



W-0451 – Collision at Rockville Station – August 30, 2024

Document Purpose

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

WMSC staff recommend adoption of this investigation.

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

Safety event summary:

On August 30, 2024, at 8:57 a.m., the train operator of Train 116 notified the radio rail traffic controller (RTC) that a customer was struck by their train at Rockville Station on track 2. Third rail power was de-energized, and emergency services were requested immediately.

Prior to the collision, the customer entered Shady Grove Station at 8:19 a.m. and proceeded to board and exit 3 different trains between Shady Grove Station and Rockville Station.

The customer finally exited Train 129 at Rockville Station, briefly paced the platform, and then entered the last shelter on the north end of the platform. At 8:55 a.m., the customer exited the shelter, ran towards track 2, and jumped onto the roadway, placing themselves in the path of Train 116. Train 116 was traveling 29 miles per hour as it entered Rockville Station and struck the customer. The train operator of Train 116 depressed the emergency stop pushbutton



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in accordance with Metrorail procedure, and the train came to a complete stop with three cars on the platform. Customers aboard Train 116 were offloaded to the station's platform, and trains continued to service the station on track 1.

Montgomery County Fire and Rescue Service (MCFRS) and Metro Transit Police Department (MTPD) arrived on the scene at 9:09 a.m. The customer was found under the second rail car in the consist (3282), and had succumbed to their injuries.

Third rail power was energized on track 2 at 11:31 a.m. to move Train 116 and continue the recovery. After the train was moved, third rail power was de-energized again to complete the recovery.

All personnel reported clear of the roadway at 12:29 p.m., and normal service resumed minutes later.

The train operator and Train 116 were removed from service in accordance with Metrorail policy. WMATA's Drug and Alcohol Program determined that the train operator complied with the Drug and Alcohol Policy and Testing Program Policy.

Repairs were made to the damaged Train Wayside Communication (TWC) Coil on rail car 3283.

The probable cause of this safety event was the intentional action of the customer who trespassed onto the roadway.

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



Washington Metropolitan Area Transit Authority
Department of Safety (SAFE)
Office of Safety Investigations (OSI)
FINAL REPORT OF INVESTIGATION A&I E24685

Date of Event:	August 30, 2024
Type of Event:	Collision (Person Struck by Train)
Incident Time:	08:57 Hours
Location:	Rockville Station, track 2
Time and How received by SAFE:	08:59 Hours – Safety Information Officer (SIO)
WMSC Notification Time:	10:22 Hours
Responding Safety Officers:	WMATA: Office of Emergency Preparedness (OEP) Office of Safety Investigations (OSI) WMSC: None Other: None
Rail Vehicle:	Train ID 116 – (L3283/82.3175/74.3137/36T)
Injuries:	Fatality
Damage:	Rail Car 3283 - TWC Coil, Front Antenna
Emergency Responders:	Metro Transit Police Department (MTPD) Montgomery County Fire Department and Emergency Medical Services (MCFD)
SMS I/A Number	20240831#119485

Rockville Station, Track 2 – Collision

August 30, 2024
Table of Contents

Abbreviations and Acronyms-----	3
Executive Summary-----	4
Incident Site-----	5
Field Sketch/Schematics-----	5
Purpose and Scope -----	5
Investigative Methods-----	6
Investigation-----	6
Chronological Event Timeline-----	12
Automated Information Management System (AIMS) -----	16
The Office of Chief Mechanical Officer, Incident Investigation Team (CMOR/IIT) -----	17
Office of Systems Maintenance, Office of Radio Communications (COMR) -----	18
Office of Rail Transportation (RTRA)-----	18
Interview Findings -----	18
Weather -----	18
Related Rules and Procedures -----	18
Human Factors -----	18
Evidence of Fatigue -----	18
Post-Incident Toxicology Testing-----	19
Findings-----	19
Immediate Mitigation to Prevent Recurrence -----	20
Probable Cause Statement-----	20
Recommended Corrective Actions -----	20
Appendices-----	21
Appendix A – Interview Summary -----	21
Appendix B – RTRA Managerial Report-----	22
Appendix C – Rail Vehicle Operators Incident Report -----	24
Appendix D – Rail Vehicle Operators Employee Injury Form -----	27
Appendix E – Why-Tree Analysis -----	29

Abbreviations and Acronyms

AIMS	Advanced Information Management System
ARS	Audio Recording System
CMNT	Car Maintenance
CM	Chain Marker
CCTV	Closed-Circuit Television
CMOR	Office of the Chief Mechanical Officer
ERT	Emergency Response Team
IC	Incident Commander
MCDF	Montgomery County Fire Department Dispatcher
MICC	Metro Integrated Command and Communications Center
MOR	Metrorail Operating Rulebook
MTPD	Metropolitan Transit Police Department
NOAA	National Oceanic and Atmospheric Administration
OAP	Operations Administrative Policy
OM	Operations Manager
PDC	Power Desk Controller
RTC	Rail Traffic Controller
RTRA	Office of Rail Transportation
SAFE	Department of Safety
SDOC	Safety Director on Call
SIO	Safety Information Official
SUDS	Safety Universal Data System
TWC	Train Wayside Communication
WMATA	Washington Metropolitan Area Transit Authority
WMSC	Washington Metrorail Safety Commission

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

Executive Summary

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

On Friday, August 30, 2024, at 08:57 hours, the Rail Vehicle Operator of ID 116 (L3283/3282x3175/3174x3137/3136T) a 6-car legacy train notified the Metro Integrated Command and Communications Center (MICC) Radio Rail Traffic Controller (RTC) that a customer was struck by the train at Rockville Station on track 2. An Office of Rail Transportation (RTRA) Supervisor was dispatched to Rockville Station.

A review of Closed-Circuit Television (CCTV) footage revealed that prior to the incident, the customer entered Shady Grove Station at 08:19 hours, and boarded Train ID 119, in railcar 3203 at Shady Grove Station on track 1.

The customer exited Train ID 119 at Rockville Station, remained on the platform, and began to pace back and forth on the platform before boarding Train ID 110 on track 2 at 08:45 hours, and traveled back to Shady Grove Station. Upon arriving at Shady Grove Station, the customer exited Train ID 110, walked over to the train on track 1, and boarded Train ID 129 in railcar 7021. Train ID 129 departed Shady Grove Station, traveling toward Takoma Station.

The customer exited Train ID 129 from railcar 7021 at Rockville Station, walked the platform, and then entered the last shelter on the north end of the platform. At 08:55 hours, the customer exited the shelter and ran towards track 2, jumped onto the roadway placing themselves in the path of Train ID 116.

At 08:57 hours, the Rail Vehicle Operator reported an emergency to the MICC, and that a person had jumped in front of and made contact with the train.

The Button RTC advised the MICC Communication Agents and Operations Manager (OM) of the incident at 08:58 hours. The OM advised the Button RTC to de-energize third rail power.

The Communication Agents contacted the Montgomery County Fire Department Dispatcher (MCDF) and requested assistance. At 08:59 hours, Police 1 notified the Metropolitan Transit Police (MTPD) Dispatcher, and MTPD Officers were dispatched to Rockville Station.

The OM advised the Power Desk Controller (PDC) of the incident and subsequently at the same time third rail power was de-energized at Rockville Station on track 2 at 08:59 hours.

The Crime Scene Specialists advised they were en route. At 09:02 hours, trains began single-tracking from Twinbrook to Shady Grove Station by way of track 1. An MTPD advised the MTPD Dispatcher that they were on the scene as the Incident Commander and the Incident Command Post was located on the platform at Rockville Station at 09:05 hours.

