



W-0449 – Collision at Rhode Island Ave-Brentwood Station – June 20, 2023

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 June 20, 2023, at 4:35 p.m., the rail traffic controller (RTC) in the control center was notified by the Metro Transit Police Department (MTPD) of a report of a person riding on top of a train near Brookland-CUA Station, traveling in the direction of Rhode Island Avenue-Brentwood Station. The Radio RTC instructed the two trains in the area, Train 125, in approach to Union Station, track 2, and Train 126 approaching Rhode Island Avenue Station, track 2, to operate at restricted speed, perform a track inspection, and hold once they arrived on the platform. Train 126 was then instructed to offload and continue the track inspection to NoMa-Gallaudet U Station, track 2. Nothing was found. The station manager at Union Station inspected the top of Train 125 and did not see anything.

The Radio RTC instructed the train operator of Train 127 to hold at Brookland-CUA Station, track 2, at 4:40 p.m. Six minutes later, Train 127 was given permission to continue in service toward Rhode Island Avenue Station. At 4:48 p.m., the train operator of Train 127 reported to the radio rail traffic controller that their train came in contact with a customer



that was lying on the roadway in approach to Rhode Island Avenue Station on track 2 near chain marker (CM) B2 166+00, approximately 100 feet from the platform.

Third rail power was de-energized, and emergency personnel were notified. The train operator of Train 127 conducted a ground walkaround, and reported the person was found under the lead car of the train with no signs of life. Train service was suspended between NoMa-Gallaudet U to Fort Totten stations.

District of Columbia Fire and Emergency Medical Services (DCFEMS) arrived on the scene at 4:59 p.m. and escorted 15 customers from Train 127 to the Rhode Island Avenue Station platform.

An investigative review of closed-circuit television footage showed the person boarded Train 125 at Silver Spring Station at 4:22 p.m. and accessed the roof of the train by exiting the bulkhead (emergency exit) door of car 7590 and climbing up between the two railcars.

A review of Train 126's forward-facing camera revealed that the customer was on the roadway, lying between the two running rails and positioned near the center of the track gauge. When Train 126 passed over their location at approximately 4:39 p.m. The person did not appear to move.

The train operator and Train 127 were removed from service in accordance with Metrorail policy.

WMATA's Drug and Alcohol Program determined that the train operator of Train 127 complied with the Drug and Alcohol Policy and Testing Program Policy.

All personnel and equipment were reported clear of the roadway; third rail power was energized, and normal service resumed at 9:39 p.m.

The probable cause of this safety event was that a customer intentionally bypassed marked Emergency Exit signs and gained unauthorized access to the top of a train while the train was in motion. The customer subsequently fell onto the roadway and suffered fatal injuries.

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 E23420

Date of Event:	06/20/2023
Type of Event:	Collision
Incident Time:	16:40 hours
Location:	Rhode Island Avenue Station, Track 2, Chain Marker (CM) B2 166+00
Time and How received by SAFE:	16:50 via MAC Notification
WMSC Notification Time:	18:42 hours
Responding Safety Officers:	WMATA SAFE: OSI Unit 702 WMSC: No Other: No
Rail Vehicle:	Train ID 125 L7016-7017.7591-7590.7254-7255.7631-7630T Train ID 126 L7082-7083.7023-7022.7440-7441.7499-7498T Train ID 127 L2011-2010.2040-2041.3210-3211T
Known Injuries:	One (1) Fatality
Damage:	None
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:	20230620#109335

Rhode Island Avenue Station – Collision

June 20, 2023

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Abbreviations and Acronyms

AIMS	Advanced Information Management System
ATCM	Automatic Train Control Maintenance
ARS	Audio Recording System
CCTV	Closed-Circuit Television
CM	Chain Marker
CMNT	Office of Car Maintenance
DCFEMS	District of Columbia Fire and Emergency Medical Services
I/A	Incidents/Accidents
ICP	Incident Command Post
MAC	Mission Assurance Coordinator
MSRPH	Metrorail Safety Rules and Procedures Handbook
MTPD	Metro Transit Police Department
NOAA	National Oceanic and Atmospheric Administration
OCME	Office of the Chief Medical Examiner
OSC	On Scene Commander
OSI	Office of Safety Investigations
RTC	Rail Traffic Controller
RTRA	Office of Rail Transportation
ROCC	Rail Operations Control Center
ROCS	Rail Operations Control System
SAFE	Department of Safety
WMATA	Washington Metropolitan Area Transit Authority
WMSC	Washington Metrorail Safety Commission

Executive Summary

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

On Tuesday, June 20, 2023, at 16:35 hours, the Rail Operations Control Center (ROCC), Ops 1 Rail Traffic Controller (RTC) was notified by the Metro Transit Police Department (MTPD) of a report of a person riding on top of a train near Brookland-CUA Station and heading in the direction of Rhode Island Avenue Station. The Radio RTC instructed the Train Operator of Train ID 125, who was in approach to Union Station, and suspected to be the incident train, to reduce speed and stop and hold at Union Station. The Radio RTC then instructed the following train, Train ID 126, to reduce speed and inspect the track as they entered Rhode Island Avenue Station. Train ID 126 was then instructed to offload passengers in order to conduct a track inspection to NoMa-Gallaudet Station. The track inspection was completed with negative findings. A Station Manager inspected the top of Train ID 125 at Union Station with negative findings.

The Radio RTC instructed the Train Operator of Train ID 127 to stop and hold at Brookland-CUA Station at 16:40 hours. At 16:46 hours, the Train Operator received permission from the Radio RTC to continue in service from Brookland-CUA Station. At 16:48 hours, the Brentwood Division Train Operator, operating Train ID 127, contacted the Ops 1 Radio RTC and reported they came in contact with a customer that was lying on the roadway in approach to Rhode Island Station on Track 2 near chain marker (CM) B2 166+00. The Radio RTC instructed the Train Operator of Train ID 127 to make announcements to their customers, key down their train, conduct a radio check, and apply the handbrake. The Radio RTC instructed the Train Operator to prepare for a ground inspection to check for signs of life. ROCC personnel then dispatched Office of Rail Transportation (RTRA) Supervisors, notified MTPD, and requested the District of Columbia Fire and Emergency Medical Services (DCFEMS) Department to assist with the scene. The RTCs suspended train services from NoMa-Gallaudet University to Fort Totten Stations and established a bus bridge. The Train Operator of Train ID 127 conducted a ground walk-around inspection and reported there were no signs of life from the customer, who was a juvenile.

