

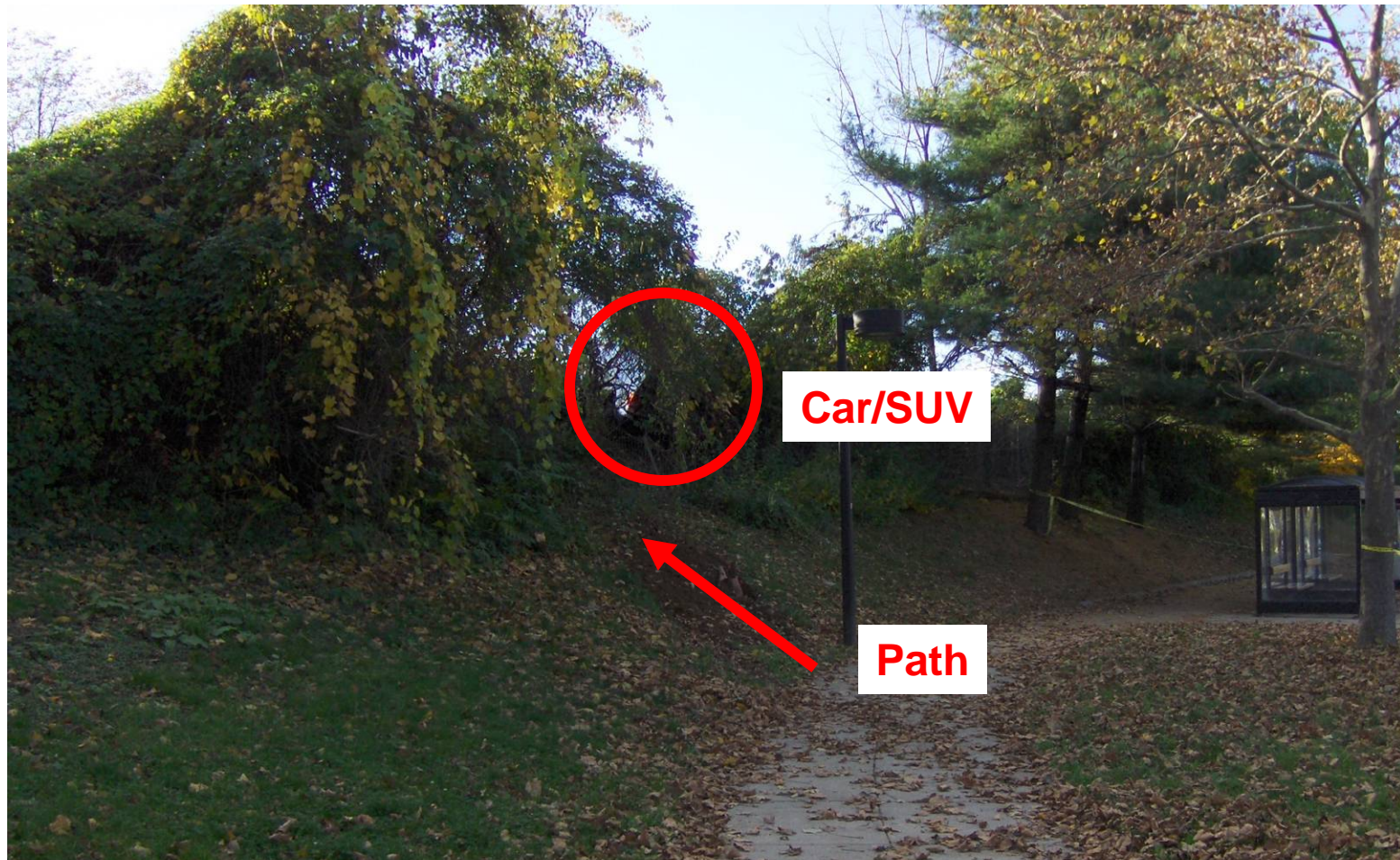
Metro Event - Monday November 2nd

“Car into Train”



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Twinbrook Metro Station – East Side (Halpine Rd)



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“Car into Train”

- Summary

- Selection of call type and location difficult
- Incident hard to locate
- Incident Commander was not aware of proximity of car/crews to ROW
- CSX not stopped
- Operations advised command of operating in ROW @ 15:01 – request CSX to slow down
- Spotter posted
- Command notifies ECC on 7B @ 15:03

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- Summary

- Crews operated in gravel bed preparing for pt packaging
- Train approaches @ 15:04, heading westbound – crews moving away from rails
- Passing train locks up brakes upon approaching/passing @ 15:05 – all personnel safe
- Patient & personnel clear @ 15:09

11/02/2009

Metro Event - Monday November 2nd

“Car into Train”

- Lesson Learned

- Unit OICs should notify ECC/IC that they are operating in the ROW, or at least notify of the breach in the fence
- If ROW (fence) is breached and unknown track involvement, shut down ALL trains (CSX, MARC, Metro) until clarification can be made.
- Define ROW for all other crew members on the call

11/02/2009

Metro Event - Monday November 2nd

“Car into Train”

- Lesson Learned
 - If crew is operating on gravel bed – 100% stop of rail traffic till clear
 - Always assign spotters in both directions
 - 1 mile
 - Estimate of ~ 5 minutes for notification from ECC to pass through rail operations and then to notify trains
 - Rail Officers resource for all rail events (not only Metro)