The Incident Commander advised of a recovery operation at 09:07 hours. At 09:08 hours, the Safety Information Officer (SIO) dispatched personnel from the Office of Emergency Preparedness to Rockville Station.

The Incident Commander advised at 09:13 hours, the customer was located under the second car, and recovery efforts were underway.

The Incident Commander advised the Medical Examiner was on the scene at 10:19 hours. At 10:30 hours, the Car Maintenance Road Mechanic notified the Radio RTC that they had arrived at Rockville Station.

Police 1 was advised at 10:53 hours, that all personnel and equipment were clear from the roadway at Rockville Station on track 2. The Radio RTC made power energization announcements to alert personnel that power was being restored at Rockville Station on track 2 at 10:58 hours. The Advanced Information Management System (AIMS) indicated third rail power was re-energized at Rockville Station on track 2 at 11:01 hours.

The customer was removed from the roadway, and the incident train was transported to Shady Grove Rail Yard.

At 12:35 hours, normal service resumed at Rockville Station.

There was damage to the Train Wayside Communication (TWC) Coil on car 3283.

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

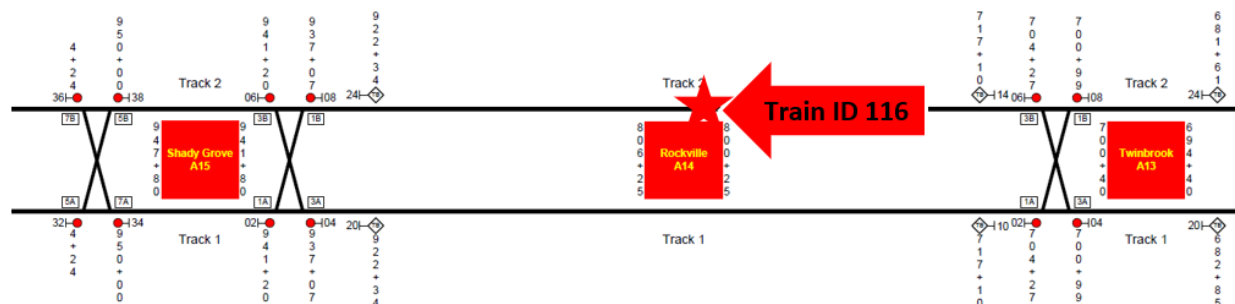
In accordance with the Office of the Chief Mechanical Officer (CMOR) Incident Investigation Team (IIT) Operations Administrative Policy (OAP) 102.06, the Metro Integrated Command and Communications Center (MICC) promptly initiated the removal of Train ID 116 from revenue service for post-incident investigative measures. This action adhered to the Rail Vehicle Event Investigation Policy, ensuring a comprehensive examination of the incident.

The probable cause of the Collision event at Rockville Station on August 30, 2024, was the intentional action of the customer who trespassed onto the roadway and was subsequently struck by the train.

Incident Site

Rockville Station is an outdoor station with a center platform. There is no interlocking at this station.

Field Sketch/Schematics



The above depiction is not to scale.

Purpose and Scope

Incident Date: 08/30/2024 Time: 08:57 hours
Final Report – Collision (Person Struck By A Train) Rev. 1
E24685

Drafted By: SAFE 702 – 10/01/2024
Reviewed By: SAFE 707 – 11/01/2024
Approved By: SAFE 707 – 11/01/2024

Page 5

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

Investigative Methods

The investigative methodologies included the following:

- Physical Site Assessment.
- Formal Interviews – SAFE interviewed one (1) individual as part of this investigation. The interview included persons present at, during, and after the incident, those directly involved in the response process, and representatives from the Washington Metrorail Safety Commission (WMSC). SAFE interviewed the following individual:
 - Rail Vehicle Operator – Train ID 116
- Documentation Review – Collection of relevant work history information and process documentation contained in WMATA systems of record. These records include:
 - Metrorail Operating Rulebook (MOR)
 - National Oceanic and Atmospheric Administration (NOAA)
 - MTPD Event Report
 - Train Interval Sheet
 - Supervisor's Report
 - Rail Vehicle Operator's Incident/Accident Report
 - Rail Vehicle Operator's Manifest
 - Post-Incident/Accident Form
 - Rail Vehicle Operator's 30-Day Work History
 - Managerial Report
 - Rail Vehicle Operator's Certification Records
 - Training Records
 - Maximo
- System Data Recording Review – Collection of information contained in Metro Data Recording Systems. This data includes:
 - Audio Recording System (ARS) playback
 - Closed-circuit television (CCTV)
 - Advanced Information Management System (AIMS)
 - System Performance On-Time Summary (SPOTS)

Investigation

On Friday, August 30, 2024, at 08:57 hours, the Rail Vehicle Operator of ID 116 (L3283/3282x3175/3174x3137/3136T) a 6-car legacy train notified the Metro Integrated Command and Communications Center (MICC) Radio Rail Traffic Controller (RTC) that a customer was struck by their train at Rockville Station on track 2. An Office of Rail Transportation Supervisor (RTRA) was dispatched to Rockville Station.

A review of Closed-Circuit Television (CCTV) shows prior to the incident, the customer was seen entering the Shady Grove Station at 08:19 hours and boarding car 3230 on Train ID 119 at Shady Grove Station platform on track 1.

The customer exited Train ID 119 at Rockville Station and began pacing back and forth on the platform momentarily before boarding Train ID 110, car 7078 at Rockville Station, track 2 at 08:45 hours, and traveling to Shady Grove Station.



Image 1 – Depicts the customer boarding Tran ID 110, car 7021 at Rockville track 2.

After arriving at Shady Grove Station, the customer exited Train ID 110, stepped over to Track 1, and boarded Train ID 129 car 7021. Train ID 129 departed Shady Grove Station with Takoma Station as the final destination

CCTV footage shows the customer exiting Train ID 129, car 7021 at Rockville Station track 1, walking down the platform into the last shelter on the north end of the platform.

At 08:55 hours, the customer exited the shelter and ran towards track 2, jumping into the roadway and placing themselves in the path of Train ID 116.



Image 2 – Shows the customer standing at the Bus Shelter.

The Button RTC advised the MICC Communication Agents and Operations Manager (OM) of the incident at 08:58 hours. The OM advised the Button RTC to de-energize third rail power.

The OM advised the Power Desk Controller (PDC) of the incident and subsequently at the same time third rail power was de-energized at Rockville Station on track 2 at 08:59 hours by the Button

RTC. A Department of Rail Transportation Supervisor (RTRA) was dispatched from Friendship Heights to Rockville Station at 08:59 hours.

At 09:01 hours, Crime Scene Specialists advised they were en route. At 09:02 hours, trains began single-tracking from Twinbrook to Shady Grove Station by way of track 1. At 09:04 hours, the customers were offloaded onto the platform from the incident train. An MTPD advised the MTPD Dispatcher that they were on the scene as the Incident Commander and the Incident Command Post was located on the platform at Rockville Station at 09:05 hours.



Image 3 – Depicts MCFD and MTP Officers on the scene at 09:05 hours.

The Incident Commander advised this was a recovery operation at 09:07 hours. The Communication Agents instructed all Station Ambassadors via radio channel Ops 5 to respond to Rockville Station.

At 09:08 hours, the Safety Information Officer (SIO) dispatched personnel from the Office of Emergency Preparedness to Rockville Station. The Incident Commander advised at 09:13 hours, the customer was located under the second car, and recovery efforts were underway.