DCFEMS arrived on scene and established an incident command post (ICP) at the bus bay near the entrance to Rhode Island Avenue Station. Third rail power was deenergized from Rhode Island Avenue Station to Brookland Station on Track 2. DCFEMS personnel entered the roadway and safely escorted 115 customers on foot to the platform at Rhode Island Station on Track 2. MTPD personnel requested to move Train ID 127 backward away from the customer for retrieval. Third rail power was briefly restored to move the train and then deenergized for the recovery of the customer. The customer was removed from the roadway and onto Car 2011 for transport to the Rhode Island platform. There were no reported damages or other injuries as a result of this incident.

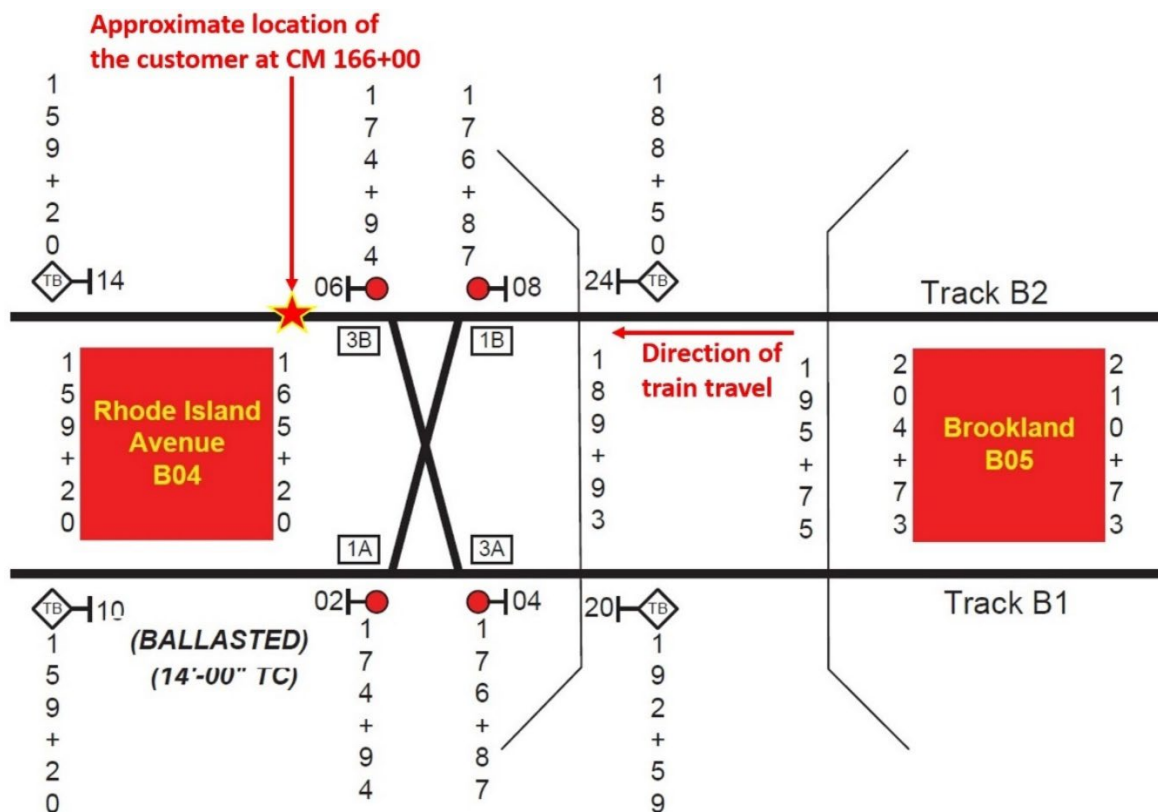
A subsequent investigation found that the customer boarded the train at Silver Spring Station. They accessed the roof of the train by exiting the bulkhead (emergency exit) door of car 7590 and climbing up in between the two railcars.

The probable cause of the collision incident near Rhode Island Avenue Station was that a customer intentionally bypassed marked Emergency Exit signs and gained unauthorized access to the top of a train while the train was in motion. The customer subsequently fell onto the roadway and suffered fatal injuries. The investigation did not identify significant deficiencies in communication or adherence to established response procedures under the direction of responding law enforcement personnel.

Incident Site

This is an above-ground station with a center platform. Rhode Island Avenue Station is a Direct Fixation Track governed by signals B04-06, 08 signals, and B04-02,04 signals. There is an interlocking at CM B2 & B1 174+94 – 176+87. There are two turnback locations at CM B2 188+50 and B1 192+59.

Field Sketch/Schematics



Locations are approximate. Not to scale. The customer was observed riding on top of Train ID 125 by another customer. The Train Operator of Train ID 127 on Track 2, in approach to the platform limits at Rhode Island Avenue Station, observed the customer on the roadway near CM B2 166+00.

Purpose and Scope

The purpose of this incident 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 documentation review
- Documentation Review – A collection of relevant work history information and process documentation contained in Metro systems of record. These records include:
 - Train Operator of Train ID 125 Incident Statement
 - Train Operator of Train ID 126 Incident Statement
 - Train Operator of Train ID 125 Training Record
 - Train Operator of Train ID 126 Training Record
 - Office of Rail Transportation (RTRA) Supervisor Incident Statement
 - Metrorail Safety Rules and Procedures Handbook (MSRPH)
 - National Oceanic and Atmospheric Administration (NOAA)
 - Rail Operations Control System (ROCS) SPOTS Report
 - Rail Operations Control Center (ROCC) Incident Report
 - Metro Transit Police Department (MTPD) Event Report
- System Data Recording Review – A collection of information contained in Metro Data Recording Systems. This data includes:
 - Audio Recording System (ARS) playback
 - Closed-Circuit Television (CCTV)
 - Advanced Information Management System (AIMS) playback

Investigation

On Tuesday, June 20, 2023, at 16:37 hours, MTPD received a report of a person on top of a train near Brookland Station traveling in the direction of Rhode Island Avenue Station. MTPD personnel responded to the scene to assess the reporting. MTPD reported that the customer boarded the train at Silver Spring Station; however, it was undetermined how the customer gained access to the top of the train. The Radio RTC instructed the Train Operator of Train ID 125, who was in approach to Union Station, and suspected to be the incident train, to reduce speed and stop and hold at Union Station. The Radio RTC then instructed Train ID 126, departing Brookland-CUA Station on Track 2, to offload their train at Rhode Island Avenue Station. Train ID 126 was then instructed to conduct a track inspection from Rhode Island Avenue to Union Station. The track inspection was completed with negative findings. A Station Manager inspected the top of Train ID 125 at Union Station with negative findings.

