



NATIONAL TRANSPORTATION SAFETY BOARD
Investigative Hearing

Washington Metropolitan Area Transit Authority Metrorail train 302 that encountered heavy smoke in the tunnel between the L'Enfant Plaza Station and the Potomac River Bridge on January 12, 2015

GROUP	B
EXHIBIT	
7	

Agency / Organization

NTSB

Title

**Security Video Recorders
Factual Report**

**NATIONAL TRANSPORTATION SAFETY BOARD
Office of Research and Engineering
Vehicle Recorder Division
Washington, D.C. 20594**



GROUP CHAIRMAN'S FACTUAL REPORT OF INVESTIGATION

DCA15FR004

By

Bill Tuccio, Ph.D.

WARNING

The reader of this report is cautioned that the transcription of video recording is not a precise science but is the best product possible from a Safety Board group investigative effort. The transcript or parts thereof, if taken out of context, could be misleading. The transcript should be viewed as an accident investigation tool to be used in conjunction with other evidence gathered during the investigation. Conclusions or interpretations should not be made using the transcript as the sole source of information.

NATIONAL TRANSPORTATION SAFETY BOARD
Vehicle Recorder Division
Washington, D.C. 20594

April 7, 2015

Security Video Recorders

Group Chairman's Factual Report By Bill Tuccio, Ph.D.

A. EVENT

Location: Washington, District of Columbia
Date: January 12, 2015
Operator: Washington Metropolitan Area Transit Authority (WMATA)
NTSB Number: DCA15FR004

B. GROUP

A group was convened on January 20, 2015.

Chairman: Dr. Bill Tuccio
Aerospace Engineer
National Transportation Safety Board

Member: Stephen A. Slaughter
Counterintelligence Coordinator
U.S. Department of Transportation

Member: Dabney "Scott" Hudson
Second Vice President
Fire Fighters Association, District of Columbia

Member: James Madaras
Safety Officer
Amalgamated Transit Union

C. SUMMARY

On January 12, 2015, about 3:15 p.m. eastern standard time (EST), Washington Metropolitan Area Transit Authority (WMATA) Metrorail train 302 stopped after encountering an accumulation of heavy smoke while traveling southbound in a tunnel between the L'Enfant Plaza Station and the Potomac River Bridge. After stopping, the rear car of the train was about 386 feet from the south end of the L'Enfant Plaza Station platform. The train operator contacted the Operation Control Center (OCC) and announced that the train was stopped due to heavy smoke.

A following train (train 510), stopped at the L'Enfant Plaza Station at about 3:25 p.m., and was also affected by the heavy smoke. This train stopped about 100 feet short of the south end of the platform. Passengers of both trains, as well as passengers on the station platforms, were exposed to the heavy smoke. Train 510 was evacuated while it was stopped at the station platform, where arriving police officers provided assistance in guiding passengers to the surface. Some passengers aboard Train 302 began to self-evacuate as it remained in the tunnel. Emergency responders were dispatched to the scene and an evacuation of the train and station area ensued.

Both Metrorail trains involved in this incident consisted of six passenger cars and were about 450 feet in length. As a result of the smoke, 86 passengers were transported to local medical facilities for treatment. There was one passenger fatality. Initial damages were estimated by WMATA at \$120,000.00.

WMATA supplied about 212 video files to the National Transportation Safety Board (NTSB) for review. The video group reviewed the video content and prepared tabular details of pertinent content.

D. DETAILS OF INVESTIGATION

For operational and security reasons, WMATA maintains video cameras that surveil its tracks and stations and record this data. The NTSB sought recorded video from tunnel interiors, train interiors, L'Enfant Plaza Station, and the L-Line Bridge. Table 1 summarizes the outcome of the video request.

While some train interiors were fitted with a video camera system, the system was still under development and was not working at the time of the accident.

The video files for L'Enfant Plaza Station and the L-Line Bridge came from three generations of video recording systems, the latest generation containing both high-definition digital and analog cameras. According to WMATA, the design of the back-end recording system synchronized the time of all recorded video and provided a consistent timestamp.

Table 1. Requested video outcomes.

Location	Outcome
Tunnel Interiors	No cameras were installed in pertinent tunnel sections
Train Interiors	Prototype video system was not working
L'Enfant Plaza Station	More than 150 files, from 1445-1745 EST
L-Line Bridge	More than 5 files, from 1445-1745 EST

Table A-1 in appendix A contains a listing of all unique filenames provided to the NTSB by WMATA. Each filename is prefixed by a footnote indicating how the file was handled by the group.

Time Correlation

Times in this report use the timestamp as recorded by each camera in the WMATA video system, expressed as EST. Video timestamps were compared to data from the Operational Control Center (OCC) with the NTSB Signal Group Chairman, and the times between both sources were accurate to within 3 seconds (based upon a review of train #302's stop/door open/start times). Furthermore, during the video group, group members compared times from various vantage points and found no discrepancies in the recorded times.

Video Group Methodology

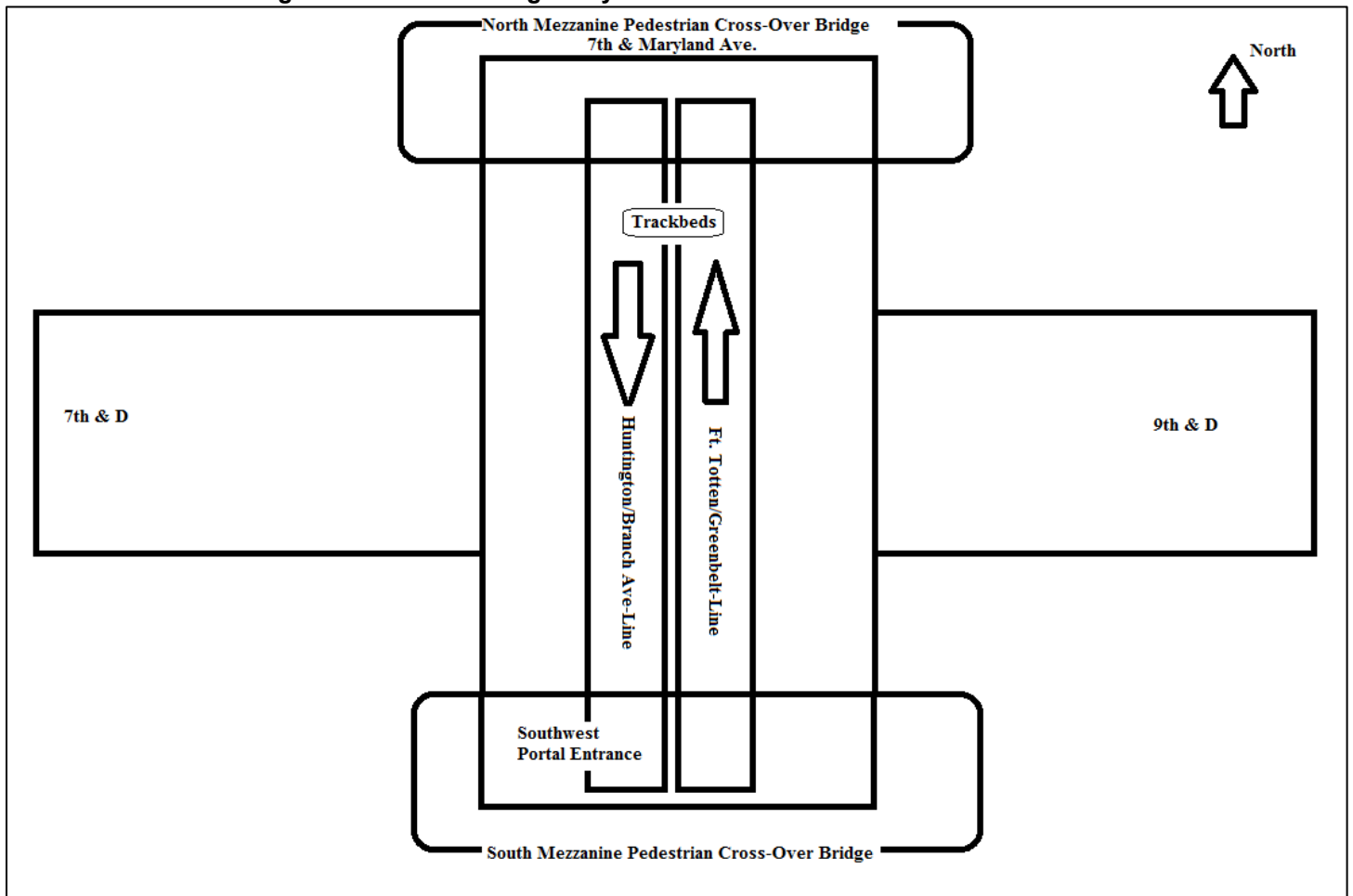
In agreement with the Investigator-in-Charge (IIC), the nearly 400 hours of video was used to describe the following details:

- events that may have been related to the initiation of smoke,
- smoke onset,
- evacuation details,
- smoke decay,
- train movements on the blue/orange/silver line and the green/yellow line during the event period, and
- any other facts the group deemed pertinent.

The group methodology to produce the desired result was to begin describing details contained in one particular video. As additional videos were viewed, details not documented by prior video content were added to the collection of descriptions.

L'Enfant Plaza station is a large, multi-level, multi-entrance complex. Group descriptions reference various station features, as well as geographic directions. Figure 1 provides a simplified schematic of L'Enfant Plaza station's green/yellow line level.

Figure 1. Schematic of green/yellow line level of L'Enfant Plaza station.



Video review order and notes about quality and vantage points are shown in table 2. In total, the group processed approximately 107 of the 212 supplied files.

Table 2. Order of video review, quality, and vantage points.

Filename Reference	Quality Notes	Vantage Point
F03 MN 007 1445-1645 {GY-NE}	Excellent; slight lens fogging upper and lower	Installed on the northeast mezzanine pedestrian cross over bridge; pointing towards the southwest, towards the south portal, Branch Ave/Huntington side
L102 T 701 through 704 1445-1645 {LBR1}	Excellent, one camera was infrared	Multiple vantage points on the L-Line Bridge
C-F03-MN-008 (F03-LFPL-MR) OLD-907 PS-069 {GY-1}	MN-008, Excellent; OLD-907, Good; PS-69 Excellent with lens fogging in lower left of image	Multiple vantage points of yellow/green lines at L'Enfant Plaza platform
L102 T 920 1445-1645_2 {LBR2}	Excellent	L-Line Bridge, pointing northeast towards portal entrance leading to L'Enfant Plaza.
LFPL 01122015 1445-1745 PN093 {GY-SW}	Excellent; lower right portion of camera had some lens fogging	Installed at southwest portal, pointing north
LFPL 01122015 1445-1745 MN007 LFPL 01122015 1445-1745 MN008 LFPL 01122015 1445-1745 MS020 LFPL 01122015 1445-1745 MS022 {GY-Mult1}	Excellent, Camera MS-020 had lens fogging in lower left corner	MN-007 was on the Mezzanine pedestrian cross-over bridge, above the southwest portal entrance pointing north; MN-008 was on the Mezzanine pedestrian cross-over bridge, above the southeast portal entrance pointing; MS-022 was on the Mezzanine pedestrian cross-over bridge, above the northeast portal, pointing south; MS-020 was on the Mezzanine pedestrian cross-over bridge, above the northwest portal, pointing south
LFPL 01122015 1445-1745 KW09 LFPL 01122015 1445-1745 KW06 LFPL 01122015 1445-1745 MW34 through MW36 MW40 through MW42 {GY-Mult2}	Excellent quality; MW042 had lens fogging.	Various vantage points at 7th and D street station entrance/exit as well as the walkway from the Huntington/Branch Ave-line mezzanine to 7th and D street station entrance/exit
LFPL 01122015 1445-1745 PE108 through PE122 {BO-1}	Excellent	Various, blue/orange/silver line platform. Note: some cameras' vantage points were briefly examined and discounted as redundant/non-pertinent

* For brevity, short references to each camera used in Appendix B are shown in {curly brackets}.