An RTRA Superintendent and Rail Supervisor 4 arrived on the scene at 09:16 hours. The Radio RTC advised Rail Supervisor #4 to hot stick and confirm third rail power was de-energized, foul time was granted for the Rail Supervisor to enter the roadway at Rockville Station on track 2 at 09:17 hours.

At 09:17 hours, Unified Command was established in front of Rockville Station by the bus loop.

At 09:22 hours, the RTRA Superintendent advised that Rail Supervisor #4 hot-sticked at the 8-car marker of Rockville Station on track 2 and confirmed that third rail power was de-energized. At 09:28:08 hours, the RTRA Superintendent advised that there were no signs of life and located the customer under the second railcar.

At 09:48 hours, the Incident Commander advised that MCFD would be departing Rockville Station and EMS would remain on scene, and the Command Post was relocated to the platform. A Senior Safety Investigator from the Office of Safety Investigations arrived on the scene at 09:55 hours.

The Incident Commander advised the Medical Examiner was on the scene at 10:19 hours. Also the Car Maintenance Road Mechanic notified the Radio RTC they arrived at Rockville Station at 10:30 hours.

At 10:44 hours, Rail 1 advised the Button RTC that when the platform is cleared by the Incident Commander, the incident train would be moved in the reverse direction towards Twinbrook Station to recover the customer from the roadway.

Police 1 was advised at 10:53 hours, that all personnel and equipment were clear from the roadway at Rockville Station on track 2. The Radio RTC made power energization announcements to alert personnel that power was being restored at Rockville Station on track 2 at 10:58 hours. The Advanced Information Management System (AIMS) indicated third rail power was re-energized at Rockville Station on track 2 at 11:01 hours.



Figure 1 – Depicts third rail power re-energized at Rockville Station on track 2.

At 11:14 hours, Rail Supervisor #2 advised the Radio RTC that they were keyed up on the downtown end and ready to move the train. The Radio RTC granted Train ID 716 an Absolute Block no closer than 10 feet of signal A13-06 red. At 11:17 hours, the Radio RTC instructed Train ID 716 to verify a lunar at signal A13-06, cross over from track 2 to track 1, then key down and reverse ends at Twinbrook Station.

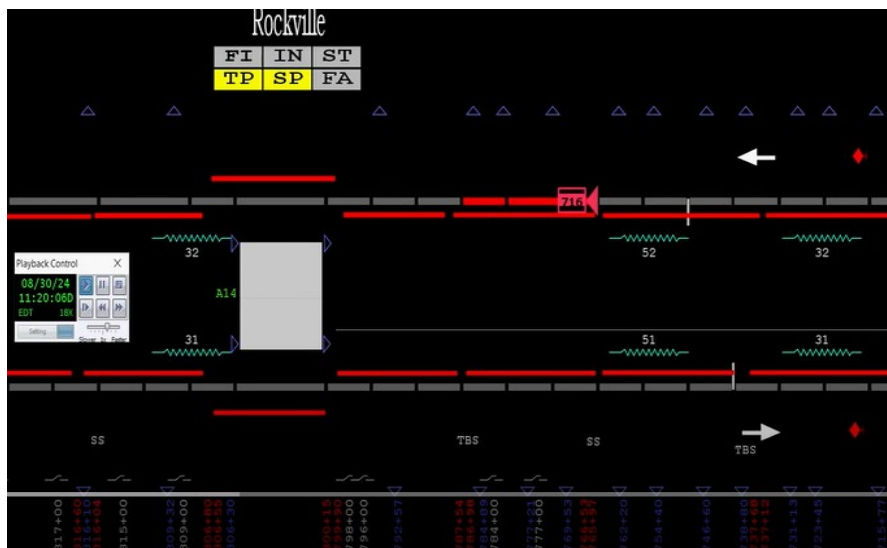


Image 4 – Depicts Train ID 716 moving towards Twinbrook Station.

At 11:18 hours, the Incident Commander requested third rail power de-energized at Rockville Station on track 2, at 11:40 hours, hot stucked and confirmed third rail power de-energized at Rockville Station on track 2.



Image 5 – Third rail power de-energized at Rockville Station, track 2 to remove the customer from the roadway.

The Radio RTC Instructed Train ID 716 to continue to signal A11-36 red.

A review of CCTV footage confirms that after power was confirmed de-energized the Medical Examiner and MTPD Crime Scene personnel entered the roadway and at 12:00 pm the customer was removed from the roadway.

At 12:04 hours, the Incident Commander advised all personnel and equipment were clear of the roadway.

At 12:11 hours, the incident scene was turned over to the Emergency Response Team (ERT), who was located on the platform with their work crew at Rockville Station on track 2 and requested

foul time to enter the roadway with WSAD in place. Foul Time was granted and established at 12:12 hours.

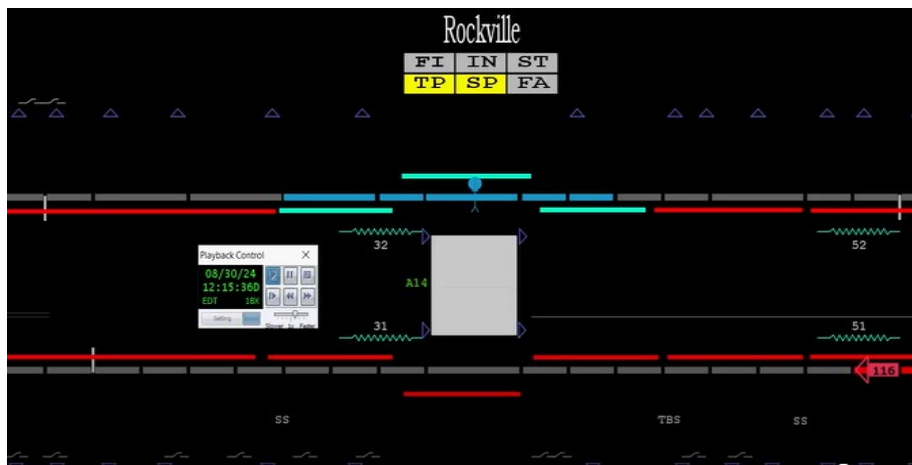


Image 6 – ERT granted foul time to the roadway, blue block human form in place.

The Road Mechanic advised the Radio RTC at 12:23 hours, that there was damage to the Train Wayside Communication (TWC) Coil on car 3283.

At 12:29 hours, ERT relinquished foul time, third rail power could be restored, and the track was revenue-ready no test train was required.

At 12:35 hours, third rail power energized at Rockville Station on track 2, and normal service resumed.



Image 7 – Power restored Rockville Station, track 2 normal operations resumed.

Train ID 716 arrived at Shady Grove Yard at 12:40 hours.

