and they would notify Central once they had keyed up. <u>Radio RTC</u>: Replied, "Affirmative" [OPS 2 Radio]
23:01:55 hours	<u>Train ID 922</u>: Stated they were verifying the lunar signal at D98-44 (inaudible) <u>Radio RTC</u>: Replied, "Train 922, thank you for your help. Verifying lunar at D98-44 crossing over from track 3 to track 1." They were given a permissive block and instructed to offload at Minnesota Avenue Station. <u>Train ID 922 Train Operator</u>: The operator replied "Affirmative" and asked if they were to continue to New Carrollton Station once they had offloaded their customers. <u>Radio RTC</u>: Instructed Train ID 922 Train Operator to contact them once they had offloaded their customers. [OPS 2 Radio]
23:03:00 hours	<u>Radio RTC</u>: Instructed Train ID 442 Train Operator to perform a visual track inspection at G01-52 signal and provided a permissive block to the turnback. The RTC then revised the track inspection from signal D98-52 to the turnback and instructed Train ID 442 to hold their location and contact Central once they arrived at the turnback. <u>Train ID 442</u>: Replied "Good Copy" and repeated message <u>Radio RTC</u>: Instructed Train ID 442 to change their Train ID to 772 (742). <u>Train ID 442</u>: Replied "Good Copy" and repeated message [OPS 2 Radio]
23:06:17 hours	<u>Train ID 922</u>: Stated they were offloaded at Minnesota Avenue Station <u>Radio RTC</u>: Instructed Train ID 922 on track 1 at Minnesota Avenue Station to open their platform side doors and key up on their Downtown end. <u>Train ID 922</u>: Replied "Affirm" [OPS 2 Radio]
23:07:27 hours	<u>Train ID 922</u>: Asked Central if they were to keep the train doors opened. <u>Radio RTC</u>: Replied "Affirmative" and instructed Train ID 922 to keep the train doors opened and to key up on their Downtown end. <u>Train ID 922</u>: Replied "Affirm" <u>Radio RTC</u>: Replied "Affirmative" and thanked Train ID 922 for their assistance. [OPS 2 Radio]
23:11:14 hours	<u>Train ID 922</u>: Informed Central that they were keyed up on their Downtown end and doors were opened on the platform side. <u>Radio RTC</u>: Replied, "Good Copy," repeated the message, and asked the Train Operator to standby. [OPS 2 Radio]
23:12:01 hours	<u>Train ID 772</u>: Stated that they were at the turnback at the D&G Junction and did not observe anything unusual. <u>Radio RTC</u>: Replied "742" and repeated the message that nothing unusual was observed. [OPS 2 Radio] <u>Radio RTC</u>: Instructed Train ID 742 Train Operator a permissive block to the turnback at the D&G Junction. <u>Train ID 742</u>: Repeated the message. <u>Radio RTC</u>: Replied "Affirmative" [OPS 2 Radio]
23:13:42 hours	<u>Radio RTC</u>: Asked Train ID 922 if they were keyed up. <u>Train ID 922</u>: Informed Central that they were keyed up on their Downtown end. [OPS 2 Radio]
23:13:56 hours	<u>Radio RTC</u>: Instructed Train ID 742 to travel at a restricted speed into the portal. The RTC then revised the Train ID to "772" <u>Train ID 772</u>: Replied "Copy that," and repeated message [OPS 2 Radio]

Time	Description
23:14:18 hours	<u>Radio RTC</u>: Instructed Train ID 642 to make good announcements and stated they would be headed Downtown. The RTC then revised the direction towards Vienna Station. The RTC authorized a permissive block after servicing the station, no closer than 10 feet of D98-38 displaying a red aspect. The RTC then revised the Train ID to "922" and asked if they copied the message. <u>Train ID 922</u>: Requested a radio check <u>Radio RTC</u>: Replied that the radio check was "loud and clear." <u>Train ID 922</u>: Asked Central to repeat their last message for Train ID 922, <u>Radio RTC</u>: Instructed Train ID 922 to verify that the station was serviced and authorized a permissive block no closer than 10 feet of D98-38 displaying a red aspect. <u>Train ID 922</u>: Repeated the message and asked if they could close the doors. <u>Radio RTC</u>: Asked Train ID 922 Train Operator to repeat their message <u>Train ID 922</u>: Asked if they could close and go <u>Radio RTC</u>: Instructed Train ID 922 Train Operator to go and standby once they reached D98-38 displaying a red aspect. [OPS 2 Radio]
23:15:43 hours	<u>Radio RTC</u>: Instructed all Train Operators to make good announcements. Single tracking was being performed on track 1, from Addison Road Station to Eastern Market Station and from Cheverly Station to Eastern Market Station, due to a rail emergency. [OPS 2 Radio]
23:17:00 hours	<u>Radio RTC</u>: Instructed Train ID 772 to perform a visual inspection for a possible person struck in between the portal between the D&G Junction and Stadium-Armory Station. <u>Train ID 772</u>: Repeated the message [OPS 2 Radio]
23:18:53 hours	<u>Train ID 922</u>: Stated they were holding at 38 signal lunar <u>Radio RTC</u>: Incorrectly instructed Train ID "932" Train Operator to verify the lunar at D98-38 signal and authorized a permissive block to Stadium-Armory, track 1, and to verify all lunar signals <u>Train ID 922</u>: Repeated the message [OPS 2 Radio]
23:21:57 hours	<u>Train ID 772</u>: Performed a track inspection and confirmed customer located near Chain Marker D2 238+00. <u>Radio RTC</u>: Acknowledged the message and asked if the customer exhibited any signs of life. <u>Train ID 772</u>: Stated there were no signs of life. <u>Radio RTC</u>: Asked the Train Operator if they were alright. <u>Train ID 772</u>: Replied that they were a little rattled and did not observe any signs of life. <u>Radio RTC</u>: Acknowledged the message, instructed the Train Operator to reverse ends, and thanked them for their assistance. <u>Train ID 772</u>: Acknowledged the message with 100% repeat back. [OPS 2 Radio]
23:22:15 hours	<u>Power Desk</u>: Announced Power personnel on location at D08 [MICC Power Desk]
23:19:23 hours	<u>AOM</u>: Notified DCFEMS Dispatch of possible collision with customer. Track inspection being conducted. [Rail 2 Phone]
23:24:09 hours	<u>AOM</u>: Called DCFEMS Dispatch to confirm collision with customer. [Rail 2 Phone]
23:27:20 hours	<u>DC Fire Dispatch</u>: Dispatched Fire and EMS to Stadium-Armory Station [Open MHz]
23:28:44 hours	<u>DC Fire Dispatch</u>: Battalion Chief requested to respond to Stadium-Armory Station [Open MHz]

Time	Description
23:32:30 hours	<u>Station Manager</u> : Informed Central that DCFD was on scene at Stadium-Armory Station. <u>Radio RTC</u> : Instructed Train ID 648 to engage the hand brake in the lead car [OPS 2 Radio]
23:32:30 hours	Third rail power was de-energized on track 2 at Stadium-Armory to the D&G Junction [AIMS]
23:33:33 hours	<u>Battalion Chief</u> : Notified MTPD that they were on location and the location where the Command Post was being staged. [MTPD-1X Radio]
23:37:33 hours	MTPD arrived at Stadium-Armory Station. <u>MTPD-1</u> : Announced to Incident Commander that Third Rail Power is down at Stadium-Armory and ready for hot-sticking. <u>Battalion Chief</u> : Informed the FLO that single-tracking can be performed using track 1 at Stadium-Armory. Track 2 must remain de-energized. [MTPD-1X Radio]
23:35:39 hours	Unified Command Post established at 102 Nineteenth Street SE of the Stadium-Armory [Open MHz]
23:42:08 hours	<u>Train ID 648</u> : Informed Central that they were unable to set the hand brake as per MTPD request [OPS 2 Radio]
23:54:25 hours	<u>Radio RTC</u> : Informed all Train Operators that train service was being suspended between Minnesota Avenue Station to Potomac Avenue Station and from Benning Road Station to Potomac Avenue Station. A Bus Bridge was requested. [OPS 2 Radio]
April 9, 2024	
00:03:16 hours	Third rail power was de-energized on track 1 between the D&G Junction and Stadium-Armory Station.
00:29:00 hours	DCFEMS declared the customer deceased on arrival near CM D2 241+00 and began preparing to exit the location.
00:57:00 hours	RTRA Supervisor, in conjunction with Unified Command, informed the MICC that third rail power could be restored on track 1 at Stadium-Armory Station and the D&G Junction. Track 2 remained de-energized.
01:05:00 hours	DCFEMS departed from the incident scene and relinquished Incident Command to MTPD.
01:47:00 hours	Third rail power restored to track 2 at Stadium-Armory Station platform limits only to move the incident train [AIMS]
01:51:11 hours	Train 648 Train ID was changed to 723. The incident train departed Stadium-Armory Station, track 2 enroute to New Carrollton Yard [AIMS][SPOTS]
03:29:00 hours	The customer was removed from the roadway by the Chief Medical Examiner's Office
04:29:00 hours	<u>Track Unit</u> : Stated a visual inspection was completed, and tracks were declared safe to resume revenue service [OPS 2 Radio]
04:37:38 hours	Third Rail Power restored on D&G Junction, track 2 [AIMS]

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

Closed-Circuit Television (CCTV)



Figure 9 - Customer entering Benning Road Station wearing a black hooded sweatshirt with writing on the chest area and gold tennis shoes

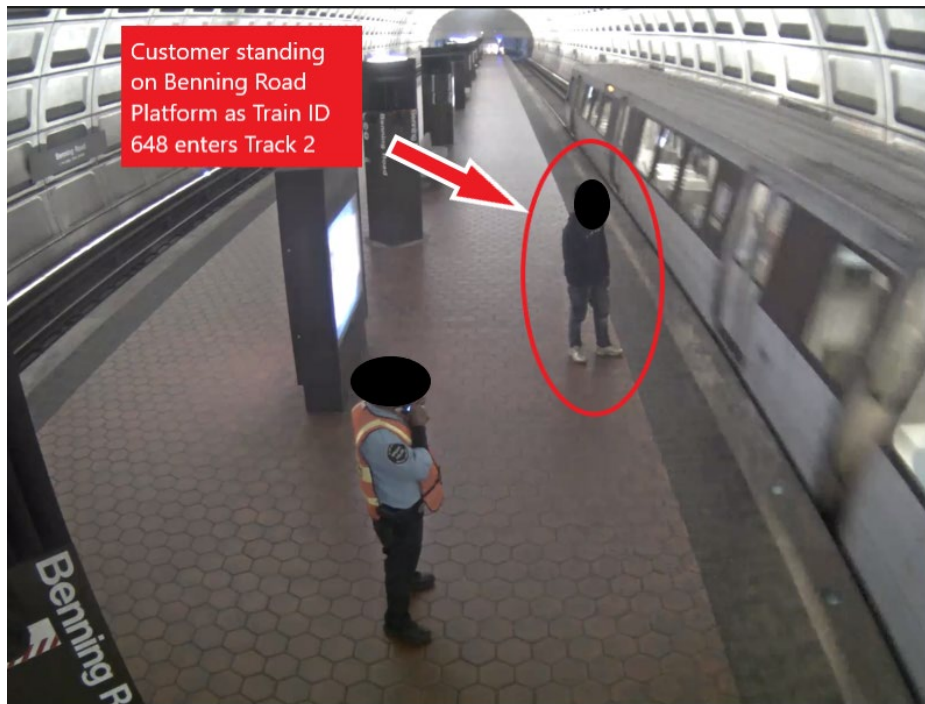


Figure 10 - Customer standing on Benning Road Station platform at 22:38:41 hours.



Figure 11 - Train ID 648 Train Operator exiting train at Stadium-Armory Station, track 2 to perform a walk-around inspection for the missing customer at 22:45:56 hours

Digital Images and Photographs



Figure 12- Trailing railcar of Train ID 648 at Stadium-Armory Station



Figure 13 - depicts the location where the customer climbed to the roof of the train



Figure 14 - Lead railcar of Train ID 648



Figure 15 - Train ID 648 Platform side



Figure 16 - depicts tail railcar and roadway on track 2 at Stadium-Armory Station



Figure 17 - track 2, Stadium-Armory Station in the direction of the D&G Junction



Figure 18 - track 2, Stadium-Armory Station, tunnel view in the direction of the D&G Junction



Figure 19 depict CM D240+46

Automated Information Management System (AIMS)

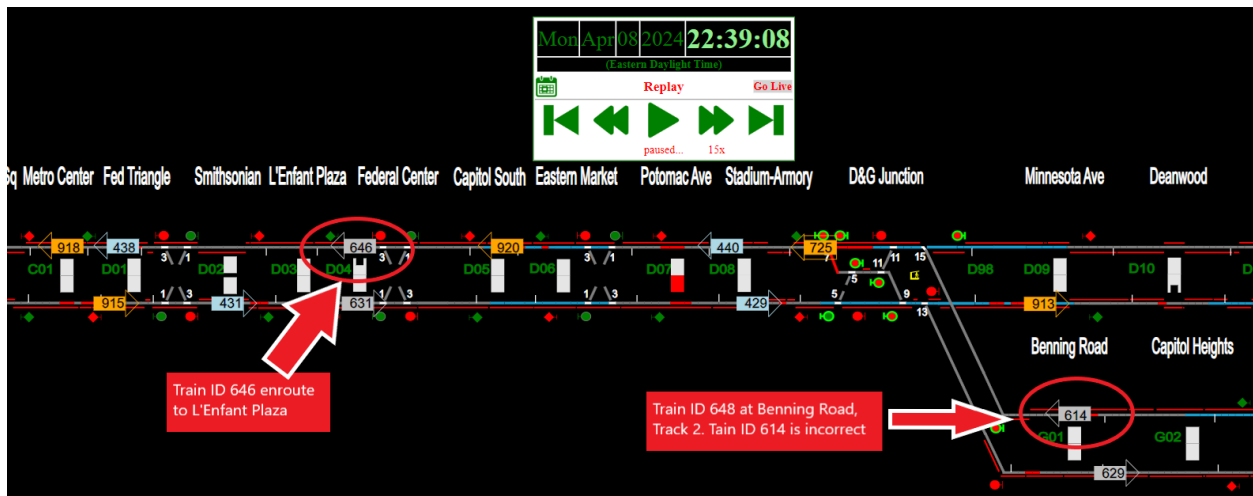


Figure 20 - depicts Train ID 646 enroute to L'Enfant Plaza Station. Train ID 648 at Benning Road Station (showing in AIMS as "614".)