The Radio RTC instructed the Train Operator of Train ID 127 to stop and hold at Brookland-CUA Station at 16:40 hours. At 16:46 hours, the Train Operator received permission from the Radio RTC to continue in service from Brookland-CUA Station. At 16:48 hours, the Train Operator of Train ID 127 reported they came in contact with a customer that was lying on the roadway in approach to Rhode Island Station on Track 2 near CM B2 166+00. Train ID 127 came to a stop approximately 150 ft away from the Rhode Island Avenue platform. The ROCC RTC instructed the Train Operator of Train ID 127 to make good announcements to their customers, key down their train, conduct a radio check, and apply the handbrake. The ROCC RTC informed the Train Operator to prepare for a ground inspection to check for signs of life. The ROCC dispatched RTRA Supervisors, MTPD, and DCFEMS. The ROCC suspended train services from NoMa-Gallaudet University to Fort Totten Stations and established a bus bridge. The Train Operator of Train ID 127 conducted a ground walk-around inspection and reported there were no signs of life from the customer.

At 17:06 hours, DCFEMS arrived on the scene and established an ICP at the bus bay near the entrance to Rhode Island Avenue Station. DCFEMS personnel entered the roadway at 17:15 hours and safely escorted 115 customers to the platform at Rhode Island Station, Track 2. MTPD personnel requested to move Train ID 127 backward away from the customer for retrieval. Third rail power was briefly restored to move the train and deenergized for the recovery of the customer. The customer was removed from the roadway and onto Car 2011 for transport to the Rhode Island platform. Personnel from the Office of the Chief Medical Examiner (OCME) responded and conducted an investigation and collected the body. There were no reported injuries to other customers on board any of the involved trains or damages as a result of this incident.

Based on AIMS playback, the third rail power was deenergized on Track 2 between Rhode Island Avenue and Brookland Stations at 17:02 hours. Power was restored at 20:05 to move the train away from the customer and deenergized at 20:15 hours.

A subsequent investigation found that the customer boarded the train at Silver Spring Station. They accessed the roof of the train by exiting the bulkhead (emergency exit) door of car 7590 and climbing up in between the two railcars. After leaving view of the railcar's interior cameras, the customer was not seen on camera again.

A review of Train ID 126's forward-facing camera revealed that the customer was on the roadway, lying in between the two running rails and positioned near the center of the track gauge. When Train ID 126 passed over their location, they did not appear to move. The positioning of the customer and their receipt of instructions to reduce speed in close proximity to their passing the location may have contributed to the Train Operator failing to observe their body in the roadway.

Rail Operations Control System (ROCS) Spots Report

ROCS SPOTS REPORT

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

Current date/time: Wed Jun 21 20:00:51 2023

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: Select Times (0-24HRS): From To

Generate Report

ID	Platform	length	dcode	Right door open	Right door close	dwell	Left door open	Left door close	dwell	Head Arrived	Tail cleared	cars	Headway door open to door open
121	B05-2	6	12				16:07:05	16:07:19	14	16:06:35	16:07:48	2022-2023.2014-2015.3231-3230	-
798	B05-2	8	87							16:08:25	16:08:58	7048-7049.7035-7034.7398-7399.7487-7486	-
122	B05-2	2	12				16:12:25	16:12:43	18	16:11:49	16:13:07	7454-7455.7599-7598.7124-7125.7521-7520	5:20
123	B05-2	8	12				16:18:19	16:18:45	26	16:17:53	16:19:10	3006-3007.2021-2020.2030-2031.3091-3090	5:54
124	B05-2	8	12				16:24:29	16:24:51	22	16:23:58	16:25:16	3057-3056.3106-3107.3113-3112.3040-3041	6:10
125	B05-2	8	12				16:30:58	16:31:15	17	16:30:19	16:31:42	7016-7017.7591-7590.7254-7255.7631-7630	6:29
126	B05-2	8	12				16:37:04	16:37:24	20	16:36:25	16:37:49	7498-7499.7441-7440.7022-7023.7083-7082	6:06
127	B05-2	6	12				16:42:47	16:46:53	246	16:42:16	16:47:19	2011-2010.2040-2041.3210-3211	5:43
701	B05-2	2	86				16:52:30	16:55:26	176	16:51:35	20:10:32	7018-7019.7271-7270.7312-7313.7209-7208	9:43
101	B05-2	8	14				21:46:44	21:47:01	17	21:46:07	21:47:29	7018-7019.7271-7270.7312-7313.7209-7208	294:14

Figure 1 – ROCS SPOTS Report displaying Train IDs 125, 126, and 127 at Brookland-CUA Station.

Incident Date: 06/20/2023 Time: 16:40 hours
 Final Report – Collision
 E23420

Drafted By: SAFE 702 – 08/16/2023
 Reviewed By: SAFE 71 – 08/21/2023
 Approved By: SAFE 71 – 08/21/2023

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ROCS SPOTS REPORT

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

Current date/time: Wed Jun 21 19:58:15 2023

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: Select Times (0-24HRS): From To

Generate Report													
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
120	B04-2	8	12				16:02:25	16:02:45	20	16:01:48	16:03:11	7292-7293.7115-7114.7154-7155.7317-7316	-
121	B04-2	6	12				16:09:10	16:09:25	15	16:08:38	16:09:56	2022-2023.2014-2015.3231-3230	6:45
798	B04-2	8	87							16:10:23	16:10:56	7048-7049.7035-7034.7398-7399.7487-7486	-
122	B04-2	2	12				16:14:26	16:14:43	17	16:13:53	16:15:07	7454-7455.7599-7598.7124-7125.7521-7520	5:16
123	B04-2	8	12				16:20:22	16:20:43	21	16:19:52	16:21:07	3006-3007.2021-2020.2030-2031.3091-3090	5:56
124	B04-2	8	12				16:26:41	16:27:01	20	16:26:03	16:27:27	3057-3056.3106-3107.3113-3112.3040-3041	6:19
125	B04-2	8	12				16:33:10	16:33:27	17	16:32:32	16:33:54	7016-7017.7591-7590.7254-7255.7631-7630	6:29
726	B04-2	8	87				16:39:27	16:42:56	209	16:38:40	16:45:35	7498-7499.7441-7440.7022-7023.7083-7082	6:17
727	B04-2	0	84							21:30:08	21:42:28	2011-2010.2040-2041.3210-3211	-
101	B04-2	8	14				21:49:12	21:49:31	19	21:48:30	21:49:59	7018-7019.7271-7270.7312-7313.7209-7208	309:45

Figure 2 – ROCS SPOTS Report displaying Train IDs 125, 126, and 127 at Rhode Island Avenue Station.

