



## **W-0450 – Collision at Fort Totten Station – July 31, 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. 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.

### **Safety event summary:**

On July 31, 2024, at 11:00 a.m., a person entered the roadway at Fort Totten Station (lower level), track 2, laid horizontally across the running rails, extended an arm, and touched the third rail. The person then appeared to lose consciousness.

Seconds later, Train 502 entered the Fort Totten Station platform and struck the person. The Train Operator was unaware of the collision and continued in service toward Branch Avenue Station.

Two additional trains then struck the person's remains. Train 504 struck the person at 11:08 a.m., then Train 506 struck the person approximately nine minutes later. The train operator of Train 504 was unaware of the incident and continued in service until notified. Once Train 506 was properly berthed on the platform at Fort Totten Station, the train operator notified a rail transportation supervisor located near the 8-car marker that they saw something in the roadway. The rail transportation supervisor went to investigate.

At the same time, a customer at Fort Totten Station notified a Metropolitan Police Department (MPD) Officer on the platform about the person on the roadway. At 11:19 a.m., the officer used the emergency trip station (ETS) box at the north end of the Fort Totten Station, track 2 platform, to de-energize third rail power, and notified Metro Transit Police Department (MTPD).



Train 506 was properly berthed on the platform when third rail power was de-energized and was therefore unable to move after servicing the station. The operations manager in the control center received a call from a Metrorail employee stating a person had been struck by a train at Fort Totten Station. The operations manager immediately contacted the fire department in accordance with Metrorail procedure. The Radio Rail Traffic Controller instructed Train 506 to offload customers.

Metro Transit Police Department officers arrived at the scene at 11:22 a.m. Minutes later, MTPD determined that trains 502 and 504 were the first two trains to strike the person on the roadway. The three train operators and trains 502, 504, and 506 were removed from service in accordance with Metrorail policy. WMATA's Drug and Alcohol Program later determined that the three train operators complied with the Drug and Alcohol Policy and Testing Program Policy.

All personnel and equipment were clear of the roadway at 2:25 p.m.; third rail power was energized, and normal service resumed.

The train operators of trains 502 and 504 described a sun glare on the windshield that could have prevented them from seeing the person on the roadway. The sun visor on the 7000-series railcars did not function as designed. They retracted sporadically, not staying in place for appropriate use. An inspection of a random sample of 7000-series railcar operating cab sun visors also showed similar malfunctions.

The probable cause of this safety event was the intentional action of the person who trespassed onto the roadway. A contributing factor was sun glare at the station's entrance that obstructed the view of the train operators of Trains 502 and 504.

Investigation W-0450 led to specific recommended corrective actions (RCA), including Metrorail adding the 7000-series railcar sun visor to the Daily Inspection, which is an inspection performed by car maintenance before any train can be used in revenue service. The Daily Inspection is completed once a day and includes an interior and exterior inspection of each rail car along with inspections of other systems in the rail cars such as the Automatic Train Control System.



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

**FINAL REPORT OF INVESTIGATION A&I E24601**

|                                       |                                                                                                                                                                       |
|---------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Date of Event:</b>                 | July 31, 2024                                                                                                                                                         |
| <b>Type of Event:</b>                 | Collision                                                                                                                                                             |
| <b>Incident Time:</b>                 | 11:00 hours                                                                                                                                                           |
| <b>Location:</b>                      | Fort Totten Station, track 2                                                                                                                                          |
| <b>Time and How received by SAFE:</b> | 11:21 hours: Safety Information Officer (SIO)                                                                                                                         |
| <b>WMSC Notification Time:</b>        | 13:14 hours                                                                                                                                                           |
| <b>Responding Safety Officers:</b>    | None                                                                                                                                                                  |
| <b>Rail Vehicle:</b>                  | Train ID 502<br>(L7276-7277x7265-7264x7396-7397x7261-7260T)<br>Train ID 504<br>(L7146-7147x7217-7216x7213-7212T)<br>Train ID 506<br>(L7298-7299x7688-7689x7495-7494T) |
| <b>Injuries:</b>                      | Fatality                                                                                                                                                              |
| <b>Damage:</b>                        | None                                                                                                                                                                  |
| <b>Emergency Responders:</b>          | Metropolitan Transit Police Department<br>Metropolitan Police Department<br>District of Columbia Fire and Emergency Services                                          |
| <b>SMS I/A Incident Number:</b>       | 20240731#118764MX                                                                                                                                                     |

## Fort Totten Station – Collision

July 31, 2024  
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## **Abbreviations and Acronyms**

|              |                                                    |
|--------------|----------------------------------------------------|
| <b>AOM</b>   | Assistant Operations Manager                       |
| <b>ARS</b>   | Audio Recording System                             |
| <b>CCTV</b>  | Closed-Circuit Television                          |
| <b>CM</b>    | Chain Marker                                       |
| <b>CMOR</b>  | Office of Chief Mechanical Officer                 |
| <b>ERT</b>   | Emergency Response Team                            |
| <b>ETO</b>   | Exclusive Track Occupancy                          |
| <b>IIT</b>   | Incident Investigation Team                        |
| <b>MICC</b>  | Metro Integrated Command and Communications Center |
| <b>MOC</b>   | Maintenance Operations Center                      |
| <b>MOR</b>   | Metrorail Operating Rulebook                       |
| <b>NOAA</b>  | National Oceanic and Atmospheric Administration    |
| <b>OAP</b>   | Operations Administrative Policy                   |
| <b>OJTI</b>  | On-the-Job Training Instructor                     |
| <b>OSO</b>   | Office of Safety Oversight                         |
| <b>PM</b>    | Prime Mover                                        |
| <b>RTC</b>   | Rail Traffic Controller                            |
| <b>RTRA</b>  | Office of Rail Transportation                      |
| <b>RWIC</b>  | Roadway Worker in Charge                           |
| <b>RWP</b>   | Roadway Worker Protection                          |
| <b>RVO</b>   | Rail Vehicle Operator                              |
| <b>SAFE</b>  | Department of Safety                               |
| <b>SIO</b>   | Safety Information Officer                         |
| <b>SOP</b>   | Standard Operating Procedure                       |
| <b>SPOTS</b> | System Performance On-time Summary                 |
| <b>VMDS</b>  | Vehicle Monitoring and Diagnostic System           |
| <b>WMATA</b> | Washington Metropolitan Area Transit Authority     |
| <b>WMSC</b>  | Washington Metrorail Safety Commission             |

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

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**Executive Summary**

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

On Wednesday, July 31, 2024, at 11:00 hours, Closed Circuit Television (CCTV) recorded a person who entered the roadway and positioned themselves horizontally across the running rails, extended their arm out, and touched the third rail. After touching the third rail, the person appeared to be unconscious.

Seconds later, Train ID 502 (L7276-7277x7265-7264x7396-7397x7261-7260T), the first incident train, an 8-car, 7000 series consist, entered Fort Totten Station (Lower Level) on track 2, and collided with the person. The Rail Vehicle Operator (RVO) of Train ID 502 was unaware of the collision and continued in service towards Branch Avenue Station.

Two more trains then struck the person's remains in the roadway. The second train, Train ID 504 (L7146-7147x7217-7216x7213-7212T), a 6-car, 7000 series consist, struck the person at 11:08 hours, and the third train, Train ID 506 (L7298-7299x7688-7689x7495-7494T), a 6-car, 7000 series consist, struck the person at 11:17 hours. The RVO of Train ID 504 was unaware of the incident and continued in service until they were notified. The RVO of Train ID 506 reported seeing "something" in the roadway to an Office of Rail Transportation (RTRA) Supervisor on board their train.

A customer notified a Metropolitan Police Department (MPD) Officer about the scene. At 11:19 hours, the MPD Officer used the emergency trip station (ETS) box on the north end of the platform at Fort Totten Station on track 2 to de-energize the third rail power.

At 11:20 hours, the RVO of Train ID 506 advised the Radio RTC that there was a loss of third rail power at Fort Totten Station on track 2. A Metro Integrated Command and Communications Center (MICC) Operations Manager (OM) was advised of the incident. The OM then informed the Maintenance Operations Control Center (MOC) and Safety Information Officer (SIO) of the incident.

At 11:21 hours, the OM notified the District of Columbia Fire and Emergency Medical Services (DCFEMS). At 11:22 hours, the Metro Transit Police Department (MTPD) Officers arrived at the scene.

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, all three RVOs were removed from service 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 IDs 502, 504, and 506 from 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 Collision event at Fort Totten Station on July 31, 2024, was the action of the person who trespassed onto the roadway and subsequently was struck by the train. The contributing factors of the collision were a sun glare at the station entrance for the RVOs of Train IDs 502 and 504. The RVO of Train ID 504 focused their vision toward the platform edge due to a customer on the edge of the platform looking in the roadway.

## Incident Site

Fort Totten Station, Lower Level, Track 2. This is a multi-level, inside station with a center platform exposed partially to outdoor elements between chain markers (CM) 1/2 258+07 and 264+07.

### Field Sketch/Schematics

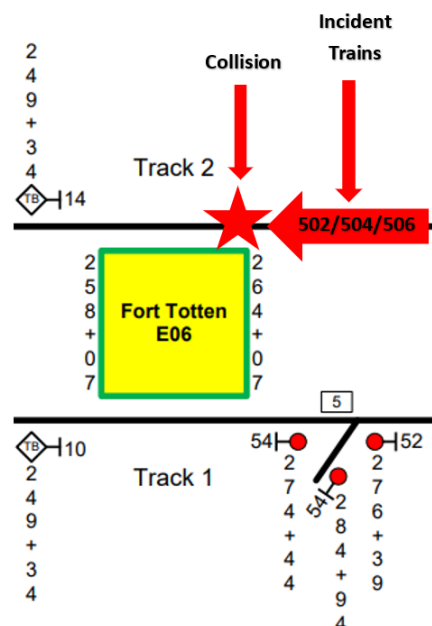


Figure 1 – The collision with a person occurred first by Train ID 502 at Fort Totten Station. Train IDs 504 and 506 subsequently entered the station platform, striking the remains of the person. The above depiction is not to scale.

## 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 – the Washington Metropolitan Area Transit Authority’s (WMATA) Department of Safety (SAFE) interviewed three (3) individuals as part of this investigation. The interviews 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:
  - RVO of Train ID 502
  - RVO of Train ID 504
  - RVO of Train ID 506
- Informal Interviews – Collected through conversations with individuals during the investigation to provide background and supporting information. Written statements were reviewed from personnel present during the event.

- Documentation Review – Collection of relevant work history information and process documentation contained in WMATA systems of record. These records include:
  - Training Records
  - Certifications
  - 30-Day work history review
  - Metrorail Operating Rulebook (MOR)
  - National Oceanic and Atmospheric Administration (NOAA)
  - Metro Integrated Command and Communications (MICC) Incident Report
  - Maximo Data
- System Data Recording Review – Collection of information contained in Metro Data Recording Systems. This data includes:
  - Audio Recording System (ARS) playback
  - The Office of Chief Mechanical Officer (CMOR) Incident Investigation Team (IIT) Vehicle Monitoring and Diagnostic System (VMDS)
  - Closed-Circuit Television (CCTV)

### **Investigation**

At 10:56 hours, CCTV footage revealed that the person was pacing back and forth on the platform at Fort Totten Station before entering the roadway without authorization. At 10:59 hours, the person stopped at the end gate of the 8-car marker on track 2 and looked down the roadway.

At 11:00 hours, the person entered the roadway and positioned themselves horizontally across the running rails. The person then extended their arm out and touched the third rail. After touching the third rail, the person appeared to be unconscious just before the collision with Train ID 502.

The RVO of Train ID 502 was unaware of the collision and continued in service towards Branch Avenue Station. The RVO stated that they did not see anything related to the incident. The RVO added that there was a sun glare at the Fort Totten Station entrance.

Two more trains then struck the person's remains on the roadway. The second train, ID 504 (L7146-7147x7217-7216x7213-7212T), a 6-car consist, struck the person at 11:08 hours, and the third train, ID 506 (L7298-7299x7688-7689x7495-7494T), a 6-car consist, struck the person at 11:17 hours. The RVO of Train ID 504 was unaware of the incident and continued in service until they were notified. The RVO of Train ID 504 stated they did not observe anyone on the roadway. The RVO of Train ID 506 reported seeing “something” in the roadway to an RTRA Supervisor on board their train at Fort Totten Station.

MTPD Officers who were patrolling the red line at Fort Totten were notified about the scene on the lower level. At 11:19 hours, an MTPD Officer used the ETS box on the north end of the platform at Fort Totten Station on track 2 to de-energize the third rail power, preventing the departure of Train ID 506.

After servicing the station, the RVO of Train ID 506 advised the MICC Radio Rail Traffic Controller (RTC) that there was a loss of third rail power at Fort Totten Station, track 2, and that they were unsure of the reason. The RVO advised that there was “something weird” on the roadway and that they notified a RTRA Supervisor who was about to board their train to investigate the matter. An additional review of records revealed no radio communications between Train IDs 502 and 504 and the RTC during the time of their incident.

At 11:20 hours, the MICC OM advised the AOM, MOC, and SIO of the incident. The AOM contacted DCFEMS. At 11:22 hours, the Metro Transit Police Department (MTPD) Officers arrived at the scene.

At 11:22 hours, the Radio RTC instructed the RVO of Train ID 506 to offload the train. At 11:23 hours, the Radio RTC announced that single tracking was in effect between Fort Totten Station to Georgia Avenue Station.

At 11:27 hours, the RTRA Supervisor confirmed all customers were safely off the train.