Filename Reference	Quality Notes	Vantage Point
LFPL D03-KE01,04,06 ME-051 through ME-054 ME-059 ME-060 MW-031 MW-033 OLD-901 {GY-Mult3}	Excellent, except: KE-01 was black & white; OLD-901 had foggy/hazy lens.	7th & D ST station entrance/exit (near farecard vendors) and escalators; 9th & D station kiosk looking west, ME-051,052,053,054,059,060 9th & D escalators, kiosk, farecard vendors
LFPL MR-KN001 LFPL MR-KN006 LFPL MR-KN009; LFPL MN001 through MN006 LFPL MS006 LFPL MS021 LFPL MS023 LFPL MS024 PN061 through PN063 {GY-Mult4}	Excellent; PN062&063, a little lens fogging	North station entrance (at the level of the green/yellow Mezzanine pedestrian cross over bridge); South area (at the level of the green/yellow Mezzanine pedestrian cross over bridge, over the south portal); Northeast platform of green/yellow line
LFPL PN064 LFPL PN065 LFPL PN081 through PN092 LFPL PS066 {GY-Mult5}	Excellent; PN083 lens foggy lower; PN084 lens foggy; PN085 lens foggy	PN cameras covered area on north side of green/yellow platform/trackbed; PS camera covered mid-south of platform (from Greenbelt side)

Tabular details of the smoke and arcing event created by the group are provided in table B-1 in appendix B. Acronyms used in the tabular details are contained in table C-1 in appendix C. The data is presented in chronological order. Due to the data collection methodology, certain events in the chronological display of the data may appear redundant; this redundancy supports the validity of the synchronized clock system and supports the reliability of the video group observations. The tabular data includes a column “Original Order” that shows the original order in which the particular item was documented by the video group. The tabular data is also provided as attachment 1 to this report, as a Microsoft Excel spreadsheet.

In addition to the tabular data, the group produced four time-lapse images and a graph of evacuation progress, as described in the next section.

Summary Figures

In figures 2, 3, and 5, people that were otherwise recognizable are redacted with black circles or rectangles.

Figure 2 shows time-lapse imagery of the build-up of smoke in L’Enfant Plaza station’s green/yellow line level, as viewed from a camera located in the northeast corner of the station, on the walkway above the green/yellow line north portal. The image at 15:00:53 EST shows the station without any smoke; 15:21:24 EST shows how smoke had filled the station; 15:36:16 EST shows the smoke beginning to dissipate; and subsequent images show the continued dissipation of the smoke.

Figure 3 shows a time-lapse view from west to east, looking across the green/yellow line trackbed. At 15:18:20 EST, wisps of smoke were first observed in the right (south) of the image field of view. By 15:18:49 EST, the smoke had progressed to the midpoint of the image field of view. By 15:19:05 EST, the smoke had progressed to the left (north) of the image field of view.

Figure 4 shows a time-lapse view of an arcing event observed on the L-line bridge near the Potomac River. At 15:02:20 EST a burst of yellow-orange was observed, followed by smoke. The smoke quickly dissipated.

Figure 5 compares the normal visibility near the southwest portal to the visibility near the peak of the event at 15:23:13 EST. At 15:23:13 EST, the platform lights and the yellow and black construction sign were barely visible.

Figure 6 shows a graph of the evacuation from train #302. The graph was created by review of camera LFPL 01122015 1445-1745 PN093 ({GY-SW}) and the creation of detailed counts documented in table B-1 of appendix B. The first 10 passengers emerged from the southwest portal at 15:53:20 EST. By 16:13:09 EST, over half of the total evacuees had exited the southwest portal. At 16:33:45 EST, the last passenger, a Metro Transit Police (MTP) officer, exited the southwest portal.

Complete descriptions of these events can be found in the tabular details in appendix B and in attachment 1. Appendix C contains a list of acronyms used in appendix B.

Figure 2. Time-lapse images of L'Enfant Plaza station.



Figure 3. Progression of smoke near the mid-point of L'Enfant Plaza station.



Figure 4. L-line bridge arcing event.

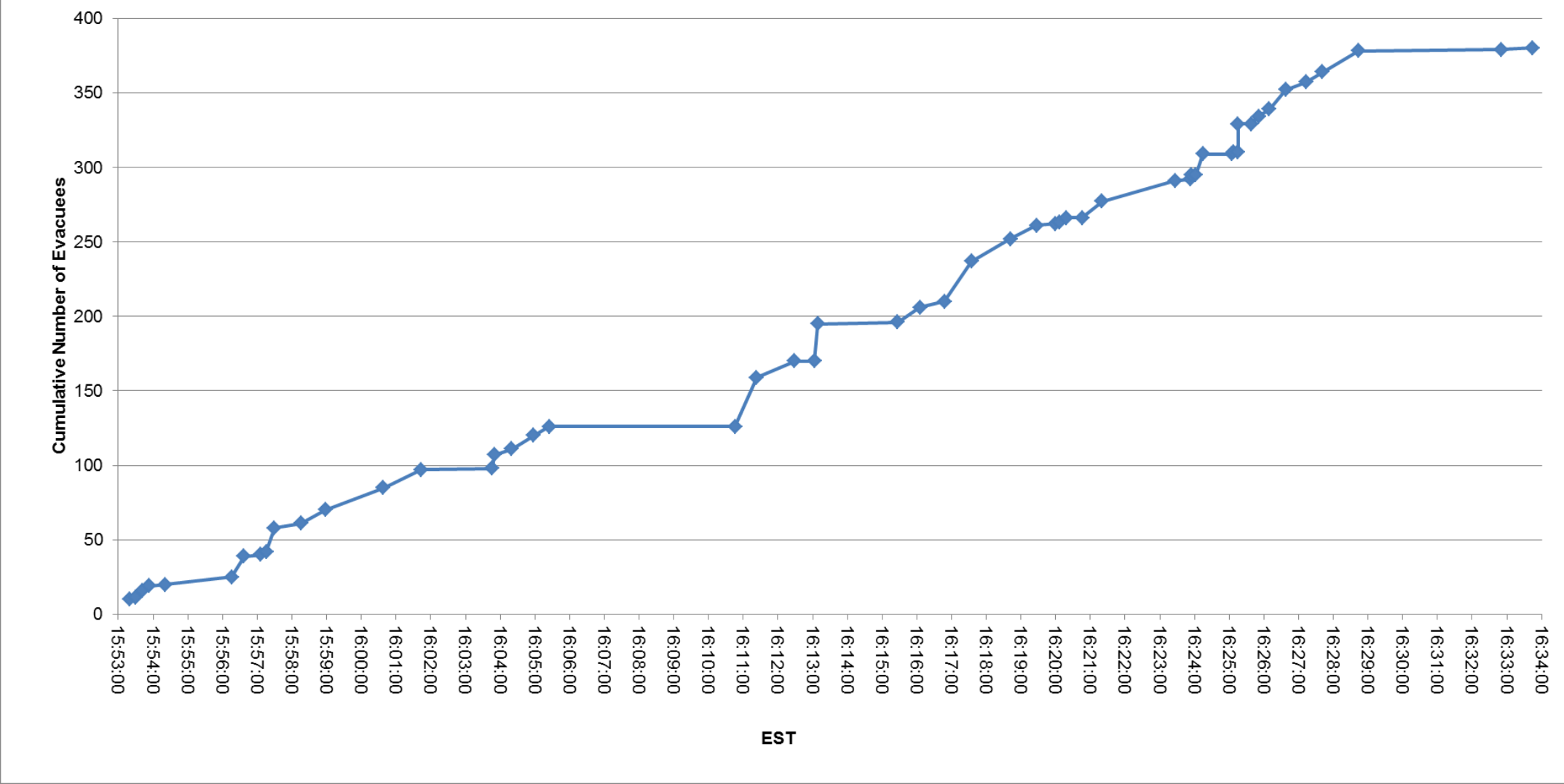


Note: Image at 15:06:22 uses a different camera than the prior three images.

Figure 5. Southwest portal visibility comparison.



Figure 6. Train #302 evacuation timeline.



Appendix A

Table A-1. Security video filenames supplied by WMATA.

Filename	Filename
(1) F03 MN 007 1445-1645.avi	(2) LFPL 01122015 1445-1745 OLD901.avi
(1) F03 MN 008 1445-1645.avi	(2) LFPL 01122015 1445-1745 OLD902.avi
(1) F03 old 907 1445-1645.avi	(2) LFPL 01122015 1445-1745 OLD903.avi
(1) F03 PS 069 1445-1645.avi	(2) LFPL 01122015 1445-1745 OLD905.avi
(1) L102 T 701 1445-1645.avi	(2) LFPL 01122015 1445-1745 OLD906.avi
(1) L102 T 702 1445-1645.avi	(2) LFPL 01122015 1445-1745 OLD907.avi
(1) L102 T 703 1445-1645.avi	(2) LFPL 01122015 1445-1745 OLD908.avi
(1) L102 T 704 1445-1645.avi	(2) LFPL 01122015 1445-1745 OLD909.avi
(1) L102 T 920 1445-1645.avi	(3) 0000000000001476.ddb
(1) L102 T 920 1445-1645_2.avi	(3) 0000000000001477.ddb
(1) L102 T 920 1445-1645_3.avi	(3) 0000000000001478.ddb
(1) LFPL 01122015 1445-1745 KE01.avi	(3) 0000000000001479.ddb
(1) LFPL 01122015 1445-1745 KE04.avi	(3) 0000000000001480.ddb
(1) LFPL 01122015 1445-1745 KE06.avi	(3) 0000000000001481.ddb
(1) LFPL 01122015 1445-1745 KN001.avi	(3) 0000000000001482.ddb
(1) LFPL 01122015 1445-1745 KN006.avi	(3) 0000000000001483.ddb
(1) LFPL 01122015 1445-1745 KN009.avi	(3) 0000000000001484.ddb
(1) LFPL 01122015 1445-1745 KW06.avi	(3) 0000000000001485.ddb
(1) LFPL 01122015 1445-1745 KW09.avi	(3) 0000000000001486.ddb
(1) LFPL 01122015 1445-1745 ME051.avi	(3) 0000000000001487.ddb
(1) LFPL 01122015 1445-1745 ME052.avi	(3) 0000000000001488.ddb
(1) LFPL 01122015 1445-1745 ME053.avi	(3) 0000000000001489.ddb
(1) LFPL 01122015 1445-1745 ME054.avi	(3) 0000000000001490.ddb
(1) LFPL 01122015 1445-1745 ME059.avi	(3) 0000000000001491.ddb
(1) LFPL 01122015 1445-1745 ME060.avi	(3) 0000000000001492.ddb
(1) LFPL 01122015 1445-1745 MN001.avi	(3) 0000000000001493.ddb
(1) LFPL 01122015 1445-1745 MN002.avi	(3) 0000000000001494.ddb
(1) LFPL 01122015 1445-1745 MN003.avi	(3) 0000000000001495.ddb
(1) LFPL 01122015 1445-1745 MN004.avi	(3) 0000000000001496.ddb
(1) LFPL 01122015 1445-1745 MN005.avi	(3) 0000000000001497.ddb
(1) LFPL 01122015 1445-1745 MN006.avi	(3) 0000000000001498.ddb
(1) LFPL 01122015 1445-1745 MN007.avi	(3) 0000000000001499.ddb
(1) LFPL 01122015 1445-1745 MN008.avi	(3) 0000000000001500.ddb
(1) LFPL 01122015 1445-1745 MS020.avi	(3) 0000000000001501.ddb
(1) LFPL 01122015 1445-1745 MS021.avi	(3) 0000000000001502.ddb
(1) LFPL 01122015 1445-1745 MS022.avi	(3) 0000000000001503.ddb
(1) LFPL 01122015 1445-1745 MS023.avi	(3) 0000000000001504.ddb
(1) LFPL 01122015 1445-1745 MS024.avi	(3) 0000000000001505.ddb
(1) LFPL 01122015 1445-1745 MW031.avi	(3) 0000000000001506.ddb
(1) LFPL 01122015 1445-1745 MW032.avi	(3) 0000000000001507.ddb
(1) LFPL 01122015 1445-1745 MW033.avi	(3) 0000000000001508.ddb
(1) LFPL 01122015 1445-1745 MW034.avi	(3) 0000000000001509.ddb
(1) LFPL 01122015 1445-1745 MW035.avi	(3) 0000000000001510.ddb
(1) LFPL 01122015 1445-1745 MW036.avi	(3) 0000000000001511.ddb
(1) LFPL 01122015 1445-1745 MW040.avi	(3) 0000000000001512.ddb
(1) LFPL 01122015 1445-1745 MW041.avi	(3) 0000000000001513.ddb
(1) LFPL 01122015 1445-1745 MW042.avi	(3) 0000000000001514.ddb
(1) LFPL 01122015 1445-1745 OLD910.avi	(3) 0000000000001515.ddb
(1) LFPL 01122015 1445-1745 PE108.avi	(3) 0000000000001516.ddb
(1) LFPL 01122015 1445-1745 PE109.avi	(3) 0000000000001517.ddb