Chronological Event Timeline

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

Time	Description
08:19:04 hours	The person walked from the Bus Bay toward Shady Grove Station. [CCTV]
08:19:53 hours	The person entered Shady Grove Station. [CCTV]
08:20:12 hours	The person arrived on the platform at Shady Grove Station. [CCTV]
08:20:18 hours	The person boarded rail car 3203 at Shady Grove Station on track 1. [CCTV]
08:22:01 hours	Train ID 119 departed Shady Gove Station on track 1. [SPOTS]
08:25:35 hours	The person exited rail car 3203 at Rockville Station on track 1. [CCTV]
08:45:26 hours	Train ID 110 arrived at Rockville Station on track 2. [SPOTS]
08:46:04 hours	The person boarded Train ID 110 on rail car 7078. [CCTV]
08:49:37 hours	Train ID 110 arrived at Shady Grove Station. [SPOTS]
08:50:13 hours	The person exited rail car 7078. [CCTV]
08:50:21 hours	The person boarded Train ID 129 on rail car 7021. [CCTV]
08:52:02 hours	Train ID 129 departed Shady Grove Station on track 1. [SPOTS]
08:54:51 hours	Train ID 129 arrived at Rockville Station on track 1. [CCTV]
08:55:21 hours	The person exited car 7021 of Train ID 129, walked towards track 2, then walked down the platform, turned around, walked into the last shelter on the platform, and sat down. [CCTV]
08:57:37 hours	The person exited the shelter, ran towards track 2, and jumped onto the roadway. [CCTV]
08:57:38 hours	Train ID 116 arrived at Rockville Station on track 2. [CCTV]
08:57:40 hours	The person was struck by the train. [CCTV]
08:57:48 hours	<u>Train ID 116</u> : Reported an emergency and that a person jumped in front of the train and the train made contact. <u>Radio RTC</u> : Inquired of the train's location and instructed to stop the train. <u>Train ID 116</u> : Advised Rockville Station on track 2. <u>Radio RTC</u> : Inquired how many cars were on the platform. Instructed Train ID 118 to hold at Twinbrook Station. <u>Train ID 118</u> : Acknowledged. [Radio Ops 1]
08:57:50 hours	The train stopped with three cars on the platform [CCTV]
08:58:40 hours	<u>Train ID 116</u> : Advised 2-3 cars on the platform. <u>Radio RTC</u> : Inquired if the Train Operator was okay, and if they could perform a ground walkaround. <u>Train ID 116</u> : Responded, "negative", and lead car 3283. [Radio Ops 1]
08:58:47 hours	<u>Button RTC</u> : Advised that a person was struck by a track at Rockville Station on track 2. <u>Communications Agent</u> : Acknowledged. [Phone Ops 1]

Time	Description
08:58:50 hours	<u>Button RTC</u> : Advised that a person was struck by a track at Rockville Station on track 2. <u>OM</u> : Instructed to de-energize power. [Phone Rail 1]
08:59:07 hours	<u>OM</u> : Advised that a person was struck by a track at Rockville Station on track 2. <u>Power Desk</u> : Acknowledged. [Phone Rail 1]
08:59:11 hours	<u>Rail Supervisor #1</u> : Advised located at Friendship Heights Station with Rail Supervisor #2. <u>Radio RTC</u> : Instructed to head towards Shady Grove Station. [Radio Ops 1]
08:59:12 hours	<u>Police 1</u> : Advised that a person was struck by a track at Rockville Station on track 2. <u>MTPD Dispatch</u> : Acknowledged and dispatched Officers to Rockville Station. [Radio MTPD 1X]
08:59:34 hours	<u>Communications Agent</u> : Attempted to contact the Station Manager at Rockville Station. [Radio Ops 5]
08:59:47 hours	<u>Communications Agent</u> : Instructed the Station Manager to assist with clearing the customers from the train. <u>Station Manager</u> : Acknowledged. [Phone ROIC 4]
08:59:48 hours	Third rail power was de-energized at Rockville Station on track 2. [AIMS]
08:59:48 hours	<u>Button RTC</u> : Advised that a person was struck by a track at Rockville Station on track 2. <u>SOCC</u> : Acknowledged. [Phone Ops 1]
08:59:53 hours	<u>Radio RTC</u> : Advised that the Station Manager was reporting to the platform. Instructed to walk the customer through the train and key them off. <u>Train ID 116</u> : Acknowledged. [Radio Ops 1]
09:00:27 hours	<u>Communications Agent</u> : Contacted MCFD and requested a response to 251 Hungerford Drive - Rockville Station. <u>MCFD Dispatch</u> : Advised that nothing was coming up for that address. <u>Communications Agent</u> : Revised the address to 250 Rockville Pike. [Phone ROIC 4]
09:00:30 hours	<u>Radio RTC</u> : Announced a person was struck by a train and for Train Operators to make announcements to the customers if they were holding. [Radio Ops 1]
09:00:44 hours	<u>Communications Section</u> : Instructed to dispatch shuttle buses between Twinbrook Station, Rockville Station, and Shady Grove Station. [Phone BOCC]
09:01:16 hours	<u>Crime Scene Specialist</u> : Advised en route to Rockville Station. [Radio MTPD 1X]
09:01:24 hours	<u>Radio RTC</u> : Instructed Rail Supervisor #3 located at Shady Grove Station to contact the MICC. [Radio Ops 1]
09:01:58 hours	<u>Radio RTC</u> : Requested a radio check. <u>Rail Supervisor #3</u> : No response.
09:02:49 hours	<u>Radio RTC</u> : Announced that trains would single track between Twinbrook Station and Shady Grove Station utilizing track 1. [Radio Ops 1]
09:02:55 hours	<u>MTPD Officer</u> : Reported located at Rockville Station and Incident Commander. [Radio MTPD 1X]
09:05:55 hours	<u>Incident Commander</u> : Advised that the command post was located on the platform. [Radio MTPD 1X]

Time	Description
09:06:09 hours	<u>Station Manager</u> : Reported that the handheld radio was charged, but not working, and they would utilize their cellular phone. [Phone COMMS]
09:06:55 hours	<u>Incident Commander</u> : Advised of a recovery operation. [Radio MTPD 1X]
09:07:18 hours	<u>Communications Agent</u> : Instructed all Station Ambassadors to respond to Rockville Station. [Radio Ops 5]
09:07:37 hours	<u>Radio RTC</u> : Dispatched a Road Mechanic from Metro Center Station to Rockville Station. <u>Road Mechanic</u> : Acknowledged. [Radio Ops 1]
09:07:58 hours	<u>Button RTC</u> : Instructed Rail Supervisor #3 at Shady Grove Station to report to Rockville Station. <u>Rail Supervisor #3</u> : Acknowledged. [Phone Ops 1]
09:08:01 hours	MTPD arrived at Rockville Station. [CCTV]
09:08:27 hours	<u>RTRA Superintendent</u> : Advised en route to Rockville Station. <u>AOM</u> : Acknowledged. [Phone Rail 2]
09:08:57 hours	<u>SIO</u> : Dispatched personnel to Rockville Station. [Phone Emer Mgmt]
09:09:01 hours	MCFD arrived at Rockville Station. [CCTV]
09:11:59 hours	<u>Incident Commander</u> : Advised to transfer to MTPD 2X. [Radio MTPD 1X]
09:13:55 hours	<u>Incident Commander</u> : Advised the person was located under the second car, and a recovery effort was being performed. [Radio MTPD 2X]
09:14:03 hours	<u>Radio RTC</u> : Instructed Rail Supervisor #2 to disregard the response to Rockville Station. [Radio Ops 1]
09:16:40 hours	<u>RTRA Superintendent</u> : Advised located at Rockville Station with Rail Supervisor #4. <u>Radio RTC</u> : Acknowledged [Radio Ops 1]
09:17:07 hours	<u>Radio RTC</u> : Advised Rail Supervisor #4 they would hot stick-on track 2. <u>RTRA Superintendent</u> : Acknowledged. [Radio Ops 1]
09:17:37 hours	<u>Incident Commander</u> : Advised Unified Command was established in front of Rockville Station at the bus loop. [Radio MTPD 2X]
09:17:56 hours	<u>Radio RTC</u> : Granted foul time to Rail Supervisor #4 to hot stick at Rockville Station on track 2. <u>RTRA Superintendent</u> : Acknowledged [Radio Ops 1]
09:18:06 hours	Blue block and human form in place. [AIMS]
09:22:14 hours	<u>RTRA Superintendent</u> : Advised that Rail Supervisor #4 hot stick at the 8- car marker of Rockville Station on track 2 and confirmed that third rail power was de-energized. <u>Radio RTC</u> : Acknowledged [Radio Ops 1]
09:48:26 hours	<u>Incident Commander</u> : Advised that MCFD would be departing Rockville Station and EMS would remain on scene. <u>Police 1</u> : Acknowledged. [Radio MTPD 2X]
09:52:23 hours	<u>Incident Commander</u> : Advised the Command Post was moved to the platform. <u>Police 1</u> : Acknowledged. [Radio MTPD 2X]
09:55:00 hours	Office of Safety Investigations arrived at Rockville Station. [CCTV]
	MCFD departed Rockville Station. [CCTV]
10:19:58 hours	<u>Incident Commander</u> : Advised that the Medical Examiner was on the scene. <u>Police 1</u> : Acknowledged. [Radio MTPD 2X]