At 11:28 hours, MTPD established the Incident Command and verified Train ID 502 first struck the person.

At 11:44 hours, MTPD notified the MICC to evacuate and close the lower-level platform at Fort Totten Station. At 11:49 hours, a Bus Bridge was requested due to the lower level at Fort Totten Station being closed. At 11:50 hours, the Radio RTC instructed all Green Line trains to bypass Fort Totten Station due to the emergency. At 11:54 hours, Train ID 512 was the first train that serviced Fort Totten Station on track 1.

At 12:11 hours, the Emergency Response Team (ERT) entered the roadway and placed the Warning Strobe and Alarm Device (WSAD).

At 12:54 hours, the DC Medical Examiner arrived at the scene. At 14:04 hours, the person's body was removed from the roadway.

At 14:25 hours, the Track and Structures (TRST) personnel conducted a track inspection, and all personnel were cleared of the roadway. At 14:27 hours, the Radio RTC made a power re-energization announcement.

At 14:33 hours, the Radio RTC confirmed with the RTRA Superintendent at the scene that Fort Totten Station ready for revenue service after Train ID 506 (706) moved from the station. At 14:35, Train ID 706 was granted permission to depart Fort Totten Station.

At 14:41 hours, normal service resumed with Train ID 544, servicing Fort Totten Station on track 2.

The end gate of the 8-car marker at Fort Totten displayed clear signage, communicating no trespassing for unauthorized personnel. The suicide and crisis 988 lifeline information was available near the end gate at Fort Totten Station.

The RVOs of Train IDs 502 and 504 explained they were exposed to a sun glare when they came out of the tunnel entering Fort Totten Station on track 2. The RVO of Train ID 504 focused on the platform with the sun glare. Both RVOs stated that they did not attempt to use sun visors in the cab because they do not operate properly.

The Office of Vehicle Program Services (CENV) advised that the rail vehicles are visually inspected daily for any damage including the sun visors.

The RVO of Train ID 506 stated that they were not exposed to a sun glare at the time of the incident. The RVO of Train ID 506 stated that when they entered the station, a customer on the platform was looking directly at the scene, causing them to report the matter at the station.

The RVOs of Train ID 502 and 504 were notified of the incident and removed from service at Branch Avenue Station. The RVO of Train ID 506 was removed from service at Fort Totten

Station. All three trains were removed from service for post-incident evaluation, and no damage was reported.

## Chronological Event Timeline

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

| Time           | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 10:56:49 hours | The person appeared on the platform at Fort Totten Station, pacing up and down the platform. The person briefly checked their cell phone and put it back in their front pocket. [CCTV]                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 10:59:44 hours | The person stopped at the end gate of the platform, looking down the roadway, track 2. [CCTV]                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 11:00:21 hours | The person entered the roadway. [CCTV]                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 11:00:23 hours | The person laid across on track 2 and touched the third rail. [CCTV]                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 11:00:27 hours | After touching the third rail, the person appeared to be unconscious. [CCTV]                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 11:00:37 hours | Train ID 502 entered the platform limits. The person was seen at the same location. [CCTV]                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 11:01:03 hours | Train ID 502 serviced the platform. The person was not visible. [CCTV]                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 11:01:39 hours | Train ID 502 departed the station. The remains of the person's body and blood appeared on the roadway. [CCTV]                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 11:08:47 hours | Train ID 504 arrived at the platform limits. [CCTV]                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 11:09:05 hours | Train ID 504 serviced the platform. The scene was visible. [CCTV]                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 11:10:00 hours | Train ID 504 departed the station. [CCTV]                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 11:17:11 hours | Train ID 506 entered the platform limits. The scene was not visible. [CCTV]                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 11:17:40 hours | Train ID 506 serviced the platform. The scene was visible. [CCTV]                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 11:18:17 hours | RTRA Supervisor 1 was seen walking to the lead car of Train ID 506. [CCTV]                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 11:19:07 hours | MPD Officer removed the third rail power by depressing the mushroom at the Emergency Trip Station (ETS) Box. [CCTV]                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 11:20:08 hours | MICC OM was notified by an unidentified caller that someone was struck by a train at Fort Totten. [Phone, Rail 1]                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 11:20:28 hours | Radio RTC: Contacted Train ID 506 at Fort Totten Station, track 2.<br>Train ID 506: Advised the RTC there was a loss of third rail power Fort Totten, track 2, and was unsure why.<br>Radio RTC: Acknowledged transmission. Advised Train ID 506 to stand by.<br>Train ID 506: Advised there was something weird on the roadway, and a RTRA Supervisor was investigating.<br>Radio RTC: Repeated the operator's transmission. You are saying something was on the roadway at Fort Totten Station, track 2.<br>Train ID 506: Confirmed something is on the roadway entering Fort Totten Station, track 2.<br>Radio RTC: Acknowledged [Radio, OPS 3] |
| 11:20:33 hours | MICC OM: Notified MOC. [Phone, Rail 1]                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 11:20:49 hours | MICC OM: Notified SIO. [Phone, Rail 1]                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 11:21:28 hours | RTRA Supervisor 1: Advised the Radio RTC that they were at Fort Totten.<br>Radio RTC: Requested the Supervisor to check and provide an update, and instructed Train ID 506 to offload their customers.<br>RTRA Supervisor 1: Advised Train ID 506 needed to be offloaded.<br>Radio RTC: Informed the Supervisor that Train ID 506 was being offloaded. [Radio, OPS 3]                                                                                                                                                                                                                                                                              |
| 11:21:44 hours | MICC OM notified DCFEMS. [Phone, Rail 1]                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 11:22:08 hours | MTPD arrived on the scene. [CCTV]                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

| Time           | Description                                                                                                                                                                                                                                                                                                                                                       |
|----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 11:22:15 hours | <u>Radio RTC</u> : Advised everyone on the radio to stand by and stand clear they were dealing with an emergency. [Radio, OPS 3]                                                                                                                                                                                                                                  |
| 11:22:54 hours | <u>MTPD Officer</u> : Advised the MTPD Dispatcher that it was a recovery and they needed to start single tracking. [Radio, MTPD]                                                                                                                                                                                                                                  |
| 11:22:57 hours | <u>Radio RTC</u> : Instructed Train ID 506 to offload the train.<br><u>Train ID 506</u> : Failed to respond. [Radio, Ops 3]                                                                                                                                                                                                                                       |
| 11:23:40 hours | <u>Radio RTC</u> : Advised single tracking began from Fort Totten Station to Georgia Avenue Station by way of track 1. [Radio, Ops 3]                                                                                                                                                                                                                             |
| 11:24:00 hours | <u>Radio RTC</u> : Inquired if the RVO on ID 506 was ok.<br><u>Train ID 506</u> : Failed to acknowledge transmission. [Radio, OPS 3]                                                                                                                                                                                                                              |
| 11:24:24 hours | <u>MTPD Officer</u> : Provided the MTPD Dispatcher with the chain markers where the body was located. [Radio, MTPD]                                                                                                                                                                                                                                               |
| 11:25:32 hours | <u>RTRA Supervisor 2</u> : Contacted the Radio RTC to advise that they were on the scene.<br><u>Radio RTC</u> : Acknowledged transmission. [Radio, OPS 3]                                                                                                                                                                                                         |
| 11:25:50 hours | MTPD advised that the incident was a recovery event. [Radio, MTPD 1X]                                                                                                                                                                                                                                                                                             |
| 11:27:11 hours | DCFEMS arrived on the scene. [CCTV]                                                                                                                                                                                                                                                                                                                               |
| 11:27:28 hours | <u>Radio RTC</u> : Inquired how many cars were on the platform, and if the Supervisor had a Hot Stick.<br><u>Supervisor 1</u> : Advised that they had a working hot stick, all six cars were properly berthed on the platform, and all customers were safely off the train.<br><u>Radio RTC</u> : Advised the Supervisor to hot stick and confirm. [Radio, OPS 3] |
| 11:28:36 hours | <u>Supervisor 1</u> : Asked if they would like them to confirm power was down on track 2 at Fort Totten Station.<br><u>Radio RTC</u> : Replied, please. [Radio, OPS 3]                                                                                                                                                                                            |
| 11:28:40 hours | <u>MICC Director</u> : Notified Bus Communications. [Phone, Rail 1]                                                                                                                                                                                                                                                                                               |
| 11:28:54 hours | MTPD established the Incident Command and switched to MTPD 2X. [Radio, MTPD 1X]                                                                                                                                                                                                                                                                                   |
| 11:29:49 hours | MTPD verified the first train that struck the individual was Train ID 502. [Radio, MTPD 2X]                                                                                                                                                                                                                                                                       |
| 11:30:05 hours | <u>Supervisor 1</u> : Confirmed third rail power was de-energized at Fort Totten, track 2.<br><u>Radio RTC</u> : Acknowledged transmission. [Radio, OPS 3]                                                                                                                                                                                                        |
| 11:33:06 hours | MTPD identified Train ID 502's location and requested that the train be stopped at Suitland Station. [Radio, MTPD 2X]                                                                                                                                                                                                                                             |
| 11:35:25 hours | <u>Radio RTC</u> : Advised Train ID 502 to offload the train at Suitland Station, track 2.<br><u>Train ID 502</u> : Advised they were not properly berthed on the platform.<br><u>Radio RTC</u> : Instructed them to continue to Branch Avenue Station.<br><u>Train ID 502</u> : Acknowledged transmission. [Radio, OPS 3]                                        |
| 11:44:48 hours | <u>Supervisor 1</u> : Advised MTPD requested that the lower-level platform at Fort Totten Station be evacuated.<br><u>Radio RTC</u> : Acknowledged. [Radio, OPS 3]                                                                                                                                                                                                |
| 11:47:38 hours | <u>Radio RTC</u> : Asked the Supervisor to repeat MTPD's request.<br><u>Supervisor 1</u> : Advised they were speaking with MTPD and waiting for a determination to close the lower level. [Radio, OPS 3]                                                                                                                                                          |
| 11:47:56 hours | MTPD advised track personnel were waiting for ERT. [Radio, MTPD 2X]                                                                                                                                                                                                                                                                                               |
| 11:48:41 hours | <u>MICC OM</u> : Advised AOM to have all trains bypass Fort Totten Station. [Phone, Rail 1]                                                                                                                                                                                                                                                                       |
| 11:49:00 hours | <u>Metro 1</u> : Requested a Bus Bridge. [Phone, Metro 1]                                                                                                                                                                                                                                                                                                         |
| 11:50:17 hours | <u>Radio RTC</u> : Advised all Greenline trains to bypass Fort Totten Station.                                                                                                                                                                                                                                                                                    |

| Time           | Description                                                                                                                                                                                                                                                                                                                                        |
|----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                | [Radio, OPS 3]                                                                                                                                                                                                                                                                                                                                     |
| 11:54:27 hours | <u>MICC OM</u> : Contacted the AOM and advised they made a mistake and the station could be serviced. [Radio, Rail 1]                                                                                                                                                                                                                              |
| 11:54:30 hours | <u>Radio RTC</u> : Advised Train ID 512 they would service Fort Totten Station, track 1. Also inquired if they had a supervisor onboard.<br><u>Train ID 512</u> : Acknowledged instructions and confirmed a supervisor was on board. [Radio, OPS 3]                                                                                                |
| 12:02:25 hours | MTPD verified Train ID 502 was the first and Train ID 504 was the second train that made contact with the person. [Radio, MTPD 2X]                                                                                                                                                                                                                 |
| 12:03:05 hours | <u>RTRA Line Director</u> : Advised they were on the scene.<br><u>Radio RTC</u> : Acknowledged transmission. [Radio, OPS 3]                                                                                                                                                                                                                        |
| 12:03:18 hours | RVO of Train ID 502 and the train arrived and the RVO and Train ID 504 were arriving at Branch Avenue. [Radio, MTPD 2X]                                                                                                                                                                                                                            |
| 12:04:44 hours | ERT arrived on the scene. [CCTV]                                                                                                                                                                                                                                                                                                                   |
| 12:11:13 hours | ERT entered the roadway to place the WSAD. [CCTV]                                                                                                                                                                                                                                                                                                  |
| 12:54:11 hours | DC Medical Examiner arrived on the scene. [CCTV]                                                                                                                                                                                                                                                                                                   |
| 14:04:02 hours | The person's body was removed from the roadway. [CCTV]                                                                                                                                                                                                                                                                                             |
| 14:09:27 hours | TRST personnel entered the roadway to remove body fluids. [CCTV]                                                                                                                                                                                                                                                                                   |
| 14:15:00 hours | Hot wash conducted. [RTRA Manager/Hot Wash Report]                                                                                                                                                                                                                                                                                                 |
| 14:25:00 hours | TRST personnel cleared the roadway. [CCTV]                                                                                                                                                                                                                                                                                                         |
| 14:25:05 hours | <u>Supervisor 3</u> : Advised TRST personnel verified a good track inspection; all personnel were clear of the roadway. RVO and CMNT personnel are standing by in the lead car of Train ID 506 (706). Safe to restore third rail power.<br><u>Radio RTC</u> : Acknowledged transmission. [Radio, OPS 3]                                            |
| 14:27:00 hours | <u>Radio RTC</u> : Made a power re-energization announcement. [Radio, OPS 3]                                                                                                                                                                                                                                                                       |
| 14:32:27 hours | <u>Radio RTC</u> : Inquired if Train ID 706 had power.<br><u>Train ID 706</u> : Advised they had power.<br><u>Radio RTC</u> : Inquired if anything was cut out.<br><u>Supervisor 3</u> : Advised the train was still completing the inaugural cycle to stand by.<br><u>Radio RTC</u> : Acknowledged transmission. [Radio, OPS 3]                   |
| 14:32:57 hours | <u>Radio RTC</u> : Confirmed track 2 at Fort Totten Station was good for revenue service after Train ID 706 moved.<br><u>Supervisor 3</u> : Failed to respond.<br><u>Greenbelt Superintendent</u> : Advised Fort Totten Station, track 2 was good for revenue service no need for a test train.<br><u>Radio RTC</u> : Acknowledged. [Radio, OPS 3] |
| 14:33:38 hours | <u>Radio RTC</u> : Asked Greenbelt Superintendent if they were good for revenue service once Train ID 706 moved.<br><u>Greenbelt Superintendent</u> : Replied, Good to go. [Radio, OPS 3]                                                                                                                                                          |
| 14:33:59 hours | <u>Radio RTC</u> : Requested Train ID 706 to inform them when the train was fully restored.<br><u>Supervisor 3</u> : Requested permission to key the train up.<br><u>Radio RTC</u> : Granted permission. [Radio, OPS 3]                                                                                                                            |
| 14:35:02 hours | <u>Supervisor 3</u> : Advised stuck holding brake on cars 7688/7689.<br><u>Radio RTC</u> : Acknowledged. [Radio, OPS 3]                                                                                                                                                                                                                            |
| 14:35:36 hours | <u>CMNT</u> : Requested permission to cut trucks 7688 and 7689.<br><u>Radio RTC</u> : Granted permission. [Radio, OPS 3]                                                                                                                                                                                                                           |
| 14:41:00 hours | Train ID 706 rolling free [Radio, OPS 3]                                                                                                                                                                                                                                                                                                           |
| 14:41:12 hours | Service was restored with Train ID 544, servicing Fort Totten Station, track 2. [Radio, OPS 3]                                                                                                                                                                                                                                                     |