Filename	Filename
(1) LFPL 01122015 1445-1745 PE110.avi	(3) 0000000000001518.ddb
(1) LFPL 01122015 1445-1745 PE111.avi	(3) 0000000000001519.ddb
(1) LFPL 01122015 1445-1745 PE112.avi	(3) 0000000000001520.ddb
(1) LFPL 01122015 1445-1745 PE113.avi	(3) 0000000000001521.ddb
(1) LFPL 01122015 1445-1745 PE114.avi	(3) 0000000000001522.ddb
(1) LFPL 01122015 1445-1745 PE115.avi	(3) 0000000000001523.ddb
(1) LFPL 01122015 1445-1745 PE116.avi	(3) 0000000000001524.ddb
(1) LFPL 01122015 1445-1745 PE117.avi	(3) 0000000000001525.ddb
(1) LFPL 01122015 1445-1745 PE118.avi	(3) 0000000000001526.ddb
(1) LFPL 01122015 1445-1745 PE119.avi	(3) 0000000000001527.ddb
(1) LFPL 01122015 1445-1745 PE120.avi	(3) 0000000000001528.ddb
(1) LFPL 01122015 1445-1745 PE121.avi	(3) 0000000000001529.ddb
(1) LFPL 01122015 1445-1745 PE122.avi	(3) 0000000000001530.ddb
(1) LFPL 01122015 1445-1745 PN061.avi	(3) 0000000000001531.ddb
(1) LFPL 01122015 1445-1745 PN062.avi	(3) 0000000000001532.ddb
(1) LFPL 01122015 1445-1745 PN063.avi	(3) 0000000000001533.ddb
(1) LFPL 01122015 1445-1745 PN064.avi	(3) 0000000000001534.ddb
(1) LFPL 01122015 1445-1745 PN065.avi	(3) 0000000000001535.ddb
(1) LFPL 01122015 1445-1745 PN081.avi	(3) 0000000000001536.ddb
(1) LFPL 01122015 1445-1745 PN082.avi	(3) 0000000000001537.ddb
(1) LFPL 01122015 1445-1745 PN083.avi	(4) LFPL 01122015 1445-1745 PS067.avi
(1) LFPL 01122015 1445-1745 PN084.avi	(4) LFPL 01122015 1445-1745 PS068.avi
(1) LFPL 01122015 1445-1745 PN085.avi	(4) LFPL 01122015 1445-1745 PS071.avi
(1) LFPL 01122015 1445-1745 PN086.avi	(4) LFPL 01122015 1445-1745 PS072.avi
(1) LFPL 01122015 1445-1745 PN087.avi	(4) LFPL 01122015 1445-1745 T701.avi
(1) LFPL 01122015 1445-1745 PN088.avi	(4) LFPL 01122015 1445-1745 T702.avi
(1) LFPL 01122015 1445-1745 PN089.avi	(4) LFPL 01122015 1445-1745 T704.avi
(1) LFPL 01122015 1445-1745 PN090.avi	(4) LFPL 01122015 1445-1745 T920.avi
(1) LFPL 01122015 1445-1745 PN091.avi	(4) LFPL 01122015 1445-1745 T920_2.avi
(1) LFPL 01122015 1445-1745 PN092.avi	(4) LFPL 01122015 1445-1745 T920_3.avi
(1) LFPL 01122015 1445-1745 PN093.avi	(4) LFPL 01122015 1445-1745 T920_4.avi
(1) LFPL 01122015 1445-1745 PS066.avi	(4) LFPL 01122015 1445-1745 T921.avi
(1) LFPL 01122015 1445-1745 PW101.avi	(4) LFPL 01122015 1445-1745 T922.avi
(1) LFPL 01122015 1445-1745 PW102.avi	(4) LFPL 01122015 1445-1745 T922_2.avi
(1) LFPL 01122015 1445-1745 PW103.avi	(4) LFPL 01122015 1445-1745 T922_3.avi
(1) LFPL 01122015 1445-1745 PW104.avi	(4) LFPL 01122015 1445-1745 T923.avi
(1) LFPL 01122015 1445-1745 PW105.avi	(4) LFPL 01122015 1445-1745 T923_2.avi
(1) LFPL 01122015 1445-1745 PW106.avi	(4) LFPL 01122015 1445-1745 T923_3.avi
(1) LFPL 01122015 1445-1745 PW107.avi	(4) LFPL 01122015 1445-1745 T924.avi
(1) LFPL 01122015 1445-1745 PW123.avi	(4) LFPL 01122015 1445-1745 T924_2.avi
(1) LFPL 01122015 1445-1745 PW124.avi	(4) LFPL 01122015 1445-1745 T924_3.avi
(1) LFPL 01122015 1445-1745 PW125.avi	(4) LFPL 01122015 1445-1745 T926.avi
(1) LFPL 01122015 1445-1745 PW126.avi	(4) LFPL 01122015 1445-1745 OLD901.avi
(1) LFPL 01122015 1445-1745 PW127.avi	(4) LFPL 01122015 1445-1745 OLD902.avi
(2) F03 MN 007 1445-1645.avi	(4) LFPL 01122015 1445-1745 OLD903.avi
(2) F03 MN 008 1445-1645.avi	(4) LFPL 01122015 1445-1745 OLD904.avi
(2) F03 old 907 1445-1645.avi	(4) LFPL 01122015 1445-1745 OLD905.avi
(2) F03 PS 069 1445-1645.avi	(4) LFPL 01122015 1445-1745 OLD906.avi
(2) L102 T 701 1445-1645.avi	(4) LFPL 01122015 1445-1745 OLD907.avi
(2) L102 T 702 1445-1645.avi	(4) LFPL 01122015 1445-1745 OLD908.avi
(2) L102 T 703 1445-1645.avi	(4) LFPL 01122015 1445-1745 OLD911.avi
(2) L102 T 704 1445-1645.avi	(4) LFPL 01122015 1445-1745 OLD912.avi
(2) L102 T 920 1445-1645.avi	(4) LFPL 01122015 1445-1745 OLD912_2.avi
(2) L102 T 920 1445-1645_2.avi	(4) LFPL 01122015 1445-1745 OLD913.avi
(2) L102 T 920 1445-1645_3.avi	(4) LFPL 01122015 1445-1745 OLD914.avi

Filename	Filename
(2) LFPL 01122015 1445-1745 MN002 - Copy.avi	(1) LFPL 01122015 1445-1745 T703.avi

Note: (1) Group viewed the video; (2) Duplicate file; (3) Not viewed by group; (4) Group review indicated redundant vantage point, non-pertinent, or no signal.

Appendix B

Table B-1. Group transcript of security video content.

Original Order	Camera Reference	Location	Time (EST)	Note
122	{LBR2}	L-Line Bridge	14:45:00	Weather conditions were overcast skies, visibility about 5 to 10 miles, limited by fog and light rain.
126	{GY-SW}	Station (Green/Yellow Level)	14:45:00	Passengers on the southwest platform (Huntington/Branch-Ave side of the tracks).
233	{GY-Mult1}	Station (Green/Yellow Level)	14:45:01	Recording began, no smoke, normal station operations. The escalators in view of MN-007 and MN-008 (northwest and northeast platform escalators, respectively) were operating in the up direction. The escalator in view of MS-022 (southwest platform escalator) was stopped. The escalator in view of MS-020 (southeast platform escalator) was running in the up direction.
272	{BO-1}	Station (Green/Yellow Level)	14:45:01	Normal operations.
246	{GY-Mult2}	Station (Green/Yellow Level)	14:45:20	Normal operations. There were no visible personnel inside the 7th & D station kiosk.
1	{GY-NE}	Station (Green/Yellow Level)	14:54:10	Yellow-line, Huntington-bound train stopped at platform.
2	{GY-NE}	Station (Green/Yellow Level)	14:54:42	Yellow-line, Huntington-bound train started moving from platform.
73	{LBR1}	L-Line Bridge	14:56:26	Train exited the portal and continued southbound towards Pentagon Station.
74	{LBR1}	L-Line Bridge	14:57:34	Northbound train towards L'Enfant Plaza entered the portal.
75	{LBR1}	L-Line Bridge	14:58:50	Momentary white light appeared on or near the entrance to the northbound portal, heading towards L'Enfant Plaza, similar to a strobe light.
3	{GY-NE}	Station (Green/Yellow Level)	14:59:31	Green-line, Greenbelt-bound train stopped at platform.
247	{GY-Mult2}	Station (Green/Yellow Level)	14:59:47	Station manager walked from the direction of farecard vendors and entered the kiosk at 7th & D.
4	{GY-NE}	Station (Green/Yellow Level)	15:00:07	Green-line, Greenbelt-bound train started moving from platform.
5	{GY-NE}	Station (Green/Yellow Level)	15:02:52	Green-line, Branch Ave sign (above portal) started blinking.
6	{GY-NE}	Station (Green/Yellow Level)	15:03:47	Green-line, Branch Ave-bound train stopped at platform.
7	{GY-NE}	Station (Green/Yellow Level)	15:04:25	Green-line, Branch Ave-bound train started moving from platform.

Original Order	Camera Reference	Location	Time (EST)	Note
76	{LBR1}	L-Line Bridge	15:05:44	Park Police car entered field of view of cameras on Ohio Drive parking lot.
77	{LBR1}	L-Line Bridge	15:06:07	Park Police car stopped in Ohio Drive Parking lot.
8	{GY-NE}	Station (Green/Yellow Level)	15:06:14	Green-line, Greenbelt-bound train stopped at platform.
78	{LBR1}	L-Line Bridge	15:06:20	Burst of orange began near south track's third rail for about one second.
123	{LBR2}	L-Line Bridge	15:06:20	Burst of orange near the southbound track's third rail; the point of origin was between the running rail and the third rail; due to the resolution of the video, it could not be determined if the point of origin was on the running rail.
79	{LBR1}	L-Line Bridge	15:06:21	Puff of smoke began as burst of orange disappeared.
124	{LBR2}	L-Line Bridge	15:06:23	About a dozen birds that were below a cement wall outside the tracks, began to fly up and away from the burst of orange; some moved to the rail fence.
80	{LBR1}	L-Line Bridge	15:06:38	All smoke related to the burst of orange dissipated. For the remainder of the recording, no smoke was observed.
9	{GY-NE}	Station (Green/Yellow Level)	15:06:53	Green-line, Greenbelt-bound train started moving from platform.
248	{GY-Mult2}	Station (Green/Yellow Level)	15:08:40	Station manager exited the kiosk with a passenger and walked towards the farecard vendors (7th & D).
10	{GY-NE}	Station (Green/Yellow Level)	15:09:04	Smoke was first observed moving north out of Greenbelt/Ft Totten side of south portal. Smoke was whitish-grey and light.
127	{GY-SW}	Station (Green/Yellow Level)	15:09:05	Platform lights began blinking on the Huntington, Branch-Ave platform.
128	{GY-SW}	Station (Green/Yellow Level)	15:09:10	First wisp of smoke appeared proceeding north out of the southeast portal entrance.
363	{GY-Mult3}	Station (Green/Yellow Level)	15:09:33	7th & D station manager was at the farecard vendors, assisting a passenger.
129	{GY-SW}	Station (Green/Yellow Level)	15:09:45	Wisp of smoke progressed forward, at least 150 feet, out of the camera field of view.
130	{GY-SW}	Station (Green/Yellow Level)	15:09:58	Two MTP officers on the southwest platform looked and pointed in the direction of the southeast portal and the smoke. The hand movements of one MTP officer were similar to communication on a radio. Another MTP officer was on the southeast platform, and the officers appeared to be communicating with each other across the track bed.
11	{GY-NE}	Station (Green/Yellow Level)	15:09:59	Smoke had progressed about 80 feet north of both sides of the south portal. Smoke was whitish-grey and light.
94	{GY-1}	Station (Green/Yellow Level)	15:10:37	Uniformed personnel headed towards the south portal entrance.