Time	Description
10:30:25 hours	<u>Incident Commander</u> : Advised that the Road Mechanic was on the scene. <u>Police 1</u> : Acknowledged. [Radio MTPD 2X]
10:30:56 hours	<u>Road Mechanic</u> : Advised located at Rockville Station. <u>Radio RTC</u> : Acknowledged. [Radio Ops 1]
10:53:24 hours	<u>Incident Commander</u> : Advised that all personnel and equipment were clear from the roadway at Rockville Station on track 2. <u>Police 1</u> : Acknowledged. [Radio MTPD 2X]
10:58:31 hours	<u>Radio RTC</u> : Announced a power energization alert for power to be restored at Rockville Station on track 2 [Radio Ops 1]
11:00:18 hours	Blue block and human form removed. [AIMS]
11:01:30 hours	Third rail power energized at Rockville Station on track 2. [AIMS]
11:14:15 hours	<u>Rail Supervisor #2</u> : Advised keyed on the downtown end and ready to move the train. <u>Radio RTC</u> : Acknowledged. [Radio Ops 1]
11:15:50 hours	<u>Radio RTC</u> : Granted an absolute block to A13-06 red. <u>Train ID 716</u> : Acknowledged. [Radio Ops 1]
11:17:58 hours	<u>Radio RTC</u> : Instructed to verify a lunar at signal A13-06, cross over from track 2 to track 1, then key down and reverse ends at Twinbrook Station. <u>Train ID 716</u> : Acknowledged. [Radio Ops 1]
11:18:13 hours	<u>Incident Commander</u> : Requested for power to be de-energized at Rockville Station on track 2. <u>Police 1</u> : Acknowledged. [Radio MTPD 2X]
11:27:16 hours	<u>Radio RTC</u> : Instructed to continue to signal A11-36 red. <u>Train ID 716</u> : Acknowledged. [Radio Ops 1]
11:31:12 hours	Third rail power was de-energized at Rockville Station on track 2. [AIMS]
11:40:14 hours	<u>Incident Commander</u> : Advised hot stick and confirmed third rail power de-energized at Rockville Station on track 2. <u>Police 1</u> : Acknowledged. [Radio MTPD 2X]
11:40:45 hours	The Medical Examiner and MTPD Crime Scene entered the roadway. [CCTV]
11:47:35 hours	<u>Radio RTC</u> : Instructed to verify a lunar at signal A11-36 and clear the interlocking at Medical Center Station. <u>Train ID 716</u> : Acknowledged. [Radio Ops 1]
11:54:36 hours	<u>Radio RTC</u> : Dispatched Train ID 716 to Shady Grove Yard. <u>Train ID 716</u> : Acknowledged. [Radio Ops 1]
12:00:00 hours	The person was removed from the roadway. [CCTV]
12:04:40 hours	<u>Incident Commander</u> : Advised that the person was removed from the roadway and that MTPD personnel and equipment were clear from the roadway. <u>Police 1</u> : Acknowledged. [Radio MTPD 2X]
12:11:16 hours	<u>Incident Commander</u> : Advised the scene was turned over to ERT. <u>Police 1</u> : Acknowledged. [Radio MTPD 2X]
12:11:52 hours	<u>ERT</u> : Advised located on the platform with their work crew at Rockville Station on track 2. Requested foul time to enter the roadway with WSAD in place. <u>Radio RTC</u> : Acknowledged. Granted foul time. [Radio Ops 1]
12:12:54 hours	Blue block and human form in place. [AIMS]

Time	Description
12:23:06 hours	<u>Road Mechanic</u> : Advised damage to the TWC Coil on rail car 3283. <u>Radio RTC</u> : Acknowledged. [Radio Ops 1]
12:29:22 hours	<u>ERT</u> : Relinquished foul time, third rail power could be restored, and the track were revenue ready no test train required. <u>Radio RTC</u> : Acknowledged. [Radio Ops 1]
12:30:00 hours	Blue block and human form removed. [AIMS]
12:30:44 hours	<u>Radio RTC</u> : Announced a power energization alert at Rockville Station on track 2. [Radio Ops 1]
12:35:24 hours	Third rail power energized at Rockville Station on track 2. [AIMS]
12:35:55 hours	<u>Radio RTC</u> : Announced normal service at Rockville Station. [Radio Ops 1]
12:40:46 hours	<u>Train ID 140</u> : Arrived at Rockville Station on track 2. [SPOTS]

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

Automated Information Management System (AIMS)

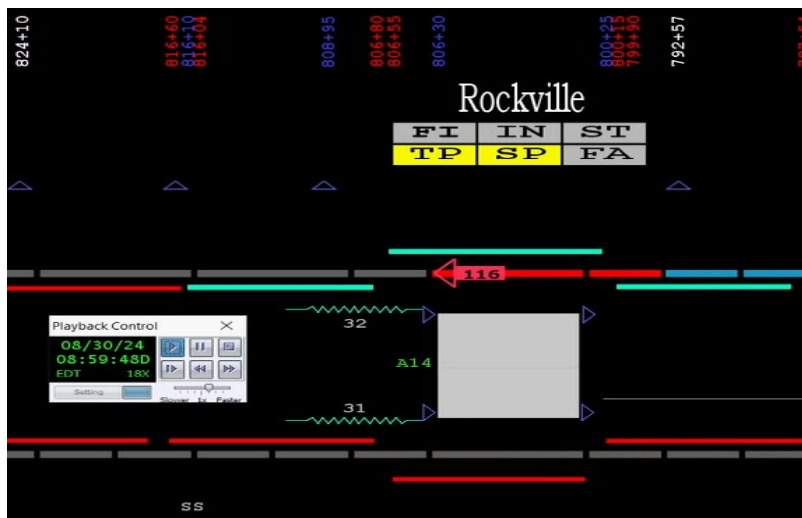


Figure 2 – Train ID 116 located at Rockville Station on track 2 at 08:59 Hours.

The Office of Chief Mechanical Officer, Incident Investigation Team (CMOR/IIT)

Table 1. Timeline of events for ID 116 Lead Car R3283				
Timeline	Event	Distance / Location (Feet)	Train Speed (MPH)	Regulated Speed (MPH)
8:57:38.6	Train arrived at Rockville Station Platform	O (beginning of station platform)	29	50
8:57:42.8	Emergency brake application was initiated through Master Controller (B5+ Dead Man release) and emergency stop push button (mushroom)	149 (into station)	17	50
8:57:48.05	Train came to complete stop.	225 (into station)	0	50

Figure 1. Signals without horn.