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

## Closed-Circuit Television (CCTV)/Digital Image



Image 1: 11:00 hours - Train ID 502 (7260T) entered Fort Totten Station.



Image 2: 11:09 hours - Train ID 504 (7212T) entered Fort Totten Station.



Image 3: 11:17 hours - Train ID 506 (7494T) entered Fort Totten Station.



Image 4: End gate of the 8-car marker for track 2 at Fort Totten Station.



Image 5: Public information displaying the "988 Lifeline" near the end gate at Fort Totten Station.

### **The Office of Chief Mechanical Officer/Vehicle Monitoring and Diagnostic System**

*Adopted from CMOR IIT report with minor formatting and grammatical edits:*

The CMOR-IIT determined that based on the Vehicle Monitoring and Diagnostic System (VMDS) and Event Recorder (ER) data, there was no mechanical failure that contributed to the incident. Train ID 502 indicated a normal station stop, having no emergency brake application. Train ID 504 had a normal stop, servicing station with no slip/slide or activation of emergency brake application. Train ID 506 had a normal stop and servicing station with no slip/slide or activation of emergency brake application. The following figures are VMDS and ER data for Train IDs 502, 504, and 506:

| Timeline of Events for ID 502 Leading |                                                                                                                                                                                                                   |
|---------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 11:00:42                              | ID 502 was @ the reverse F4 marker of E06-2 (Fort Totten) platform @ 11.35 mph— 64 ft to go to 8-car marker—road horn signal not activated—head light signal was high—no emergency brake application—MC in B1-B3. |
| 11:00:47                              | ID 502 TB initiated @ 3.45 mph—MC in B1-B3                                                                                                                                                                        |
| 11:00:50                              | ID 502 stopped at the 8-car marker                                                                                                                                                                                |
| 11:00:53                              | Wayside removed speed command and replaced it by a door open command.                                                                                                                                             |
| 11:00:56                              | ID 502 received BEC and FEC and opened left side doors to service the station (ADO)                                                                                                                               |
| 11:01:10                              | ID 502 Operator closed left side doors                                                                                                                                                                            |
| 11:01:21                              | ID 502 departed Fort Totten station in P5                                                                                                                                                                         |
| 11:01:45                              | At 829 ft in direction of Takoma, at 32.45 mph, ID 502 activated road horn more than 7 times                                                                                                                      |
| 11:04:38                              | ID 502 passed Takoma station 1 <sup>st</sup> F4 marker.                                                                                                                                                           |

Figure 2 – Train ID 502 VMS Sequence of Events.

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

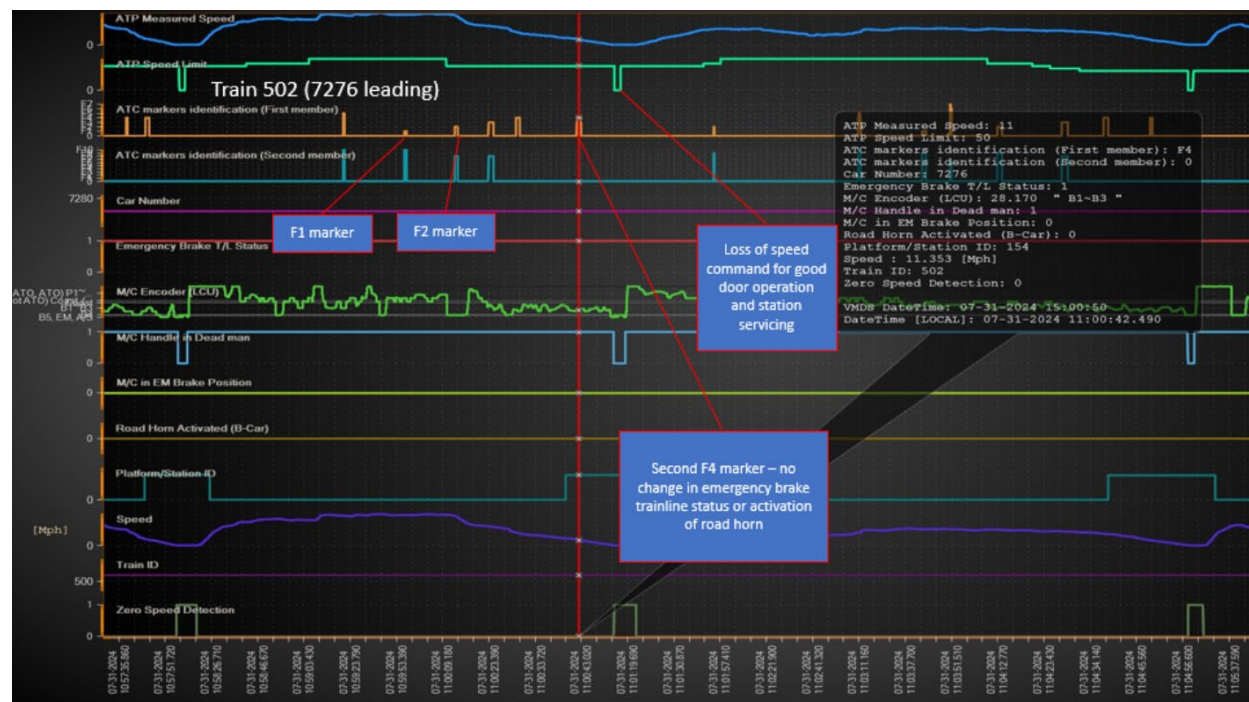


Figure 3 – Lead Car 7276 ER Data

| Timeline of Events for ID 504, car 7146 Leading |                                                                                                                                                                                     |
|-------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 11:08:50                                        | ID 504 was @ the reverse F4 marker of E06-2 (Fort Totten) platform @ 12.71 mph—road horn signal remained low—no emergency brake application—normal station run—MC in B1-B3.         |
| 11:08:56                                        | ID 504 TB initiated—speed command dropped---and replaced by a door open command.                                                                                                    |
| 11:09:02                                        | ID 504 stopped, and wayside ATP automatically opened left side doors to service the station.                                                                                        |
| 11:09:43                                        | Operator closed left side doors and ID 504 departed Fort Totten station.                                                                                                            |
| 11:09:57                                        | Operator sounded road horn twice, over approximately 10-second span. Speed ranges between 26-28 mph. First horn sounded approx. 295' inbound, second blast at approx. 940' inbound. |

Figure 4 – Train ID 504 VMS Sequence of Events.

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

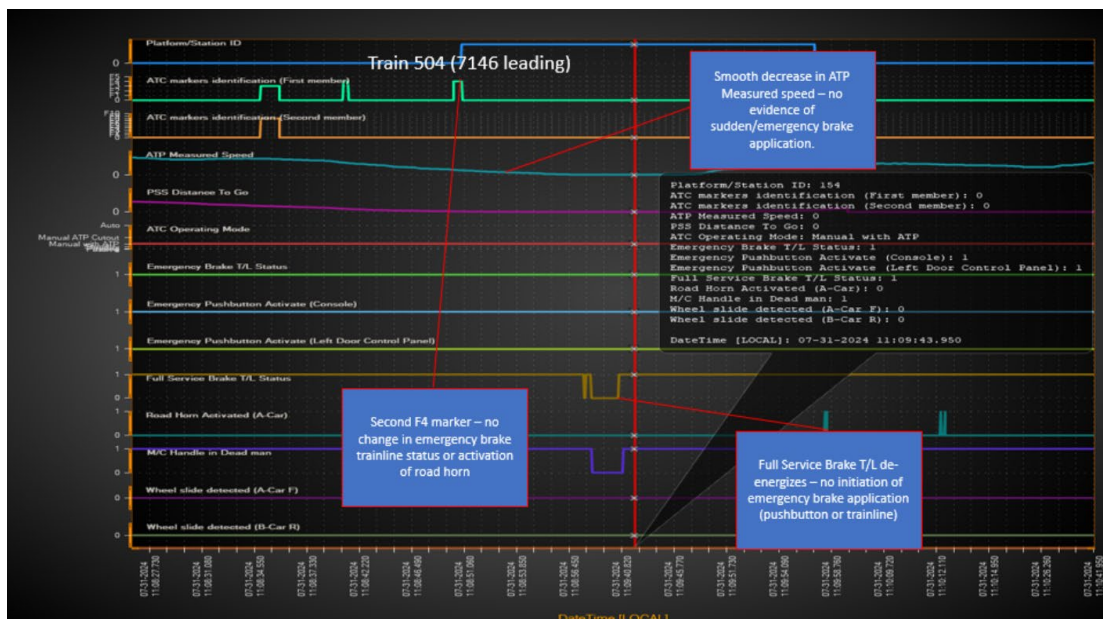


Figure 5 – Lead Car 7146 ER Data

| Timeline of Events for ID 506, car 7298 Leading |                                                                                                                                                                                        |
|-------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 11:17:18                                        | ID 506 was @ the reverse F4 marker of E06-2 (Fort Totten) platform @ 7.03 mph —road horn signal remained low—no emergency brake application—normal station run—MC in “Coast” position. |
| 11:17:28                                        | ID 506 TB initiated—speed command dropped---and replaced by a door open command.                                                                                                       |
| 11:17:34                                        | ID 506 stopped, and wayside ATP automatically opened left side doors to service the station.                                                                                           |
| 11:21:51                                        | Operator keyed down consist. Train held at Fort Totten until 14:40:57.                                                                                                                 |

Figure 6 – Train ID 506 VMS Sequence of Events.

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



Figure 7 – Lead Car 7298 ER Data

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

## Office of Rail Transportation (RTRA)

*Adopted from RTRA report:*

### RVO of Train ID 502

- The RVO has been employed with WMATA since March 27, 2022.
- The RVO has been operating since December 23, 2022.
- The RVO was last certified as an operator on May 20, 2024.
- The RVO worked a total of 73 hours within the last seven (7) days and 22 hours overtime within the past 2 weeks.
- The RVO has had no safety violation noted in Trapeze and no reported discrepancies with performance and/or fitness for duty.

### RVO of Train ID 504

- The RVO has been employed with WMATA for 22 years.
- The RVO has been a RVO for the past 17 years.
- The RVO last recertified as an operator on August 17, 2022.
- The RVO worked a total of 46 hours within the last seven (7) days and no overtime within the past 2 weeks.
- The RVO has had no safety violation noted in Trapeze and no reported discrepancies with performance and/or fitness for duty.

### RVO of Train ID 506

- The RVO has been employed with WMATA since January 6, 2020.
- The RVO has been operating since June 25, 2023.
- The RVO was last certified as an operator on October 31, 2023.
- The RVO worked a total of 57 hours within the last seven (7) days and 22 hours overtime within the past 2 weeks.
- The RVO has had no safety violation noted in Trapeze and no reported discrepancies with performance and/or fitness for duty.

## **Interview Findings and Written Statements**

*As part of the investigation launched into the event, SAFE interviewed the three RVOs. 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.*

### RVO of Train ID 502

- The RVO stated that they were familiar with the Green Line.
- Prior to the incident, the RVO was on a third-round trip, traveling toward the Branch Avenue Station for a scheduled break.
- The RVO stated that there was a sun glare in their view, so they focused on the platform.
- The RVO stated that they did not see anything related to the incident.
- The RVO said they were informed of the incident upon arrival at Branch Avenue Station.
- The RVO stated that when they left Fort Totten, "everything was smooth."
- The RVO said they did not use the sun visor at the time of the incident because they did not think they needed it at that time of the day.
- The RVO also explained that sun visors do not work well because they did not stay down, as they go back up on their own.

- The RVO did not see anyone drawing their attention on the platform at Fort Totten.