Original Order	Camera Reference	Location	Time (EST)	Note
95	{GY-1}	Station (Green/Yellow Level)	15:10:37	Uniformed personnel talked to each other across the track near the south portal entrance.
131	{GY-SW}	Station (Green/Yellow Level)	15:10:38	All three MTP officers walked south toward the south portal, under the camera field of view.
12	{GY-NE}	Station (Green/Yellow Level)	15:10:48	Smoke had progressed, about 270 feet north of both sides of the south portal. Smoke was whitish-grey and light. Height of the smoke was to the bottom of the mezzanine cross-over.
132	{GY-SW}	Station (Green/Yellow Level)	15:10:52	The puff of smoke had moved north along the Greenbelt/Ft. Totten trackbed, about 150 feet, out of the field of view of the camera; no additional smoke emanated from the south portal.
13	{GY-NE}	Station (Green/Yellow Level)	15:11:03	Momentary white light appeared from the Greenbelt/Ft. Totten side of the south portal; similar to a flashlight. Continued on/off till about 15:12:03.
14	{GY-NE}	Station (Green/Yellow Level)	15:11:05	Momentary white light appeared from the Branch Ave/Huntington side of the south portal; similar to a flashlight. Continued on/off till about 15:12:03.
133	{GY-SW}	Station (Green/Yellow Level)	15:11:09	Two female passengers standing on the platform (who the two MTP officers walked past) looked towards the southwest portal entrance and spoke with each other.
15	{GY-NE}	Station (Green/Yellow Level)	15:11:34	Smoke that was previously described had nearly completely dissipated.
134	{GY-SW}	Station (Green/Yellow Level)	15:11:53	One MTP officer re-entered the field of view of the camera, proceeding north; she placed her flashlight in her shirt's right pocket and spoke to someone across the trackbed.
135	{GY-SW}	Station (Green/Yellow Level)	15:12:08	Second MTP officer re-entered the field of view.
16	{GY-NE}	Station (Green/Yellow Level)	15:12:51	Yellow-line, Huntington sign (above portal) started blinking. Smoke was about 350 feet north of both sides of the south portal; smoke was whitish-grey and nearly completely dissipated.
17	{GY-NE}	Station (Green/Yellow Level)	15:13:29	Yellow-line, Huntington-bound train first entered the field of view of this camera; at this point, smoke described at 15:12:51 by this same camera was no longer evident.
18	{GY-NE}	Station (Green/Yellow Level)	15:13:50	Yellow-line, Huntington-bound train stopped at the platform. According to the IIC, this was Yellow line train #302.
136	{GY-SW}	Station (Green/Yellow Level)	15:13:50	Yellow Line, Huntington-bound train stopped on the southwest platform; IIC reported this as train #302.
19	{GY-NE}	Station (Green/Yellow Level)	15:13:55	Doors-open lights (above center doors of each compartment) first illuminated on the Yellow-line, Huntington-bound train that was stopped at platform. According to the IIC, this was Yellow line train #302.

Original Order	Camera Reference	Location	Time (EST)	Note
137	{GY-SW}	Station (Green/Yellow Level)	15:14:00	The two female MTP officers boarded train #302.
138	{GY-SW}	Station (Green/Yellow Level)	15:14:19	Train #302 doors closed.
20	{GY-NE}	Station (Green/Yellow Level)	15:14:20	Doors-open lights (above center doors of each compartment) extinguished on the Yellow-line, Huntington-bound train that was stopped at platform. According to the IIC, this was Yellow line train #302.
21	{GY-NE}	Station (Green/Yellow Level)	15:14:25	Yellow-line, Huntington-bound train started moving from platform. According to the IIC, this was Yellow line train #302.
139	{GY-SW}	Station (Green/Yellow Level)	15:14:25	Train #302 began to depart the station.
22	{GY-NE}	Station (Green/Yellow Level)	15:14:56	When only the tail light of the Yellow-line, Huntington-bound train (train #302) was still visible, a flash of whitish-blue light, similar to a collector-shoe arcing, appeared from the third rail side.
140	{GY-SW}	Station (Green/Yellow Level)	15:14:56	After train #302 had left the field of view of the camera, the reflection of a flash of light was observed on the southwest platform construction board.
23	{GY-NE}	Station (Green/Yellow Level)	15:15:11	Yellow-line, Huntington-bound train was no longer visible (including any reflections of light from the train) from this camera (had progressed into the portal). According to the IIC, this was Yellow line train #302.
273	{BO-1}	Station Blue/Orange/Silver Level	15:16:27	Vienna/Franconia-Springfield/Reston-bound train entered the station.
96	{GY-1}	Station (Green/Yellow Level)	15:16:39	Piece of material ("streamer"), was hanging limp down from ceiling near entrance to south portal.
81	{LBR1}	L-Line Bridge	15:16:41	Northbound train towards L'Enfant Plaza entered the portal.
24	{GY-NE}	Station (Green/Yellow Level)	15:16:43	Smoke was first observed (after the departure of train #302) moving north out of Greenbelt/Ft Totten side of south portal. Smoke was whitish-grey and extremely light.
274	{BO-1}	Station Blue/Orange/Silver Level	15:16:46	Vienna/Franconia-Springfield/Reston-bound train stopped in the station; passengers disembarked/embarked.
141	{GY-SW}	Station (Green/Yellow Level)	15:16:48	Thin, whitish smoke began to appear moving north along the Greenbelt/Ft. Totten-trackbed. At this time, the smoke was limited in height to about 2 feet above the rails.
97	{GY-1}	Station (Green/Yellow Level)	15:16:59	Streamer moved diagonally, away from the south portal (northward), as smoke began to move out of the south portal northward, into the platform area.
25	{GY-NE}	Station (Green/Yellow Level)	15:17:03	Smoke was clearly visible towards the center of the south portal, moving north. Smoke was whitish-grey and increasing in density.

Original Order	Camera Reference	Location	Time (EST)	Note
142	{GY-SW}	Station (Green/Yellow Level)	15:17:05	Whitish smoke began to thicken, increase in height, increase in velocity, and began to "roll" along the Greenbelt/Ft. Totten-trackbed. Some passengers turned their heads toward the portal, in the direction of the smoke. One passenger began to move north along the platform.
26	{GY-NE}	Station (Green/Yellow Level)	15:17:14	Heavy whitish-grey smoke had progressed north, about 75 feet into station, still mostly contained to the track area; however, the smoke was still light on the platform and had not yet reached the mezzanine pedestrian cross-over.
27	{GY-NE}	Station (Green/Yellow Level)	15:17:23	Light, whitish-grey smoke was visible on the north end of the platform.
82	{LBR1}	L-Line Bridge	15:17:24	Momentary white light began flashing on the entrance to the northbound portal, heading towards L'Enfant Plaza, similar to a strobe light. Continued until 15:18:16.
143	{GY-SW}	Station (Green/Yellow Level)	15:17:29	Density of smoke had increased such that the camera's (which was on the west side of the platform) view was obscured and the east side of the platform was barely visible (across the trackbed).
28	{GY-NE}	Station (Green/Yellow Level)	15:17:37	Green-line, Branch Ave sign (above portal) started blinking. Smoke had advanced about 300 feet north of portal.
275	{BO-1}	Station Blue/Orange/Silver Level	15:17:37	Vienna/Franconia-Springfield/Reston-bound train departed the station.
364	{GY-Mult3}	Station (Green/Yellow Level)	15:17:45	The camera on the 9th & D side (west-facing) first captured thin, wisps of smoke moving from south to north.
98	{GY-1}	Station (Green/Yellow Level)	15:17:50	At least two uniformed personnel talked to each other near the south portal, walking towards the south portal.
234	{GY-Mult1}	Station (Green/Yellow Level)	15:18:02	Metro employee (supervisor as determined by clothing) wearing yellow vest, entered the west platform from the direction of 7th & D (east side of station); walked up to the edge of the Huntington/Branch Ave-trackbed and looked in both directions; walked towards the south portal while talking on a portable radio; spoke to MTP officers on the platform; removed a flashlight from his bag; and continued to walk towards the southwest portal out of the field of view of this camera set.
144	{GY-SW}	Station (Green/Yellow Level)	15:18:13	Two or three more passengers walked towards the southwest platform (i.e., near the southwest portal).
83	{LBR1}	L-Line Bridge	15:18:15	By this time, the Park Police car left the Ohio Drive parking lot.
388	{GY-Mult5}	Station (Green/Yellow Level)	15:18:20	Smoke progressed north, near the mid-point of the green/yellow level.
29	{GY-NE}	Station (Green/Yellow Level)	15:18:30	People on the south-side of the platform (near the south portal) started moving away from the smoke. Smoke was now thicker and darker, slightly brownish-white.

Original Order	Camera Reference	Location	Time (EST)	Note
99	{GY-1}	Station (Green/Yellow Level)	15:18:37	Smoke was coming out of south portal, occluding the view of the camera positioned opposite the track bed (pointing at the southwest portal entrance).
30	{GY-NE}	Station (Green/Yellow Level)	15:18:38	The entire platform adjacent to the track bed was covered with varying degrees of smoke; the most intense smoke was on the south side of the platform and was moving north.
235	{GY-Mult1}	Station (Green/Yellow Level)	15:18:47	Railcar maintenance road mechanic was walking from southwest Mezzanine cross-over and proceeded to walk down the southwest escalator (the escalator in view of camera MS-022 was stopped, as previously noted) towards the southwest portal.
145	{GY-SW}	Station (Green/Yellow Level)	15:18:57	Visibility reduced to about 100 feet in all directions in the vicinity of this camera.
31	{GY-NE}	Station (Green/Yellow Level)	15:19:02	Smoke had intensified such that the entrance to the south portal was no longer visible. At about this point, the flow of pedestrian traffic began to switch from entering the platform to exiting the platform.
365	{GY-Mult3}	Station (Green/Yellow Level)	15:19:18	Smoke in the station had increased such that, visibility from the camera on the 9th & D side (west-facing) decreased and obscured the view of the west side of the station (7th & D).
236	{GY-Mult1}	Station (Green/Yellow Level)	15:19:25	Railcar maintenance road mechanic began talking to two MTP officers on the southwest platform, near the southwest portal entrance.
32	{GY-NE}	Station (Green/Yellow Level)	15:19:26	Smoke had now risen to the top of the station within 300 feet of the south portal and continued to move north.
146	{GY-SW}	Station (Green/Yellow Level)	15:19:28	Metro operations supervisor (as determined by nature of clothing) entered the field of view of the camera, carrying a lighted flashlight, walking towards the southwest portal. Proceeded under the field of view of the camera.
147	{GY-SW}	Station (Green/Yellow Level)	15:19:40	Two MTP officers entered the field of view of the camera, walking towards the southwest portal; one was communicating on his radio.
148	{GY-SW}	Station (Green/Yellow Level)	15:19:58	Whitish-brown smoke was entering the platform area at a rapid rate, visibility had reduced to about 20 feet. About a dozen passengers were still on the ramp, along with about three metro-related personnel.
249	{GY-Mult2}	Station (Green/Yellow Level)	15:20:02	Large numbers of passengers begin to exit the southwest platform and head towards the 7th & D station exit. Looking east from the west side of the 7th & D Mezzanine, the far east side of the station was barely visible.
250	{GY-Mult2}	Station (Green/Yellow Level)	15:20:06	A minority of the exiting passengers were running (towards the 7th & D exit, away from the west platform).
33	{GY-NE}	Station (Green/Yellow Level)	15:20:07	The vast majority of pedestrians began to exit the platform; many were moving faster than a walk.