Figure 21 - Train ID 648 cycled at Benning Road Station

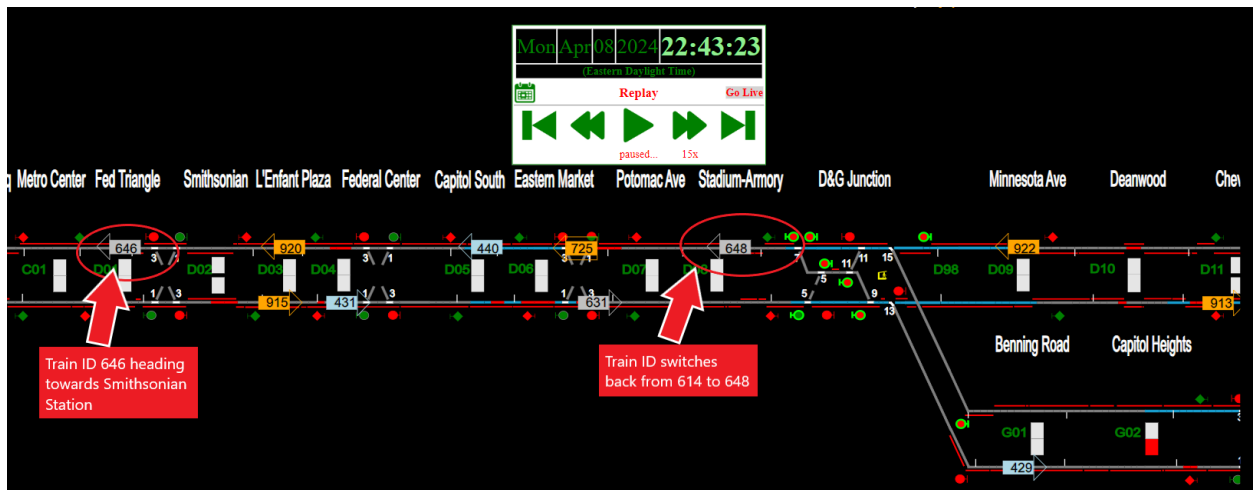


Figure 22 - Train ID 648 at Stadium-Armory Station as Train ID 646 approached Smithsonian Station.

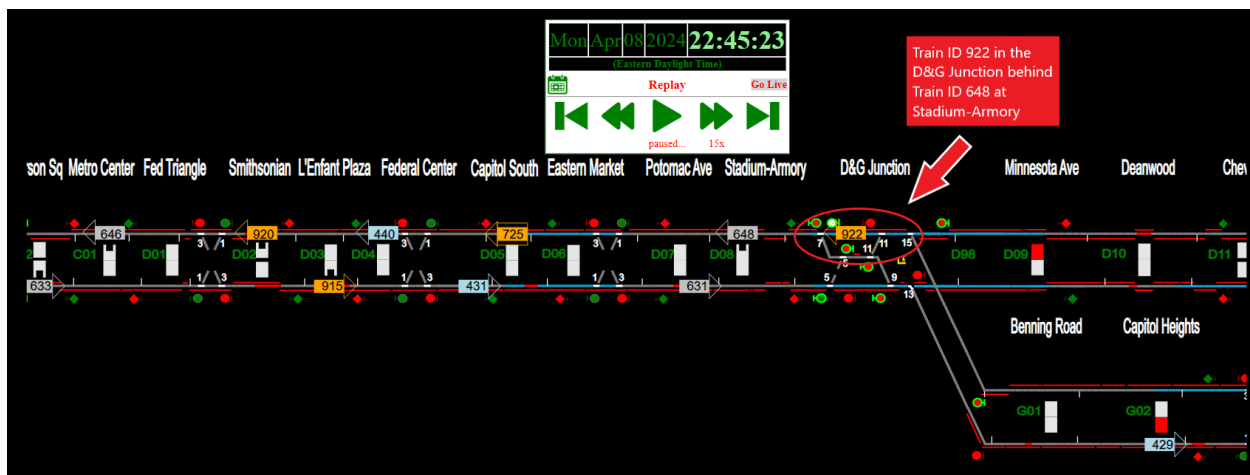


Figure 23 - Train ID 922 stopped at the D&G Junction

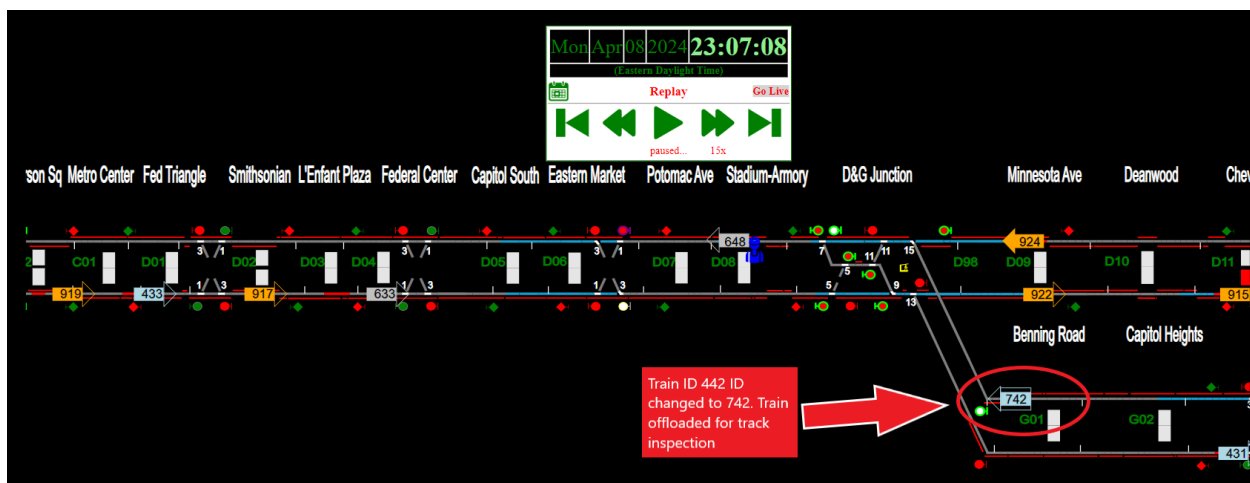


Figure 24 - Train ID 442 offloaded customers at Benning Road Station and was assigned non-revenue ID to conduct a track inspection towards the D&G Junction.

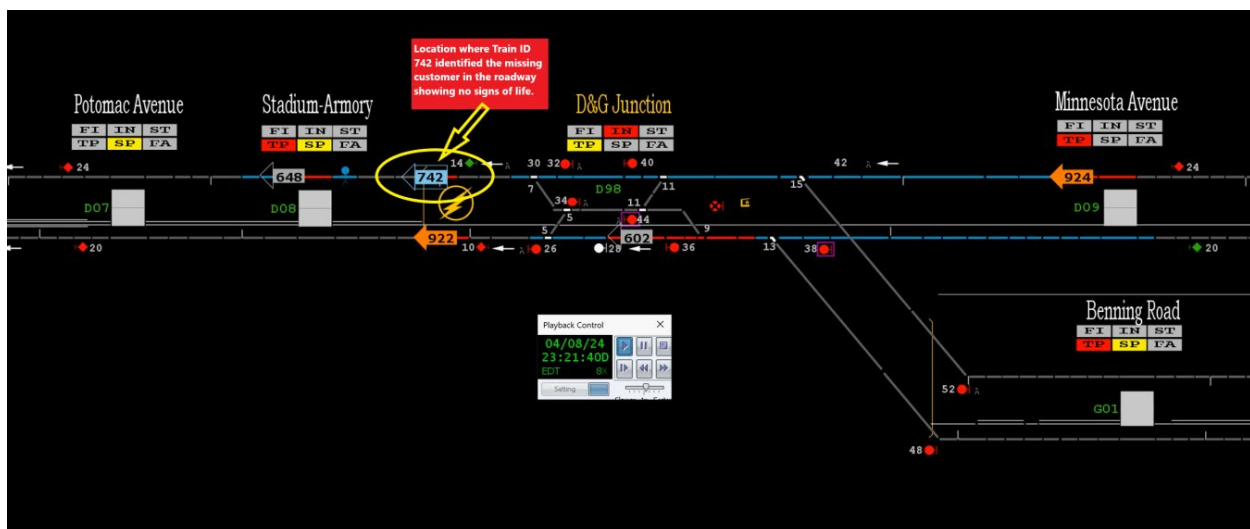


Figure 25 - Train ID 742 observed the missing customer near CM D2 238+00 at 23:31 hours.

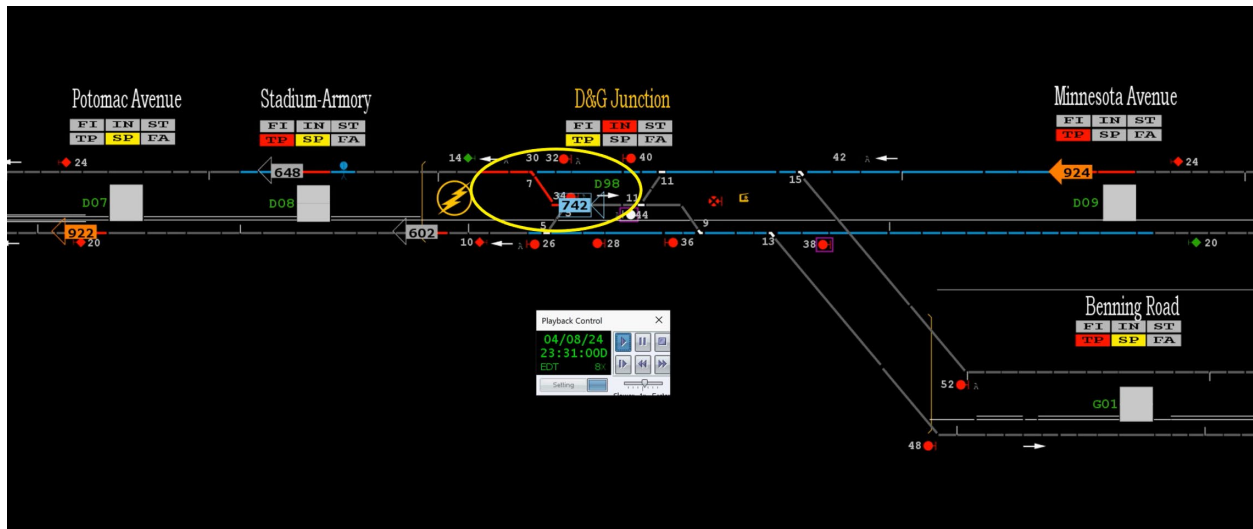


Figure 26 - Train ID 742 reversed ends and returned to Benning Road Station

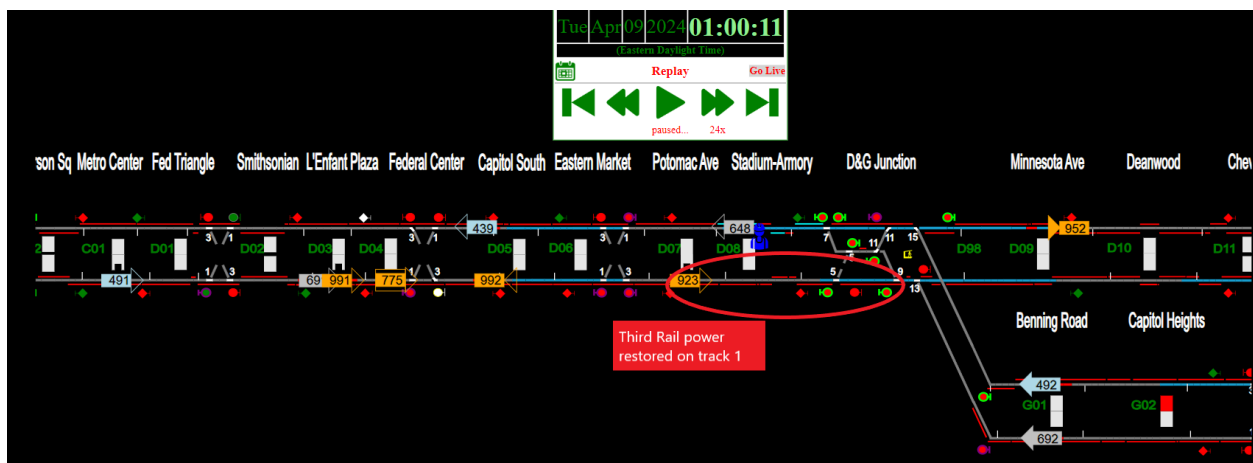


Figure 27 - Third Rail power restored on tracks 1 and 2 at approximately 01:00 hours