#### RVO of Train ID 504

- The RVO stated there was a sun glare when they entered the platform at Fort Totten Station. They focused on the platform because of the glare.
- The RVO stated they did not observe anyone on the roadway after their vision cleared the sun glare.
- The RVO stated that the shade did not work because it went right back up.

#### RVO of Train ID 506

- The RVO said they were on their 3rd trip at the time of the incident. They experienced no mechanical issues with the train and did not see a sun glare when they entered the platform at Fort Totten Station.
- The RVO stated they noticed a person on the platform looking down the roadway. The RVO stated that a person led them to see the roadway. They saw “something down there in the roadway” but “did not know what it was.”
- The RVO stated that they stopped at the 8-car marker and spoke with a RTRA Supervisor. They advised the RTRA Supervisor that something was down there and asked them to check it out.
- The RVO stated that Central asked what was going on. They advised Central that something was in the roadway and that the RTRA Supervisor was checking out what it was.
- The RVO explained that they did not know what was going on but somehow the power was down while the RTRA Supervisor was still on their way to the back area.
- The RVO stated that Central then instructed them to key down and off-load. The RVO stated that they keyed down and manually opened the train doors.

#### **Weather**

On July 31, 2024, NOAA recorded the temperature as 84°F, average wind speed at 6.7 mph, and relative humidity 71 percent average. There was a sun glare as you entered Fort Totten Station, lower level, track 2. The weather was not a contributing factor in this incident (Weather source: NOAA) – Location: Washington, DC.

#### **Related Rules and Procedures**

The Standard Operating Procedures (SOP) 40 on Procedure for Platform Berthing, Station Servicing and Overruns, in part, states the following:

6.1.1.1 Rail Vehicle Operator shall maintain a constant lookout in the direction in which their vehicles are moving. Rail Vehicle Operators shall activate the emergency stop pushbutton (mushroom) any time a train must be stopped to prevent a collision with any object.

## Human Factors

### Fatigue

#### *Signs and Symptoms of Fatigue*

##### *RVO of Train ID 502*

We evaluated signs and symptoms of fatigue that may have been present at the time of the incident. No signs or symptoms of fatigue were detected from the available data. Video of the incident was reviewed for signs of RVO's fatigue. No signs or symptoms of fatigue were evident from the video. The RVO reported feeling very alert at the time of the incident. The RVO reported experiencing no symptoms of fatigue in the time leading up to the incident.

##### *RVO of Train ID 504*

We evaluated signs and symptoms of fatigue that may have been present at the time of the incident. No video of the person involved was available to ascertain whether signs of fatigue were present. The RVO reported feeling fully alert at the time of the incident and experiencing no symptoms of fatigue in the time leading up to the incident.

##### *RVO of Train ID 506*

We evaluated signs and symptoms of fatigue that may have been present at the time of the incident. No signs or symptoms of fatigue were detected from the available data. Video of the incident was reviewed for signs of RVO's fatigue. No signs or symptoms of fatigue were evident from the video. The RVO reported feeling fully alert at the time of the incident. The RVO reported experiencing no symptoms of fatigue in the time leading up to the incident.

#### *Fatigue Risk*

##### *RVO of Train ID 502*

We evaluated incident data for fatigue risk factors. No significant risk was identified. The incident time of day did not suggest an increased risk of fatigue-related impairment. The RVO reported keeping a regular sleep schedule in the days leading up to the incident. The RVO worked the morning shift in the days leading up to the incident. The RVO was awake for 5 hours at the time of the incident. The RVO reported 8 hours of sleep in the 24 hours preceding the incident. The off-duty period was 14 hours, providing an opportunity for 7-9 hours of sleep. This was a comparable amount of sleep as the RVO's usual workday sleep durations. The RVO reported no issues with sleep.

##### *RVO of Train ID 504*

We evaluated incident data for fatigue risk factors. No significant risk was identified. The incident time of day did not suggest an increased risk of fatigue-related impairment. The RVO reported keeping a regular sleep schedule in the days leading up to the incident. The RVO worked the morning shift in the days leading up to the incident. The RVO was awake for 8 hours at the time of the incident. The RVO reported 7 hours of sleep in the 24 hours preceding the incident. The off-duty period was 14 hours, providing an opportunity for 7-9 hours of sleep. This was a comparable amount of sleep the RVO's usual workday sleep durations. The RVO reported no issues with sleep.

We evaluated incident data for fatigue risk factors. No significant risk was identified. The incident time of day did not suggest an increased risk of fatigue-related impairment. The RVO reported keeping a regular sleep schedule in the days leading up to the incident. The RVO worked the morning shift in the days leading up to the incident. The RVO was awake for 7 hours at the time of the incident. The RVO reported 8 hours of sleep in the 24 hours preceding the incident. The off-duty period was 12 hours, providing an opportunity for 7-9 hours of sleep. This was a comparable amount of sleep the RVO's usual workday sleep durations. The RVO reported no issues with sleep.

#### Post-Incident Toxicology Testing

WMATA's Drug and Alcohol Program determined that the RVO of Train ID 502 complied with the Drug and Alcohol Policy and Testing Program 7.7.3/6.

WMATA's Drug and Alcohol Program determined that the RVO of Train ID 504 complied with the Drug and Alcohol Policy and Testing Program 7.7.3/6.

WMATA's Drug and Alcohol Program determined that the RVO of Train ID 506 complied with the Drug and Alcohol Policy and Testing Program 7.7.3/6.

#### **Findings**

- The person entered the roadway at the end gate of the 8-car marker without authorization and positioned themselves horizontally across the track at Fort Totten Station, lower level on track 2.
- The person extended their arm out and touched the third rail. After touching the third rail, the person appeared to be unconscious just before the collision with Train ID 502.
- The RVO of Train ID 502 did not see the person and was unaware of the collision until they were notified. The RVO stated that they focused on the platform with a sun glare at the Fort Totten Station entrance area.
- Two more trains (Train IDs 504 and 506) subsequently struck the person's remains on the roadway.
- The RVO of Train ID 504 did not notice the scene and was unaware of the incident. The Rail Vehicle continued in service until they were notified.
- The RVO of Train ID 504 stated they focused on the platform with a sun glare, as they entered the platform limits at Fort Totten Station.
- The RVO of Train ID 506 reported seeing "something" on the roadway to an RTRA supervisor at Fort Totten Station and the MICC.
- Appropriate police and emergency personnel subsequently responded to the incident.
- The end gate at the 8-car marker displayed no trespassing signage. The suicide and crisis 988 lifeline information was available near the end gate at Fort Totten Station.
- The RVOs of Train ID 502 and 506 reported that their 7000 series train sunshades in the cab (i.e., L7276 and L7146) did not function properly as designed. They retracted sporadically, not staying in place for appropriate use.
- An inspection of a randomly selected 7000 series train (i.e., 7616) sunshade in the cab also resulted in a similar malfunction.

### **Immediate Mitigation to Prevent Recurrence**

- 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, all three RVOs were removed from service for post-incident testing.
- Train IDs 502, 504 and 506 were removed from service for post-incident investigative measures.

### **Probable Cause Statement**

The probable cause of the collision event at Fort Totten Station on July 31, 2024, was the action of the person who trespassed onto the roadway and subsequently was struck by the train. The contributing factors of the collision were a sun glare at the station entrance for the RVOs of Train IDs 502 and 504. The RVO of Train ID 504 focused their vision toward the platform edge due to a customer on the edge of the platform looking into the roadway.

### **Recommended Corrective Actions**

| <b>Corrective Action Code</b>     | <b>Description</b>                                                                                                                        | <b>Responsible Party</b> | <b>Estimated Completion Date</b> |
|-----------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|----------------------------------|
| 118764_SAFE<br>CAPS_Fleet_0<br>01 | Review possible operating issues with the 7K Sun Visor and an adjustment procedure may be added to maintenance activities of the 7K cars. | CMNT                     | Completed                        |

## **Appendices**

### **Appendix A – Interview Summaries**

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

#### **RVO of Train ID 502**

The RVO is a WMATA employee with approximately two and a half years of service as an RVO. The RVO holds a RWP Level 2 certification that expires in April 2025.

The RVO stated that they were familiar with the Green Line. Prior to the incident, the RVO was on a third-round trip, traveling toward the Branch Avenue Station for a scheduled break. The RVO was operating a 7000-series train.

The RVO mentioned there is a sun glare as you exit the tunnel entering Fort Totten Station during certain times of day.

The RVO stated that the glare was “right there,” so they focused on the platform. They made visual gestures with their hands, pointing to the direction of glare that shined over their view in the cab.

When asked, the RVO replied that they did not see anything relating to the incident as they entered the station. The RVO stated that they were informed of the incident upon their arrival at Branch Avenue Station. The RVO stated that their train came in contact with a person and that another train behind them also came in contact with the person.

The RVO was asked if they noticed any rough train movement at the time of the incident. They replied that they did not know because the train sometimes shook over certain areas. The RVO stated that when they left Fort Totten, “everything was smooth.”

When asked, the RVO stated that 7000 series trains have a sun visor in the operator cab. They explained that the visor could be pulled down, but it did not always stay down because it went back up on its own. The RVOs added that other RVOs use things such as bottle caps, napkins, etc. to keep the visors down.

The RVO said they did not use the visor at the time of the incident. They believed they did not need it at that time of the day. They experienced the glare at Fort Totten but were not prepared for it.

When asked, the RVO did not recall their speed entering the station. They did not see anyone drawing their attention on the platform at Fort Totten. The RVO was informed of the contact information for the EAP program.

#### **RVO of Train ID 504**

The RVO is a WMATA employee with approximately 22 years of service and 16 years of experience as an RVO. The RVO holds a RWP Level 2 certification that expires in January 2025. When asked, the RVO stated that they came into the Fort Totten Station at 40 miles an hour. There was a glare coming into the station. The RVO stated, “There’s always a glare.” They focused on the platform with the glare.

The RVO was asked about the glare and if they used the train's shade. The RVO stated that the shade did not work because it went back up. The RVO stated that they stopped at the 8-car marker.

When asked, the RVO stated that after passing the glare, they saw the people on the platform at Fort Totten Station. They did not receive information about the incident until they were between Shaw and Mount Vernon Stations. They heard the power was down and Train ID 506 was stopped at Fort Totten Station.

#### RVO of Train ID 506

The RVO is a WMATA employee with approximately four years of service and one year of experience as an RVO. The RVO holds a RWP Level 2 certification that expires in May 2025.

The RVO said they were on their third trip at the time of the incident and experienced no mechanical issues with the train.

The RVO was asked if there was a glare as they entered Fort Totten. They explained that there was no glare at that time.

The RVO explained that they monitor speed commands, making sure they are at a good speed, usually between 35 and 37 mph. They checked to see the "big picture" and the platforms to see what was going on the platform.

The RVO stated they noticed a person on the platform looking down the roadway. The RVO stated that the person led them to see the roadway. They saw "something down there in the roadway" but "did not know what it was."

The RVO mentioned they stopped at the 8-car marker and saw a supervisor on the platform. They asked the supervisor to come to the lead car and advised the supervisor that something was in the roadway and asked them to check it out.

The RVO stated that Central contacted them at that point, and the third rail power was shut down. The RVO stated Central asked what was going on. They advised Central that something was in the roadway and that the supervisor was checking out what it was.

The RVO explained that they did not know what was going on but somehow the power was down while the supervisor was still on the way to the back area.

The RVO stated that Central then instructed them to key down and off-load. The RVO stated that they manually opened the train doors.

The RVO said they did not know the train had a back-up system to keep it running, operating doors and other essential functions.

[illegible]

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

**Incident Information: This page must be completed for all incidents**

|                         |                |                |                                                                                                                                                             |
|-------------------------|----------------|----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Date:<br><b>7-31-24</b> | Incident Time: | Time Reported: | Reported by: Customer <input type="checkbox"/> Employee <input checked="" type="checkbox"/><br>ROCC <input type="checkbox"/> Other <input type="checkbox"/> |
|-------------------------|----------------|----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|

**Location**

|                       |                           |                                     |                                          |
|-----------------------|---------------------------|-------------------------------------|------------------------------------------|
| Station<br><b>E06</b> | Mezzanine #<br><b>N/A</b> | Track #/Destination<br><b>2/F11</b> | Chain Marker/Signal Number<br><b>N/A</b> |
|-----------------------|---------------------------|-------------------------------------|------------------------------------------|

**TYPE OF INCIDENT**

|                                            |                                              |                                                           |                                                                     |
|--------------------------------------------|----------------------------------------------|-----------------------------------------------------------|---------------------------------------------------------------------|
| <input type="checkbox"/> Property Damage   | <input type="checkbox"/> Smoke               | <input type="checkbox"/> Fire                             | <input type="checkbox"/> Customer Complaint                         |
| <input type="checkbox"/> Customer Injury   | <input type="checkbox"/> Customer Illness    | <input type="checkbox"/> Employee Injury                  | <input type="checkbox"/> Employee Illness                           |
| <input type="checkbox"/> Criminal Activity | <input type="checkbox"/> Elevator Entrapment | <input checked="" type="checkbox"/> Rail Vehicle Incident | <input type="checkbox"/> Other (Explain in description of incident) |

**WEATHER**

|                                                                         |                                                                                      |                                                                        |
|-------------------------------------------------------------------------|--------------------------------------------------------------------------------------|------------------------------------------------------------------------|
| Clear <input checked="" type="checkbox"/> Rain <input type="checkbox"/> | <b>LIGHT CONDITIONS (natural lighting)</b>                                           | <b>LIGHTING (artificial lighting)</b>                                  |
| Snow <input type="checkbox"/> Sleet/Ice <input type="checkbox"/>        | Dawn/Dusk <input type="checkbox"/> Daylight <input checked="" type="checkbox"/>      | Lights On <input type="checkbox"/> Lights Off <input type="checkbox"/> |
|                                                                         | Dark <input type="checkbox"/> Tunnel/Underground <input checked="" type="checkbox"/> | Lights Not Working <input type="checkbox"/>                            |

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

|                       |            |                       |
|-----------------------|------------|-----------------------|
| Elevator/Escalator #: | AFC #:     | Room Number/Location: |
| <b>N/A</b>            | <b>N/A</b> | <b>N/A</b>            |

Failure Number(s): **N/A**

Parking Lot ☐ Paid Area ☐ Free Area ☐ Garage ☐ Station Entrance ☐ Stairway # ☐ Platform ☒ Ancillary Room ☐

Injury/Illness reported aboard Train ☒ Other ☐

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

**TRAIN INCIDENTS**

|                        |                           |                                                                  |                          |
|------------------------|---------------------------|------------------------------------------------------------------|--------------------------|
| Train ID<br><b>504</b> | Destination<br><b>F11</b> | Car Numbers (list all cars in consist):<br><b>7146 7217 7213</b> | Lead Car:<br><b>7146</b> |
|------------------------|---------------------------|------------------------------------------------------------------|--------------------------|

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.