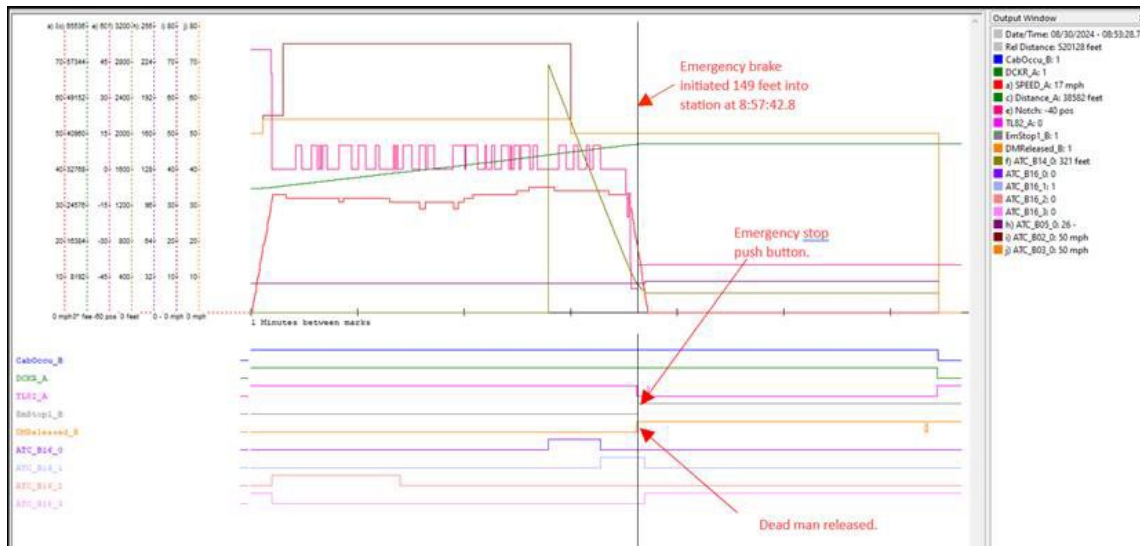


Figure 2. Signals with Horn.



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

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

Office of Systems Maintenance, Office of Radio Communications (COMR)

The Office of Radio Communication (COMR) conducted comprehensive radio checks at Rockville Station and found no issues.

Office of Rail Transportation (RTRA)

Adopted from RTRA report:

Rail Vehicle Operator History

Hire Date: January 29, 2023

Certification Date: May 31, 2023 (Practical Score: QL-1)

Rail Vehicle Operator Start Date: June 1, 2023

Interview Findings

As part of the investigation launched into the event, SAFE interviewed one (1) person. The interview identified the following key findings associated with this event. The findings detailed below include reported information from involved personnel and may conflict with other data sources contained in the report.

Rail Vehicle Operator – Train ID 116

- The Rail Vehicle Operator stated that they were operating on their second trip to Shady Grove Station and were going to take a break upon arrival.
- The Rail Vehicle Operator stated that the weather was cloudy, but it was not raining just drizzling.
- The Rail Vehicle Operator stated that they entered the platform at approximately 35 mph.
- The Rail Vehicle Operator stated that they immediately noticed the customer on the platform, and they looked suspicious.
- The Rail Vehicle Operator stated that they slowed the train down, then the person ran and then jumped.
- The Rail Vehicle Operator stated that they immediately pressed the emergency brake, and then contacted the MICC.

Weather

On August 30, 2024, at the time of the incident, NOAA recorded the temperature as 72°F, with drizzle and foggy skies, winds 10 mph, and 91% humidity. Weather was not a contributing factor in this incident Weather source: NOAA – Location: Rockville, MD.

Related Rules and Procedures

Metrorail Operating Rulebook (MOR)

- 1.1 Guiding Safety Principles
- 1.2 Incident Reporting

Standard Operating Procedure (SOP)

- #26 Person Hit by Train

Human Factors

Evidence of Fatigue

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 the Train Operator's fatigue. No signs or symptoms of fatigue were evident from the video. The Train Operator reported feeling fully alert at the time of the incident. The employee reported experiencing no symptoms of fatigue in the time leading up to the incident.

Fatigue Risk

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 Rail Vehicle Operator reported keeping a regular sleep schedule in the days leading up to the incident. The Rail Vehicle Operator worked one shift in the days leading up to the incident. The Rail Vehicle Operator was awake for 4.45 hours at the time of the incident. The Rail Vehicle Operator reported 7 hours of sleep in the 24 hours preceding the incident. The off-duty period was 15.5 hours which provides an opportunity for 7-9 hours of sleep. The employee reported no issues with sleep.

Post-Incident Toxicology Testing

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

Findings

- The subject customer intentionally jumped from the platform onto the roadway at Rockville Station on track 2.
- Train ID 116 collided with the person prior to fully berthing within the platform limits.
- The Rail Vehicle Operator applied all emergency braking techniques after observing the customer jump into the path of the train.
- The Train performed as commanded.
- Third-rail power was de-energized at the time of the incident.
- RTRA Supervisor was able to hot-stick and confirm before MCFD entered the roadway.
- The Station Manager reported experiencing radio communication problems.

Immediate Mitigation to Prevent Recurrence

- Third-rail Power was de-energized.
- Single-track operations was established on the Redline.
- The Rail Vehicle Operator of Train ID 116 was removed from service.
- Train ID 116 was removed from service and transported as Train ID 716 to Shady Grove Yard for data analysis download.

Probable Cause Statement

The probable cause of the Collision event at Rockville Station on Friday, August 30, 2024, was the intentional action of the customer who trespassed onto the roadway and was subsequently struck by the train.

Recommended Corrective Actions

Corrective Action Code	Description	Responsible Party	Estimated Completion Date
	No Corrective Actions were identified.		

Appendices

Appendix A – Interview Summary

The below narrative 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.

Rail Vehicle Operator – Train ID 116

The Rail Vehicle Operator is a WMATA employee with 1 year of service and 1 year of experience as a Train Operator. The Train Operator holds a Roadway Worker Protection (RWP) Level 2 certification that expires in January 2025. The Train Operator reported that their last certification was in June 2023.

During the interview, the Rail Vehicle Operator stated that their day started normally and that they were fully alert and fully rested. They were operating on their second trip to Shady Grove Station and were going to take a break upon arrival.

The Rail Vehicle Operator stated that the weather was cloudy, but it was not raining just drizzling.

The Rail Vehicle Operator stated that they were approaching the platform, and they were not utilizing point-and-call at that time. They would use the procedure on the platform, point at the end gate, speed commands, and if there was a signal. They entered the platform at approximately 35 mph.

The Rail Vehicle Operator stated that they immediately noticed the customer on the platform and were not sure why; the customer looked suspicious, and the customer was not close to the end of the platform. The Rail Vehicle Operator stated that the customer was near the bench, but they could see the customer slowly moving closer to the edge platform. The Rail Vehicle Operator stated that they slowed the train down, then the person ran and then jumped. The Rail Vehicle Operator stated that they immediately pressed the emergency brake, and then contacted Central.

The Rail Vehicle Operator stated that the RTC asked if they were okay and if they could perform a ground walkaround. They responded that they would not be able to. The Rail Vehicle Operator stated that the RTC instructed them to key the customers off of the train.