Original Order	Camera Reference	Location	Time (EST)	Note
237	{GY-Mult1}	Station (Green/Yellow Level)	15:20:09	Passengers on both sides of the green/yellow line platform began to exit (the en masse movement of the passengers towards the exit was similar to an evacuation) the platform to the north; in large part proceeding up the operative escalators. There was also at least one MTP officer motioning with his arms above his head towards the north side of the platform/station.
366	{GY-Mult3}	Station (Green/Yellow Level)	15:20:12	Most Passengers on the Greenbelt/Ft. Totten side of the platform (east side) began to exit the station.
149	{GY-SW}	Station (Green/Yellow Level)	15:20:14	A person, obscured by smoke, waved a flashlight; within 2 seconds after this waving, all passengers in the field of view of the camera (also limited visibility due to smoke) began to move north along the platform, away from the southwest portal entrance.
251	{GY-Mult2}	Station (Green/Yellow Level)	15:20:20	A large number of people were running towards the 7th & D exit. Some of the passengers took the escalators down towards the blue/orange/silver lines.
276	{BO-1}	Station Blue/Orange/Silver Level	15:20:30	New Carrollton/Largo-bound train entered the station.
150	{GY-SW}	Station (Green/Yellow Level)	15:20:34	Passengers had all egressed north along the platform and were no longer visible. Visibility from camera was about 20 feet.
252	{GY-Mult2}	Station (Green/Yellow Level)	15:20:36	Passengers continued to exit the west platform towards 7th & D.
277	{BO-1}	Station Blue/Orange/Silver Level	15:20:44	New Carrollton/Largo-bound train stopped in the station; passengers disembarked/embarked.
34	{GY-NE}	Station (Green/Yellow Level)	15:20:52	Whitish-brown smoke had filled the entire north/south platform. The intensity was such that the smoke obscured about 300 feet from the entrance of the south portal. For the part of the platform that was not obscured by smoke (i.e., the north side), it was mostly empty of passengers and most of those passengers that remained were in the process of exiting the platform.
238	{GY-Mult1}	Station (Green/Yellow Level)	15:20:53	The density of the whitish-brown smoke obscured camera MS-022's view and the Huntington/Branch Ave-trackbed was no longer visible.
382	{GY-Mult4}	Station (Green/Yellow Level)	15:20:57	Passengers near the northeast portal began to evacuate the platform.
151	{GY-SW}	Station (Green/Yellow Level)	15:21:04	Smoke was billowing out of the south portal, moving northward away/out of the south portal. Visibility was about 5 feet, slightly higher looking upwards and west.
253	{GY-Mult2}	Station (Green/Yellow Level)	15:21:29	Station manager (as identified by clothing) ran back to the 7th & D kiosk.
278	{BO-1}	Station Blue/Orange/Silver Level	15:21:29	New Carrollton/Largo-bound train departed the station.

Original Order	Camera Reference	Location	Time (EST)	Note
383	{GY-Mult4}	Station (Green/Yellow Level)	15:21:30	The faregates at the north end of the station (above the north portal, 7th & Maryland Ave) opened and remained opened until the end of the recording.
367	{GY-Mult3}	Station (Green/Yellow Level)	15:21:32	All the 9th & D faregates opened and remained so until the end of the recording. Note: the 7th & D faregates remained closed through the event until the end of the recording.
254	{GY-Mult2}	Station (Green/Yellow Level)	15:21:43	Upon entering the 7th & D kiosk, the station manager picked up the telephone.
368	{GY-Mult3}	Station (Green/Yellow Level)	15:21:47	Smoke in the station had increased such that, visibility from the camera on the 9th & D side (west-facing) decreased and mostly obscured the view of the green/yellow trackbed. Flashlights were visible in the smoke on the platform.
239	{GY-Mult1}	Station (Green/Yellow Level)	15:21:53	One of the last evacuating passengers, on the northeast Mezzanine, stopped to take a photo pointing south.
255	{GY-Mult2}	Station (Green/Yellow Level)	15:22:01	Station manager (7th & D) exited the kiosk; spoke with other metro personnel; and then walked towards the Huntington/Branch Ave platform.
384	{GY-Mult4}	Station (Green/Yellow Level)	15:22:04	Metro personnel exit the AFC Field Office (L'Enfant Plaza, 7th & Maryland Ave entrance/exit).
84	{LBR1}	L-Line Bridge	15:22:11	Camera C-L102-T-701 moved right about 20 degrees.
385	{GY-Mult4}	Station (Green/Yellow Level)	15:22:11	Smoke began to reach the 7th & Maryland faregates/kiosk.
279	{BO-1}	Station Blue/Orange/Silver Level	15:22:15	Vienna/Franconia-Springfield/Reston-bound train entered the station.
100	{GY-1}	Station (Green/Yellow Level)	15:22:32	Smoke was billowing out of the south portal, moving northward along and above the track bed.
280	{BO-1}	Station Blue/Orange/Silver Level	15:22:35	Vienna/Franconia-Springfield/Reston-bound train stopped in the station; passengers disembarked/embarked.
281	{BO-1}	Station Blue/Orange/Silver Level	15:22:37	New Carrollton/Largo-bound train stopped in the station; passengers disembarked/embarked.
282	{BO-1}	Station (Green/Yellow Level)	15:22:43	At least 4 metro personnel were on the blue/orange/silver platform, some with flashlights.
85	{LBR1}	L-Line Bridge	15:22:44	Camera C-L102-T-701 moved back left about 10 degrees.
35	{GY-NE}	Station (Green/Yellow Level)	15:23:01	The visible portions of the platform were nearly empty of pedestrians. The heavy, brownish-black smoke nearly filled the entire platform surrounding the track bed and extended up to the ceiling. Visibility from the camera was about 300 feet.
283	{BO-1}	Station Blue/Orange/Silver Level	15:23:04	Vienna/Franconia-Springfield/Reston-bound train departed the station.

Original Order	Camera Reference	Location	Time (EST)	Note
152	{GY-SW}	Station (Green/Yellow Level)	15:23:13	Platform lights began blinking on the Huntington, Branch-Ave platform. Note: due to the heavy smoke and limited visibility, it was not possible to determine exactly when the lights first started to blink.
284	{BO-1}	Station Blue/Orange/Silver Level	15:23:16	New Carrollton/Largo-bound train departed the station.
36	{GY-NE}	Station (Green/Yellow Level)	15:23:18	Green-line, Branch Ave-bound train first entered the field of view of this camera; at this point, thick, brownish smoke nearly filled the entire station.
153	{GY-SW}	Station (Green/Yellow Level)	15:23:19	Greenbelt/Ft. Totten line, northbound train entered the field of view of the camera.
37	{GY-NE}	Station (Green/Yellow Level)	15:23:20	The headlamps of a Yellow-line, Ft. Totten-bound train first became visible through the thick, brownish smoke that nearly filled the entire station; the headlamps were positioned about 300 feet north of the south portal.
256	{GY-Mult2}	Station (Green/Yellow Level)	15:23:24	Smoke began to enter the east side of the 7th & D Mezzanine entrance/exit area.
38	{GY-NE}	Station (Green/Yellow Level)	15:23:29	The Green-line, Branch Ave-bound train stopped on the platform (a total of 2 complete cars had passed the field of view of the camera); the Yellow-line, Ft. Totten-bound train slowed towards a stop on the platform.
39	{GY-NE}	Station (Green/Yellow Level)	15:23:34	The Green-line, Branch Ave-bound train, resumed movement south.
285	{BO-1}	Station Blue/Orange/Silver Level	15:23:39	Smoke first appeared, descending from above, onto the blue/orange/silver platform.
286	{BO-1}	Station Blue/Orange/Silver Level	15:23:40	About a half dozen of people on the blue/orange/silver platform were running.
154	{GY-SW}	Station (Green/Yellow Level)	15:23:44	Greenbelt/Ft. Totten line, northbound train exited the field of view of the camera.
40	{GY-NE}	Station (Green/Yellow Level)	15:23:47	The Green-line, Branch Ave-bound train, stopped on the platform after moving about half a car length.
41	{GY-NE}	Station (Green/Yellow Level)	15:23:53	The Yellow-line, Ft. Totten-bound train stopped on the platform.
287	{BO-1}	Station Blue/Orange/Silver Level	15:23:59	An MTP officer with a bullhorn exited the down escalator onto the blue/orange/silver platform.
42	{GY-NE}	Station (Green/Yellow Level)	15:24:02	The Green-line, Branch Ave-bound train resumed movement south.
288	{BO-1}	Station Blue/Orange/Silver Level	15:24:08	Vienna/Franconia-Springfield/Reston-bound train entered the station and stopped well before the train was fully berthed on the platform. An MTP officer ran along the platform towards the train.

Original Order	Camera Reference	Location	Time (EST)	Note
389	{GY-Mult5}	Station (Green/Yellow Level)	15:24:13	(Camera PN-089). Train #510 entered the field of view of this camera; an MTP officer was walking along with the lead car outside and next to the operator's cab window; and the MTP officer's hand was on the train.
289	{BO-1}	Station Blue/Orange/Silver Level	15:24:17	More smoke appeared, descending from above, onto the blue/orange/silver platform.
43	{GY-NE}	Station (Green/Yellow Level)	15:24:24	The Green-line, Branch Ave-bound train, stopped on the platform. From 15:23:47 to 15:24:24, the train moved about 150 feet.
390	{GY-Mult5}	Station (Green/Yellow Level)	15:24:24	(Camera PN-089). Train #510 came to a complete stop.
257	{GY-Mult2}	Station (Green/Yellow Level)	15:24:26	Supervisor (as determined by clothing) proceeded down from 7th & D Mezzanine to the blue/orange/silver lines; station manager proceeded west towards the 7th & D kiosk.
290	{BO-1}	Station Blue/Orange/Silver Level	15:24:28	Vienna/Franconia-Springfield/Reston-bound train began moving again; the train's doors did not open during the stop.
155	{GY-SW}	Station (Green/Yellow Level)	15:24:32	Headlamps of Huntington/Branch Ave-bound train first appeared in the field of view of the camera and stopped; visibility was severely limited due to intense smoke. To the west of the camera, a flashlight was moving around on the platform (according to the IIC, this was green line train #510).
44	{GY-NE}	Station (Green/Yellow Level)	15:24:41	The Yellow-line, Ft. Totten-bound train started moving from the platform. Of those train doors that were visible, none opened during the platform stop.
291	{BO-1}	Station Blue/Orange/Silver Level	15:24:51	New Carrollton/Largo-bound train entered the station.
45	{GY-NE}	Station (Green/Yellow Level)	15:24:55	The Yellow-line, Ft. Totten-bound train exited the field of the view of the camera.
258	{GY-Mult2}	Station (Green/Yellow Level)	15:25:03	At the 7th & D station entrance, the incoming (i.e., downward operating) escalator stopped; the other two escalators remained operating upward (as they were previously). Note: the camera field of view did not capture any metro personnel pushing any button to effect the escalator movement.
292	{BO-1}	Station Blue/Orange/Silver Level	15:25:15	New Carrollton/Largo-bound train stopped in the station.
391	{GY-Mult5}	Station (Green/Yellow Level)	15:25:15	(Camera PN-089). The doors open light on the train #510's lead car turned on; however, the center and front door of the lead car remained closed. The visibility at the time was about 50 feet, such that the front doors of the lead car were barely visible. The lead car was full of passengers.
46	{GY-NE}	Station (Green/Yellow Level)	15:25:17	An MTP officer first appeared from the north Mezzanine cross-over bridge, stopped the escalator, and proceeded down the escalator to the platform.