*Coming into E06 there was a glare coming into the station @ 40mph came to a smooth stop. I saw the AMF standing @ the 8 car marker I, [REDACTED] was brief by the AMF @ the 8 car marker, closed the doors saw that I had all the door signal lights extinguish went back to the Console to proceed to operate again towards E05 passing the track walkers no greater than 35 I was @ 27 passing the crew of two counted about 10 chain markers and resumed 35 mph turned the high beams back on proceeding to E05-08.*

**Employee Completing Report**

|                                      |                                          |                           |                         |
|--------------------------------------|------------------------------------------|---------------------------|-------------------------|
| Employee Name (print):<br>[REDACTED] | Employee Signature (sign):<br>[REDACTED] | Employee #:<br>[REDACTED] | Date:<br><b>7-31-24</b> |
|--------------------------------------|------------------------------------------|---------------------------|-------------------------|

Division: **Branch Ave** Run # **24** Block # **504** Assigned Days: **S/S**

**To Be Completed By Reviewing Manager**

|                                        |                                            |                           |                      |
|----------------------------------------|--------------------------------------------|---------------------------|----------------------|
| Supervisor Name (print):<br>[REDACTED] | Supervisor Signature (sign):<br>[REDACTED] | Employee #:<br>[REDACTED] | Date: <b>7/31/24</b> |
|----------------------------------------|--------------------------------------------|---------------------------|----------------------|

Action taken/noted: *Under Investigation*

SMS Number: **20240731#118764mx/20240731#118763mx/20240731#118765mx**

50.753A 04/12 White Copy: Division or Supervisor Yellow Copy: For any incident involving escalators or elevators; remains in black for use of maintenance/inspectors

RVO Incident/Accident Reports (RVO of Train ID 504) - Page 2 of 3

WMATA/RTRA Incident/Accident Report (Other than Motor Vehicle) Page 3 of 3

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 ☐

|                             |          |                          |            |
|-----------------------------|----------|--------------------------|------------|
| [Redacted]                  |          | Employee # [Redacted]    |            |
| Date of Birth<br>8/16/1978  | Sex<br>M | Home Phone               | Work Phone |
| Home Address<br>[Redacted]  |          | Cell Phone<br>[Redacted] |            |
| Email Address<br>[Redacted] |          | [Redacted]               |            |

Nature of Injury/Illness

Assistance Offered: Accepted ☐ Declined ☒

If Transported:

Hospital: Ambulance Number: Arrival: Departure:

Customer Involved ☐ Employee Involved ☒ Witness ☐

|                              |          |                   |            |
|------------------------------|----------|-------------------|------------|
| Last Name, First Name<br>N/A |          | Employee #<br>N/A |            |
| Date of Birth<br>N/A         | Sex<br>M | Home Phone<br>N/A | Work Phone |
| Home Address<br>N/A          |          | Cell Phone<br>N/A |            |
| Email Address<br>N/A         |          | N/A               |            |

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.

Train 506: I entered FT Totten Station Track #2 at 35 mph upon entry I saw something on the road way I stopped the train at the 8 car marker. I called supervisor [Redacted] to check something at the beginning of FT Totten and was confirmed it was body on the road way

2024 JUL 31 17:25

Employee Completing report

|                                   |                      |                          |                  |
|-----------------------------------|----------------------|--------------------------|------------------|
| Employee Name/Title<br>[Redacted] | (sign)<br>[Redacted] | Employee #<br>[Redacted] | Date:<br>7/31/24 |
|-----------------------------------|----------------------|--------------------------|------------------|

RVO Incident/Accident Reports (RVO of Train ID 506) - Page 3 of 3

## Appendix C – Certifications

### RVO of Train ID 502

| M metro                                                                                                                                                                                                                                                                         |  | TRAIN OPERATOR AND ROAD SUPERVISOR<br>JOB TASK PROFICIENCY EVALUATION |          | RTRA<br>OFFICE OF THE TRANSPORTATION |                |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-----------------------------------------------------------------------|----------|--------------------------------------|----------------|
| Name:                                                                                                                                                                                                                                                                           |  | Emp.No:                                                               |          | Division:                            | New Carrollton |
|                                                                                                                                                                                                                                                                                 |  |                                                                       |          | Date:                                | 5-20-24        |
| Reason for Certification: Please place a check in an area below.                                                                                                                                                                                                                |  |                                                                       |          |                                      |                |
| <input type="checkbox"/> Certification: Student <input type="checkbox"/> Pre-certification: Student <input type="checkbox"/> Division Request <input checked="" type="checkbox"/> Re-Certification <input type="checkbox"/> Return to Duty <input type="checkbox"/> Other _____ |  |                                                                       |          |                                      |                |
| Exam Administered                                                                                                                                                                                                                                                               |  |                                                                       | Score    | Date Taken                           |                |
| MOR attempt #                                                                                                                                                                                                                                                                   |  |                                                                       | NA       | NA                                   |                |
| TVOIM/TOIM attempt #                                                                                                                                                                                                                                                            |  |                                                                       | NA       | NA                                   |                |
| Supervisor Combination attempt #                                                                                                                                                                                                                                                |  |                                                                       | NA       | NA                                   |                |
| Practical attempt #: 2                                                                                                                                                                                                                                                          |  |                                                                       | QL- Pass | 5-20-24                              |                |
| Equipment (current/working condition)                                                                                                                                                                                                                                           |  |                                                                       | Yes      | No                                   |                |
| MOR                                                                                                                                                                                                                                                                             |  |                                                                       | ✓        |                                      |                |
| Perm/Temp/Special Orders                                                                                                                                                                                                                                                        |  |                                                                       | ✓        |                                      |                |
| Troubleshooting Guide                                                                                                                                                                                                                                                           |  |                                                                       | ✓        |                                      |                |
| Flashlight                                                                                                                                                                                                                                                                      |  |                                                                       | ✓        |                                      |                |
| Safety Vest                                                                                                                                                                                                                                                                     |  |                                                                       | ✓        |                                      |                |
| Footwear                                                                                                                                                                                                                                                                        |  |                                                                       | ✓        |                                      |                |
| Identification (One Badge, RWP)                                                                                                                                                                                                                                                 |  |                                                                       | ✓        |                                      |                |
| Comments:                                                                                                                                                                                                                                                                       |  |                                                                       |          |                                      |                |
|                                                                                                                                                                                                                                                                                 |  |                                                                       |          |                                      |                |
|                                                                                                                                                                                                                                                                                 |  |                                                                       |          |                                      |                |
|                                                                                                                                                                                                                                                                                 |  |                                                                       |          |                                      |                |
|                                                                                                                                                                                                                                                                                 |  |                                                                       |          |                                      |                |
|                                                                                                                                                                                                                                                                                 |  |                                                                       |          |                                      |                |
|                                                                                                                                                                                                                                                                                 |  |                                                                       |          |                                      |                |
|                                                                                                                                                                                                                                                                                 |  |                                                                       |          |                                      |                |
|                                                                                                                                                                                                                                                                                 |  |                                                                       |          |                                      |                |
| Signatures:                                                                                                                                                                                                                                                                     |  |                                                                       | Date:    |                                      |                |
| Employee:                                                                                                                                                                                                                                                                       |  |                                                                       | 5/20/24  |                                      |                |
| Examiner:                                                                                                                                                                                                                                                                       |  |                                                                       | 5-20-24  |                                      |                |

RTRA-906-01-00

TRAIN OPERATOR AND ROAD SUPERVISOR JOB TASK PROFICIENCY EVALUATION

Page 1

Training Certification - Page 1 of 3

Incident Date: 07/31/2024 Time: 11:00 hours  
Final Report – Collision Rev. 1  
E24601

Drafted By: SAFE 711 – 09/17/2024  
Reviewed By: SAFE 703 – 09/18/2024  
Approved By: SAFE 707 – 10/11/2024

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| 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            | Pass          | Cars Used: 7312-7313 x 7311-7310                                                                |
| 1. Exterior Inspection                | 1             | BCO #7313 Bessier Lease #7310                                                                   |
| 2. Interior Inspection - Trailing Cab | 1             | Cab Window open #7312                                                                           |
| 3. Interior Inspection - Each Car     | 1             | Valence Open #7311                                                                              |
| 4. Interior Inspection - Oper. Cab    | 1             | Headlight c/b tripped #7310                                                                     |
| 5. Rolling Test / Rolling Brake Test  | 1             | GRB Trk #1                                                                                      |
|                                       |               | Time Allotted: 35:00 / Actual Time: 31:42 min                                                   |
| II. Mainline Operation                | Pass          |                                                                                                 |
| 6. Communications                     | NA            |                                                                                                 |
| 7. Door Oper. & Station Stopping      | NA            |                                                                                                 |
| 8. Use of Horn                        | NA            |                                                                                                 |
| 9. Speed Adherence/Manual Oper.       | NA            |                                                                                                 |
| 10. Turn Back Moves                   | 1             | Location: E10 Time Allotted: 02:00 / Actual Time: : 58 sec                                      |
| 11. Manual Route Selection            | NA            | Location:                                                                                       |
| 12. EV Shutoff                        | NA            | Time Allotted: 00:30 (01:00) / Actual Time:                                                     |
| III. Yard Operation                   | Pass          |                                                                                                 |
| 13. Communications                    | NA            |                                                                                                 |
| 14. Yard Movements                    | NA            |                                                                                                 |
| 15. Coupling                          | 1             | Time Allotted: 08:00 (12:00) / Actual Time: 5 : 14 min Cars Used: 7313 + 7311                   |
| 16. Uncoupling                        | 1             | Time Allotted: 05:00 (07:30) / Actual Time: 3 : 47 min Cars Used: < 7310 > 7650                 |
| 17. Isolation (Self-Recovery)         | 1             | Time Allotted: 15:00 (22:30) / Actual Time: 13 : 39 min Cars Used: 7312, 7311, 7650, 7743       |
| 18. Manual Switch Operation           | NA            |                                                                                                 |
| IV. Miscellaneous                     | Pass          |                                                                                                 |
| 19. Recovery Train Operation          | 1             | Time Allotted: 12:00 (18:00) / Actual Time: 10 : 54 min Cars Used: 7310 + 7650                  |
|                                       |               | 7312-7313 x 7311-7310                                                                           |
| 20. Troubleshooting Problem 1         | 1             | ATC Failure (Reset) Lead Car #7310 1:03 min                                                     |
| Problem 2                             | 1             | No All Doors Closed (EDA) Lead Car #7310 3:46 min                                               |