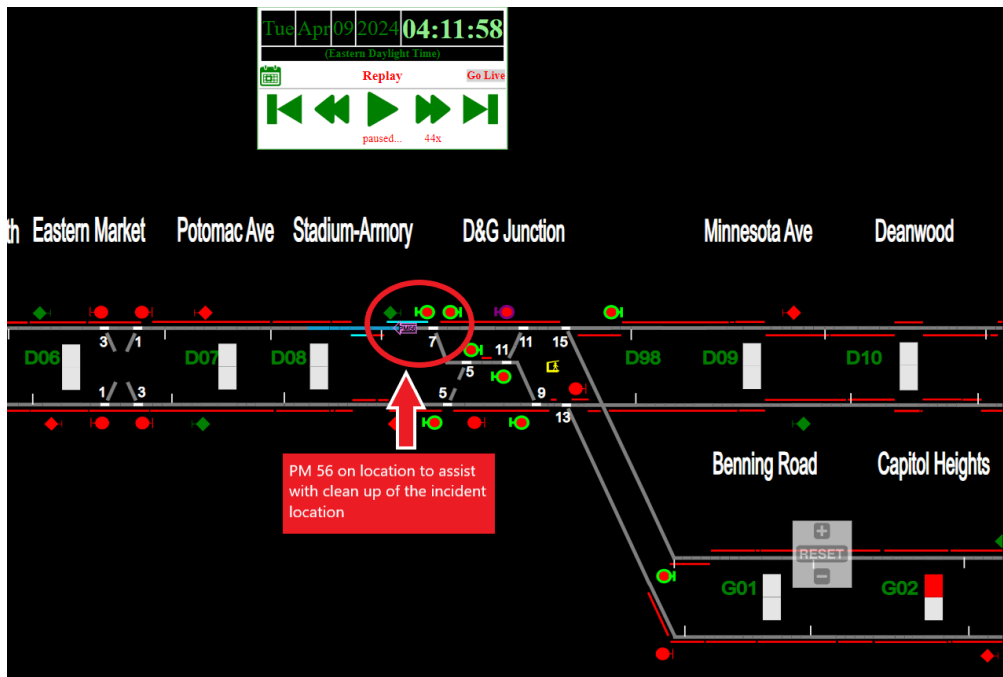


Figure 28 - PM 56 at Stadium-Armory Station to assist with the clean up efforts

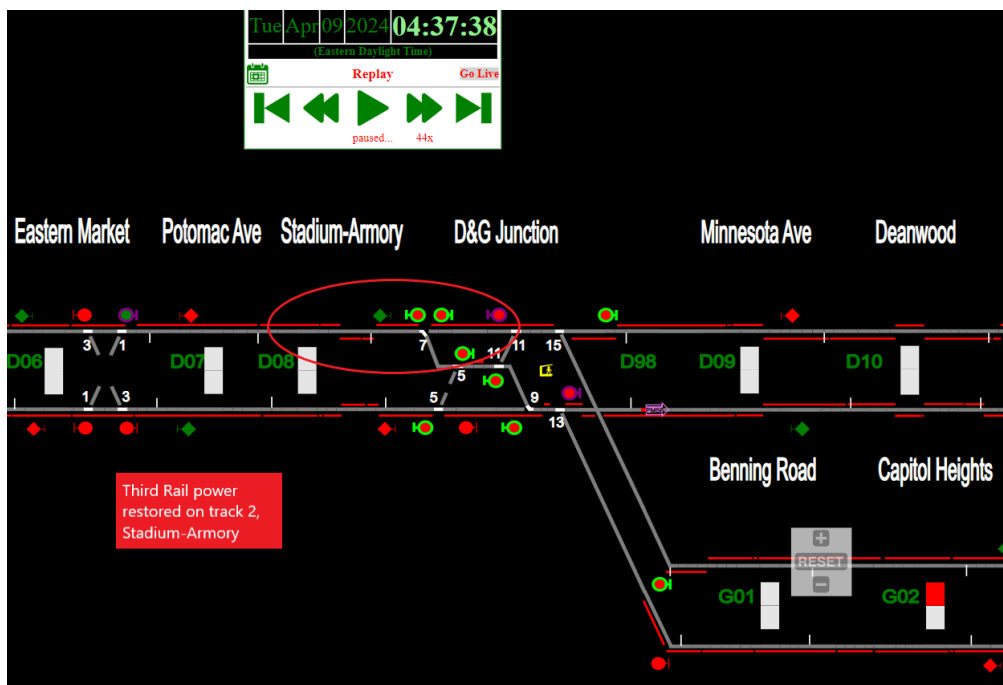


Figure 29 - Third rail power restored on track 2 at Stadium-Armory Station at approximately 04:37 hours.

ROCS SPOTS Report

ROCS SPOTS REPORT

based on up-to-the-second operational performance data from the Rail Operations Control System

Current date/time: Tue Apr 9 10:29:58 2024

Select Platform: and/or Select ID: Leave blank to remove criteria

and/or Select 4-digit car number: Leave blank to remove criteria

Select Date: Apr 8 2024 Select Times (0-24HRS): From 22:00 To 29:00

ID	Platform	length	dcode	Right door open	Right door close	dwel	Left door open	Left door close	dwel	Head Arrived	Tail cleared	cars	Headway door open to door open
625	D05-1	6	51				22:00:59	22:01:15	16	22:00:26	22:01:38	3068-3069.3070-3071.3281-3280	-
625	D06-1	6	51				22:02:37	22:02:49	12	22:02:05	22:03:12	3068-3069.3070-3071.3281-3280	1:38
625	D07-1	6	51				22:04:21	22:04:37	16	22:03:50	22:05:00	3068-3069.3070-3071.3281-3280	1:44
625	D08-1	6	51				22:06:24	22:06:42	18	22:05:51	22:07:05	3068-3069.3070-3071.3281-3280	2:03
625	G01-1	6	51				22:10:42	22:11:00	18	22:10:10	22:11:26	3068-3069.3070-3071.3281-3280	4:18
625	G02-1	6	51				22:13:31	22:13:47	16	22:13:04		3280	2:49
625	G03-1	6	51				22:15:42	22:16:00	18	22:15:14		3280	2:11
625	G04-1	6	51				22:20:45	22:23:25	160	22:20:00		3280	5:03
614	G05-2	6	68	22:26:31	22:26:37	6	22:27:43	22:28:49	66	22:25:48		3280	5:46
614	G04-2	6	68				22:31:26	22:31:38	12	22:30:55	22:31:17	3280-3281.3071-3070.3069-3068	4:55
614	G03-2	6	68				22:34:13	22:34:29	16	22:33:41	22:33:55	3280-3281.3071-3070.3069-3068	2:47
614	G02-2	6	68				22:36:16	22:36:35	19	22:35:43	22:36:01	3280-3281.3071-3070.3069-3068	2:03
614	G01-2	6	68				22:39:04	22:39:19	15	22:38:35	22:39:45	3280-3281.3071-3070.3069-3068	2:48
723	D08-2	0	93				22:43:50	01:49:51	11161	22:43:19	01:51:11	3280-3281.3071-3070.3069-3068	4:46
723	D07-2	0	93							01:52:51	01:53:33	3280-3281.3071-3070.3069-3068	-
723	D06-2	0	93							01:59:52	02:01:52	3280-3281.3071-3070.3069-3068	-
723	D05-2	0	93							02:02:36	02:03:10	3280-3281.3071-3070.3069-3068	-
723	D04-2	0	74							02:07:48	02:10:48	3280-3281.3071-3070.3069-3068	-
723	D05-1	0	74									3069.3070-3071.3281-3280	-
723	D06-1	6	74									3069.3070-3071.3281-3280	-
723	D07-1	6	74									3069.3070-3071.3281-3280	-
723	D08-1	6	74							02:15:22	02:15:58	3068-3069.3070-3071.3281-3280	-
723	D09-1	6	74							02:25:20	02:25:46	3068-3069.3070-3071.3281-3280	-
723	D10-1	6	74							02:26:47	02:27:18	3068-3069.3070-3071.3281-3280	-
723	D11-1	6	74							02:28:43	02:29:12	3068-3069.3070-3071.3281-3280	-
723	D12-1	6	74							02:31:32	02:31:56	3068-3069.3070-3071.3281-3280	-
723	D13-2	6	74							02:36:02	02:37:53	3068-3069.3070-3071.3281-3280	-

Figure 30 - SPOTS Report for Train ID 648

Office of Car Maintenance (CMNT)

A post-incident inspection of the consist was performed.

- Railcar 3068/3069 – The #3 collector shoe was observed missing. No other defects noted. Brakes were within specified acceptance rates.
- Railcar 3070 – The #3 collector shoe was observed missing. No other defects noted. Brakes were within specified acceptance rates.
- Railcar 3071 – All four (4) collector shoe fuses were blown, #4 collector shoe was observed missing, foreign object damage to the front truck. The front truck was also struck by 700 volts of electricity and suffered severe damage to the primary cable. Unrelated to the incident door leaves 7&8 communication faults identified and cleared.
- Railcar 3281/3280 - No other defects noted. Brakes were within specified acceptance rates.



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

Page 1 of 2
MX78PROD

Work Order #: 18527193
Type: CM



Status: COMP
04/09/2024 21:23

Work Description: Report of a customer on top of the train.
Job Plan Description:

Work Information									
Asset: R3068	3068, RAIL CAR, BREDA, 3000 AC, A CAR	Owning Office: CMNT-CMNT-CMNT	Parent:						
Asset Tag: R3088		Maintenance Office: CMNT-WFCH-INSP	Create Date: 04/09/2024 02:53						
Asset S/N: 3068		Labor Group: CMNT	Actual Start: 04/09/2024 02:54						
Location: 2494	K99, WEST FALLS CHURCH YARD	Crew:	Actual Comp: 04/09/2024 21:23						
Work Location: 1230	D99, NEW CARROLLTON YARD	Lead:	Item: L18050002						
Failure Class: CMNT001	RAIL CAR	GL Account: WMATA-02-33370-50499160-041-*****-OPR**	Target Start:						
Problem Code: 2649	PASSENGER RELATED PROBLEM	Supervisor:	Target Comp:						
Requested By:		Requestor Phone:	Scheduled Start:						
Chain Mark Start:		Chain Mark End:							
Create-Mileage: 2839837.0		Complete-Mileage: 2839837.0							
Task IDs									
Task ID									
10	PERFORMED THE BRAKE RATES, OPS. CK. GOOD. NO OTHER DEFECTS NOTED. SEE THE BRAKE RATES IN THE DETAILS.								
	B5-66								
	B4-53								
	B3-47								
	B2-41								
	B1-28								
	CST-0								
	EMERGENCY -74								
	000-300-K08-001 COLLECTOR SHOE; COLLECTOR	FOREIGN OBJECT							
Component:	ASSY; TRUCK; 2K/3K/6K/7K	Work Accomp: TESTED	Reason: DAMAGE	Status: COMP	Position: 3	Warranty?: N			
20	PERFORMED A UNDER CAR INSPECTION ON BOTH CARS, ONLY DEFECT NOTED WAS THE #3 COLLECTOR SHOE WAS BROKEN OFF. REPLACED AND ADJUSTED THE #3 COLECTOR SHOE, OPS. CK. GOOD.								
	000-300-K08 TRUCK&SUSPENSION; CURRENT	FOREIGN OBJECT							
Component:	COLLECTOR ASSY; TRUCK; 2K/3K/6K/7K	Work Accomp: REPLACED NEW	Reason: DAMAGE	Status: COMP	Position: 3	Warranty?: N			
30	PERFORMED DST NO ISSUE NOTED								
	000-300 RAIL CAR; 2K/3K/6K/7K	NO TROUBLE FOUND							
Component:	000-300 RAIL CAR; 2K/3K/6K/7K	Work Accomp: INSPECTED	Reason: NO TROUBLE FOUND	Status: COMP	Position:	Warranty?: N			
Actual Labor									
Task ID	Labor	Start Date	End Date	Start Time	End Time	Approved?	Regular Hours	Premium Hours	Line Cost
10		04/09/2024	04/09/2024	12:00	13:00	Y	01:00	00:00	\$44.08
WT_plust_woprntLrptdesign									
04/10/2024 12:08									

Figure 31 - Maximo Work Order #18527193, page 1 of 2

Incident Date: 04/08/2024 Time: 22:43 hours
Final Report – Collision Rev. 1
E24281

Drafted By: SAFE 708 – 05/05/2024
Reviewed By: SAFE 704 – 06/06/2024
Approved By: SAFE 707 – 06/07/2024



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

Page 2 of 2
MX76PROD

Work Order #: 18527193
Type: CM



Status: COMP
04/09/2024 21:23

Work Description: Report of a customer on top of the train.