Original Order	Camera Reference	Location	Time (EST)	Note
293	{BO-1}	Station Blue/Orange/Silver Level	15:25:20	Smoke on the blue/orange/silver platform was similar to a thin haze.
294	{BO-1}	Station Blue/Orange/Silver Level	15:25:31	New Carrollton/Largo-bound train opened doors, disembarked passengers.
259	{GY-Mult2}	Station (Green/Yellow Level)	15:25:33	Almost all passengers stopped coming up from the blue/orange/silver lines (on the 7th & D Mezzanine).
369	{GY-Mult3}	Station (Green/Yellow Level)	15:25:44	Smoke in the station had increased such that, visibility from the camera on the 9th & D side (west-facing) decreased to about 75 feet (considering unlighted objects).
87	{LBR1}	L-Line Bridge	15:25:47	Northbound train towards L'Enfant Plaza entered the portal.
47	{GY-NE}	Station (Green/Yellow Level)	15:25:52	The doors-open light illuminated on the Green-line, Branch Ave-bound train. Due to the heavy smoke, only one doors-open light was visible from this camera.
295	{BO-1}	Station Blue/Orange/Silver Level	15:25:53	MTP officer on the blue/orange/silver platform with bullhorn held bullhorn to his mouth, similar to making an announcement; some passengers looked at the officer. Some passengers re-boarded the New Carrollton/Largo-bound train.
392	{GY-Mult5}	Station (Green/Yellow Level)	15:25:54	(Camera PN-089). The front platform door of the lead car of train #510 opened; the center door remained closed. Passengers began to exit the train; however, the low visibility made it difficult to discern passenger faces.
101	{GY-1}	Station (Green/Yellow Level)	15:25:58	People began exiting the Green Line, Branch Ave-Train; many in the north end of the train headed up the northwest platform escalator.
48	{GY-NE}	Station (Green/Yellow Level)	15:26:17	The green destination sign in between the two visible cars on the Green-line, Branch Ave-bound train extinguished; all other visible train lights (e.g., interior lighting and doors-open light) remained on (unchanged).
156	{GY-SW}	Station (Green/Yellow Level)	15:26:18	The headlamps on train #510 disappeared; they may have been extinguished or the smoke may have thickened and reduced visibility such that the lights were no longer visible.
296	{BO-1}	Station Blue/Orange/Silver Level	15:26:28	New Carrollton/Largo-bound train closed doors.
86	{LBR1}	L-Line Bridge	15:26:37	Camera C-L102-T-701 moved left, no longer showing the portal entrance.
297	{BO-1}	Station Blue/Orange/Silver Level	15:26:37	New Carrollton/Largo-bound train departed the station.
88	{LBR1}	L-Line Bridge	15:26:54	Metropolitan Police (Suburban) entered the street on the east side of the trackbed.
49	{GY-NE}	Station (Green/Yellow Level)	15:26:57	The increasing intensity of smoke obscured the visibility, such that the doors-open light that was previously visible at 15:26:17, was no longer visible.
157	{GY-SW}	Station (Green/Yellow Level)	15:26:58	Camera visibility reduced to zero, with the exception of a few lights that were dimly visible.

Original Order	Camera Reference	Location	Time (EST)	Note
50	{GY-NE}	Station (Green/Yellow Level)	15:27:04	Two passengers exited the north, mezzanine cross-over.
298	{BO-1}	Station Blue/Orange/Silver Level	15:27:11	More smoke appeared, descending from above, onto the blue/orange/silver platform.
370	{GY-Mult3}	Station (Green/Yellow Level)	15:27:13	Smoke in the station had remained about the same such that, visibility from the camera on the 9th & D side (west-facing) remained at about 75 feet (considering unlighted objects).
299	{BO-1}	Station Blue/Orange/Silver Level	15:27:14	Vienna/Franconia-Springfield/Reston-bound train entered the station and stopped well before the train was fully berthed on the platform; its doors did not open. An MTP officer was running along the platform towards the train.
393	{GY-Mult5}	Station (Green/Yellow Level)	15:27:27	(Camera PN-089). The front platform door of the lead car of train #510 remained opened; no more passengers were exiting from the lead car; and visibility continued to reduce nearly totally obscuring a view of the front platform door of the lead car.
89	{LBR1}	L-Line Bridge	15:27:30	Camera C-L102-T-701 moved right and started to show one of the portal entrances.
158	{GY-SW}	Station (Green/Yellow Level)	15:27:33	Greenbelt/Ft. Totten line, northbound train entered the field of view of the camera (smoke displaced sufficiently to see the train).
300	{BO-1}	Station Blue/Orange/Silver Level	15:27:38	Vienna/Franconia-Springfield/Reston-bound train started moving again.
51	{GY-NE}	Station (Green/Yellow Level)	15:27:42	The headlamps of a Yellow-line, Ft. Totten-bound train first became visible through the thick, brownish-black smoke that nearly filled the entire station; the headlamps were positioned about 450 feet north of the south portal. One passenger exited the north, mezzanine cross-over.
159	{GY-SW}	Station (Green/Yellow Level)	15:27:50	Greenbelt/Ft. Totten line, northbound train exited the field of view of the camera.
52	{GY-NE}	Station (Green/Yellow Level)	15:27:56	A light, similar to a flashlight, was visible west of the stopped Green-line, Branch Ave-bound train.
394	{GY-Mult5}	Station (Green/Yellow Level)	15:27:56	(Camera PN-089). A person (unable to identify due to smoke) entered the lead car through the front door of train #510.
160	{GY-SW}	Station (Green/Yellow Level)	15:27:58	The headlamps on train #510 re-appeared; the manner in which the lights came on was consistent with power being applied to the lights.
301	{BO-1}	Station Blue/Orange/Silver Level	15:27:58	Vienna/Franconia-Springfield/Reston-bound train departed the station (it never opened its doors).
53	{GY-NE}	Station (Green/Yellow Level)	15:27:59	The Yellow-line, Ft. Totten-bound train exited the field of view of the camera; the train did not stop on the platform. During the passage, the smoke was displaced.

Original Order	Camera Reference	Location	Time (EST)	Note
90	{LBR1}	L-Line Bridge	15:28:01	Camera C-L102-T-701 moved right and seemed to show a building behind Ohio Drive, continued to pan, tilt, and zoom.
54	{GY-NE}	Station (Green/Yellow Level)	15:28:02	The green destination sign in between the two visible cars on the Green-line, Branch Ave-bound train illuminated; all other visible train lights (e.g., interior lighting and doors-open light) remained on (unchanged).
395	{GY-Mult5}	Station (Green/Yellow Level)	15:28:16	(Camera PN-089). The front platform door of the lead car of train #510 closed.
240	{GY-Mult1}	Station (Green/Yellow Level)	15:28:28	Some passengers that had exited train #510, who were on the northeast Mezzanine, stopped to take a photo pointing south.
302	{BO-1}	Station Blue/Orange/Silver Level	15:28:31	Smoke on the blue/orange/silver platform was of varying intensity: from about 100 feet visibility to a thin haze.
396	{GY-Mult5}	Station (Green/Yellow Level)	15:28:35	(Camera PN-089). A line supervisor walked back from the operator's cab area towards the center door of the lead car of train #510.
397	{GY-Mult5}	Station (Green/Yellow Level)	15:28:49	(Camera PN-089). A line supervisor, inside the lead car of train #510, opened the center door from the inside; pushing on the doors to open them.
55	{GY-NE}	Station (Green/Yellow Level)	15:29:09	The green destination sign in between the two visible cars on the Green-line, Branch Ave-bound train extinguished; all other visible train lights (e.g., interior lighting and doors-open light) remained on (unchanged).
161	{GY-SW}	Station (Green/Yellow Level)	15:29:10	The headlamps on train #510 extinguished; the manner in which the lights went out was consistent with power being removed from the lights.
398	{GY-Mult5}	Station (Green/Yellow Level)	15:29:17	(Camera PN-089). Additional personnel entered the center door of the lead car of train #510 and escorted the line supervisor off the train.
56	{GY-NE}	Station (Green/Yellow Level)	15:29:40	MTP officer walked up the escalator (which was off) towards the north (continuing under the camera field of view). Officer was not wearing any breathing apparatus.
57	{GY-NE}	Station (Green/Yellow Level)	15:30:18	MTP officer entered field of view and proceeded south, down the escalator towards the platform. Officer was not wearing any breathing apparatus.
162	{GY-SW}	Station (Green/Yellow Level)	15:30:24	The tail lamps on the south-end (lead car) of train #510 became visible; however, the observation of the tail lamps may have been due to: varying visibility or the tail lamps turning on.
386	{GY-Mult4}	Station (Green/Yellow Level)	15:31:40	At about this time, smoke intensity peaked at the 7th & Maryland faregates/kiosk; visibility was about 200 feet.
260	{GY-Mult2}	Station (Green/Yellow Level)	15:31:55	Three metro personnel (yellow-vested) exited on the 7th & D station exit escalators. The station manager approached the station roll-out gate area and manipulated a key-like device.
163	{GY-SW}	Station (Green/Yellow Level)	15:31:56	Visibility improved to about 100 feet; smoke continued to move north out of south portal.

Original Order	Camera Reference	Location	Time (EST)	Note
371	{GY-Mult3}	Station (Green/Yellow Level)	15:32:01	Smoke first observed in the 9th & D farecard vendor area.
261	{GY-Mult2}	Station (Green/Yellow Level)	15:32:14	Station manager proceeded up the 7th & D station exit escalators.
372	{GY-Mult3}	Station (Green/Yellow Level)	15:32:16	Smoke in the station had increased such that, visibility from the camera on the 9th & D side (west-facing) decreased to about 0 feet.
303	{BO-1}	Station Blue/Orange/Silver Level	15:32:17	Vienna/Franconia-Springfield/Reston-bound train entered the station and stopped well before the train was fully berthed on the platform; the doors did not open.
58	{GY-NE}	Station (Green/Yellow Level)	15:32:30	About 7 MTP Officers on the north, Mezzanine cross-over bridge walked towards the north (continuing under the camera field of view).
373	{GY-Mult3}	Station (Green/Yellow Level)	15:32:49	At the 7th & D farecard vendor area, a number of MTP officers congregated, at least one had a portable megaphone.
304	{BO-1}	Station Blue/Orange/Silver Level	15:32:50	Vienna/Franconia-Springfield/Reston-bound train departed the station without opening it's doors.
374	{GY-Mult3}	Station (Green/Yellow Level)	15:34:18	The station entrance gate at the 9th & D station entrance/exit was partially closed by the 9th & D station manager. At that time, one escalator was stopped and the remaining two were operating upward.
59	{GY-NE}	Station (Green/Yellow Level)	15:34:28	Intensity and density of smoke remained about the same since about 15:28:15.
305	{BO-1}	Station Blue/Orange/Silver Level	15:35:16	New Carrollton/Largo-bound train entered the station and passed through the platform without stopping.
375	{GY-Mult3}	Station (Green/Yellow Level)	15:35:51	Firefighters were first observed at the 9th & D side station entrance/exit, entering the station.
262	{GY-Mult2}	Station (Green/Yellow Level)	15:36:03	Smoke at the base of the 7th & D station entrance escalators reduced visibility to about 100 feet.
376	{GY-Mult3}	Station (Green/Yellow Level)	15:36:33	Visibility from the camera on the 9th & D side (west-facing) began to increase.
164	{GY-SW}	Station (Green/Yellow Level)	15:37:01	A moving flashlight was visible near the south end of train #510.
306	{BO-1}	Station Blue/Orange/Silver Level	15:37:01	Vienna/Franconia-Springfield/Reston-bound train entered the station and passed through the platform without stopping.
165	{GY-SW}	Station (Green/Yellow Level)	15:37:33	Two personnel with flashlights entered the field of view of the camera (from the north) on the west platform.
102	{GY-1}	Station (Green/Yellow Level)	15:37:35	Flashlights moving back and forth on southwest platform near southwest portal entrance; due to smoke, personnel holding flashlights were not visible.
166	{GY-SW}	Station (Green/Yellow Level)	15:37:43	The two personnel with flashlights exited the field of view of the camera (to the north) on the west platform.