## Examiner Checklist

Train Operator Certification Quality Control

| Information                              |                                                                                                                                 |
|------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|
| Employee ID                              | [REDACTED]                                                                                                                      |
| Employee Name                            | [REDACTED]                                                                                                                      |
| Date of Exam                             | 5-20-24                                                                                                                         |
| Attempt Number                           | 2                                                                                                                               |
| Examiner Name                            | [REDACTED]                                                                                                                      |
| Yes                                      | NA                                                                                                                              |
| Page 1                                   |                                                                                                                                 |
| <input checked="" type="checkbox"/>      | All Employee-related are filled out.                                                                                            |
| <input checked="" type="checkbox"/>      | All Exam Administered fields are filled out according to the Employee's position.                                               |
| <input checked="" type="checkbox"/>      | All applicable Exam Administered fields have an attempt number.                                                                 |
| <input checked="" type="checkbox"/>      | All applicable Exam Administered fields have a passing score.                                                                   |
| <input checked="" type="checkbox"/>      | Safety Vest, Footwear, and Identification are marked Yes.                                                                       |
| <input checked="" type="checkbox"/>      | All words and numbers can be read by another person.                                                                            |
| <input checked="" type="checkbox"/>      | Signatures and dates are filled out for both Employee and Examiner.                                                             |
| Page 2, Subcategories 1 – 19             |                                                                                                                                 |
| <input checked="" type="checkbox"/>      | Employee Number and Date are complete and match the front page.                                                                 |
| <input checked="" type="checkbox"/>      | Cars Used is filled out.                                                                                                        |
| <input checked="" type="checkbox"/>      | Each subcategory tested has a QL score.                                                                                         |
| <input checked="" type="checkbox"/>      | <input type="checkbox"/> Any subcategory not tested is crossed out and score is labeled N/A.                                    |
| <input checked="" type="checkbox"/>      | <input type="checkbox"/> At least 4 discrepancies are listed in Preparation for Service.                                        |
| <input checked="" type="checkbox"/>      | <input type="checkbox"/> Locations are recorded for applicable subcategories.                                                   |
| <input checked="" type="checkbox"/>      | <input type="checkbox"/> Car numbers are recorded for applicable subcategories.                                                 |
| <input checked="" type="checkbox"/>      | <input type="checkbox"/> Times are exact and not rounded.                                                                       |
| <input checked="" type="checkbox"/>      | <input type="checkbox"/> The QL score for each Task Subcategory is under the time allowed.                                      |
| <input checked="" type="checkbox"/>      | All words and numbers can be read by another person.                                                                            |
| Page 2, Troubleshooting (Subcategory 20) |                                                                                                                                 |
| <input checked="" type="checkbox"/>      | <input type="checkbox"/> Troubleshooting scenarios include one problem from Group A and one from Group B.                       |
| <input checked="" type="checkbox"/>      | <input type="checkbox"/> Lead/Belly and Reset/No Reset are written for the applicable problems.                                 |
| <input checked="" type="checkbox"/>      | <input type="checkbox"/> Times are exact and not rounded.                                                                       |
| <input checked="" type="checkbox"/>      | <input type="checkbox"/> The QL Score for each Troubleshooting scenario is under the time allowed.                              |
| <input checked="" type="checkbox"/>      | All words and numbers can be read by another person.                                                                            |
| <input type="checkbox"/>                 | <input checked="" type="checkbox"/> Supervisors and Training Instructor have a third troubleshooting problem from either group. |
| Scoring & Retest                         |                                                                                                                                 |
| <input checked="" type="checkbox"/>      | The task category scores accurately reflect the subcategory scores.                                                             |
| <input checked="" type="checkbox"/>      | The overall grade on Page 1 matches the combined scores on Page 2.                                                              |
| <input type="checkbox"/>                 | <input checked="" type="checkbox"/> The correct sections that need to be retested are listed on Page 1 in the Comment section.  |

I attest that the associated Job Task Proficiency Form has been checked and that all information is correct.

Signature: [REDACTED]

Date: 5-20-24

Training Certification - Page 3 of 3



# TRAIN OPERATOR AND ROAD SUPERVISOR JOB TASK PROFICIENCY EVALUATION



|                  |                      |                 |               |
|------------------|----------------------|-----------------|---------------|
| Name: [REDACTED] | Emp. No.: [REDACTED] | Division: LARGO | Date: 8-17-22 |
|------------------|----------------------|-----------------|---------------|

|                                                                  |                                                     |                                                                       |  |
|------------------------------------------------------------------|-----------------------------------------------------|-----------------------------------------------------------------------|--|
| Reason for Certification: Please place a check in an area below: |                                                     | Training Time Received: Please record training time in an area below: |  |
| <input type="checkbox"/> Certification: Student                  | <input type="checkbox"/> Pre-certification: Student | <input type="checkbox"/> Division Request                             |  |
| <input checked="" type="checkbox"/> Re-Certification             | <input type="checkbox"/> Return to Duty             | <input type="checkbox"/> Other: _____                                 |  |
| Rail Training: Weeks: _____ Days: _____ Hours: _____ OJT: _____  |                                                     | Division Training: Weeks: _____ Days: _____ Hours: _____ OJT: _____   |  |
| NOTE: OJT time is not separate from Weekly/Daily/Hours.          |                                                     |                                                                       |  |

| Exam Administered      | Score | Date Taken | Equipment (current/working condition) | Yes | No |
|------------------------|-------|------------|---------------------------------------|-----|----|
| MSRPH version #:       | 93 %  | 8-17-22    | MSRPH                                 | ✓   |    |
| TVOIM/TOIM             | 87 %  | 8-17-22    | Perm/Temp/Special Orders              | ✓   |    |
| Supervisor Combination | N/A % | N/A        | Troubleshooting Guide                 | ✓   |    |
| Practical attempt #: 1 | QL- 1 | 8-17-22    | 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:          | Date:   |
| Emp. No: [REDACTED]                                       | Date of Birth: [REDACTED] | Employee: [REDACTED] | 8-17-22 |
| Date Last Qualified: 8-17-22                              | Certification Class: A    | Examiner: [REDACTED] | 8-17-22 |
| Due Date Next Qualification:                              | Corrective Lenses: YES    | Reviewed by:         |         |
| Date Qualification Expires:                               | Restrictions:             |                      |         |

| 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            | QL 1          | Cars Used: 7374 / 7456                                                                          |
| 1. Exterior Inspection                | QL 1          | HOLDING BRAKE ON, BCO, BCCO 3 HOLDING BRAKE AND BPTCV                                           |
| 2. Interior Inspection - Trailing Cab | QL 1          | MUSHROOM                                                                                        |
| 3. Interior Inspection - Each Car     | QL 1          | MAINLINE HORN AND AIR C/O                                                                       |
| 4. Interior Inspection - Oper. Cab    | QL 1          | TAIL/MARKER LIGHTS T/L C/B                                                                      |
| 5. Rolling Test / Rolling Brake Test  | QL 1          |                                                                                                 |
|                                       | QL 1          | Time Allotted: 35:00 / Actual Time: 25:39                                                       |
| II. Mainline Operation                | QL 1          |                                                                                                 |
| 6. Communications                     | QL 1          |                                                                                                 |
| 7. Door Oper. & Station Stopping      | QL 1          |                                                                                                 |
| 8. Use of Horn                        | QL 1          |                                                                                                 |
| 9. Speed Adherence/Manual Oper.       | QL 1          |                                                                                                 |
| 10. Turn Back Moves                   | QL 1          | Location: BALLSTON Time Allotted: 02:00 / Actual Time: 01:29                                    |
| 11. Manual Route Selection            | QL 1          | Location: K06 18                                                                                |
| 12. EV Shutoff                        | QL 1          | Time Allotted: 00:30 (01:00) / Actual Time: 00:05                                               |
| III. Yard Operation                   | QL 1          |                                                                                                 |
| 13. Communications                    | QL 1          |                                                                                                 |
| 14. Yard Movements                    | QL 1          |                                                                                                 |
| 15. Coupling                          | QL 1          | Time Allotted: 08:00 (12:00) / Actual Time: 06:26 Cars Used: 7441 + 7287                        |
| 16. Uncoupling                        | QL 1          | Time Allotted: 05:00 (07:30) / Actual Time: 04:05 Cars Used: < 7286 + 7374                      |
| 17. Isolation (Self-Recovery)         | QL 1          | Time Allotted: 15:00 (22:30) / Actual Time: 12:24 Cars Used: 7286 / 7374                        |
| 18. Manual Switch Operation           | QL 1          | 313                                                                                             |
| IV. Miscellaneous                     | QL 1          |                                                                                                 |
| 19. Recovery Train Operation          | QL 1          | Time Allotted: 12:00 (18:00) / Actual Time: 09:56 Cars Used: 7374 + 7286                        |
| 20. Troubleshooting                   | QL 1          |                                                                                                 |
|                                       |               | DOOR PROBLEM (FDEDR DOORS 9310 3:39)                                                            |
|                                       |               | BIE (EMB T/L C/B TRIPPED NO RESET 1:42)                                                         |

Training Certification - Page 2 of 2

RVO of Train ID 506

Incident Date: 07/31/2024 Time: 11:00 hours  
 Final Report – Collision Rev. 1  
 E24601

Drafted By: SAFE 711 – 09/17/2024  
 Reviewed By: SAFE 703 – 09/18/2024  
 Approved By: SAFE 707 – 10/11/2024

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# TRAIN OPERATOR AND ROAD SUPERVISOR JOB TASK PROFICIENCY EVALUATION



|       |            |         |            |           |      |       |          |
|-------|------------|---------|------------|-----------|------|-------|----------|
| Name: | [REDACTED] | Emp.No: | [REDACTED] | Division: | ROQT | Date: | 10/31/23 |
|-------|------------|---------|------------|-----------|------|-------|----------|

Reason for Certification: Please place a check in an area below.

☒ Certification: Student ☐ Pre-certification: Student ☐ Division Request ☐ Re-Certification ☐ Return to Duty ☐ Other \_\_\_\_\_

| Exam Administered                | Score    | Date Taken |
|----------------------------------|----------|------------|
| MOR attempt # 1                  | 90 %     | 8/30/23    |
| TVOIM/TOIM attempt # 1           | 89 %     | 8/30/23    |
| Supervisor Combination attempt # | %        |            |
| Practical attempt #: 2           | QL- PASS | 10/31/23   |

| Equipment (current/working condition) | Yes | No |
|---------------------------------------|-----|----|
| MOR                                   | ✓   |    |
| Perm/Temp/Special Orders              | ✓   |    |
| Troubleshooting Guide                 | ✓   |    |
| Flashlight                            | ✓   |    |
| Safety Vest                           | ✓   |    |
| Footwear                              | ✓   |    |
| Identification (One Badge, RWP)       | ✓   |    |

Comments:

|                      |          |
|----------------------|----------|
| Signatures:          | Date:    |
| Employee: [REDACTED] | 10/31/23 |
| Examiner: [REDACTED] | 10/31/23 |

RTRA-906-01-00

TRAIN OPERATOR AND ROAD SUPERVISOR JOB TASK PROFICIENCY EVALUATION

Page 1

Training Certification - Page 1 of 4

Incident Date: 07/31/2024 Time: 11:00 hours  
Final Report – Collision Rev. 1  
E24601

Drafted By: SAFE 711 – 09/17/2024  
Reviewed By: SAFE 703 – 09/18/2024  
Approved By: SAFE 707 – 10/11/2024

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| 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: 7478x7311                                                                             |
| 1. Exterior Inspection                |               |                                                                                                  |
| 2. Interior Inspection - Trailing Cab | N             |                                                                                                  |
| 3. Interior Inspection - Each Car     |               |                                                                                                  |
| 4. Interior Inspection - Oper. Cab    | A             |                                                                                                  |
| 5. Rolling Test / Rolling Brake Test  |               |                                                                                                  |
|                                       |               | Time Allotted: 35:00 / Actual Time: :                                                            |
| II. Mainline Operation                |               |                                                                                                  |
| 6. Communications                     |               |                                                                                                  |
| 7. Door Oper. & Station Stopping      | A             |                                                                                                  |
| 8. Use of Horn                        |               |                                                                                                  |
| 9. Speed Adherence/Manual Oper.       |               |                                                                                                  |
| 10. Turn Back Moves                   |               | Location: Time Allotted: 02:00 / Actual Time: :                                                  |
| 11. Manual Route Selection            | A             | Location: Time Allotted: 00:30 (01:00) / Actual Time: :                                          |
| 12. EV Shutoff                        |               |                                                                                                  |
| III. Yard Operation                   |               |                                                                                                  |
| 13. Communications                    |               |                                                                                                  |
| 14. Yard Movements                    | N             |                                                                                                  |
| 15. Coupling                          |               | Time Allotted: 08:00 (12:00) / Actual Time: : Cars Used: +                                       |
| 16. Uncoupling                        |               | Time Allotted: 05:00 (07:30) / Actual Time: : Cars Used: < >                                     |
| 17. Isolation (Self-Recovery)         | A             | Time Allotted: 15:00 (22:30) / Actual Time: : Cars Used:                                         |
| 18. Manual Switch Operation           |               |                                                                                                  |
| IV. Miscellaneous                     | QL-1          |                                                                                                  |
| 19. Recovery Train Operation          | N/A           | Time Allotted: 12:00 (18:00) / Actual Time: : Cars Used: +                                       |
| 20. Troubleshooting                   | 1             | 7311 - Door Control (K) C/B 4:18                                                                 |
|                                       | 1             | 7311 - Mushroom depressed 3:56                                                                   |



# TRAIN OPERATOR AND ROAD SUPERVISOR JOB TASK PROFICIENCY EVALUATION



|                  |                     |                                |                         |
|------------------|---------------------|--------------------------------|-------------------------|
| Name: [REDACTED] | Emp. No: [REDACTED] | Division: <u>Rail Training</u> | Date: <u>10-25-2023</u> |
|------------------|---------------------|--------------------------------|-------------------------|

Reason for Certification: Please place a check in an area below.