Job Plan Description:

Actual Labor										
Task ID	Labor	Start Date	End Date	Start Time	End Time	Approved?	Regular Hours	Premium Hours	Line Cost	
20	[REDACTED]	04/09/2024	04/09/2024	13:45	14:30	Y	00:45	00:00	\$39.53	
30	[REDACTED]	04/09/2024	04/09/2024	21:00	21:30	Y	00:30	00:00	\$25.82	
Total Actual Hour/Labor:							02:15	00:00	\$103.41	
Related Incidents										
Ticket	Description	Class			Status			Relationship		
8747196	Report of a customer on top of the train. Upon investigation, the person was struck by a train at CM D2-238+00.	SR			PENDING			ORIGINATOR		
Failure Reporting										
Cause	Remedy			Supervisor			Remark Date			
2752	PUBLIC RELATED INCIDENT			3192 TESTED / INSPECTED			04/09/2024			
Remarks: PERFORMED UNDER CAR INSPECTION. NO ISSUES FOUND. GOOD DST PERFORMED OK FOR SERVICE										

WT_plust_woprnt.rptdesign

04/10/2024 12:08

Figure 32 - Maximo Work Order #18527193, page 2 of 2

Incident Date: 04/08/2024 Time: 22:43 hours
Final Report – Collision Rev. 1
E24281

Drafted By: SAFE 708 – 05/05/2024
Reviewed By: SAFE 704 – 06/06/2024
Approved By: SAFE 707 – 06/07/2024

Page 30



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

Page 1 of 1
MX76PROD

Work Order #: 18528769
Type: CM



Status: COMP
04/10/2024 08:05

Work Description: PASSENGER STRUCK BY TRAIN
Job Plan Description:

Work Information									
Asset: R3070	3070, RAIL CAR, BRED, 3000 AC, A CAR	Owning Office: CMNT-CMNT-CMNT	Parent:						
Asset Tag: R3070		Maintenance Office: CMNT-WFCH-INSP	Create Date: 04/09/2024 14:35						
Asset S/N: 3070		Labor Group: CMNT	Actual Start: 04/09/2024 14:48						
Location: 2494	K99, WEST FALLS CHURCH YARD	Crew:	Actual Comp: 04/10/2024 08:05						
Work Location: 1230	D99, NEW CARROLLTON YARD	Lead:	Item: L18050002						
Failure Class: CMNT003	CAR BODY	GL Account: WMATA-02-33370-50499160-041-*****-OPR**	Target Start:						
Problem Code: 2423	N/A CODE (BODY SYSTEM)	Supervisor: E004052	Target Comp:						
Requested By:		Requestor Phone: 301/955-5258	Scheduled Start:						
Chain Mark Start:		Chain Mark End:							
Create-Mileage: 2755252.0		Complete-Mileage: 2755324.0							
Task IDs									
Task ID									
10	PERFORMED A UNDER CAR INSPECTION, FOUND THE #3 COLLECTOR SHOE BROKEN OFF. NO OTHER DEFECTS WERE NOTED. NO FLATS, NO DAMAGED EQUIPMENT, DAILY INSPECTION, OPS. CK. GOOD								
000-300-K00 SUBSYSTEM; TRUCK&SUSPENSION;									
Component: 2K/3K/6K/7K	Work Accom: TESTED	Reason: NO TROUBLE FOUND	Status: COMP	Position: 213	Warranty?: N				
Planned Materials									
Task ID	Item	Description	Storeroom	Issue Unit	Quantity	Unit Cost	Line Cost		
	R18350017	PADDLE:THIRD RAIL, SUMMER SHOE CURRENT COLLECTOR, REV J	259	EA	1	\$26.61	\$26.61		
						Total Planned Materials:	\$26.61		
Actual Labor									
Task ID	Labor	Start Date	End Date	Start Time	End Time	Approved?	Regular Hours	Premium Hours	Line Cost
10		04/09/2024	04/09/2024	13:00	13:30	Y	00:30	00:00	\$25.82
							Total Actual Hour/Labor:	00:30	\$25.82
Failure Reporting									
Cause	Remedy		Supervisor		Remark Date				
1021	ACCIDENT HIT SOLID OBJECT	3192 TESTED / INSPECTED			04/09/2024				
Remarks: VERIFY A FAILURE FOUND COLLECTOR SHOE #3, UNDER CAR INSPECTION PERFORMED AND DAILY INSPECTION.									

WT_plust_woprnt.rptdesign 04/10/2024 12:10

Figure 33 - Maximo Work Order #18528769

Incident Date: 04/08/2024 Time: 22:43 hours
Final Report – Collision Rev. 1
E24281

Drafted By: SAFE 708 – 05/05/2024
Reviewed By: SAFE 704 – 06/06/2024
Approved By: SAFE 707 – 06/07/2024



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

Page 1 of 2
MX76PROD

Work Order #: 18527189
Type: CM



Status: COMP
04/10/2024 08:04

Work Description: No All Doors Closed. Door 7/8 Cut/Out, 6/6, D02, PUB, DOOR, 424
Job Plan Description:

Rm Graham found debris in the door tracks removed the same normalized the doors ops check good.

Work Information

Asset: R3071	3071, RAIL CAR, BREDA, 3000 AC, B CAR	Owning Office: CMNT-CMNT-CMNT	Parent:
Asset Tag: R3071		Maintenance Office: CMNT-WFCH-INSP	Create Date: 04/09/2024 02:43
Asset S/N: 3071		Labor Group: CMNT	Actual Start: 04/09/2024 02:45
Location: 2494	K99, WEST FALLS CHURCH YARD	Crew:	Actual Comp: 04/10/2024 08:04
Work Location: 1230	D99, NEW CARROLLTON YARD	Lead:	Item: L18060002
Failure Class: CMNTD14	DOOR	GL Account: WMATA-02-33370-50499180-041-*****-OPR**	
Problem Code: 1638	DOOR FAIL TO OPERATE	Supervisor:	Target Start:
Requested By:		Requestor Phone:	Target Comp:
Chain Mark Start:		Chain Mark End:	Scheduled Start:
Create-Mileage: 2755252.0		Complete-Mileage: 2755324.0	

Task IDs

Task ID									
10	mechanical checks on door # 7 & 8								
	found doors 7 & 8 in normalized condition. applied BTP009 and found no issues. found signs of recent scrapes on lower threshold on door #8. verified no debris currently present on door tracks. ops check good. okay for service. 008977 4/9/24								
Component:	000-300-807-001 SIDE DOOR LEAF: 2K/3K/6K/7K	Work Accomp:	INSPECTED	Reason:	INCIDENT//ACCIDENT	Status:	COMP	Position:	8
	Warranty?: N								
20	NO ERRORS LOGGED IN EITHER LDCU OF DOORS #7 OR #8. CDCU DOES NOT SHOW ANY FAULTS ASSOCIATED WITH EITHER DOOR. CDCU ONLY SHOWS COMMUNICATIONS FAULTS FOR SOME OF THE DOORS. RESET CDCU AND CLEARED THE COMMUNICATION FAULTS. RAN PUSHBUTTON SELF TEST ON DOORS #7 AND #8 W/O FAILURE. CYCLED LEFT AND RIGHT SIDE DOORS SEVERAL TIMES. GOOD DOOR OPERATION AND GOOD ALL DOORS CLOSED INDICATION EACH TIME. DOOR #8 INTERIOR AND EXTERIOR CREW SWITCHES OPERATE NORMALLY. NO PROBLEMS NOTED WITH EITHER DOOR. 000-300-M00 SUBSYSTEM: DOOR CONTROL (SIDE DOOR); 2K/3K/6K/7K								
Component:	DOOR); 2K/3K/6K/7K	Work Accomp:	TROUBLE SHOT	Reason:	NO TROUBLE FOUND	Status:	APPR	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		04/09/2024	04/09/2024	13:00	13:45	Y	00:45	00:00	\$37.85
20		04/10/2024	04/10/2024	08:45	08:00	Y	01:15	00:00	\$64.56
Total Actual Hour/Labor:							02:00	00:00	\$102.21

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04/10/2024 12:18

Figure 34 - Maximo Work Order #18527189, page 1 of 2

Incident Date: 04/08/2024 Time: 22:43 hours
Final Report – Collision Rev. 1
E24281

Drafted By: SAFE 708 – 05/05/2024
Reviewed By: SAFE 704 – 06/06/2024
Approved By: SAFE 707 – 06/07/2024



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

Page 2 of 2
MX76PROD

Work Order #: 18527189
Type: CM



Status: COMP
04/10/2024 08:04

Work Description: No All Doors Closed. Door 7/8 Cut/Out, 6/6, D02, PUB, DOOR, 424

Job Plan Description:

Related Incidents				
Ticket	Description	Class	Status	Relationship
8747144	No All Doors Closed. Door 7/8 Cut/Out, 6/6, D02, PUB, DOOR, 424	SR	RESOLVED	ORIGINATOR
Failure Reporting				
Cause	Remedy		Supervisor	Remark Date
2475	NO DEFECT; NO REPAIRS PERFORMED		3192 TESTED / INSPECTED	04/10/2024
Remarks: UNABLE TO VERIFY THE REPORTED FAILURE, NO FAULTS LOGGED IN THE VMS OR CDCU OR LDCU, DOOR CHECKS GOOD				

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04/10/2024 12:16

Figure 35 - Maximo Work Order #18527189, page 2 of 2

Incident Date: 04/08/2024 Time: 22:43 hours
Final Report – Collision Rev. 1
E24281

Drafted By: SAFE 708 – 05/05/2024
Reviewed By: SAFE 704 – 06/06/2024
Approved By: SAFE 707 – 06/07/2024

Page 33



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

Page 1 of 2
MX76PROD

Work Order #: 18528655
Type: CM



Status: COMP
04/10/2024 07:32

Work Description: PASSENGER STRUCK BY TRAIN FRONT TRUCK DAMAGED
Job Plan Description:

Work Information						
Asset: R3071	3071, RAIL CAR, BRED, 3000 AC, B CAR	Owning Office: CMNT-CMNT-CMNT	Parent:			
Asset Tag: R3071		Maintenance Office: CMNT-WFCH-INSP	Create Date: 04/09/2024 13:11			
Asset S/N: 3071		Labor Group: CMNT	Actual Start: 04/09/2024 13:21			
Location: 2494	K99, WEST FALLS CHURCH YARD	Crew:	Actual Comp: 04/10/2024 07:32			
Work Location: 1230	D99, NEW CARROLLTON YARD	Lead:	Item: L18060002			
Failure Class: CMNT001	RAIL CAR	GL Account: WMATA-02-33370-50499180-041-*****-OPR**	Target Start:			
Problem Code: 2649	PASSENGER RELATED PROBLEM	Supervisor:	Target Comp:			
Requested By:		Requestor Phone: 301/955-5258	Scheduled Start:			
Chain Mark Start:		Chain Mark End:				
Create-Mileage: 2755252.0		Complete-Mileage: 2755324.0				
Task IDs						
Task ID						
10	PERFORMED AN UNDERCAR INSPECTION AND VERIFIED ALL 4 COLLECTOR SHOE FUSES BLOWN, THE #4 COLLECOTR SHOE BROKEN OFF AND THE FRONT TRUCK HIT BY 700 VOLTS AND SEVERE DAMGED TO THE PRIMARY POWER CABLE.					
BESIDES THE DEFECTS LISTED IN THE SUMMARY, NO OTHER DEFECTS WERE NOTE. THE FRONT TRUCK, COLLECTOR SHOES AND SHOE FUSES NEED TO BE CHANGED.						
000-300-K01-001 PRIMARY POWER CABLE; TRUCK;						
Component: 2K/3K/6K/7K	Work Accomp: TESTED	Reason: DAMAGE	Status: COMP	Position: 557	Warranty?: N	
20	REMOVE FRONT TRUCK					
000-300-K02 TRUCK&SUSPENSION: TRUCK ASSY;						
Component: 2K/3K/6K/7K	Work Accomp: REMOVED	Reason: DAMAGE	Status: COMP	Position: 557	Warranty?: N	
30	INSTALL FRONT TRUCK & TRUCK CHECKS					
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	PROPULSION : WHEEL WEAR SETTED TO 27.48					
SET BY E 013873						
VERIFIED BY E09137						
Component: 000-300 RAIL CAR; 2K/3K/6K/7K	Work Accomp: RESET	Reason: CHANGE OFF	Status: COMP	Position:	Warranty?: N	
50	AFTER VISUAL INSPECTION PERFORMED R/R ON #3 COLLECTOR SHOE FUSE ISSUE RESOLVED					
AFTER VISUAL INSPECTION PERFORMED R/R ON #3 COLLECTOR SHOE FUSE ISSUE RESOLVED						
WT_plust_woprnt.rptdesign						
04/10/2024 12:14						

Figure 36 - Maximo Work Order #18528655, page 1 of 2

Incident Date: 04/08/2024 Time: 22:43 hours
Final Report – Collision Rev. 1
E24281

Drafted By: SAFE 708 – 05/05/2024
Reviewed By: SAFE 704 – 06/06/2024
Approved By: SAFE 707 – 06/07/2024



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

Page 2 of 2
MX76PROD

Work Order #: 18528655
Type: CM



Status: COMP
04/10/2024 07:32

Work Description: PASSENGER STRUCK BY TRAIN FRONT TRUCK DAMAGED
Job Plan Description:

Task IDs										
Task ID										
000-300-K08-005 FUSE; COLLECTOR ASSY;										
Component: TRUCK; 2K/3K/6K/7K			Work Accomp: REPLACED NEW		Reason: BLOWN		Status: COMP		Position: 246	Warranty?: N
Planned Materials										
Task ID	Item	Description				Storeroom	Issue Unit	Quantity	Unit Cost	Line Cost
	R18350018	FUSE;COLLECTOR SHOE				259	EA	2	\$931.92	\$1,863.83
Total Planned Materials:										\$1,863.83
Actual Labor										
Task ID	Labor	Start Date	End Date	Start Time	End Time	Approved?	Regular Hours	Premium Hours	Line Cost	
10		04/10/2024	04/10/2024	13:00	13:30	Y	00:30	00:00	\$27.75	
20		04/09/2024	04/09/2024	14:00	20:00	Y	06:00	00:00	\$262.96	
20		04/09/2024	04/09/2024	14:00	20:00	Y	06:00	00:00	\$294.01	
30		04/09/2024	04/10/2024	20:00	02:00	Y	02:00	04:00	\$350.62	
30		04/09/2024	04/10/2024	20:00	02:00	Y	02:00	04:00	\$392.02	
40		04/09/2024	04/09/2024	21:00	21:30	Y	00:30	00:00	\$24.50	
40		04/09/2024	04/09/2024	21:00	21:30	Y	00:30	00:00	\$26.43	
50		04/10/2024	04/10/2024	06:50	07:30	Y	00:40	00:00	\$33.47	
Total Actual Hour/Labor:							18:10	08:00	\$1,411.76	
Actual Materials										
Task ID	Item	Assetnum	Description	Storeroom	Trans Date	Issue Unit	Quantity	Unit Cost	Line Cost	
	R18350018		FUSE;COLLECTOR SHOE	259	04/10/2024	EA	2	\$931.92	\$1,863.83	
Total Actual Materials:										\$1,863.83
Related Incidents										
Ticket	Description				Class	Status		Relationship		
8747196	Report of a customer on top of the train. Upon investigation, the person was struck by a train at CM D2-238+00.				SR	PENDING		ORIGINATOR		
Failure Reporting										
Cause	Remedy				Supervisor				Remark Date	
1929	FOREIGN OBJECT DAMAGE 0004 REPLACED								04/10/2024	
Remarks: R&R FRONT TRUCK DUE TO FOD. TRUCK CHECKS C/W										

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04/10/2024 12:14

Figure 37 - Maximo Work Order #18528655, page 2 of 2

Incident Date: 04/08/2024 Time: 22:43 hours
Final Report – Collision Rev. 1
E24281

Drafted By: SAFE 708 – 05/05/2024
Reviewed By: SAFE 704 – 06/06/2024
Approved By: SAFE 707 – 06/07/2024



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

Page 1 of 2
MX78PROD

Work Order #: 18529458
Type: CM



Status: COMP
04/10/2024 05:04

Work Description: BROKEN COLLECTOR SHOE
Job Plan Description:

Work Information									
Asset: R3071	3071, RAIL CAR, BRED A, 3000 AC, B CAR	Owning Office: CMNT-CMNT-CMNT	Parent:						
Asset Tag: R3071		Maintenance Office: CMNT-WFCH-INSP	Create Date: 04/09/2024 23:22						
Asset S/N: 3071		Labor Group: CMNT	Actual Start: 04/09/2024 23:28						
Location: 2494	K99, WEST FALLS CHURCH YARD	Crew:	Actual Comp: 04/10/2024 05:04						
Work Location: 1230	D99, NEW CARROLLTON YARD	Lead:	Item: L18080002						
Failure Class: CMNT009	PRIMARY POWER	GL Account: WMATA-02-33370-50499160-041-*****-OPR**							
Problem Code: 1382	COLLECTOR ASSEMBLY DEFECT FOD	Supervisor:	Target Start:						
Requested By:		Requestor Phone: 2402706891	Target Comp:						
Chain Mark Start:		Chain Mark End:	Scheduled Start:						
Create-Mileage: 2755252.0		Complete-Mileage: 2755324.0							
Task IDs									
Task ID									
10	replaced # 3 missing collector shoe								
	replaced # 3 missing collector shoe and adjusted to spec's, completed.								
	000-300-B19-003 PADDLE; COLLECTOR SHOE;								
Component:	WOODEN; 2K/3K/6K/7K	Work Accompl: REPLACED NEW	Reason: MISSING	Status: COMP	Position: 246	Warranty?: N			
Planned Materials									
Task ID	Item	Description	Storeroom	Issue Unit	Quantity	Unit Cost	Line Cost		
	R18350017	PADDLE:THIRD RAIL, SUMMER SHOE CURRENT COLLECTOR, REV J	200	EA	2	\$24.14	\$48.28		
						Total Planned Materials:	\$48.28		
Actual Labor									
Task ID	Labor	Start Date	End Date	Start Time	End Time	Approved?	Regular Hours	Premium Hours	Line Cost
10		04/10/2024	04/10/2024	03:30	04:00	Y	00:30	00:00	\$25.82
							Total Actual Hour/Labor:	00:30	\$25.82
Actual Materials									
Task ID	Item	Assetnum	Description	Storeroom	Trans Date	Issue Unit	Quantity	Unit Cost	Line Cost
	R18350017		PADDLE:THIRD RAIL, SUMMER SHOE CURRENT COLLECTOR, REV J	200	04/10/2024	EA	2	\$24.14	\$48.28
								Total Actual Materials:	\$48.28

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04/10/2024 12:13

Figure 38 - Maximo Work Order #18529458, page 1 of 2

Incident Date: 04/08/2024 Time: 22:43 hours
Final Report – Collision Rev. 1
E24281

Drafted By: SAFE 708 – 05/05/2024
Reviewed By: SAFE 704 – 06/06/2024
Approved By: SAFE 707 – 06/07/2024



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

Page 2 of 2
MX78PROD

Work Order #: 18529458
Type: CM



Status: COMP
04/10/2024 05:04

Work Description: BROKEN COLLECTOR SHOE
Job Plan Description:

Failure Reporting			
Cause	Remedy		Remark Date
2349 MATERIAL FAILURE	0004	REPLACED	04/10/2024
Remarks: REPLACED BROKEN COLLECTOR SHOE #3 AND ADJUSTED OK FOR SERVICE			

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04/10/2024 12:13

Figure 39 - Maximo Work Order #18529458, page 2 of 2

Incident Date: 04/08/2024 Time: 22:43 hours
Final Report – Collision Rev. 1
E24281

Drafted By: SAFE 708 – 05/05/2024
Reviewed By: SAFE 704 – 06/06/2024
Approved By: SAFE 707 – 06/07/2024

Page 37



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

Page 1 of 2
MX76PROD

Work Order #: 18527195
Type: CM



Status: COMP
04/09/2024 22:01

Work Description: Report of a customer on top of the train.
Job Plan Description:

Work Information						
Asset: R3280	3280, RAIL CAR, BREDA, 3000 AC, A CAR	Owning Office: CMNT-CMNT-CMNT	Parent:			
Asset Tag: R3280		Maintenance Office: CMNT-SDYG-INSP	Create Date: 04/09/2024 02:54			
Asset S/N: 3280		Labor Group: CMNT	Actual Start: 04/09/2024 02:55			
Location: 1136	A99, SHADY GROVE YARD	Crew:	Actual Comp: 04/09/2024 22:01			
Work Location: 1230	D99, NEW CARROLLTON YARD	Lead:	Item: L18050002			
Failure Class: CMNT001	RAIL CAR	GL Account: WMATA-02-33320-50499160-041-*****-OPR**				
Problem Code: 2649	PASSENGER RELATED PROBLEM	Supervisor:	Target Start:			
Requested By:		Requestor Phone:	Target Comp:			
Chain Mark Start:		Chain Mark End:	Scheduled Start:			
Create-Mileage: 2649479.0		Complete-Mileage: 2649479.0				
Task IDs						
Task ID						
10	PERFORMED A UNDER CAR INSPECTION, NO DEFECT WERE NOTED. PERFORMED BRAKE RATES, OPS. CK. GOOD. THE EEK BAG WS USED AND NEED TO BE RELACED. SEE BRAKE RATES IN THE DETAILS. INCIDENT # 2024-0636-1 OFFICER RAOUL WRIGHT B31 B5-70 B4-50 B3-50 B2-42 B1-20 OST-0 EMERGENCY -76					
Component: 000-300-800 SUBSYSTEM; CAR BODY; 2K/3K/6K/7K	Work Accomp: TESTED	Reason: NO TROUBLE FOUND	Status: COMP	Position: 213	Warranty?: N	
20	EEK BAG MISSING REPLACE MISSING EEK BAG					
Component: 000-300 RAIL CAR; 2K/3K/6K/7K	Work Accomp: REPLACED NEW	Reason: MISSING	Status: COMP	Position:	Warranty?: N	
30	downloaded the extended files, the propulsion logs and the friction brake logs 000-300-D00 SUBSYSTEM; PROPULSION; 2K/3K/6K/					
Component: 7K	Work Accomp: DOWNLOADED	Reason: NO FAILURE	Status: APPR	Position:	Warranty?: N	
Planned Materials						
Task ID	Item	Description	Storeroom	Issue Unit	Quantity	Unit Cost Line Cost
	R00000183	STRAP:31 IN	259	EA	1	\$2.45 \$2.45
	R00000040	TIE,CABLE:13.38 IN LG,1/4 IN THK,120 LB TENSILE	259	EA	100	\$0.14 \$14.00
WT_plust_woprnt.rptdesign						04/10/2024 11:57

Figure 40 - Maximo Work Order #18527195, page 1 of 2

Incident Date: 04/08/2024 Time: 22:43 hours
Final Report – Collision Rev. 1
E24281

Drafted By: SAFE 708 – 05/05/2024
Reviewed By: SAFE 704 – 06/06/2024
Approved By: SAFE 707 – 06/07/2024



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

Page 2 of 2
MX76PROD

Work Order #: 18527195
Type: CM



Status: COMP
04/09/2024 22:01

Work Description: Report of a customer on top of the train.

Job Plan Description:

Planned Materials									
Task ID	Item	Description	Storeroom	Issue Unit	Quantity	Unit Cost	Line Cost		
056000002	BATTERY, DRY CELL: ALKALINE, D		259	EA	6	\$0.96	\$5.76		
R42400172	BAG: SAFETY KIT, NYLON, TOP ZIPPER, RED TOP AND BLACK BOTTOM, CARRY HDLE SHLDR STRAP		259	EA	1	\$8.78	\$8.78		
R62400143	FLASHLIGHT: LED DUAL LIGHT, RAIL CAR EMERGENCY EVACUATION KIT (EEK) BAG USE ONLY		259	EA	1	\$24.72	\$24.72		
R42400171	LIGHT STICK: COLOR: GREEN		259	EA	20	\$1.26	\$25.20		
R42100010	SEAL: COMMONNAME: SEAL: PULL TITE, PLASTIC, FIRE EXTINGUISHER, MATERIAL: PLASTIC		259	EA	1	\$0.14	\$0.14		
							Total Planned Materials:	\$81.05	
Actual Labor									
Task ID	Labor	Start Date	End Date	Start Time	End Time	Approved?	Regular Hours	Premium Hours	Line Cost
10		04/09/2024	04/09/2024	10:45	11:15	Y	00:30	00:00	\$22.03
20		04/09/2024	04/09/2024	21:00	21:15	Y	00:15	00:00	\$12.25
30		04/10/2024	04/10/2024	07:00	08:00	Y	01:00	00:00	\$51.64
							Total Actual Hour/Labor:	01:45	\$85.92
Actual Materials									
Task ID	Item	Assetnum	Description	Storeroom	Trans Date	Issue Unit	Quantity	Unit Cost	Line Cost
R99990040	TIE, CABLE: 13.38 IN LG, 1/4 IN THK, 120 LB TENSILE			259	04/09/2024	EA	100	\$0.14	\$14.00
056000002	BATTERY, DRY CELL: ALKALINE, D			259	04/09/2024	EA	6	\$0.96	\$5.76
R42100010	SEAL: COMMONNAME: SEAL: PULL TITE, PLASTIC, FIRE EXTINGUISHER, MATERIAL: PLASTIC			259	04/09/2024	EA	1	\$0.14	\$0.14
R62400143	FLASHLIGHT: LED DUAL LIGHT, RAIL CAR EMERGENCY EVACUATION KIT (EEK) BAG USE ONLY			259	04/09/2024	EA	1	\$24.72	\$24.72
R42400171	LIGHT STICK: COLOR: GREEN			259	04/09/2024	EA	20	\$1.26	\$25.20
R42400172	BAG: SAFETY KIT, NYLON, TOP ZIPPER, RED TOP AND BLACK BOTTOM, CARRY HDLE SHLDR STRAP			259	04/09/2024	EA	1	\$8.78	\$8.78
R99990183	STRAP: 31 IN			259	04/09/2024	EA	1	\$2.45	\$2.45
							Total Actual Materials:	\$81.05	
Failure Reporting									
Cause	Remedy				Supervisor			Remark Date	
2752	PUBLIC RELATED INCIDENT 3192 TESTED / INSPECTED							04/09/2024	
Remarks: PERFORMED UNDER CAR INSPECTION, NO ISSUES FOUND. GOOD DST PERFORMED OK FOR SERVICE									

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04/10/2024 11:57

The incident was investigated by the Manager of the Division. Significant findings were that a customer was riding on top of train ID 648 and was subsequently struck by the train and is now deceased. The root cause was determined to be criminal activity, and no corrective actions were recommended.

Interview Findings

As part of the investigation into the event, SAFE interviewed one (1) person. The interviews 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.

RTRA

Train ID 648 Train Operator

- The Train Operator stated that prior to the incident, they did not experience any issues or concerns.
- They were pulling into Stadium-Armory Station on track 2 when customers began banging on the Train Operator's Cab door. Once the Train Operator came to a complete stop and properly berthed the train, they addressed the customers.
- They were informed that a customer exited the train as the train was moving between stations and climbed onto the roof of the train.
The Train Operator reported the incident to the MICC and inspected the roadway from the station platform.