Original Order	Camera Reference	Location	Time (EST)	Note
103	{GY-1}	Station (Green/Yellow Level)	15:38:24	Firefighters began entering northwest side of platform, heading toward southwest portal.
387	{GY-Mult4}	Station (Green/Yellow Level)	15:39:10	At about this time, smoke intensity began to decrease at the 7th & Maryland faregates/kiosk.
307	{BO-1}	Station Blue/Orange/Silver Level	15:39:15	Smoke was visible descending from above, towards the Vienna/Franconia-Springfield/Reston trackbed and platform.
377	{GY-Mult3}	Station (Green/Yellow Level)	15:39:15	More firefighters continued to enter from the 9th & D station entrance/exit.
60	{GY-NE}	Station (Green/Yellow Level)	15:39:25	Intensity and density of smoke began to decrease by this time.
308	{BO-1}	Station Blue/Orange/Silver Level	15:39:33	Vienna/Franconia-Springfield/Reston-bound train stopped in the station; well before the train was fully berthed on the platform.
309	{BO-1}	Station Blue/Orange/Silver Level	15:39:41	An MTP officer on the Vienna/Franconia-Springfield/Reston-bound train exited from the lead car door; after exiting the train, keyed the door closed.
310	{BO-1}	Station Blue/Orange/Silver Level	15:39:53	Vienna/Franconia-Springfield/Reston-bound train departed the station, without disembarking any passengers (only the MTP officer previously noted).
104	{GY-1}	Station (Green/Yellow Level)	15:39:58	Firefighters arrived near the entrance to the southwest portal (note: while smoke obscured view of firefighters, they were identified by their unique blue LED flashlight identifiers).
167	{GY-SW}	Station (Green/Yellow Level)	15:40:06	About a half dozen firefighters (from Rescue Squad One) and other personnel approached the southwest portal on the west platform. They were not utilizing breathing equipment.
241	{GY-Mult1}	Station (Green/Yellow Level)	15:40:44	Internal lighting visible from the lead car of train #510 went out; however, the tail lamps on the lead car of train #510 remained illuminated.
61	{GY-NE}	Station (Green/Yellow Level)	15:40:45	The lights inside the visible cars of the train on the Green-line, Branch Ave-bound train (train #510) extinguished.
105	{GY-1}	Station (Green/Yellow Level)	15:41:06	Firefighters on east side of platform, moved toward southeast portal. Some were utilizing SCBA. Some firefighters were escorted by WMATA personnel.
311	{BO-1}	Station Blue/Orange/Silver Level	15:41:30	Vienna/Franconia-Springfield/Reston-bound train first entered the station.
312	{BO-1}	Station Blue/Orange/Silver Level	15:41:41	Vienna/Franconia-Springfield/Reston-bound train stopped in the station.
313	{BO-1}	Station Blue/Orange/Silver Level	15:41:46	Vienna/Franconia-Springfield/Reston-bound train departed the station, without ever opening any doors (or disembarking any passengers).
168	{GY-SW}	Station (Green/Yellow Level)	15:41:55	Firefighter OIC (of rescue squad one) attempted to communicate on radio multiple times, at one point stepping away from the remainder of his crew momentarily while talking into his radio.

Original Order	Camera Reference	Location	Time (EST)	Note
106	{GY-1}	Station (Green/Yellow Level)	15:42:03	Firefighters (about a dozen) all began donning SCBAs.
107	{GY-1}	Station (Green/Yellow Level)	15:42:24	Three WMATA personnel headed towards the southwest portal entrance from the northwest.
91	{LBR1}	L-Line Bridge	15:42:26	By this time, Camera C-L102-T-701 was pointing back at both portal entrances.
314	{BO-1}	Station Blue/Orange/Silver Level	15:43:35	Vienna/Franconia-Springfield/Reston-bound train passed through the station without stopping.
378	{GY-Mult3}	Station (Green/Yellow Level)	15:44:01	Visibility from the camera on the 9th & D side (west-facing) increased such that the train on the Huntington/Branch Ave-line track (IIC confirmed to be train #510) barely became visible.
380	{GY-Mult3}	Station (Green/Yellow Level)	15:44:01	Visibility from the camera on the 9th & D side (west-facing) increased such that the train on the Huntington/Branch Ave-line track (IIC confirmed to be train #510) barely became visible.
381	{GY-Mult3}	Station (Green/Yellow Level)	15:44:01	Visibility from the camera on the 9th & D side (west-facing) increased such that the other side of the station (7th & D) was barely visible.
108	{GY-1}	Station (Green/Yellow Level)	15:44:37	Four more WMATA personnel headed towards the southwest portal entrance.
315	{BO-1}	Station Blue/Orange/Silver Level	15:45:02	New Carrollton/Largo-bound train passed through the station without stopping.
169	{GY-SW}	Station (Green/Yellow Level)	15:45:14	The firefighters on the southwest platform donned their breathing apparatus and moved south towards the southwest portal entrance, below and out of the field of view of the camera. Three or four MTP remained within the field of view of the camera after the firefighters departed.
316	{BO-1}	Station Blue/Orange/Silver Level	15:45:40	Vienna/Franconia-Springfield/Reston-bound passed through the station without stopping.
317	{BO-1}	Station Blue/Orange/Silver Level	15:46:14	Two firefighters were first observed on the blue/orange/silver line platform.
399	{GY-Mult5}	Station (Green/Yellow Level)	15:46:23	(Camera PN-089). After re-entering the center door of the lead car of train #510, the line supervisor closed the center doors (pulling them shut with his hands). The doors open light remained illuminated. Personnel continue to tinker with the door, opening it, and shining a flashlight around the door from inside and out.
400	{GY-Mult5}	Station (Green/Yellow Level)	15:46:43	(Camera PN-089). The doors open light above the center door in the lead car of train #510 extinguished.
92	{LBR1}	L-Line Bridge	15:46:53	Track maintenance workers entered field of view of cameras, walking towards the L'Enfant Plaza portal. The hardhat of the last worker was blue.

Original Order	Camera Reference	Location	Time (EST)	Note
170	{GY-SW}	Station (Green/Yellow Level)	15:46:57	The four MTP officers on the southwest ramp communicated across the track bed with someone outside the field of view of the camera. At this time, the red lights on the south end of train #510 extinguished.
242	{GY-Mult1}	Station (Green/Yellow Level)	15:46:58	All lights on train #510 went out, except two white lights on the top, exterior of the lead car. Two seconds later, the headlamps came on. Four seconds later, the line designation sign illuminated with the message "GREEN." Note: further light changes are documented by other cameras.
171	{GY-SW}	Station (Green/Yellow Level)	15:46:59	The headlamps (on the south end) of train #510 illuminated.
109	{GY-1}	Station (Green/Yellow Level)	15:47:13	Smoke, which was previously blowing north with noticeable force and velocity, began to slow.
401	{GY-Mult5}	Station (Green/Yellow Level)	15:47:13	(Camera PN-089). The line supervisor walked to the front of the lead car of train #510 and entered the operator's cab. By this point, visibility had improved such that the front of the car was clearly visible (though a haze remained).
172	{GY-SW}	Station (Green/Yellow Level)	15:47:14	The headlamps (on the south end) of train #510 extinguished; the red lights once again became visible.
318	{BO-1}	Station Blue/Orange/Silver Level	15:47:41	New Carrollton/Largo-bound train passed through the station without stopping.
319	{BO-1}	Station Blue/Orange/Silver Level	15:47:52	Vienna/Franconia-Springfield/Reston-bound passed through the station without stopping.
263	{GY-Mult2}	Station (Green/Yellow Level)	15:48:27	Smoke at the base of the 7th & D station entrance escalators began to dissipate.
320	{BO-1}	Station Blue/Orange/Silver Level	15:50:12	New Carrollton/Largo-bound train passed through the station without stopping.
321	{BO-1}	Station Blue/Orange/Silver Level	15:50:18	Vienna/Franconia-Springfield/Reston-bound passed through the station without stopping.
110	{GY-1}	Station (Green/Yellow Level)	15:50:58	Fire Department Battalion Chief (white coat) headed towards the southeast portal entrance.
62	{GY-NE}	Station (Green/Yellow Level)	15:51:00	The green destination sign in between the two visible cars on the Green-line, Branch Ave-bound train illuminated.
264	{GY-Mult2}	Station (Green/Yellow Level)	15:51:36	Smoke at the base of the 7th & D station entrance escalators dissipated enough to observe that all three escalators were stopped.
265	{GY-Mult2}	Station (Green/Yellow Level)	15:52:42	The left-most and center escalator (looking up) at the 7th & D station entrance, began operating upward.
322	{BO-1}	Station Blue/Orange/Silver Level	15:52:56	New Carrollton/Largo-bound train passed through the station without stopping.

Original Order	Camera Reference	Location	Time (EST)	Note
173	{GY-SW}	Station (Green/Yellow Level)	15:53:20	Passengers first exited the southwest portal. Passengers had backpacks, rolling luggage, and other personal items. Some first responders assisted passengers with walking. MTP directed passengers north. Note: due to camera angle, and the fact that adults may have had children covered up, counts may be off by a small amount. Many (about 40%) of passengers had cell phones in hand. At this point, a group of 10 passengers first evacuated.
63	{GY-NE}	Station (Green/Yellow Level)	15:53:22	The green destination sign in between two visible cars on the Green-line, Branch Ave-bound train (train #510) extinguished.
111	{GY-1}	Station (Green/Yellow Level)	15:53:23	First passengers evacuated from the train and began to head north on the west platform; smoke still obscured a clear view of the evacuating passengers. Multiple flashlights (personnel holding flashlights were obscured by smoke) guided the passengers north.
112	{GY-1}	Station (Green/Yellow Level)	15:53:28	Visibility began to improve such that the west ramp was from visible from the east ramp platform camera.
174	{GY-SW}	Station (Green/Yellow Level)	15:53:30	Passengers continued to evacuate, additional 1, total thus far was 11.
175	{GY-SW}	Station (Green/Yellow Level)	15:53:42	Passengers continued to evacuate, additional 5, total thus far was 16.
323	{BO-1}	Station Blue/Orange/Silver Level	15:53:46	Vienna/Franconia-Springfield/Reston-bound passed through the station without stopping.
176	{GY-SW}	Station (Green/Yellow Level)	15:53:54	Passengers continued to evacuate, additional 3, total thus far was 19.
266	{GY-Mult2}	Station (Green/Yellow Level)	15:54:07	The left-most escalator (looking up) at the 7th & D station entrance stopped.
267	{GY-Mult2}	Station (Green/Yellow Level)	15:54:13	A group of people (about a dozen) were running towards the center escalator at the 7th & D station entrance. More people continued thereafter at differing paces.
177	{GY-SW}	Station (Green/Yellow Level)	15:54:21	Passengers continued to evacuate, additional 1, total thus far was 20.
268	{GY-Mult2}	Station (Green/Yellow Level)	15:54:27	The left-most escalator (looking up) at the 7th & D station entrance started again, going up.
324	{BO-1}	Station Blue/Orange/Silver Level	15:54:57	Vienna/Franconia-Springfield/Reston-bound passed through the station without stopping.
325	{BO-1}	Station Blue/Orange/Silver Level	15:55:08	New Carrollton/Largo-bound train passed through the station without stopping.
64	{GY-NE}	Station (Green/Yellow Level)	15:55:48	Intensity and density of smoke continued to decrease; visibility improved to about 400 feet.