Appendix B – RTRA 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 a Train	Delay (Minutes):	12 minutes for customers. 136 minutes to move the train.
Incident Date:	Friday, August 30, 2024	Vehicles Involved:	ID 116 L3282*3174*3136
Incident Time:	08:56	First Reported By:	Rail Vehicle Operator [REDACTED]
Location:	Rockville Track #2		

BRIEF DESCRIPTION:

At approximately 19:58, Rail Vehicle Operator [REDACTED] while operating ID 116 a person jumped off the platform into the oncoming train at Rockville station Track #2. The MICC was notified of the incident and all required notifications were made. A ground walkaround was conducted by Superintendent [REDACTED] at which time it was determined that there were no signs of life for the person struck. Unit [REDACTED] were dispatched to the scene. The Operator was interviewed by MTPD on scene then released to Assistant Superintendent [REDACTED]. There were no reported injuries to customers aboard the train. Operator [REDACTED] was taken out of service and transported for post-incident testing.

Key Employees Involved & Employee Statements:

1. **Rail Vehicle Operator [REDACTED]** - Stated that "the day started off as a normal day, I was on my second trip in the direction of Shady Grove. I entered the station at 35 mph; however, I did notice someone near the end of the platform moving oddly. I continued to pay attention to him, then all of a sudden, he runs directly in front of my train and jumps. I could hear the train run over his body, upon contact I pressed the emergency stop button and contacted central. Central asked me if I could do a ground walk around inspection, I denied. They then instructed me to offload my train. I offloaded and waited for supervision and EMS to arrive".

Post Incident Testing & Employee History:

- Rail Vehicle Operator [REDACTED] was removed from service and transported for post incident testing
- Rail Vehicle Operator [REDACTED] was hired on January 29, 2023
- Rail Vehicle Operator [REDACTED] has been a Certified Rail Vehicle Operator since June 1, 2023
- Rail Vehicle Operator [REDACTED] last Train Certification was May 31, 2023 (QL-1)



Washington Metropolitan Area Transit Authority

Office of Rail Transportation: Managerial Incident Investigation Report



SIGNIFICANT INCIDENT TIMELINE:

- 08:56 Train RVO [REDACTED] on train 116 notified MICC that a person was struck entering the platform at A14 Rockville Station Track #2.
- 08:59 Third Rail Power was deenergized.
- 09:02 MICC asked the RVO were they capable of performing a ground walkaround, they denied and the MICC instructed RVO [REDACTED] to offload the train.
- 09:07 Superintendent [REDACTED] and Office Supervisor [REDACTED] arrived on the scene.
- 09:13 Office Supervisor [REDACTED] Hot Sticked and confirmed that third rail power was deenergized.
- 09:28 Superintendent [REDACTED] verified that there were no signs of life, and the person was underneath Rail Car 3282 the 2nd car from the lead.
- 09:29 Supervisor [REDACTED] arrived on the scene and reported the command post.
- 10:15 RVO D. [REDACTED] was transported to post incident testing by Assistant Superintendent [REDACTED]
- 10:41 The medical Examiner arrived to remove the body.
- 11:01 Third Rail power was restored.
- 11:09 Car Equipment [REDACTED] removed the handbrake from car 3283.
- 11:16 Supervisor [REDACTED] moved the train in the direction of Shady Grove.
- 11:55 Supervisor [REDACTED] transported Train ID 716 to Shady Grove Railyard.
- 12:32 Clean up operations were complete and Third Rail power was restored and single Tracking Concluded.

SIGNIFICANT FINDINGS & PENDING ISSUES:

- The deceased placed themselves in front of the train by jumping off of the platform as the train entered.

CORRECTIVE ACTIONS:

No corrective actions currently. This incident is under 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 [REDACTED] Assistant Superintendent of [REDACTED]
by: Division _____

Report Reviewed _____
by: _____

Document 3 - RTRA Managerial Report page 3 of 3.

Appendix C – Rail Vehicle Operators Incident Report

Incident Date: 08/30/2024 Time: 08:57 hours
Final Report – Collision (Person Struck By A Train) Rev. 1
E24685

Drafted By: SAFE 702 – 10/01/2024
Reviewed By: SAFE 707 – 11/01/2024
Approved By: SAFE 707 – 11/01/2024

WMATA/RTA Incident/Accident Report (Other than Motor Vehicle) Page 1 of 2			
Incident Information: This page must be completed for all incidents			
Date: 08/30/24	Incident Time: 8:56 AM	Time Reported:	Reported by: Customer ☐ Employee ☐ ROCC ☐ Other ☐
Location			
Station: Rockville	Mezzanine #	Track #/Destination: 2 → Shady Grove	Chain Marker/Signal Number
TYPE OF INCIDENT			
☐ Property Damage ☐ Smoke ☐ Fire ☐ Customer Complaint ☐ Customer Injury ☐ Customer Illness ☐ Employee Injury ☐ Employee Illness ☐ Criminal Activity ☐ Elevator Entrapment ☐ Rail Vehicle Incident ☒ Other (Explain in description of incident)			
WEATHER		LIGHT CONDITIONS (natural lighting)	
Clear ☐ Rain ☒ Snow ☐ Sleet/Ice ☐		Dawn/Dusk ☐ Daylight ☒ Dark ☐ Tunnel/Underground ☐	
LIGHTING (artificial lighting)			
Lights On ☒ Lights Off ☐ Lights Not Working ☐			
STATION INCIDENTS: Always include equipment number you use for MOC/AFC/EOC			
Elevator/Escalator #:	N/A	AFC #:	N/A
Room Number/Location:	N/A		
Failure Number(s): N/A			
Parking Lot ☐ Paid Area ☐ Free Area ☐ Garage ☐ Station Entrance ☐ Stairway # ☐ Platform ☐ Ancillary Room ☐ Injury/Illness reported aboard Train ☐ Other ☒			
Name of Responding Supervisor:		Name/Department of PLNT/AFC or other WMATA responder	
TRAIN INCIDENTS			
Train ID: 116	Destination: Shady Grove	Car Numbers (list all cars in consist): 2963, 3175, 3137	Lead Car: 2982
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.			
The day started off as a normal day, I was on my second trip in the direction of Shady Grove. I entered the station at 25 MPH, however I did notice someone near the end of the platform moving oddly. I continued to pay attention to him, then all of a sudden he runs directly in front of my train and jumps. I could hear the train run over his body, upon contact I pressed the emergency stop button and contacted central. Central asked me if I could do a ground inspection, I decided they then instructed me to offload my train. I offloaded and waited for supervision and Ems to arrive.			
Employee Completing Report			
Employee Name (print):	Employee Signature (sign):	Employee #:	Date: 08/30/24
Division:	Run #:	Block #:	Assigned Days: Monday - Tuesday
To Be Completed By Reviewing Manager			
Supervisor Name (print):	Supervisor Signature:	Employee #:	Date: 8-30-2024
Action taken/note(s):			
SMS Number:			

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

Document 4 – Rail Vehicle Operators Incident Report page 1 of 2.

Incident Date: 08/30/2024 Time: 08:57 hours
 Final Report – Collision (Person Struck By A Train) Rev. 1
 E24685

Drafted By: SAFE 702 – 10/01/2024
 Reviewed By: SAFE 707 – 11/01/2024
 Approved By: SAFE 707 – 11/01/2024

page 25

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

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

Customer Involved ☐ Employee Involved ☒ Witness ☐

Last Name, First Name

[Redacted]

Date of Birth Sex Home Phone Work Phone Cell Phone

[Redacted] M [Redacted]

Home Address Email Address

[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

Employee #

Date of Birth Sex Home Phone Work Phone Cell Phone

[Redacted]

Home Address Email Address

[Redacted]

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.