Train ID 648 Train Operator (Interview)

- Stated customers came up to the Train Operator's cab door to notify them of the missing customer as they berthed the train at Stadium-Armory Station.
- The Train Operator did not recall providing the incorrect Train ID when reporting the incident to the MICC.
- Stated they performed an inspection of the roadway from the platform and did not observe the missing customer. They did not enter the roadway.
- Stated the customer could not be observed in the roadway from the platform area.

MICC

Radio Traffic Controller (Radio)

- Stated that the incorrect Train ID was identified in less than one minute.
- There was no delay in emergency response.

Weather

On April 8, 2024, at the time of the incident, NOAA recorded the temperature as 57.02°F, with partly cloudy skies, no precipitation, wind speed of nine (9) mph, and 61.84% humidity. [Washington, D.C.]. Weather did not contribute to this incident (Weather source: NOAA – Location: Washington, D.C.).

Related Rules and Procedures

MICC-ALL-PRO-01

- Rail Incident Management in the MICC

Metrorail Operating Rulebook (MOR)

- 1.1 Guiding Safety Principles
- 1.2 Incident Reporting

Standard Operating Procedure (SOP)

- #26 Person Hit by Train

Human Factors

Evidence of Fatigue

SAFE evaluated conditions during the incident to distinguish whether evidence of fatigue was present. No video of the involved person was available to ascertain whether signs of fatigue were present. Train ID 648 Train Operator reported feeling fully alert during the incident. The employee reported experiencing no symptoms of fatigue in the time leading up to the incident.

Fatigue Risk

SAFE evaluated incident data for fatigue risk factors. Risk factors for fatigue were present. The incident time of day did not suggest an increased risk of fatigue-related impairment. Train ID 648 Train Operator reported keeping a regular sleep schedule in the days leading up to the incident. The employee worked PM in the days leading up to the incident. The employee was awake for 14.81 hours at the time of the incident. The employee reported 7 hours of sleep in the 24 hours preceding the incident. The off-duty period preceding the incident was less than 10 hours long [9 hours], which may impact the opportunity for sufficient sleep. This was less than the employee's usual workday sleep duration. The employee reported no issues with sleep. The employee worked PM shifts in the days leading up to the incident.

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 customer intentionally exited the rail car via the bulkhead doors and sat on top of the consist as the train traveled between Benning Road and Stadium-Armory.
- The train performed as commanded.
- The Train Operator contacted the MICC and presented the incorrect Train ID
- The Radio RTC provided the Train Operator with the correct Train ID at 22:43 hours.
- Train ID 422 performed a track inspection and located the customer near Chain Marker D2 238+00
- MICC notified MTPD and DCFEMS. Unified Command was established.

Immediate Mitigation to Prevent Recurrence

- An initial search for the missing customer was conducted at Stadium-Armory Station
- Train ID 648 was offloaded to ensure customer safety.
- Train service was single-tracked using Track 1 from Cheverly Station to Eastern Market Station and Addison Road Station to Eastern Market Station to facilitate a response.
- Third Rail power was de-energized on track 2 at Stadium-Armory Station to ensure safety during the inspection and response.
- The Train ID 648 Train Operator was removed from duty and sent for post-incident testing.
- Train ID 648 was removed from service and sent to New Carrollton Yard for further inspection.

- WMATA proposed that the 8000 series railcars will have an enclosed open gangway design to prevent any future unauthorized roof access. A pilot railcar projected to be in service in 2025. Please note that the date is subject to change as the production schedule is finalized.



Figure 42 - Digital mockup of proposed 8000 series railcars with an enclosed open gangway design

Probable Cause Statement

The probable cause of the incident was unauthorized access to the top of the train by the customer, resulting in their fatality after falling between railcars. The investigation revealed that the initial incorrect Train ID report did not delay the emergency response. No significant deficiencies in communication or adherence to established response procedures were identified.

Recommended Corrective Actions

Corrective Action Code	Description	Responsible Party	Estimated Completion Date
	No procedural deficiencies were identified during this investigation.		

Appendices

Appendix A – Interview Summaries

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

RTRA

Train ID 648 Train Operator

The Train Operator is a WMATA employee with 16.98 years of service and ten years of experience as a Train Operator. The Train Operator's last recertification was September 1, 2022.

During the formal interview, the Train Operator stated that prior to the incident they did not experience any issues or concerns. They were pulling into Stadium-Armory Station on track 2 when customers began banging on the Train Operator's Cab door. Once the Train Operator came to a complete stop and properly berthed the train, they addressed the customers. They were informed that a customer exited the train as the train was moving between stations and climbed onto the roof of the train. The customers stated that as the train entered the portal, they lost sight of the customer.

The Train Operator reported the incident to the MICC and inspected the roadway from the station platform. They did not locate or observe the missing customer. A following train was instructed to offload their customers and perform a track inspection. The following train's operator observed the customer outside of the portal to Stadium-Armory Station showing no signs of life.

When asked if the Train Operator recalled identifying their Train ID as 646 when contacting the MICC, the Train Operator stated that they did not recall.

Written Statement with slight grammatical error corrections:

On April 9, 2024, Train ID 648 Train Operator stated, "Customers advised me of a customer surfing on top of the second car. I contacted Central to inform them. I was then instructed to give a radio check and check for the customer. The customer was found outside of the portal at Stadium-Armory Station, deceased."

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

Incident Information: This page must be completed for all incidents

Date: 4-9-2024 Incident Time: 10:43 Time Reported: 10:43 Reported by: Customer ☐ Employee ☒ RDOC ☐ Other ☐

Location: Station: Stadium Army Mezzanine # Track A/Direction: Chain Marker/Signal Number

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: Clear ☒ Rain ☐ Snow ☐ Sleet ☐ Fog

LIGHT CONDITIONS (indicate lighting): Daylight ☒ Night ☐ Tunnel/Underground ☒ Other (explain in description of incident)

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

Elevator/Location: ATC #: Room Number/Location:

Failure Number(s):

Parking Lot ☐ Paid Area ☐ Free Area ☐ Garage ☐ Station Entrance ☐ Subway ☐ Platform ☐ Ancillary Room ☐

Injury/Illness reported aboard Train ☐ Other ☐

Name of Responding Supervisor: Name/Department of PLMT/ATC or other WMATA responder

TRAIN INCIDENTS

Train ID: 648 Destination: Ashburn Car Number(s) list all cars in consist: 3068 3304 3311 3370 Lead Car: 3068

Name of Responding Supervisor: 12:30 AM Name/Department of CMNT/RTST or other WMATA responder

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.

Customers advised me of customer sitting on top of second car. I contacted central to inform them. I then was instructed to give a radio check and check on customer. Customer was found outside of portals of stadium army deceased.

Employee Completing Report

Employee Name: [Redacted] Employee #: [Redacted] Date: 4/9/24

Division: Largo Run #: 503 Block #: Assigned Date: Fri/Sat

To Be Completed By Reviewing Manager

Supervisor Name/Initials: [Redacted] Supervisor Signature: [Redacted] Employee #: [Redacted] Date: 4-9-2024

RTA/RTS Initials: [Redacted]

SMS Number:

WM 733A 04-12 WMATA Copy (Station or Supervisor) Yellow Copy For any incident involving fatalities or elevators, reserve a book for use of investigation/inspection

MICC

Radio Rail Traffic Controller (Radio RTC)

The Radio RTC is a WMATA employee with 17.9 years of service and 0.083 years of experience as a Rail Traffic Controller. The Radio RTC holds a Roadway Worker Protection (RWP) Level 4 certification that expires in July 2024.

During the interview, the Radio RTC reported that Train ID 648 Train Operator incorrectly provided Train ID 646 when they reported the missing customer who was riding on top of the train. The Radio RTC stated the matter was clarified within one (1) minute and did not delay any emergency response. The Radio RTC stated that confusion with Train IDs may occur when Train Operators reverse ends, change trains, or when the system does not accept the Train ID. The RTC notifies the Train Operator when they have the incorrect Train ID set. The Radio RTC stated that the Train Operator reporting the incorrect Train ID rarely happens.

The RTC stated that the Train ID 648 Train Operator contacted Central and reported that customers informed them a customer was running through the train, touching customers. The customer then climbed on top of the train. They observed the customer's legs hanging from the top of the train through the bulkhead door window. The customers then heard a loud noise and no longer observed the customer riding on top of the train. The customers believe the missing customer did not exit the train. The Radio RTC instructed the Train Operator to perform a ground walkaround inspection to look for the missing customer in the roadway. The Train Operator did not observe the missing customer. The Radio RTC instructed the Train Operator to offload

Incident Date: 04/08/2024 Time: 22:43 hours
Final Report – Collision Rev. 1
E24281

Drafted By: SAFE 708 – 05/05/2024
Reviewed By: SAFE 704 – 06/06/2024
Approved By: SAFE 707 – 06/07/2024

Page 44

customers. The RTC also authorized the train directly behind Train ID 648, a permissive block, to the turnback for a riding inspection. The Train Operator did not observe the missing customer and was instructed to reverse ends towards Minnesota Avenue Station. Train ID 442, located at Benning Road Station, was instructed to offload customers, verify the clearance of customers, and perform a track inspection from Benning Road Station to the turnback. Train ID 442 Train Operator observed the missing customer in the roadway and provided the chain marker. The Train Operator was asked if they were okay with continuing. The Train Operator was then instructed to reverse end and return to Benning Road Station.

Appendix B – ROCS Approved Incident Report



Washington Metropolitan Area Transit Authority Maintenance and Material Management System ROC Approved Incident Report

Page 20 of 21
MX76PROD

Incident Number : 8747196		SMS Number :
Report of a customer on top of the train. Upon investigation, the person was struck by a train at CM D2-238+00.		
<u>Date/Time</u> 04/08/2024 22:44	<u>Station Location</u> D08: (STADIUM ARMORY STATION)	<u>Reported By</u>
<u>Trouble Code</u> JUMP	<u>Location Details</u>	<u>Notifications</u>
JUMPER: PERSON HIT BY TRAIN	<u>Direction</u> INBOUND	<u>Resolved By</u>
<u>Responsibility Code</u> PUB	<u>Track Number</u> N/A	<u>Approved/Closed by</u>
PUBLIC: CAUSED PROBLEM	<u>Chain Markers</u>	<u>Org. OCC</u> ROCC
<u>Train ID</u> 648		
<u>Line</u> SLV		

Delays in Minutes		
<u>Line Delay</u> 47	<u>Train Delay</u> 47	<u>Passenger Delay</u> 47

Trips Modified				
<u>Partial</u> 0	<u>Late Dispatch</u> 0	<u>Rerouted</u> 0	<u>Not Dispatched</u> 0	<u>Offloads</u> 0

WT_ROC_Approved_Incident.rptdesign

04/9/2024 04:34

Figure 43 - MICC Incident Report, Incident 8747196, page 1 of 2

Incident Date: 04/08/2024 Time: 22:43 hours
Final Report – Collision Rev. 1
E24281

Drafted By: SAFE 708 – 05/05/2024
Reviewed By: SAFE 704 – 06/06/2024
Approved By: SAFE 707 – 06/07/2024

Page 46



Washington Metropolitan Area Transit Authority
Maintenance and Material Management System
ROC Approved Incident Report

Page 21 of 21
MX76PROD

Incident Number : 8747196

SMS Number :

Report of a customer on top of the train. Upon investigation, the person was struck by a train at CM D2-238+00.