Chronological Event Timeline

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

Time	Description
16:35:50 hours	<u>ROCC</u> : ROCC was notified by MTPD of a report from the Metropolitan Police Department (MPD) of a customer on top of a train while traveling at high speeds near Brookland-CUA Station going in the direction of Rhode Island Avenue Station. [Ops 1 Landline]
16:36:50 hours	<u>Radio RTC</u> : RTC instructed the Train Operator of Train ID 125 to reduce their speed entering Union Station due to a report of a customer on top of their train. The Train Operator of Train ID 125 acknowledged with a 100% repeat back. [Ops 1]
16:38:11 hours	<u>Radio RTC</u> : RTC instructed the Train Operator of Train ID 126 to restrict their speed going into Rhode Island Station and to offload. The Train Operator of Train ID 126 acknowledged with a 100% repeat back. [Ops 1]
16:39:17 hours	<u>Station Manager at Union Station</u> : The Station Manager contacted ROCC and reported there were no customers on top of Train ID 125 at Union Station. The RTC acknowledged. <u>Radio RTC</u> : The RTC instructed the Train Operator of Train ID 126 to offload their train due to a report of a customer on top of the train in front of them. The RTC instructed Train ID 126 to make good announcements to their customers and perform a track inspection from Rhode Island Avenue to NoMa-Gallaudet Station on Track 2. The Train Operator of Train ID 126 acknowledged with a 100% repeat back. [Ops 1]
16:40:57 hours	<u>Radio RTC</u> : RTC instructed the Train Operator of Train ID 127 to hold their location at Brookland Station, Track 2. The Train Operator of Train ID 127 acknowledged with a 100% repeat back. [Ops 1]

Time	Description
16:43:49 hours	<u>RTRA Supervisor</u> : The RTRA Supervisor contacted the RTC and reported Train ID 126 was clear of customers. [Ops 1] <u>Radio RTC</u> : The RTC instructed the Train Operator of Train ID 126 to change their Train ID to 726, granted them permission to perform a track inspection with speeds no greater than 15 mph to NoMa-Gallaudet Station, Track 2 and no greater than 15 mph to Union Station, Track 2. The Train Operator of Train ID 726 acknowledged with a 100% repeat back. [Ops 1]
16:46:22 hours	<u>Radio RTC</u> : RTC instructed the Train Operator of Train ID 127 at Brookland Station, Track 2, to close and continue after verifying all lunars and correct rail. The Train Operator of Train ID 127 acknowledged with a 100% repeat back. [Ops 1]
16:48:35 hours	<u>Train ID 127</u> : The Train Operator of Train ID 127 reported to the RTC that they observed the customer lying down on the roadway in approach to Rhode Island Station, Track 2, and could not stop their train in time before reaching the customer. The Train Operator reported that the customer was under their first car. The RTC instructed the Train Operator of Train ID 127 to make good announcements to their customers, key down, conduct a radio check, and apply the handbrake. The RTC directed the Train Operator to prepare for a ground inspection to check for signs of life. The Train Operator of Train ID 127 acknowledged. [Ops 1]
16:49:29 hours	The third rail power was deenergized at Rhode Island Avenue Station, Track 2. [AIMS]
16:52:00 hours	<u>Train ID 127</u> : The Train Operator of Train ID 127 reported that the hand brake was applied to Car 2011. The RTC granted the Train Operator permission to enter the roadway and conduct a ground walk-around inspection to check for signs of life. The Train Operator of Train ID 127 acknowledged. [Ops 1]
16:57:00 hours	<u>RTRA Supervisor</u> : The RTRA Supervisor arrived on the scene and was appointed as the On Scene Commander (OSC). [Ops 1]
16:59:00 hours	<u>DCFEMS</u> : DCFEMS arrived on the scene. [CCTV]
17:02:22 hours	<u>Radio RTC</u> : Third rail power was deenergized between Rhode Island Avenue and Brookland Stations on Track 2. The RTC granted the RTRA Supervisor permission to hot stick and confirm that third rail power was deenergized under ETO Protection. [Ops 1]
17:03:22 hours	<u>RTRA Supervisor</u> : The RTRA Supervisor reported that the third rail power was deenergized at CM B2 166+00. The RTC acknowledged. ERT placed a WSAD within the platform limits near CM 160+00. [Ops 1]
17:06:00 hours	<u>DCFEMS</u> : DCFEMS entered the roadway at Rhode Island Station, Track 2. [CCTV]
17:15:00 hours	<u>RTRA Supervisor</u> : The RTRA Supervisor reported DCFEMS entered the roadway towards Train ID 127. [Ops 1]
17:56:00 hours	<u>RTRA Supervisor</u> : The RTRA Supervisor reported that DCFEMS safely escorted 115 customers to the platform with zero injuries. [Ops 1]
18:21:00 hours	<u>MTPD</u> : MTPD requested to move the train backward in order to retrieve the customer from the roadway. [Ops 1]
19:33:00 hours	<u>ATCM</u> : ATCM personnel requested to clamp all switches at Rhode Island Avenue in the normal position. [Ops 1]
19:53:00 hours	<u>MTPD</u> : MTPD reported power can be restored on Track 2 between Rhode Island Avenue and Brookland Stations. [Ops 1]

Time	Description
19:55:00 hours	<u>Radio RTC</u> : The RTC made third rail power restorations announcements. [Ops 1]
20:05:00 hours	<u>Radio RTC</u> : Third rail power was reenergized on Track 2 between Rhode Island Avenue and Brookland Stations. [Ops 1]
20:10:00 hours	<u>Radio RTC</u> : The RTC instructed the Train Operator to change their ID to Train ID 727, remove the handbrake on Car 2011, and proceed coast in the direction of Brookland Station. The Train Operator acknowledged. [Ops 1]
20:15:00 hours	<u>DCFEMS</u> : DCFEMS requested the third rail to be deenergized on Track 2 at Rhode Island Station. [Ops 1]
20:17:00 hours	<u>Radio RTC</u> : The RTC received a report that the handbrakes were reapplied on Train ID 727 on Car 2011. [Ops 1]
20:18:00 hours	<u>Radio RTC</u> : Third rail power was deenergized on Track 2 between Rhode Island Avenue and Brookland Stations. [Ops 1]
20:21:00 hours	<u>RTRA Supervisor</u> : The RTRA Supervisor confirmed that the third rail power was deenergized at CM B2 166+00. The RTC acknowledged. [Ops 1]
20:23:00 hours	<u>ERT</u> : ERT personnel entered the roadway to retrieve the customer. [Ops 1]
20:33:00 hours	<u>Radio RTC</u> : The RTC received a report from CMNT personnel stating no damage was found to the front and under Car 2011 on Train ID 727. The RTC acknowledged. [Ops 1]
21:15:00 hours	<u>Radio RTC</u> : The RTC instructed the RTRA Supervisor to advise the ROCC once the customer has been removed and all personnel are clear of the roadway. [Ops 1]
21:17:00 hours	<u>RTRA Supervisor</u> : The RTRA Supervisor reported that the customer and all personnel are clear of the roadway. The RTC acknowledged. [Ops 1]
21:18:00 hours	<u>Radio RTC</u> : The RTC made third rail power restorations announcements. [Ops 1]
21:20:00 hours	<u>Radio RTC</u> : Third rail power was reenergized on Track 2 between Rhode Island Avenue and Brookland Stations. [Ops 1]
21:25:00 hours	<u>Radio RTC</u> : The RTC granted the Train Operator of Train Operator ID 727 a permissive block to the 8-Car Marker at Rhode Island Avenue Station, Track 2. [Ops 1]
21:39:00 hours	<u>RTRA Supervisor</u> : The RTRA Supervisor reported that Rhode Island Avenue Station was opened. Train ID 727 remained in nonrevenue service to the Shady Grove Yard for further investigation. [Ops 1]