[Redacted]

Employee Completing report

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

[Redacted] [Redacted] [Redacted] 08/30/24

50-1538 04/12 White Copy: Division or Supervisor Yellow Copy: For any incident involving escalators or elevators; remains in kiosk for use of elevator/escalator inspectors

Document 5 - RTRA Vehicle Operators Incident Report page 2 of 2.

Incident Date: 08/30/2024 Time: 08:57 hours
Final Report – Collision (Person Struck By A Train) Rev. 1
E24685

Drafted By: SAFE 702 – 10/01/2024
Reviewed By: SAFE 707 – 11/01/2024
Approved By: SAFE 707 – 11/01/2024

Page 26

Appendix D – Rail Vehicle Operators Employee Injury Form



Witness or Employee Statement Form

TO BE COMPLETED AND

Washington Metropolitan Area Transit Authority

DISTRIBUTED WITHIN 24 HOURS

Complete all Fields (Write N/A if field does not apply)

Involved Personnel (Use this Block for WMATA Employees and Contractors)

Name (Last Name, First Name, MI)		Witness?	D.O.B.	Employee ID	Union
[Redacted]		☐ Yes ☐ No	[Redacted]	[Redacted]	689
Phone Number	Job Title	Department/Division (Company)		Time asleep, before the incident?	
[Redacted]	Train Operator	Brentwood		Fell Asleep: 8:00 Wake up: 4:30	
Last Day Worked (Prior to)	Hours Worked (in last 24 hours)	Date/Time Shift Began		Was this the sleep schedule for the last seven days, including days off?	
8-29-2024	9	5:23 A.M.		Yes ☒ No ☐	
On Overtime? ☐ Yes ☒ No	Personal Protective Equipment used (list)		How alert were you immediately prior to the incident? Fully Alert ☒ Moderately Alert ☐ Drowsy ☐ Fighting Sleep ☐		

Secondary Employment (Write None if employee does not have secondary employment)

Name of Secondary Employer	☐ Full Time ☐ Part Time	Work Hours
Secondary Employer Full Address		
Date of Hire	Supervisor	Phone Number

Injury Information (Complete for all involved People. If there is no injury, write None in Date of Injury)

Date of Injury	Time of Injury	Date/Time Injury Reported	Body Part(s) Injured:
8-30-2024			
Location (Address) where injury occurred (check one: ☒ MD ☐ VA ☐ DC)			
[Redacted]			
Witness Information (Name, Phone Number, Email, address)			
[Redacted]			
Did Another Person Cause this Injury? ☐ Yes ☒ No		Name of Responsible Party	
Responsible Party Insurance Carrier/Agent		Phone Number	
Are you able to Continue Work? ☐ Yes ☒ No		Name/Address of facility where you will seek treatment	
Doctor's Phone Number		Date you will see your doctor	

Employee, please read before signing:

- (1) This form is only to be used for Employees who are injured on the job.
- (2) All persons having a workers' compensation claim that was caused by the act of another is required to have the written approval of the Authority before agreeing to or signing any settlement for the injuries or lost wages that were paid as part of the whole by the Authority or its insurer to the employee as workers' compensation benefits.
- (3) Any Employee who willfully makes any materially false or misleading statements or representations for the purpose of obtaining any benefits under workers' compensation or leave provisions of the Authority may be subject to prosecution, disciplinary action up to and including dismissal and may adversely affect the employee's rights to workers' compensation benefits.

THIS IS TO CERTIFY THAT I HAVE READ THE ABOVE GUIDELINES AND UNDERSTAND THEM FULLY AND THE INFORMATION I HAVE PROVIDED IS TRUE AND CORRECT.

Employee Signature: [Redacted] Date: 08/30/24

Original: RISK Copy: (1) SMS Incidents/Accidents (SAFE) (2) Employee File (3) Employee

Document 6 - Rail Vehicle Operators Employee Injury Report 1 of 2.

Incident Date: 08/30/2024 Time: 08:57 hours
Final Report – Collision (Person Struck By A Train) Rev. 1
E24685

Drafted By: SAFE 702 – 10/01/2024
Reviewed By: SAFE 707 – 11/01/2024
Approved By: SAFE 707 – 11/01/2024

Page 27

**Witness or Employee Statement Form**

TO BE COMPLETED AND

Washington Metropolitan Area Transit Authority

DISTRIBUTED WITHIN 24 HOURS

Involved Person or Witness (Use this Block for Non-WMATA Involved Person or Witness)			
Name		Phone Number	E-Mail
Address			
Incident Information			
Date	Incident Time	Date/Time Reported	Location
8-30-2024	8:56AM	8-30-24 / 8:56AM	Rockville Station
Incident ID# (from OCC) - Completed by Supervisor		SMS Incidents/Accidents Report# Completed by Supervisor	
Train ID 16			
What happened prior to the incident/accident? Normal operations were being performed.			
Describe the incident/accident As the train entered the platform at Rockville Station Track #2, a customer jumped in front of the train.			
What happened after the incident/accident? The operator was interviewed by MTPD and Safety. The operator was transported for Post incident testing.			

Please indicate the area of the injury by placing an X on the corresponding body parts below. To specify which side of the body is involved, please use "L" for left and "R" for right.



FRONT



BACK

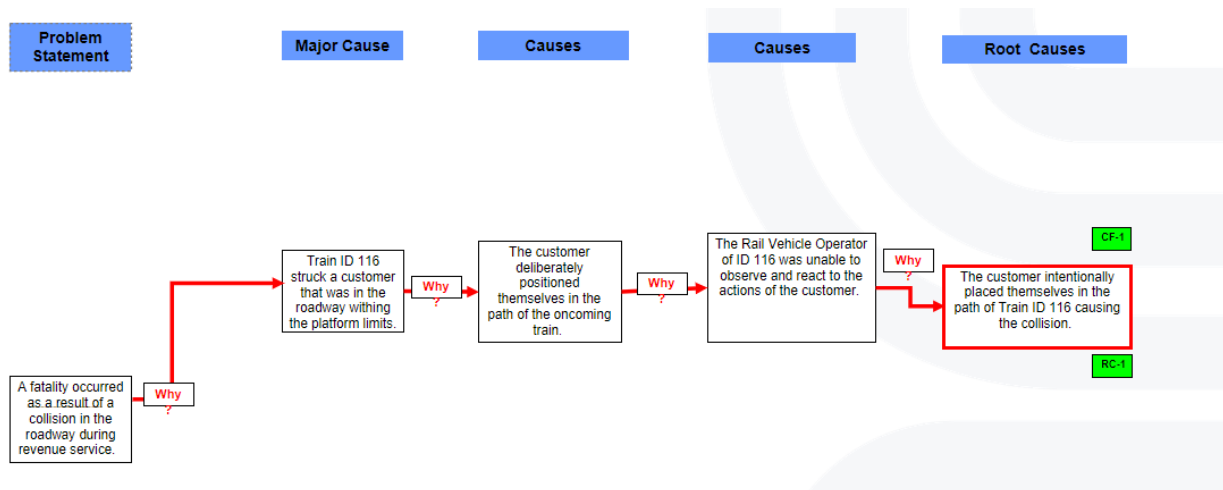
Turn Over to Complete Employee and Injury Information*Document 7 - Rail Vehicle Operators Employee Injury Report 2 of 2.*

Incident Date: 08/30/2024 Time: 08:57 hours
Final Report - Collision (Person Struck By A Train) Rev. 1
E24685

Drafted By: SAFE 702 - 10/01/2024
Reviewed By: SAFE 707 - 11/01/2024
Approved By: SAFE 707 - 11/01/2024

Page 28

Appendix E – Why-Tree Analysis



Root Cause Analysis