Incident Chronology (Timeline)				
Time	Add'l Pass. Delays	Add'l Trouble	Incident Level Code	Description
22:44	47	JUMP	A1	Report of a customer on top of the train. Train 648 Operator reported witnessing customers aboard the consist reported the customer possibly got knocked off the train in approach to the station.
22:49				MICC Rail asked 922 operator track 2 on the D&G if they witnessed anything on the roadway. 922 Operator replied negative. MICC Rail asked 648 if they were able to perform a ground walk-around. 648 Operator reported she did not see anything from the platform.
22:51				Train 922 instructed to reverse ends to perform an inspection from that location back in the direction of New Carrollton.
22:55				Train 442 instructed to offload at Benning Rd, track 2. Various trains began to offload and turn back at strategic locations to minimize congestion.
23:00				Train 922 operator reported a good track inspection, nothing observed from his location to Minnesota Ave.
23:03				Train 442 reblocked to ID 742 at instructed to perform a track inspection.
23:10				plant custodial notified ETA 25 MINUTES
23:22				Train 742 Operator reported locating the person at chain marker D2-238+00 with no signs of life. 742 Operator instructed to reverse ends.
23:24				Fire and Medics dispatched.
23:25				TRST notified ETA 20 minutes
23:31				Train 602 serviced Stadium-Armory track two, picking up the incident customers.
23:33				Fire department on the scene. Third rail power de-energized on track two Stadium-Armory to D&G Junction. Single tracking initiated from D&G Junction to Eastern Market.
23:35				TRST 660 on site standing by.
23:42				plant custodial crews on site standing by
23:43				RTRA Supervisor [REDACTED] arrived on the scene.
00:04				Third rail power de-energized on track one. Train service suspended Potomac Avenue to Minnesota Ave/Benning Road. Shuttle bus service requested.
00:57				RTRA Supervisor on the scene reported third rail power could be reported track one only. Third rail power restored on track one only between Stadium-Armory and the D&G Junction.
01:08				Train 923 was the last train to turn for service at Potomac Avenue.
01:47				Third rail power restored Stadium-Armory track two, platform limits only. RTRA Supervisor [REDACTED] verified handbrake release.
01:51				Incident train departed Stadium-Armory, en route to New Carrollton rail yard (D99)

WT_ROC_Approved_Incident rptdesign

04/9/2024 04:34

Figure 44 - MICC Incident Report, Incident 8747196, page 2 of 2

Incident Date: 04/08/2024 Time: 22:43 hours
Final Report – Collision Rev. 1
E24281

Drafted By: SAFE 708 – 05/05/2024
Reviewed By: SAFE 704 – 06/06/2024
Approved By: SAFE 707 – 06/07/2024

Page 47

Appendix C – RTRA Supervisor Report

 RTRA Supervisors' Report WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY		DEPARTMENT OF OPERATIONS-RAIL SERVICE Office of Rail Transportation	
Date: 4-9-24	Incident Time Approx. 10:45pm	Incident Location (Station Mezzanine) Between Benning Rd & Stadium Armory	Track/Mezzanine Track 2
--Equipment Number (Train ID & Car Numbers; Escalator/Elevator 3063-3070-3281			
Incident Description Trespasser Wayside/Person Struck by train			
WMATA Personnel Involved	Employee #	Rule Violation?	Home Division
		N/A	Largo
Name (Witness)	D.O.B.		Injury?
Name (Witness)	D.O.B.		Injury?
Name (Witness)	D.O.B.		Injury?
Arrival Time	Unit Number	Person In Charge	Remarks
12:50am	00		
Chronological Account of Incident On Tuesday, April 9, 2024 as I arrived to New Carrollton division I was informed that Metro Transit was requesting a extra supervisor and a train operator at Stadium Armory for support for the Person Struck by Train. At approximately 12:50am Train Operator [REDACTED] and myself arrived at Stadium Armory Station (192 19 th st SE, Washington, DC 20003) where I immediately reported to the Command Post and was instructed to go to the platform to assist Metro Transit. At approximately 12:52am I arrived on the platform and became aware that Train Operator [REDACTED] was operating train ID 646 and was advised by customers that someone had climbed on top of the train as [REDACTED] was entering Stadium Armory portal on track 2. [REDACTED] was offered EAP on the platform which [REDACTED] denied. At approximately 1:45am Metro Transit [REDACTED] turned the incident train and track 1 platform limits over to RTRA which at that time I advised ROCC by radio to restore power within the platform limits. At approximately 1:50am 3 rd rail power was restored and train was transported back to New Carrollton Rail Yard. [REDACTED] was transported for post incident testing at Metro Headquarters (300 7 th St SW) [REDACTED] was transported back to Largo Division where [REDACTED] completed [REDACTED] Operator Incident Interview Questions and Incident Report. Division Management and all appropriate personal was notified. No other information to report at this time			
Supervisor Submitting Report (include payroll #)	Date	Report Reviewed by	Date
[REDACTED]	4-9-24	[REDACTED]	4-9-2024
50.437 09/10/REPORT MUST BE FAXED TO ROCC 301-618-1012 at end of tour			

Figure 45 - RTRA Supervisor's Report

Appendix D – RTRA Managerial Incident Investigation Report

	Washington Metropolitan Area Transit Authority	
Office of Rail Transportation: Managerial Incident Investigation Report		
		Incident Status: PRELIMINARY
GENERAL INCIDENT INFORMATION		
Incident Type:	Customer Surfing - Struck by Train	Delay (Minutes): unknown
Incident Date:	Monday, April 08, 2024	Vehicles Involved: L-3068-3070-3281
Incident Time:	10:45pm	First Reported By: Rail Vehicle Operator
Location: Between Benning Road & Stadium Armory - Track #2		
BRIEF DESCRIPTION:		
At approximately 10:45pm the MICC received a report of a customer surfing above Train #648, Track #2. Train #648 Operator performed an inspection at Stadium-Armory, Track #2. Train #442 offloaded at Benning Road, Track #2 to perform a track inspection between the D&G Junction and Stadium-Armory. Orange, Blue and Silver Line trains are single tracking between Cheverly/Addison Road and Eastern Market, Track #2 o/s. All appropriate personnel notified.		
Key Employees Involved & Employee Statements:		
• Train Operator [REDACTED] ([REDACTED]) • Train Operator [REDACTED] ([REDACTED])		
Operator/Manager		
Operator [REDACTED] stated in [REDACTED] incident report, "Customers advised me of customer surfacing on top of second car. I contacted central to inform them. I then was instructed to give a radio check and check on customer. Customer was found outside of portals of stadium armory deceased."		
Post Incident Testing & Employee History:		
• Operator [REDACTED] ([REDACTED]) was transported for post incident testing by Supervisor [REDACTED] • Operator [REDACTED] has been on the rail as a Train Operator since March 30, 2014. • Operator [REDACTED] has been employed by the Authority since May 29, 2007. • Operator [REDACTED] worked a total of 62 hours within the last seven (7) days. There were two (2) recorded instances of overtime and no 8-hour rule violations noted within Trapeze. • Last Certification Date: September 1, 2022 • There were no reported discrepancies with the employee's performance and/or fitness for duty. • Recent Incidents: N/A		
Office of Rail Transportation: Managerial Incident Investigation Report		Page 1 of 3

Figure 46 - RTRA Managerial Incident Investigation Report, page 1 of 3

Incident Date: 04/08/2024 Time: 22:43 hours
Final Report – Collision Rev. 1
E24281

Drafted By: SAFE 708 – 05/05/2024
Reviewed By: SAFE 704 – 06/06/2024
Approved By: SAFE 707 – 06/07/2024

Page 49



Washington Metropolitan Area Transit Authority



Office of Rail Transportation: Managerial Incident Investigation Report

SIGNIFICANT INCIDENT TIMELINE:

10:49:00 PM MICC ASSISTANT OPERATIONS MANAGER [REDACTED] NOTIFIED MICC COMM SECTION THAT TRAIN #648 REPORTED MAKING CONTACT WITH A CUSTOMER OUTSIDE STADIUM ARMORY, TRACK #2

11:00:00 PM TRAIN #742 WAS INSTRUCTED TO OFFLOAD AT BENNING ROAD, TRACK #2 AND PERFORM A TRACK INSPECTION BETWEEN BENNING ROAD AND STADIUM-ARMORY

11:01:00 PM ORANGE, BLUE AND SILVER LINE TRAINS INITIATED SINGLE TRACKING BETWEEN CHEVERLY/ADDISON ROAD AND STADIUM-ARMORY

11:20:00 PM TRAIN #742 PERFORMED A TRACK INSPECTION AND CONFIRMED A PERSON STRUCK BY TRAIN WITH NO SIGNS OF LIFE NEAR CM D2 238+00

11:23:00 PM THE CRITICAL RAIL NOTIFICATION EVERBRIDGE MESSAGE AND MESSAGING WERE INITIATED

11:24:00 PM NOTIFIED DCFD DISPATCHER [REDACTED]

11:25:00 PM NOTIFIED MTPD DISPATCHER [REDACTED]

11:25:00 PM NOTIFIED FLO [REDACTED] AND MAC [REDACTED] VIA MICC OPERATIONS MANAGER [REDACTED]

11:26:00 PM NOTIFIED STATION MANAGER [REDACTED], MEZZANINE #052

11:33:00 PM THIRD RAIL POWER DE-ENERGIZED ON TRACK #2 BETWEEN D&G JUNCTION AND STADIUM-ARMORY

11:34:00 PM DCFD ENGINE #8 ARRIVED ON SCENE

11:37:00 PM MTPD OFFICER [REDACTED], BADGE [REDACTED] ARRIVED ON SCENE

11:43:00 PM ORANGE, BLUE AND SILVER LINE TRAINS INITIATED SINGLE TRACKING BETWEEN CHEVERLY/ADDISON ROAD AND EASTERN MARKET

11:50:00 PM THIRD RAIL POWER DE-ENERGIZED ON TRACK #1 BETWEEN D&G JUNCTION AND STADIUM-ARMORY

12:01:00 AM ORANGE, BLUE AND SILVER LINE TRAIN SERVICE WAS SUSPENDED BETWEEN MINNESOTA AVENUE/BENNING ROAD AND POTOMAC AVENUE

1:47:00 AM THIRD RAIL POWER WAS RESTORED ON TRACK #1 BETWEEN STADIUM-ARMORY AND THE D&G JUNCTION

1:56:00 AM THIRD RAIL POWER WAS RESTORED ON TRACK #2 BETWEEN STADIUM-ARMORY AND THE D&G JUNCTION

3:29:00 AM THE CUSTOMER WAS REMOVED FROM THE ROADWAY BY THE CHIEF MEDICAL EXAMINER OFFICE

SIGNIFICANT FINDINGS & PENDING ISSUES:

- Customer surfing above Train #648 - struck by train / customer deceased.
- Pending post incident test results.
- EAP offered and declined.

Figure 47 - RTRA Managerial Incident Investigation Report, page 2 of 3



Washington Metropolitan Area Transit Authority



Office of Rail Transportation: Managerial Incident Investigation Report

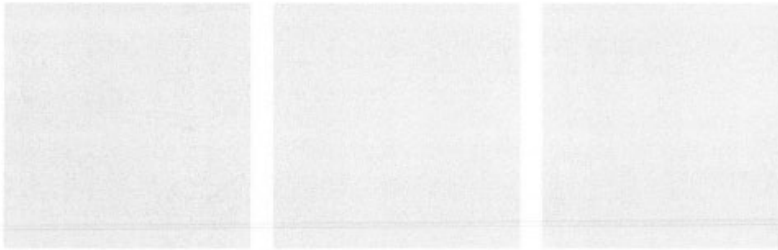
CORRECTIVE ACTIONS:

- N/A

Root cause:

1. Criminal activity

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



Report Prepared
by:



4/9/2024

Report Reviewed
by:

Figure 48 - RTRA Managerial Incident Investigation Report, page 3 of 3

Appendix E – MTPD Event Report

Event Report					
		Metro Transit Police Department		ORI-DCMTP0000	
Type of Report Closed		MTPD CCN 2024-06361-001		Local Jurisdiction District of Columbia	
Local CCN					
Event Location					
Street 290 19th St SE (hospital Side)	Station Acronym STAD - STADIUM- ARMORY	City, State WASHINGTON, DC 20003	County D01- District 01	MTP District District 3	Local District D01-District 01
Date and Time of Event From 4/8/2024 11:06:00 PM			Date and Time Reported 4/8/2024 11:06:11 PM		
Category					
Rail Station, Line or Right-of-Way STAD - STADIUM-ARMORY	On Bus	Property Rail Station	Other MSA5		
Silver					
Specific Location (Foot Bridge, Kiosk, Platform, Tracks, Etc.) Rail/Tracks/in Tunnel		For Burglary or B&E Only If Hotel Rule Applies, #Premises or Facilities Entered:			
Location Description Rail Station					
Event Information					
If Incident Use This Block	Offense #	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 Case Status (Completed by the Official who signs this report):		If Case Cleared Exceptionally,		Clearance Date	
Reporting Officer (Print) [Redacted]		Second Officer (Print)		Badge #	
Supervisor's Name (Electronically Approved)		Teletype #		Investigator Notified ID#	

MTPD CCN:
ORI-DCMTP0000

Event Report Page 1 of 5

Figure 49 - MTPD Event Report, page 1 of 5

Incident Date: 04/08/2024 Time: 22:43 hours
Final Report – Collision Rev. 1
E24281

Drafted By: SAFE 708 – 05/05/2024
Reviewed By: SAFE 704 – 06/06/2024
Approved By: SAFE 707 – 06/07/2024

Page 52

Victim Information				
Other Person Information				
Last Name, First MI		Entity Type		DOB
		Injured		
Address Type	Address (Street) City, State Zip			
H - Home				
Type Phone	Phone Number			
	NONE			
Work/School Address - Addl. Contact info				
Age	Sex	Race	Ethnicity	DL State/Number
Last Name, First MI		Entity Type		DOB
		Driver		
Address Type	Address (Street) City, State Zip			
B - Business				
H - Home	Address (Street) City, State Zip			
Type Phone	Phone Number			
M - Mobile				
Work/School Address - Addl. Contact info				
Age	Sex	Race	Ethnicity	DL State/Number

MTPD CCN:
ORI-DCMTP0000

Event Report Page 2 of 5

Figure 50 - MTPD Event Report, page 2 of 5

Incident Date: 04/08/2024 Time: 22:43 hours
Final Report – Collision Rev. 1
E24281

Drafted By: SAFE 708 – 05/05/2024
Reviewed By: SAFE 704 – 06/06/2024
Approved By: SAFE 707 – 06/07/2024