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

Weather

On June 20, 2023, at the time of the incident, NOAA recorded the temperature as 73° F, mostly cloudy, winds of five mph, and 79% humidity. This incident occurred at an above ground section of the system. Weather was not a contributing factor in this incident (Weather source: NOAA – Location: Washington, DC).

Human Factors

Evidence of Fatigue

The biomathematical fatigue modeling application (SAFTE-FAST Web SFC) was not applied for this event.

Fatigue Risk

The biomathematical fatigue modeling application (SAFTE-FAST Web SFC) was not applied for this event.

Post-Incident Toxicology Testing

WMATA's Drug and Alcohol Program determined that the Train Operator was not in violation of the Drug and Alcohol Policy and Testing Program 7.7.3/7.

Certifications

The Train Operator completed their train qualification on October 13, 2022, with 86% on the MSRPH Exam, and 83% on the TVOIM Exam. The Train Operator successfully completed the practical application with a QL-1 qualification score.

Related Rules and Procedures

- SOP 1A – Command, Control and Coordination of Emergencies on the Rail System
- SOP 26 – Person Hit by Train
- SOP 47 – Unauthorized Personnel on the Roadway in between Stations

Findings

- MTPD received a report from a citizen of a customer riding on top of Train ID 125 with the train in motion and relayed the report to ROCC.
- ROCC coordinated with personnel to conduct a search of the reported incident area and incident train with negative findings. The injured customer was located outside of the directed search area, between Brookland-CUA and Rhode Island Avenue Stations.
- Train Operator of Train ID 127 reported that their train came in contact with a customer on the roadway near Rhode Island Avenue Station at CM B2 166+00.
- 115 customers were safely evacuated and escorted from Train ID 127 to the Rhode Island Avenue Station by DCFEMS and WMATA personnel without incident.
- The customer boarded Train ID 125 at Silver Spring Station and accessed the roof by climbing up the trailing end of car 7590 after bypassing the Emergency Exit bulkhead door.
- The customer opened the bulkhead doors on both ends and partially climbed the exterior of the railcar before leaving camera view completely the third time they climbed up.

Immediate Mitigation to Prevent Recurrence

Incident Date: 06/20/2023 Time: 16:40 hours
Final Report – Collision
E23420

Drafted By: SAFE 702 – 08/16/2023
Reviewed By: SAFE 71 – 08/21/2023
Approved By: SAFE 71 – 08/21/2023

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- An initial search for the reported person was conducted.
- Train ID 127 was offloaded and train service was suspended at Rhode Island Avenue Station.
- MTPD, CMNT, and RTRA Supervisors were dispatched to assist with the incident scene.
- Third Rail Power was de-energized.
- Train ID 127 was removed from service for further investigation.

Probable Cause Statement

The probable cause of the collision incident near Rhode Island Avenue Station was that a customer intentionally bypassed marked Emergency Exit Only signs and gained unauthorized access to the top of a train while the train was in motion. The customer subsequently fell onto the roadway. The investigation did not identify significant deficiencies in communication or adherence to established response procedures under the direction of responding law enforcement personnel.

Recommended Corrective Actions

There are no Recommended Corrective Actions related to the emergency response for this event.

Appendices

Appendix A – Office of Rail Transportation (RTRA) Investigative Documents (Abridged)

WMATA/RTRA Incident/Accident Report (Other than Motor Vehicle) Page 1 of 2			
Incident Information: This page must be completed for all incidents			
Date: 06/20/2023	Incident Time:	Time Reported: 6:08 PM	Reported by: Customer ☐ Employee ☐ ROCC ☐ Other ☐
Location			
Station: RHODE ISLAND	Mezzanine #	Track #/Destination: # 2 / SHADY GROVE	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 ☐	LIGHT CONDITIONS (natural lighting)		LIGHTING (artificial lighting)
Snow ☐ Sleet/Ice ☐	Dawn/Dusk ☐ Daylight ☒		Lights On ☐ Lights Off ☒
	Dark ☐ Tunnel/Underground ☐		Lights Not Working ☐
STATION INCIDENTS: Always include equipment number you use for MOC/AFC/EOC			
Elevator/Escalator#:	AFC #:	Room Number/Location:	
Failure Number(s):			
Parking Lot ☐ Paid Area ☐ Free Area ☐ Garage ☐ Station Entrance ☐ Stairway # ☐ Platform ☐ Ancillary Room ☐			
Injury/Illness reported aboard Train ☐ Other ☐			
Name of Responding Supervisor:		Name/Department of PLNT/AFC or other WMATA responder	
TRAIN INCIDENTS			
Train ID: # 126	Destination: SHADY GROVE	Car Numbers (list all cars in consist):	Lead Car:
Name of Responding Supervisor: GLENMONT SUPERVISOR		Name/Department of CMNT/TRST 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.			
AT APPROX 3:47 PM, I WAS INSTRUCTED BY ROCC TO ENTER RHODE ISLAND STATION AT A RESTRICTED SPEED DUE TO A PERSON SURFING ON THE TRAIN AHEAD OF ME. ONCE I BERTHED AT THE 8-CAR MARKER AT RHODE ISLAND STATION, ROCC INSTRUCTED ME TO DO A TRACK INSPECTION FROM RHODE ISLAND TO NOMA AND FROM NOMA TO UNION STATION AFTER OFFLOADING MY TRAIN. SUPERVISOR HELPED CHECK THE TRAIN OUT WHILE I WAS MAKING THE ANNOUNCEMENTS. ROCC THEN GAVE ME THE PERMISSION TO START MY INSPECTION AFTER THE TRAIN WAS VERIFIED CLEAR OF CUSTOMERS. ONCE, WE ARRIVED AT NOMA, I HEARD ON THE RADIO THAT THE PERSON WAS FOUND UNDER TRAIN # 110 AT RHODE ISLAND			
Employee Completing Report			
Employee Name: (print)	Employee Signature: (sign)	Employee #:	Date: 06/20/23
Division: GLENMONT	Run #: 501	Block #	Assigned Days: SUNDAYS - MONDAYS
To Be Completed By Reviewing Manager			
Supervisor Name: (print)	Supervisor Signature	Employee #	Date: 6-20-23
Action taken/needed: SMS			
SMS Number: 20230620 # 109335			

50.753A 09/11

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

Document 1 – Train Operator of Train ID 126 Incident Report Page 1 of 2.