☒ Certification: Student ☐ Pre-certification: Student ☐ Division Request ☐ Re-Certification ☐ Return to Duty ☐ Other \_\_\_\_\_

| Exam Administered                | Score       | Date Taken        | Equipment (current/working condition) | Yes                                 | No                                  |
|----------------------------------|-------------|-------------------|---------------------------------------|-------------------------------------|-------------------------------------|
| MOR attempt # <u>1st</u>         | <u>90</u> % | <u>8-30-2023</u>  | MOR                                   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| TVOIM/TOIM attempt # <u>1st</u>  | <u>89</u> % | <u>8-30-2023</u>  | Perm/Temp/Special Orders              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| Supervisor Combination attempt # | %           |                   | Troubleshooting Guide                 | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| Practical attempt # <u>1st</u>   | <u>93</u>   | <u>10-25-2023</u> | Flashlight                            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
|                                  |             |                   | Safety Vest                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
|                                  |             |                   | Footwear                              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
|                                  |             |                   | Identification (One Badge, RWP)       | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

Comments:

Student Operator must retake Troubleshooting

|                      |                   |
|----------------------|-------------------|
| Signatures:          | Date:             |
| Employee: [REDACTED] | <u>10/25/2023</u> |
| Examiner: [REDACTED] | <u>10-25-2023</u> |

RTRA-305-01-00

TRAIN OPERATOR AND ROAD SUPERVISOR JOB TASK PROFICIENCY EVALUATION

Page 1

Training Certification - Page 3 of 4

TRAIN OPERATOR AND ROAD SUPERVISOR JOB TASK PROFICIENCY EVALUATION (continuation sheet)

Emp No

Date: 10-25-2023

| 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: 7308 7367 7276 7673                                                                                                                   |
| 1. Exterior Inspection                | 1             | (7276) Barriers (7277) BCO (7673) Rotary Drawn                                                                                                   |
| 2. Interior Inspection - Trailing Cab | 1             | (7276) Horn C/O                                                                                                                                  |
| 3. Interior Inspection - Each Car     | 1             | (7673) Valance                                                                                                                                   |
| 4. Interior Inspection - Oper. Cab    | 1             | (7672) Tail Marker C/B                                                                                                                           |
| 5. Rolling Test / Rolling Brake Test  | 1             |                                                                                                                                                  |
|                                       |               | Time Allotted: 35:00 / Actual Time: 28:22                                                                                                        |
| II. Mainline Operation                |               |                                                                                                                                                  |
| 6. Communications                     | 1             |                                                                                                                                                  |
| 7. Door Oper. & Station Stopping      | 1             |                                                                                                                                                  |
| 8. Use of Horn                        | 1             |                                                                                                                                                  |
| 9. Speed Adherence/Manual Oper.       | 1             |                                                                                                                                                  |
| 10. Turn Back Moves                   | 1             | Location: Huntington Time Allotted: 02:00 / Actual Time: 1:39                                                                                    |
| 11. Manual Route Selection            | 1             | Location: 09832                                                                                                                                  |
| 12. EV Shutoff                        | 1             | Time Allotted: 00:30 (01:00) / Actual Time: :4 seconds                                                                                           |
| III. Yard Operation                   |               |                                                                                                                                                  |
| 13. Communications                    | 1             |                                                                                                                                                  |
| 14. Yard Movements                    | 1             |                                                                                                                                                  |
| 15. Coupling                          | 1             | Time Allotted: 08:00 (12:00) / Actual Time: 5:38 Cars Used: 7309 + 7367                                                                          |
| 16. Uncoupling                        | 1             | Time Allotted: 05:00 (07:30) / Actual Time: 4:41 Cars Used: < 7366 > 7276                                                                        |
| 17. Isolation (Self-Recovery)         | 1             | Time Allotted: 15:00 (22:30) / Actual Time: 13:27 Cars Used: 7366 7276                                                                           |
| 18. Manual Switch Operation           | 1             | 183 C99                                                                                                                                          |
| IV. Miscellaneous                     |               |                                                                                                                                                  |
| 19. Recovery Train Operation          | 1             | Time Allotted: 12:00 (18:00) / Actual Time: 9:19 Cars Used: 7276 + 7366                                                                          |
| 20. Troubleshooting                   | 3             | (7367) Passenger Door Open 8:41<br>(7309) Friction Brake C/B No Reset 8:31<br>Problem #1: Student Operator failed to dog doors 9+10 on car #7367 |

RTRA-S06-01-00

TRAIN OPERATOR AND ROAD SUPERVISOR JOB TASK PROFICIENCY EVALUATION

Page 2

Training Certification - Page 4 of 4

Incident Date: 07/31/2024 Time: 11:00 hours  
Final Report - Collision Rev. 1  
E24601

Drafted By: SAFE 711 - 09/17/2024  
Reviewed By: SAFE 703 - 09/18/2024  
Approved By: SAFE 707 - 10/11/2024

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## Appendix D – RTRA Preliminary Managerial Report



# Washington Metropolitan Area Transit Authority

## Office of Rail Transportation: Managerial Incident Investigation Report



Incident Status: **PRELIMINARY**

### GENERAL INCIDENT INFORMATION

|                |                                 |                    |                                                                                                               |
|----------------|---------------------------------|--------------------|---------------------------------------------------------------------------------------------------------------|
| Incident Type: | Person Struck by Train          | Delay (Minutes):   | N/A                                                                                                           |
| Incident Date: | Wednesday, July 31, 2024        | Vehicles Involved: | <b>Train 502 L7276*7265*7396*7261</b><br><b>Train 504 L7146*7217*7213</b><br><b>Train 506 L7298*7668*7494</b> |
| Incident Time: | 10:55am                         | First Reported By: | Train Operator [REDACTED] and MICC                                                                            |
| Location:      | Fort Totten (Green/Yellow Line) |                    |                                                                                                               |

### BRIEF DESCRIPTION:

On July 31, 2024, at approximately 2:50pm it was reported that Train IDs 502, 504, and 506 came into contact with an individual on Track #2 at Fort Totten. Train 506, operated by [REDACTED], conducted a ground walk-around after the incident. Operators [REDACTED] of Train 502 and [REDACTED] of Train 504 were initially unaware of the contact and were informed of the incident only upon arriving at Branch Avenue Terminals. Both Operators [REDACTED] and [REDACTED] were interviewed by MTPD and RTRA Supervisor [REDACTED] at Branch Avenue and were transported for post-incident testing. Operator [REDACTED] was interviewed on-site at Fort Totten by MTPD and RTRA Supervisor [REDACTED] and was also transported for post-incident testing.

In response to the incident, single tracking operations were put into effect between Fort Totten and Georgia Avenue, with Track #2 being taken out of service. This resulted in delays in both directions. The Incident Command Post was established at the entrance of Fort Totten Station. Once the local medical examiner completed their duties and cleared the area, Facilities Maintenance proceeded with cleaning. MTPD completed their investigation and transferred command to Rail Supervisor [REDACTED]. TRST personnel conducted rail inspections, and CMNT personnel inspected the involved train, confirming that the scene was safe to resume normal service. Incident Train #706 was transported to Branch Avenue Yard. Incident Management Framework Hot Wash was conducted with OEP personnel.



# Washington Metropolitan Area Transit Authority



## Office of Rail Transportation: Managerial Incident Investigation Report

### Key Employees Involved & Employee Statements:

Train Operator [REDACTED] wrote in his incident report the following: "I serviced the station normally and didn't see anything out of the normal."

Train Operator [REDACTED] wrote "Coming into E06 there was a glare coming into the station at 40 mph. Came to a smooth stop. I saw the AMF at the 8-car marker, closed the door, saw that I had all doors signal lights extinguish, went back to the console to proceed to operate towards E05 passing track walkers no greater than 35mph. I was at 27mph passing the crew of two, counted about 10 chain markers a resumed 35mph. I turned the high beams back on proceeding to E05-08."

Train Operator [REDACTED] wrote in his incident report the following: "Train 506: I entered Fort Totten Station Track #2 at 35mph. Upon entry I saw something on the roadway. I stopped the train at the 8car marker. I called supervisor [REDACTED] to check something at the beginning of Fort Totten and was confirmed it was a body on the roadway."

### Post Incident Testing & Employee History:

Train Operator [REDACTED] was removed from service and transported for Post Incident Testing.

Train Operator [REDACTED] has been a WMATA employee since March 27, 2022.

Train Operator [REDACTED] has been on the Rail since December 23, 2022.

Train Operator [REDACTED] last certified as a Train Operator on December 19, 2022.

Train Operator [REDACTED] has had zero (0) Safety Violation in the last 365 days.

Train Operator [REDACTED] was removed from service and transported for Post Incident Testing.

Train Operator [REDACTED] has been a WMATA employee since June 14, 2002.

Train Operator [REDACTED] has been on the Rail since November 5, 2006.

Train Operator [REDACTED] last certified as a Train Operator on August 17, 2022.

Train Operator [REDACTED] has had zero (0) Safety Violation in the last 365 days.

Train Operator [REDACTED] was removed from service and transported for Post Incident Testing.

Train Operator [REDACTED] has been a WMATA employee since January 6, 2020.

Train Operator [REDACTED] has been on the Rail since June 25, 2023.

Train Operator [REDACTED] last certified as a Train Operator on December 31, 2023.

Train Operator [REDACTED] has had zero (0) Safety Violation in the last 365 days.

### SIGNIFICANT INCIDENT TIMELINE:

11:20 AM RTRA Supervisor [REDACTED] was located at Fort Totten awaiting to board train 506, 7298-7668-7494 operated by Operator [REDACTED] on track 2. While boarding the second car, Operator [REDACTED] made an announcement for Supervisor to come to lead car. He informed RTRA Supervisor [REDACTED] that he thought he saw something on the track. RTRA Supervisor [REDACTED] began to walk towards the trailing cars, the power was taken down on track 2.

Arriving near the end of the platform RTRA Supervisor [REDACTED] saw a body on the roadway between the running rails track 2. RTRA Supervisor [REDACTED] contacted ROCC at 11:25 am and informed them of the body.



# Washington Metropolitan Area Transit Authority



## Office of Rail Transportation: Managerial Incident Investigation Report

### SIGNIFICANT INCIDENT TIMELINE:

11:30 RTRA Supervisor [REDACTED] confirmed 3rd Rail power was de energized.  
Station Managers [REDACTED] and [REDACTED] helped to keep the customers away from the scene.  
Metropolitan police [REDACTED] badge [REDACTED] was on scene at 11:20 am controlled the scene and has witness information.  
Arrival times of emergency personnel  
11:32 am MTPD officer [REDACTED] badge [REDACTED] and MTPD officer [REDACTED] badge [REDACTED]  
11:35 am DCFD engine 11 on scene  
11:52 am [REDACTED]  
11:52 am Emergency personal [REDACTED]  
12:04 pm line director [REDACTED]  
12:50 Medical examiners arrived.  
2:15 pm hot wash and scene turn over to Rail personnel.  
Supervisor [REDACTED]  
Normal operation of track 1 and 2 at 2:30 pm.

### SIGNIFICANT FINDINGS & PENDING ISSUES:

Pending Investigation

### CORRECTIVE ACTIONS:

Pending Investigation



# Washington Metropolitan Area Transit Authority



## Office of Rail Transportation: Managerial Incident Investigation Report

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

Report Prepared by: Assistant Superintendent [REDACTED]

Report Reviewed by: \_\_\_\_\_

## Appendix E – RTRA Supervisors' Report

| M RTRA SUPERVISOR REPORT                                                                        |                        |                                                                |                            |               |
|-------------------------------------------------------------------------------------------------|------------------------|----------------------------------------------------------------|----------------------------|---------------|
| Date<br>07/31/2024                                                                              | Incident Time<br>11:10 | Incident Location (Station Mezzanine #)<br>Fort Totten Station | Track/Mezzanine #<br>Trk 2 |               |
| Equipment Number (Train ID & Car Numbers; Escalator/Elevator #)<br>Train ID #506                |                        |                                                                |                            |               |
| Incident Description<br>Person Struck by Train ID # 506                                         |                        |                                                                |                            |               |
| WMATA Personnel Involved                                                                        | Employee #             | Rule Violation?                                                | Home Division              | Post Incident |
|                                                                                                 |                        |                                                                | Greebelt Division          | Yes           |
|                                                                                                 |                        |                                                                |                            |               |
| Customer Information (Detailed Information must be recorded on Station Manager Incident Report) |                        |                                                                |                            |               |
| Name                                                                                            | Address                |                                                                |                            | Injury?       |
| Name                                                                                            | Address                |                                                                |                            | Injury?       |
| Name                                                                                            | Address                |                                                                |                            | Injury?       |
| Fire Department/EMS/Other External Agency Responding (Use Supplemental sheet if necessary)      |                        |                                                                |                            |               |
| Arrival Time                                                                                    | Unit Number            | Person In Charge                                               | Remarks                    |               |
|                                                                                                 |                        |                                                                |                            |               |
|                                                                                                 |                        |                                                                |                            |               |

### Chronological Account of Incident

11:10 At approximately 11:10 The Control Center got a report that a customer was struck by train 506 Track 2 in the direction of Branch Ave.  
 11:40 I arrived at Fort Totten Station to access the situation.  
 12:48 I Transported Operator [REDACTED] for a Post- Incident

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

Your Arrival Time: 11:40

| Supervisor Submitting Report                             | (Payroll #) | Date      | Report Reviewed By | Date      |
|----------------------------------------------------------|-------------|-----------|--------------------|-----------|
| [REDACTED]                                               | [REDACTED]  | 7/31/2024 | [REDACTED]         | 7-31-2024 |
| Report must be faxed to ROCC 202-962-2808 at end of Tour |             |           |                    |           |

RTRA Supervisors' Report (RVO of Train ID 506) - Page 1 of 6

Incident Date: 07/31/2024 Time: 11:00 hours  
 Final Report – Collision Rev. 1  
 E24601

Drafted By: SAFE 711 – 09/17/2024  
 Reviewed By: SAFE 703 – 09/18/2024  
 Approved By: SAFE 707 – 10/11/2024

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Key Findings (Detail Below)

Supervisor Submitting Report (Initials) [REDACTED] | Report Review By (Initials) [REDACTED]