Page 53

Property Information									
Type	Code	Class	WMATA Owned	Full Description (Include quantity, manufacturer, serial number, size, color, unique features, etc.) Vehicles: Enter Property Type, Code, Classification and Value here. (Describe Vehicle Below)		Age	Fair Market Value	Recovered Value	Recovered Date
Information Only	77			Train 629					
Value Totals									
Veh. Year	Make	Model	Color	Style	Tag #	State	Year	VIN	
Property Recovered Date		# Stolen Vehicles		# Recovered Vehicles		Is any property in custody of a police agency? (If Yes, explain below)			
Property Type (Enter number in the "Type" column above.)									
1-None 2-Burned 3-Counterfeit/Forged 4-Damaged/Destroyed 5-Recovered 6-Seized (Drugs Only) 7-Stolen 8-Unknown									
Property Description Code (Enter Number in the "Code" column above.)									
Train 629									
Property Classification (Enter letter in the "Class" column above.)									
Information Only									
Suspected Drug Type (If this event is a drug case, check up to three applicable boxes and write the estimated amount on the line.)									
Note: If more than 3 drug types, select the 2 most important listing amounts. Then select "Over 3 Drug Types", as the third, to represent the remaining drugs.									
Has a DVR been requested? Narrative Information on 04/08/24 @ approx 2240 A. [REDACTED] subject riding on top a train fell off while the train was in motion. The decedent was later discovered at 251 Oklahoma Ave with no signs of life. Report taken. TSOC.									
If second CCN is available, insert here:				Additional Narrative on Supplemental Report					

MTPD CCN:
ORI-DCMTP0000

Event Report Page 3 of 5

Figure 51 - MTPD Event Report, page 3 of 5

Incident Date: 04/08/2024 Time: 22:43 hours
Final Report – Collision Rev. 1
E24281

Drafted By: SAFE 708 – 05/05/2024
Reviewed By: SAFE 704 – 06/06/2024
Approved By: SAFE 707 – 06/07/2024

Page 54

Additional Narrative

BWC ACTIVATED

On 04/08/24 at approximately 2306, I, Officer [REDACTED], and Officer [REDACTED] received a radio run to respond to Benning Rd metro for a possible subject riding on top of the train. Once at Benning Rd. We were advised to wait while the rail operator control center conducted a track inspection. While waiting for the conclusion of the track inspection, at 2326 hrs., we were notified by the MAC that at mile marker D2-238+00, they had located an individual who was struck by a train. Officers [REDACTED] and I responded to Stadium-Armory station located at 102 19 St NW. At 2332 hrs. Cruiser 400 Lt. [REDACTED] established a command post across the street by the escalator with DCFD battalion chief 2, DCFD engine eight, and DCFD SPC OPS. Power was deactivated at 2336 hrs. DCFD was then allowed to walk the track to 251 Oklahoma Ave NE, where the decedent's body was located. The decedent which was later identified by [REDACTED] Maryland driver's license as [REDACTED], pronounced at 0025 by Doctor [REDACTED].

CID detectives [REDACTED] and [REDACTED] responded to the scene and interviewed the train operator. Initially, in an interview with the train operator, it was determined that the decedent walked through three rail cars and stopped in the second rail car from the front. The decedent then lit a cigarette and began smoking. The decedent then returned to the emergency exit and sat atop the train. Witnesses on board stated they could see the decedent's legs hanging down, and then they were gone. Witnesses on board notified the train operator of the incident. CID detective [REDACTED] reviewed station footage, which showed the decedent a [REDACTED], a black hooded sweatshirt with friends written on the chest, gray ripped jeans, and gold shoes. [REDACTED] boarded train 629 in the direction of Franconia Springfield at 2240, and the incident occurred shortly afterward.

CSS Officer [REDACTED] and [REDACTED] respondent and process the scene. The District of Columbia Medical examiner office also responded to recover the body.

TSOC [REDACTED] notified at 0640, TSA-04-11680-24

MTPD CCN:
ORI-DCMTP0000

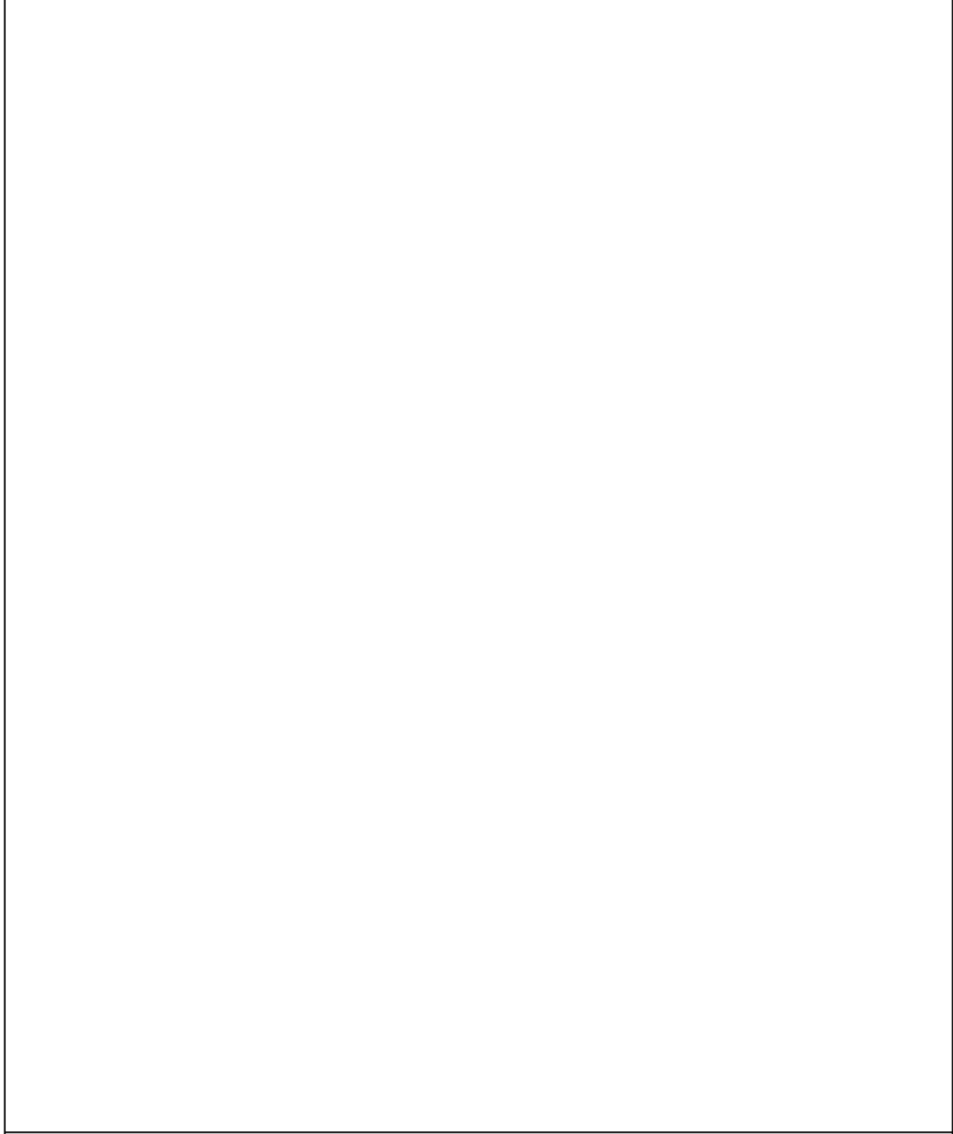
Event Report Page 4 of 5

Figure 52 - MTPD Event Report, page 4 of 5

Incident Date: 04/08/2024 Time: 22:43 hours
Final Report – Collision Rev. 1
E24281

Drafted By: SAFE 708 – 05/05/2024
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Approved By: SAFE 707 – 06/07/2024

Page 55



MTPD CCN:
ORI-DCMTP0000

Event Report Page 5 of 5

Figure 53 - MTPD Event Report, page 5 of 5

Appendix F – Train Operator's Certification

M metro		TRAIN OPERATOR AND ROAD SUPERVISOR JOB TASK PROFICIENCY EVALUATION		RTRA OFFICE OF RAIL TRANSPORTATION	
Name:	[REDACTED]	Emp.No:	[REDACTED]	Division:	Largo
				Date:	9-1-22
Reason for Certification: Please place a check in an area below.			Training Time Received: Please record training time in an area below.		
☐ Certification: Student ☐ Pre-certification: Student ☐ Division Request ☒ Re-Certification ☐ Return to Duty ☐ Other			Rail Training: Weeks: _____ Days: _____ Hours: _____ OJT: _____ Division Training: Weeks: _____ Days: _____ Hours: _____ OJT: _____ NOTE: OJT time is not separate from Weeks/Days/Hours.		
Exam Administered	Score	Date Taken	Equipment (current/working condition)	Yes	No
MSRPH version #:	89 %	9-1-22	MSRPH	✓	
TVOIM/TOIM	93 %	9-1-22	Perm/Tamp/Special Orders	✓	
Supervisor Combination	%		Troubleshooting Guide	✓	
Practical attempt # /	OL- 1	9-1-22	Flashlight	✓	
			Safety Vest	✓	
			Footwear	✓	
			Identification (One Badge, RWP)	✓	
Corrective Actions Required			Date Due	Complete	Initials
Forwarded to:			Date:		
Certification Information: To be completed by QA/QC Staff			Signatures:		
Emp. No:	[REDACTED]	Date of Birth:	Date:		
Date Last Qualified:		Certification Class:	Employee:	[REDACTED]	9-1-2402
Due Date Next Qualification:		Corrective Lenses: 10	Examiner:	[REDACTED]	9-1-22
Date Qualification Expires:		Restrictions:	Reviewed by:	[REDACTED]	

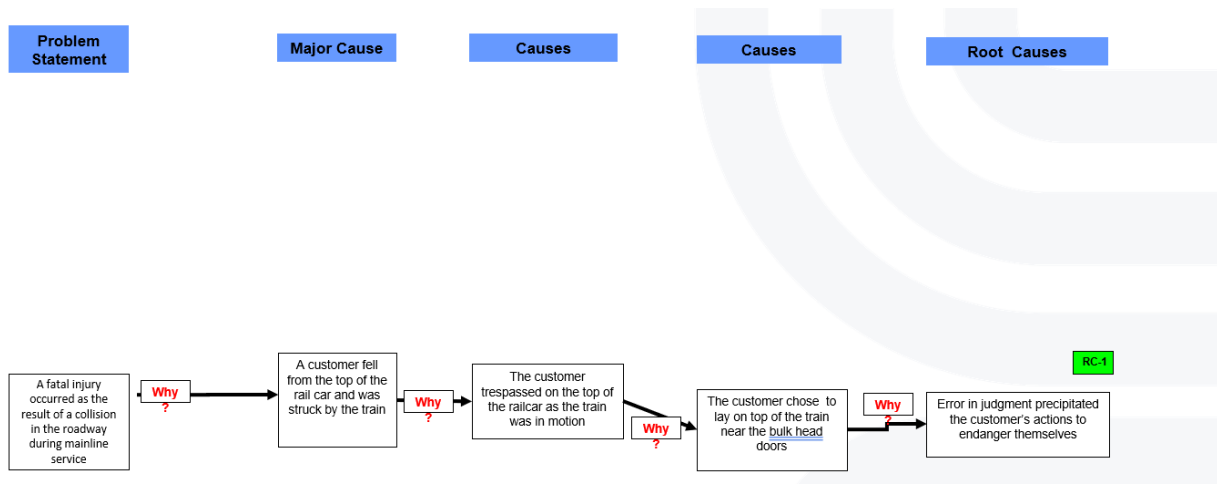
Rev. June 5, 2020 - RTRA QA/QC TRAIN OPERATOR AND ROAD SUPERVISOR JOB TASK PROFICIENCY EVALUATION Page 1

Figure 54 - Train ID 648 Train Operator's Re-Certification Records, page 1 of 2

CATEGORIES / SUBCATEGORIES	QUALITY LEVEL	REMARKS (Remarks are required for a quality level score of 2 or 3) - ALL TIMES (are in minutes)
I. Preparation for Service	/	Cars Used: 7676 x 7707
1. Exterior Inspection	/	Track # 7675 Car Barre 7706 Retor down 7707
2. Interior Inspection - Trailing Cab	/	Redir 7676
3. Interior Inspection - Each Car	/	Cars Barre 7676 Horn # 7707
4. Interior Inspection - Oper. Cab	/	ATP No Sel 7706
5. Rolling Test / Rolling Brake Test	/	Time Allotted: 35:00 / Actual Time: 27:00
II. Mainline Operation	/	
6. Communications	/	
7. Door Oper. & Station Stopping	/	
8. Use of Horn	/	
9. Speed Adherence/Manual Oper.	/	
10. Turn Back Moves	/	Location: Seaboard Ave Time Allotted: 02:00 / Actual Time: 02:00
11. Manual Route Selection	/	Location: Brook Ave
12. EV Shutoff	/	Time Allotted: 00:30 (01:00) / Actual Time: :10
III. Yard Operation	/	
13. Communications	/	
14. Yard Movements	/	
15. Coupling	/	Time Allotted: 08:00 (12:00) / Actual Time: 07:00 Cars Used: 7553 + 7675
16. Uncoupling	/	Time Allotted: 05:00 (07:30) / Actual Time: 04:00 Cars Used: < 7674 > 7676
17. Isolation (Self-Recovery)	/	Time Allotted: 15:00 (22:30) / Actual Time: 13:00 Cars Used: 7552 x 7675 x 7676 x 7707
18. Manual Switch Operation	/	Switch # 101
IV. Miscellaneous	/	
19. Recovery Train Operation	/	Time Allotted: 12:00 (18:00) / Actual Time: 10:00 Cars Used: 7676 + 7674
20. Troubleshooting Problem #1	/	Friction Brake 51B (7663) Cars Used: 7552 x 7675 x 7676 x 7707 10:52a - 11:59a 7 min
Problem #2	/	Pax door open (7663) 11:03a - 11:07a - 4 min

Figure 55 - Train ID 648 Train Operator's Re-Certification Records, page 2 of 2

Appendix G – Why-Tree Analysis



Root Cause Analysis