Incident Date: 06/20/2023 Time: 16:40 hours
Final Report – Collision
E23420

Drafted By: SAFE 702 – 08/16/2023
Reviewed By: SAFE 71 – 08/21/2023
Approved By: SAFE 71 – 08/21/2023

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WMATA/RTRA Incident/Accident Report (Other than Motor Vehicle) Page 2 of 2

Additional Information- Complete this page for any incident where the information is available and when additional space is needed for incident description.

Customer Involved ☐ Employee Involved ☒ Witness ☐

Last Name, First Name [REDACTED]				Employee # [REDACTED]
Date of Birth [REDACTED]	Sex [REDACTED]	Home Phone [REDACTED]	Work Phone [REDACTED]	Cell Phone [REDACTED]
Home Address [REDACTED]			Email Address [REDACTED]	
Nature of Injury/Illness [REDACTED]				

Assistance Offered: Accepted ☐ Declined ☐

If Transported:

Hospital: N/A	Ambulance Number: N/A	Arrival: N/A	Departure: N/A
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Customer Involved ☐ Employee Involved ☐ Witness ☐

Last Name, First Name N/A				Employee # [REDACTED]
Date of Birth [REDACTED]	Sex [REDACTED]	Home Phone [REDACTED]	Work Phone [REDACTED]	Cell Phone [REDACTED]
Home Address [REDACTED]			Email Address [REDACTED]	
Nature of Injury/Illness [REDACTED]				

Assistance Offered: Accepted ☐ Declined ☐

If Transported:

Hospital:	Ambulance Number:	Arrival:	Departure:
-----------	-------------------	----------	------------

Police/Fire/Other Agencies Involved

Jurisdiction/Arrival Time N/A	Name N/A	Badge/Unit Number N/A
Jurisdiction/Arrival Time N/A	Name N/A	Badge/Unit Number N/A

DESCRIBE THE INCIDENT (continued or witness statement): Include what you did to correct the problem and who you notified and when. Describe any property damage and the extent of any injuries.

ON TRACK # 2. SUPERVISOR [REDACTED] EXITED MY TRAIN AT NOMA, AND I CONTINUED TO UNION STATION AS TRAIN # 726 (NON-REVENUE). WHEN I DEPARTED TO THE 8-CAR MARKER, I MADE THE ANNOUNCEMENT THAT THE TRAIN WAS OUT OF SERVICE, BUT "O.A." [REDACTED] CAME TO MY WINDOW, CALLED RICC, CAME BACK TO ME AND ASKED ME TO PUT THE TRAIN BACK IN SERVICE FROM UNION STATION TO SHADY GROVE, WHICH I DID. ONCE I ARRIVED AT SHADY GROVE, I WAS TOLD BY SUPERVISOR HOLY TO WRITE AN INCIDENT REPORT.

Employee Completing report

Employee Name:(print) [REDACTED]	Employee Signature:(sign) [REDACTED]	Employee #: [REDACTED]	Date: 06/20/23
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50.753B 04/12 White Copy: Division or Supervisor Yellow Copy: For any incident involving escalators or elevators; remains in kiosk for use of elevator/escalator inspectors

Document 2 – Train Operator of Train ID 126 Incident Report Page 2 of 2.

Incident Date: 06/20/2023 Time: 16:40 hours
Final Report – Collision
E23420

Drafted By: SAFE 702 – 08/16/2023
Reviewed By: SAFE 71 – 08/21/2023
Approved By: SAFE 71 – 08/21/2023

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

Incident Information: This page must be completed for all incidents

Date: 6/20/23	Incident Time:	Time Reported:	Reported by: Customer ☐ Employee ☐ ROCC ☐ Other ☐
Location			
Station	Mezzanine #	Track #/Destination Track 2 Shady	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/Ice ☐

LIGHT CONDITIONS (natural lighting)

Dawn/Dusk ☐ Daylight ☒
Dark ☐ Tunnel/Underground ☐

LIGHTING (artificial lighting)

Lights On ☒ Lights Off ☐
Lights Not Working ☐

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

Elevator/Escalator #:	AFC #:	Room Number/Location:
-----------------------	--------	-----------------------

Failure Number(s):

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

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

TRAIN INCIDENTS

Train ID	Destination	Car Numbers(list all cars in consist):	Lead Car:
----------	-------------	--	-----------

Name of Responding Supervisor: Name/Department of CMNT/TRST 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.

I was operating Train #125 out of Glenmont station as I approached union station I was contacted by Central and was told that it was reported that someone was riding on top of my train and enter union station at restricted speed. Once I stopped at the 8 car marker and serviced the station, a service manager or supervisor reported over the radio that no one was on top of my train.

Employee Completing Report

Employee Name:(print)	Employee Signature:(sign)	Employee #:	Date: 6/20/23
Division: Glenmont	Run # 511	Block # 125	Assigned Days: Thurs - Fri

To Be Completed By Reviewing Manager

Supervisor Name:(print)	Supervisor Signature	Employee #	Date: 6-20-23
-------------------------	----------------------	------------	---------------

Action taken/needed

SMS

SMS Number: 20230620# 109335

50.753A 09/11

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

Document 3 – Train Operator of Train ID 125 Incident Report Page 1 of 2.

Incident Date: 06/20/2023 Time: 16:40 hours
Final Report – Collision
E23420

Drafted By: SAFE 702 – 08/16/2023
Reviewed By: SAFE 71 – 08/21/2023
Approved By: SAFE 71 – 08/21/2023

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WMATA/RTRA Incident/Accident Report (Other than Motor Vehicle) Page 2 of 2

Additional Information- Complete this page for any incident where the information is available and when additional space is needed for incident description.