Report must be faxed to ROCC [REDACTED] at end of tour

*RTRA Supervisors' Report (RVO of Train ID 506) - Page 2 of 4*



Washington Metropolitan Area Transit Authority  
Rail Operations Supervisor Report



| Incident Date                                  | Incident Time         | Location (Station/Division)        | Track/Mezz Number |
|------------------------------------------------|-----------------------|------------------------------------|-------------------|
| July 31, 2024                                  | 11:05 AM              | Fort Totten station                | Track # 2         |
| Type of Incident                               |                       |                                    |                   |
| Rule Violation (SOP #)                         | Commendation (Yes/No) | Other                              |                   |
| N/A                                            | N/A                   |                                    |                   |
| Equipment Involved in the Incident             |                       |                                    |                   |
| Train ID and Car Numbers                       | Escalator Number      | Elevator (Platform/Street)         | Room Number       |
| Train 506 car 7298-7668-7494                   | N/A                   | N/A                                | N/A               |
| WMATA Employee/Contractor Involved Information |                       |                                    |                   |
| Name                                           | Employee Number       | Division                           |                   |
|                                                |                       | Greenbelt                          |                   |
|                                                |                       | Greenbelt                          |                   |
|                                                |                       |                                    |                   |
| Customer Involved Information                  |                       |                                    |                   |
| Name/Sex/D.O.B.                                | Address/Phone Number  |                                    |                   |
|                                                |                       |                                    |                   |
|                                                |                       |                                    |                   |
|                                                |                       |                                    |                   |
| Miscellaneous Information                      |                       |                                    |                   |
| Customer Injury (Yes/No)                       | Yes                   |                                    |                   |
| Employee/Contractor Injury (Yes/No)            | No                    |                                    |                   |
| Post Incident Transport (Yes/No)               | No                    |                                    |                   |
| Responding Personnel                           |                       |                                    |                   |
| Department                                     | Arrival Time          | Unit/Engine/Ambulance/Badge Number | Contact Person    |
| DcFD                                           | 11:35 am              | Truck 11                           |                   |
|                                                |                       |                                    |                   |

RTRA Supervisors' Report (Response to Train ID 506) - Page 3 of 4

|  |  |  |  |
|--|--|--|--|
|  |  |  |  |
|  |  |  |  |

Page 1 of 2

**Washington Metropolitan Area Transit Authority  
Rail Operations Supervisor Report**



**Please Provide a Chronological Account of the Incident**

11:20 AM I (Supervisor [REDACTED]) was located at Fort Totten awaiting to board train 506, 7298-7668-7494 operated by Operator [REDACTED] on track 2. While boarding the second car, Operator [REDACTED] made an announcement for Supervisor to come to lead car. He informed me that he thought he saw something on the track. I began to walk towards the trailing cars, the power was taken down on that 2.

Arriving near the end of the platform I saw a body on the roadway between the running rails track 2. I contacted ROCC at 11:25 am and informed them of the body.

11:30 I Supervisor [REDACTED] confirmed 3rd Rail power was de energized.

Station Managers [REDACTED] and [REDACTED] helped to keep the customers away from the scene.

Metropolitan police Rock badge [REDACTED] was on scene at 11:20 am controlled the scene and has witness information.

Arrival times of emergency personnel

Tpas officer [REDACTED]

11:32 am Tpas officer [REDACTED]

11:35 am DCFD engine 11 on scene

11:52 am Capt. [REDACTED]

11:52 am Emergency personal [REDACTED]

12:04 pm line director [REDACTED]

12:50 Medical examiners arrived

2:15 pm hot wash and scene turn over to Rail personnel

Supervisor [REDACTED]

Normal operation of track 1 and 2 at 2:30 pm.

[REDACTED]  
Rail Operations Supervisor  
Greenbelt Division

*RTRA Supervisors' Report (Response to Train ID 506) - Page 4 of 6*

Incident Date: 07/31/2024 Time: 11:00 hours  
Final Report – Collision Rev. 1  
E24601

Drafted By: SAFE 711 – 09/17/2024  
Reviewed By: SAFE 703 – 09/18/2024  
Approved By: SAFE 707 – 10/11/2024

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| Supervisor Name and Payroll | Signature | Date          |
|-----------------------------|-----------|---------------|
| <div></div>                 |           | July 31, 2024 |
| Reviewed By                 | Signature | Date          |
|                             |           |               |

Page 2 of 2

*RTRA Supervisors' Report (Response to Train ID 506) - Page 5 of 6*



RTRA Supervisor's Report  
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

DEPARTMENT OF OPERATIONS-RAIL SERVICE  
Office of Rail Transportation

|                    |                          |                                                       |                              |
|--------------------|--------------------------|-------------------------------------------------------|------------------------------|
| Date:<br>7/31/2024 | Incident Time<br>11:02am | Incident Location (Station Mezzanine#)<br>Fort Totten | Track/Mezzanine#<br>Track #2 |
|--------------------|--------------------------|-------------------------------------------------------|------------------------------|

Equipment Number (Train ID & Car Numbers; Escalator/Elevator #, Room #)  
#502(7276-7265-7396-7261) #504(7146-7217-7213)

Incident Description  
Train made contact to customer

| WMATA Personnel Involved | Employee #  | Rule Violation?   | Home Division              | Post Incident |
|--------------------------|-------------|-------------------|----------------------------|---------------|
| ██████████               | ██████      | No                | Greenbelt                  | Y             |
| ██████████               | ██████      | No                | Branch Ave                 | Y             |
| Name                     | Address     |                   |                            | Injury?       |
| Name                     | Address     |                   |                            | Injury?       |
| Name                     | Address     |                   |                            | Injury?       |
| Arrival Time             | Unit Number | Person In Charge  | Remarks                    |               |
| 11:47am                  | ██          | Officer ██████    | Responding Transit Officer |               |
| 11:51am                  | ██          | Supervisor ██████ | Responding Rail Supervisor |               |

Chronological Account of Incident

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

11:02am: Train ID #502 arrived on the platform to service Track #2 at Fort Totten

11:10am: Train ID #504 arrived on the platform to service Track #2 at Fort Totten

11:27am: MICC sent out an Alert that a customer was struck by a revenue train

11:47am: MTPD arrived at Branch Ave to interview two operators that may have come in contact with the person on the roadway

11:51am: I (Supervisor ██████) arrived at Branch Ave to interview both operators.

1:14pm: Supervisor ██████ transported the employees for a Post Medical Incident Examination

RTRA Supervisor's Report

Supervisor Submitting Report (Initials) RL

Report Reviewed By (Initials)

50.437 09/10

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

RTRA Supervisors' Report (RVOs of Train IDs 502 and 504) - Page 6 of 6

## Appendix F – Photographs

Images of Forward Video

Incident Date: 07/31/2024 Time: 11:00 hours  
Final Report – Collision Rev. 1  
E24601

Drafted By: SAFE 711 – 09/17/2024  
Reviewed By: SAFE 703 – 09/18/2024  
Approved By: SAFE 707 – 10/11/2024

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Train ID 502 (L7276)



Train ID 506 (L7298)

7000 Series Train Sunshade



*A sunshade of a randomly selected 7000 series train (L7616) was inspected for its functionality as designed. The train sunshade sporadically retracted by itself, not staying in place for appropriate use.*

Appendix G – Maximo



Washington Metropolitan Area Transit Authority  
Maintenance and Material Management System  
MICC Rail Incidents List REPORT

| INCIDENT# /<br>DESCRIPTION                                                                                                          | DATE/TIME                 | STATION/<br>LATE<br>DISPATCH | CAR NO/<br>NOT DISP | TRAIN ID/<br>PARTIAL<br>TRIPS | DIRECTION /<br>STATUS | ASSET<br>LOCATION/<br>OPERATOR<br>ID | TROUBLE<br>CODE | RESPONSE<br>CODE | LINE<br>DELAYS/<br>REPORTED<br>BY | PASS<br>DELAYS/<br>COMMENTS | TRAIN<br>DELAYS/<br>TOTAL<br>DURATION | OFF LOAD/<br>CHILD<br>WO? |
|-------------------------------------------------------------------------------------------------------------------------------------|---------------------------|------------------------------|---------------------|-------------------------------|-----------------------|--------------------------------------|-----------------|------------------|-----------------------------------|-----------------------------|---------------------------------------|---------------------------|
| 8780624                                                                                                                             | Jul 31, 2024,<br>11:15 AM | E06                          | R7298               | 506                           |                       | 2280                                 | JUMP            | PUB              | 15                                | 15                          | 225                                   | 1                         |
| Train made contact with a trespasser on the roadway. Third rail power was de-energized and single-track operations was established. |                           |                              |                     |                               |                       |                                      |                 |                  |                                   |                             |                                       |                           |
|                                                                                                                                     |                           | 0                            | 0                   | 1                             | CLOSED                |                                      |                 |                  | E001820                           |                             |                                       | 6                         |
| TOTAL RECORDS: 1                                                                                                                    |                           |                              |                     |                               |                       |                                      |                 |                  |                                   |                             |                                       |                           |

## Appendix H – Metro Transit Police Event Report



| Event Report                    |                |                      |           |
|---------------------------------|----------------|----------------------|-----------|
| Metro Transit Police Department |                | ORI-DCMTP0000        |           |
| Type of Report                  | MTPD CCN       | Local Jurisdiction   | Local CCN |
| Open                            | 2024-14294-001 | District of Columbia |           |

| Event Location                                                 |                       |                         |                                                         |              |                |
|----------------------------------------------------------------|-----------------------|-------------------------|---------------------------------------------------------|--------------|----------------|
| Street                                                         | Station Acronym       | City, State             | County                                                  | MTP District | Local District |
| 201 Galloway St<br>NE                                          | FTTO - FORT<br>TOTTEN | WASHINGTON,<br>DC 20011 | D04-<br>District<br>4                                   | District 1   | D04-District 4 |
| Date and Time of Event                                         |                       |                         | Date and Time Reported                                  |              |                |
| From To<br>7/31/2024 11:20:00 AM                               |                       |                         | 7/31/2024 11:20:20 AM                                   |              |                |
| Category                                                       |                       |                         |                                                         |              |                |
| Rail Station, Line or Right-of-Way                             | On Bus                | Property                | Other                                                   |              |                |
| FTTO - FORT TOTTEN<br>Green                                    |                       | Rail Station            | MSA1                                                    |              |                |
| Specific Location (Foot Bridge, Kiosk, Platform, Tracks, Etc.) |                       |                         | For Burglary or B&E Only                                |              |                |
| Right-of-Way/Track Bed                                         |                       |                         | If Hotel Rule Applies, #Premises or Facilities Entered: |              |                |
| Location Description                                           |                       |                         |                                                         |              |                |
| Rail Station                                                   |                       |                         |                                                         |              |                |

| Event Information                                              |                                  |                           |
|----------------------------------------------------------------|----------------------------------|---------------------------|
| If Incident<br>Use This Block                                  | Offense #                        | DEATH REPORT              |
| Incident<br>Classification                                     | Offense Classification           |                           |
| Incident Description                                           | Description                      | DEATH REPORT              |
|                                                                | Weapon/Force<br>Type of Activity | /                         |
| Entry Type:                                                    |                                  | Number Premises Entered:  |
| Hate Crime Motivation:                                         |                                  |                           |
| Bias Motivation                                                |                                  |                           |
| None (no bias) (mutually exclusive)                            |                                  |                           |
| Offender Suspected of Using:                                   |                                  | Modus Operandi (MO):      |
| Case Status Information                                        |                                  | Clearance Date            |
| Case Status (Completed by the Official who signs this report): |                                  |                           |
| Reporting Officer (Print)                                      | Badge #                          | Second Officer (Print)    |
|                                                                |                                  | Badge #                   |
| Supervisor's Name (Electronically Approved)                    |                                  | Investigator Notified ID# |
|                                                                |                                  | #                         |

Additional Narrative

**\*\*BWC ACTIVATED\*\***

On 07/31/2024 at approximately 1120 hours, I, Officer [REDACTED] received a radio run for a person struck by a train at the Fort Totten Metro Station, located at 201 Galloway Street NE, Washington, DC 20012.

Upon arrival at the scene, I contacted MPD Officer [REDACTED] who provided the following statement:

On 7/31/24 at approximately 1117 hours Ofc [REDACTED] & Ofc [REDACTED] were at Ft Totten red line platform, preventing crime and the fear of crime, when (W1) [REDACTED] flagged us down and stated he thought he saw a body on the tracks. We directed W1 to take us to the body and followed him to the green line platform, Branch Ave side, (Track #2), where we discovered the decedent's body in the middle of the tracks. Ofc [REDACTED] immediately notified MTPD communications while Ofc [REDACTED] cut the power to the Branch Ave side of the green line. W1 also stated that he did not know how the decedent wound up on the tracks but just happened to notice the body. (end of statement).

DC medics responded to the scene and advised that the incident would be a recovery, because the subject was not showing signs consistent with life. MTPD Detective [REDACTED] reviewed the surveillance footage and advised that the subject intentionally placed himself on the track bed. Detective [REDACTED] further advised that Metro Train 502 was the train that initially struck the subject. The lead rail car on train 502 was rail car 7276. After being struck by train 502, Detective [REDACTED] advised that Metro Trains 504 and 506 subsequently struck the subject.

The incident occurred at the approximate chain marker of E22655+00. At the time of this report, rail service is still being single tracked around the scene of the incident on the Green Line at Fort Totten Station.

The operator (Metro Train Operator [REDACTED]) and train 502 were met for further investigation at the Branch Avenue Rail Yard, located at 5501 Auth Road, Suitland, Maryland 20746.

MTPD Detective [REDACTED] responded to the scene to assist with the investigation. MTPD Crime Scene Officers [REDACTED], and [REDACTED] responded to the scene to collect evidence and document the scene.

DVR has been notified.

TSOC Notification TSA-0726659-24 AT 1459 [REDACTED]

## Appendix I – Why-Tree Analysis