Customer Involved ☐ Employee Involved ☐ Witness ☐

Last Name, First Name				Employee #	
Date of Birth	Sex	Home Phone	Work Phone	Cell Phone	
Home Address				Email Address	

Nature of Injury/Illness

Assistance Offered: Accepted ☐ Declined ☐

If Transported:

Hospital:	Ambulance Number:	Arrival:	Departure:
-----------	-------------------	----------	------------

Customer Involved ☐ Employee Involved ☐ Witness ☐

Last Name, First Name				Employee #	
Date of Birth	Sex	Home Phone	Work Phone	Cell Phone	
Home Address				Email Address	

Nature of Injury/Illness

Assistance Offered: Accepted ☐ Declined ☐

If Transported:

Hospital:	Ambulance Number:	Arrival:	Departure:
-----------	-------------------	----------	------------

Police/Fire/Other Agencies Involved

Jurisdiction/Arrival Time	Name	Badge/Unit Number
Jurisdiction/Arrival Time	Name	Badge/Unit Number

DESCRIBE THE INCIDENT (continued or witness statement): Include what you did to correct the problem and who you notified and when. Describe any property damage and the extent of any injuries.

I was operating Train #125 out of Glenmont station, as I approached ^{Union Station} I was contacted by Central and was told that it was reported that someone was riding on top on my train and enter ~~the~~ Union Station at restricted speed. Once I stopped at the 8 car marker and serviced the station, a station manager or supervisor reported over the radio that no one was on my train top of my train.

Employee Completing report

Employee Name (print)	Employee Signature (sign)	Employee #	Date:
			6/20/23

50.753B 04/12

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

Document 4 – Train Operator of Train ID 125 Incident Report Page 2 of 2.

Appendix B – Rail Operations Control Center (ROCC) Incident Report (Abridged)

Incident Date: 06/20/2023 Time: 16:40 hours
Final Report – Collision
E23420

Drafted By: SAFE 702 – 08/16/2023
Reviewed By: SAFE 71 – 08/21/2023
Approved By: SAFE 71 – 08/21/2023

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View Approved Incident Report

INCIDENT ID: 2023171RED4

DATE 2023-06-20	TIME 1648	LINE Red	ITEM 4
LOCATION (STATION/YARD) Rhode Island Ave-Brentwood (B04)		LOCATION/CHAIN MARKER (If Applicable) B2-166+00	REPORTED BY Operator [REDACTED] (Brentwood, B99)
TRAIN ID 127	DIRECTION I/B	TRACK NUMBER 2	DEPTS NOTIFIED Everbridge Alert/Messaging
CAR NUMBERS (XXXX-XXXX)			
Lead Car			
2011-2010	2040-2041	3210-3211	-
Caused Issue ☒	Caused Issue ☐	Caused Issue ☐	Caused Issue ☐
TRBL CODE UPWY- UNAUTHORIZE D PERSON ON WAYSIDE	RESP CODE PUB		

TYPE INCIDENT

Unauthorized Customer On Roadway

ACTION PLAN

Dispatch RTRA Supervisors, Dispatch CMNT, Offload Train, Turn Trains, De-energized Third Rail Power

DELAYS IN MINUTES

LINE	INCIDENT	TRAIN	TOTAL DURATION
67	67	245	0

TRIPS MODIFIED

PARTIAL	GAP TRAIN	LATE DISPATCHES	REROUTED	NOT DISPATCHED	OFFLOADS
0	0	0	0	0	3

FIVE PRIMARY CONSOLE INDICATIONS

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

INCIDENT CHRONOLOGY

TIME	DESCRIPTION
1640	MTPC contacted RTC via landline that there was a customer train surfing on train 125 in approach to Rhode Island Avenue. ROCC instructed train 126 to offload at Rhode Island Avenue.

Document 5 – ROCC Incident Report Page 1 of 4.

Incident Date: 06/20/2023 Time: 16:40 hours
 Final Report – Collision
 E23420

Drafted By: SAFE 702 – 08/16/2023
 Reviewed By: SAFE 71 – 08/21/2023
 Approved By: SAFE 71 – 08/21/2023

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View Approved Incident Report

1645	Train 125 operator reported clear track inspection from Rhode Island to Union Station track two.
1648	Train #127 Operator [REDACTED] reported his train made contact with a person laying on the roadway in approach to Rhode Island Ave track two. RTRA Supervisors and CMNT Dispatched. ROCC Assistant Operations Manager, ROIC, CMNT, MOC, and all concerned personnel.
1649	Train #127 operator was instructed to make good announcements, key down, give a radio check, apply a handbrake and prepare to go to the roadway to perform a ground walk around and check for signs of life.
1650	Third rail power was deenergized on track #2 (B04) Rhode Island Avenue.
1652	Train #127 operator applied a handbrake to car #2011. Train #127 operator was given permission to enter the roadway, perform a ground walk around and check for signs of life.
1655	RTRA Supervisor Unit #21 was mobile to (B04) Rhode Island Avenue.
1657	RTRA Supervisor [REDACTED] arrived on the scene and was appointed the On Scene Commander.
1700	DCFD arrived on the scene.
1702	Third rail power was deenergized between (B04) Rhode Island Avenue and (B05) Brookland track #2. RTRA Supervisor [REDACTED] was given permission to hot stick and confirm third rail power deenergized.
1703	RTRA Supervisor [REDACTED] Unit #21 was appointed the RTRA Forward Liaison. RTRA Supervisor [REDACTED] confirmed that third rail was deenergized at chain marker B2 166+00.
1706	DCFD took over the scene and entered the roadway at (B04) Rhode Island Avenue on track #2.
1707	Train #111 was instructed to offload at (B04) Rhode Island Avenue track #1.
1708	(B04) Rhode Island Avenue Station was closed. Train service suspended between Noma and Fort Totten, shuttle bus service requested.
1711	Handbrakes were applied on train #111 on cars #2037 and 2060. Third rail power was deenergized on track #1 between (B04) Rhode Island Avenue and (B05) Brookland track #1. Third rail power was deenergized between (B04) Rhode Island Avenue and (B05) Brookland track #1.
1712	The command post was established at the bus bay on the street level at (B04) Rhode Island Avenue.
1715	DCFD began escorting the customers off of the train onto the roadway and on the platform to (B04) Rhode Island Avenue track #2.
1731	RTRA Supervisors [REDACTED] and Station Supervisor [REDACTED] arrived at (B35) Noma Gallaudet to assist with turning trains.
1742	RTRA Supervisor [REDACTED] Unit #20 arrived at (B06) Fort Totten to assist with turning trains.
1756	RTRA Supervisor [REDACTED] reported 115 customers was escorted to the platform with no injuries.
1802	CMNT [REDACTED] arrived on the scene.
1821	MTPD requested to move the train back to retrieve body from the roadway.
1838	RTRA Supervisor [REDACTED] arrived at (B35) Noma Gallaudet.
1853	ATC 2266 arrived on the scene.
1933	ATC 2266 requested to clamp all switches at (B04) Rhode island in the normal position.
1953	Power was authorized to be restored on track #2 between (B04) Rhode Island Avenue and (B05) Brookland-CUA.
1955	All third rail power notifications and announcements were made.

Document 6 – ROCC Incident Report page 2 of 4.

Incident Date: 06/20/2023 Time: 16:40 hours
 Final Report – Collision
 E23420

Drafted By: SAFE 702 – 08/16/2023
 Reviewed By: SAFE 71 – 08/21/2023
 Approved By: SAFE 71 – 08/21/2023

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View Approved Incident Report

2005	Third rail power was reenergized on track #2 between (B04) Rhode Island Avenue and (B05) Brookland-CUA.
2008	Train #701 at (B05) Brookland-CUA track #2 was given an absolute block no closer than 10 feet of B06-06 signal.
2010	Train #727 at (B04) Rhode Island Avenue was instructed to remove the handbrake on car #2011 and given permission to proceed coast to carwash in the direction of track #2 (B05) Brookland from over the body.
2013	Train #701 was re-blocked to train #124 and placed back in service (B06) Fort Totten to Glenmont.
2015	DCFD requested third rail power to be deenergized.
2017	Handbrakes were reapplied on train #727 on car #2011.
2018	Third rail power was deenergized between (B04) Rhode Island Avenue and (B05) Brookland-CUA on track #2.
2021	RTRA Supervisor [REDACTED] confirmed third rail deenergized at chain marker B2 166+00.
2023	ERT #650 arrived on the scene and entered the roadway to retrieve the body.
2033	CMNT [REDACTED] reported no visual damage to the front and under car #2011 on train #727
2115	RTRA Supervisor [REDACTED] was instructed to advise ROCC when the body has been retrieved from the roadway and all personnel are clear.
2117	RTRA Supervisor [REDACTED] reported the body removed from the roadway and all personnel were clear.
2118	All third rail power notifications and announcements were made.
2120	Third rail power was restored between (B04) Rhode Island Avenue and (B05) Brookland-CUA on track #2.
2125	Train #727 was given a permissive block to move the train to (B04) Rhode Island Avenue track #2.
2129	Train #727 arrived on track #2 (B04) Rhode Island Avenue track.
2138	RTRA Supervisor [REDACTED] Unit #21 reported normal service at (B04) Rhode Island Avenue. Train 727 moving non-revenue in the direction of Shady Grove.
2139	RTRA Supervisor [REDACTED] reported (B04) Rhode Island Avenue Station was opened. Train #111 was the first train to service track #1 (B04) Rhode Island Avenue.
2145	Train #101 was the first train to service track #2 (B04) Rhode Island Avenue.

MAXIMO TICKET#

8677500

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

SUPERINTENDENTS OR ASSISTANTS SECTION

ADDITIONAL FOLLOW-UP CORRECTIVE ACTIONS OR REMARKS

Document 7 – ROCC Incident Report page 3 of 4.

Incident Date: 06/20/2023 Time: 16:40 hours
 Final Report – Collision
 E23420

Drafted By: SAFE 702 – 08/16/2023
 Reviewed By: SAFE 71 – 08/21/2023
 Approved By: SAFE 71 – 08/21/2023

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View Approved Incident Report

**FOLLOW-UP INFORMATION OBTAINED FROM
SUPPORT DEPARTMENTS**

NOTIFICATIONS/PAGE GROUPS

#1/CEO ☐ #2/DGM & BELOW ☐

**ADDITIONAL NOTIFICATIONS MADE BY
PHONE**

APPROVED BY

NAME

**CLICK TO
SIGN**

**REPORT APPROVED BY SUPT. OR ASST
Supt.**

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Document 8 – ROCC Incident Report page 4 of 4.

Appendix C – Office of Car Maintenance (CMNT) MAXIMO Work Order

Incident Date: 06/20/2023 Time: 16:40 hours
Final Report – Collision
E23420

Drafted By: SAFE 702 – 08/16/2023
Reviewed By: SAFE 71 – 08/21/2023
Approved By: SAFE 71 – 08/21/2023

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

Page 1 of 1
MX76PROD

Work Order #: 17955344
Type: IN



Status: CLOSE
06/23/2023 10:39

Work Description: Report of a person struck by train track two Rhode Island.
Job Plan Description:

Work Information									
Asset: R2011	2011, RAIL CAR, BRED A, 2000 AC, B CAR	Owning Office: CMNT-CMNT-CMNT	Parent:						
Asset Tag: R2011		Maintenance Office: CMNT-SDYG-INSP	Create Date: 06/20/2023 22:40						
Asset S/N: 2011		Labor Group: CMNT	Actual Start: 06/20/2023 22:45						
Location: 1136	A99, SHADY GROVE YARD	Crew:	Actual Comp: 06/22/2023 14:06						
Work Location: 1136	A99, SHADY GROVE YARD	Lead:	Item: L18060001						
Failure Class: CMNT001	RAIL CAR	GL Account: WMATA-02-33320-50499160-041-*****-OPR**	Target Start:						
Problem Code: 1025	ACCIDENT/COLLISION/DERAIL	Supervisor:	Target Comp:						
Requested By:		Requestor Phone:	Scheduled Start:						
Create-Mileage: 2267072.0		Complete-Mileage: 2267466.0							
Task IDs									
Task ID									
10	UNDER CAR INSPECTION								
UNDER CAR BODY INSPECTION IS PERFORMED AND NO DAMAGE IS FOUND									
000-300-B01 CAR BODY: UNDER CAR STRUCTURE									
Component: GROUP: 2K/3K/6K/7K	Work Accompl: INSPECTED	Reason: INCIDENT//ACCIDENT	Status: CLOSE	Position:	Warranty?: N				
Actual Labor									
Task ID	Labor	Start Date	End Date	Start Time	End Time	Approved?	Regular Hours	Premium Hours	Line Cost
10		06/22/2023	06/22/2023	12:15	12:45	Y	00:30	00:00	\$22.96
Total Actual Hour/Labor:							00:30	00:00	\$22.96
Related Incidents									
Ticket	Description	Class	Status	Relationship					
8677500	Report of a person struck by train track two Rhode Island.	SR	RESOLVED	ORIGINATOR					
Failure Reporting									
Cause	Remedy	Supervisor	Remark Date						
2476	NO DEFECT: NORMAL SERVICES PERFORMED 3192 TESTED / INSPECTED		06/22/2023						
Remarks: DI&UNDER CAR INSPECTION COMPLETED. NO DEFECTS FOUND									

WT_plust_woprnt.rptdesign

06/30/2023 13:07

Document 9 – CMNT Work Order 17955344 displaying inspection results for Car 2011 of Train ID 127.

Incident Date: 06/20/2023 Time: 16:40 hours
Final Report – Collision
E23420

Drafted By: SAFE 702 – 08/16/2023
Reviewed By: SAFE 71 – 08/21/2023
Approved By: SAFE 71 – 08/21/2023

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