Original Order	Camera Reference	Location	Time (EST)	Note
178	{GY-SW}	Station (Green/Yellow Level)	15:56:16	Passengers continued to evacuate, additional 5, total thus far was 25.
179	{GY-SW}	Station (Green/Yellow Level)	15:56:37	Passengers continued to evacuate, additional 14, total thus far was 39.
326	{BO-1}	Station Blue/Orange/Silver Level	15:56:50	New Carrollton/Largo-bound train passed through the station without stopping.
180	{GY-SW}	Station (Green/Yellow Level)	15:57:06	Passengers continued to evacuate, additional 1, total thus far was 40.
181	{GY-SW}	Station (Green/Yellow Level)	15:57:16	Passengers continued to evacuate, additional 2, total thus far was 42.
327	{BO-1}	Station Blue/Orange/Silver Level	15:57:22	Vienna/Franconia-Springfield/Reston-bound passed through the station without stopping.
182	{GY-SW}	Station (Green/Yellow Level)	15:57:30	Passengers continued to evacuate, additional 16, total thus far was 58.
183	{GY-SW}	Station (Green/Yellow Level)	15:58:16	Passengers continued to evacuate, additional 3, total thus far was 61.
379	{GY-Mult3}	Station (Green/Yellow Level)	15:58:42	Visibility from the camera on the 9th & D side (west-facing) increased such that the train on the Huntington/Branch Ave-line track (IIC confirmed to be train #510) was visible through a thin haze; the west side of the station was still not visible.
184	{GY-SW}	Station (Green/Yellow Level)	15:58:58	Passengers continued to evacuate, additional 9, total thus far was 70.
328	{BO-1}	Station Blue/Orange/Silver Level	15:58:58	Vienna/Franconia-Springfield/Reston-bound passed through the station without stopping.
329	{BO-1}	Station Blue/Orange/Silver Level	15:59:21	New Carrollton/Largo-bound train passed through the station without stopping.
330	{BO-1}	Station Blue/Orange/Silver Level	16:00:26	Firefighter descended down escalator towards the blue/orange/silver platform, stopped on escalator about 20 steps before the platform, looked around, and then went back up the escalator.
185	{GY-SW}	Station (Green/Yellow Level)	16:00:38	Passengers continued to evacuate, additional 15, total thus far was 85.
65	{GY-NE}	Station (Green/Yellow Level)	16:00:51	Four doors-open lights illuminated on the Green-line, Branch Ave-bound train (train #510) (those interior compartment lights and destination signs that were not obscured by smoke, remained extinguished).
66	{GY-NE}	Station (Green/Yellow Level)	16:00:55	Two of the four doors-opened lights extinguished on train #510.
331	{BO-1}	Station Blue/Orange/Silver Level	16:01:22	Vienna/Franconia-Springfield/Reston-bound passed through the station without stopping.

Original Order	Camera Reference	Location	Time (EST)	Note
186	{GY-SW}	Station (Green/Yellow Level)	16:01:44	Passengers continued to evacuate, additional 12, total thus far was 97.
332	{BO-1}	Station Blue/Orange/Silver Level	16:01:52	New Carrollton/Largo-bound train passed through the station without stopping.
67	{GY-NE}	Station (Green/Yellow Level)	16:02:07	Firefighter walked up north escalator onto north Mezzanine cross-over bridge and continued north under the field of view of the camera.
187	{GY-SW}	Station (Green/Yellow Level)	16:03:46	Firefighter with woman in black and white striped shirt over his shoulder exited, total thus far was 98.
188	{GY-SW}	Station (Green/Yellow Level)	16:03:50	Passengers continued to evacuate, additional 9, total thus far was 107.
333	{BO-1}	Station Blue/Orange/Silver Level	16:04:00	New Carrollton/Largo-bound train passed through the station without stopping.
189	{GY-SW}	Station (Green/Yellow Level)	16:04:20	Passengers continued to evacuate, additional 4, total thus far was 111.
243	{GY-Mult1}	Station (Green/Yellow Level)	16:04:29	Evacuating passengers from train #302 proceeded in the direction of the 7th & D exit.
334	{BO-1}	Station Blue/Orange/Silver Level	16:04:31	Vienna/Franconia-Springfield/Reston-bound passed through the station without stopping.
68	{GY-NE}	Station (Green/Yellow Level)	16:04:37	Smoke had dissipated enough to see an intermittent stream of people exiting through the west exit/passage.
190	{GY-SW}	Station (Green/Yellow Level)	16:04:58	Passengers continued to evacuate, additional 9, total thus far was 120.
191	{GY-SW}	Station (Green/Yellow Level)	16:05:25	Passengers continued to evacuate, additional 6, total thus far was 126.
335	{BO-1}	Station Blue/Orange/Silver Level	16:06:35	New Carrollton/Largo-bound train passed through the station without stopping.
336	{BO-1}	Station Blue/Orange/Silver Level	16:07:37	Vienna/Franconia-Springfield/Reston-bound passed through the station without stopping.
337	{BO-1}	Station Blue/Orange/Silver Level	16:08:41	New Carrollton/Largo-bound train passed through the station without stopping.
338	{BO-1}	Station Blue/Orange/Silver Level	16:10:10	Vienna/Franconia-Springfield/Reston-bound passed through the station without stopping.
69	{GY-NE}	Station (Green/Yellow Level)	16:10:20	Smoke had dissipated enough that the south portal became visible.
339	{BO-1}	Station Blue/Orange/Silver Level	16:10:27	New Carrollton/Largo-bound train passed through the station without stopping.

Original Order	Camera Reference	Location	Time (EST)	Note
192	{GY-SW}	Station (Green/Yellow Level)	16:10:46	MTP officers prepared the ETEC cart on southwest platform.
193	{GY-SW}	Station (Green/Yellow Level)	16:11:23	Passengers continued to evacuate, additional 33, total thus far was 159.
340	{BO-1}	Station Blue/Orange/Silver Level	16:12:15	New Carrollton/Largo-bound train passed through the station without stopping.
194	{GY-SW}	Station (Green/Yellow Level)	16:12:29	Passengers continued to evacuate, additional 11, total thus far was 170.
341	{BO-1}	Station Blue/Orange/Silver Level	16:12:38	Vienna/Franconia-Springfield/Reston-bound passed through the station without stopping.
195	{GY-SW}	Station (Green/Yellow Level)	16:13:03	First responders move ETEC cart off the southwest platform onto the trackbed.
196	{GY-SW}	Station (Green/Yellow Level)	16:13:09	Passengers continued to evacuate, additional 25, total thus far was 195.
70	{GY-NE}	Station (Green/Yellow Level)	16:14:01	There was a concentration of people, many with visible lights (similar to flashlights), towards the southwest part of the platform, near the south portal.
342	{BO-1}	Station Blue/Orange/Silver Level	16:14:33	Vienna/Franconia-Springfield/Reston-bound passed through the station without stopping.
197	{GY-SW}	Station (Green/Yellow Level)	16:15:27	Passengers continued to evacuate, additional 1, total thus far was 196.
343	{BO-1}	Station Blue/Orange/Silver Level	16:15:47	New Carrollton/Largo-bound train passed through the station without stopping.
198	{GY-SW}	Station (Green/Yellow Level)	16:16:06	Passengers continued to evacuate, additional 10, total thus far was 206.
199	{GY-SW}	Station (Green/Yellow Level)	16:16:48	Passengers continued to evacuate, additional 4, total thus far was 210.
200	{GY-SW}	Station (Green/Yellow Level)	16:17:35	Passengers continued to evacuate, additional 27, total thus far was 237.
344	{BO-1}	Station Blue/Orange/Silver Level	16:17:40	Vienna/Franconia-Springfield/Reston-bound passed through the station without stopping.
345	{BO-1}	Station Blue/Orange/Silver Level	16:18:08	New Carrollton/Largo-bound train passed through the station without stopping.
201	{GY-SW}	Station (Green/Yellow Level)	16:18:42	Passengers continued to evacuate, additional 15, total thus far was 252.
113	{GY-1}	Station (Green/Yellow Level)	16:18:59	Firefighters carried ETEC onto southeast platform and began to lower it onto the east track bed. WMATA personnel were on the track bed, assisting.

Original Order	Camera Reference	Location	Time (EST)	Note
202	{GY-SW}	Station (Green/Yellow Level)	16:19:27	Passengers continued to evacuate, additional 9, total thus far was 261.
114	{GY-1}	Station (Green/Yellow Level)	16:19:47	ETEC cart moved south, out of the field of view of the cameras, towards the southeast portal. Passengers were still evacuating along the southwest platform.
346	{BO-1}	Station Blue/Orange/Silver Level	16:19:50	New Carrollton/Largo-bound train passed through the station without stopping.
347	{BO-1}	Station Blue/Orange/Silver Level	16:19:52	Vienna/Franconia-Springfield/Reston-bound passed through the station without stopping.
203	{GY-SW}	Station (Green/Yellow Level)	16:20:00	Passengers continued to evacuate, additional 1, total thus far was 262.
204	{GY-SW}	Station (Green/Yellow Level)	16:20:07	Metro Train Operator of train #302, wearing a yellow vest, was assisted by 1st responders, total thus far was 263.
205	{GY-SW}	Station (Green/Yellow Level)	16:20:18	Passengers continued to evacuate, additional 3, total thus far was 266.
206	{GY-SW}	Station (Green/Yellow Level)	16:20:46	Deputy Fire Chief/Special Operations Division arrived at south portal.
244	{GY-Mult1}	Station (Green/Yellow Level)	16:20:48	After talking to a firefighter, the train operator of train #302, received oxygen from the fireman on the Huntington/Branch Ave platform (about 80 feet north of the southwest portal).
115	{GY-1}	Station (Green/Yellow Level)	16:20:56	Stokes Basket (stretcher) passed by the field of view of camera, carried by firefighters, on the southeast platform, towards the southeast portal. Passengers were still evacuating along the southwest portal, some assisted by emergency personnel.
207	{GY-SW}	Station (Green/Yellow Level)	16:21:20	Passengers continued to evacuate, additional 11, total thus far was 277.
71	{GY-NE}	Station (Green/Yellow Level)	16:21:34	Most of the smoke had dissipated by this point; only a haze remained.
245	{GY-Mult1}	Station (Green/Yellow Level)	16:21:41	The train operator of train #302 stopped receiving oxygen and walked south on the ramp, then proceeded north shortly thereafter.
348	{BO-1}	Station Blue/Orange/Silver Level	16:22:09	Vienna/Franconia-Springfield/Reston-bound passed through the station without stopping.
208	{GY-SW}	Station (Green/Yellow Level)	16:23:27	Passengers continued to evacuate, additional 14, total thus far was 291.
349	{BO-1}	Station Blue/Orange/Silver Level	16:23:40	New Carrollton/Largo-bound train passed through the station without stopping.
209	{GY-SW}	Station (Green/Yellow Level)	16:23:53	First responders entered field of view on trackbed (Huntington/Branch Ave-line) carrying an unresponsive passenger, total passengers thus far was 292.

Original Order	Camera Reference	Location	Time (EST)	Note
210	{GY-SW}	Station (Green/Yellow Level)	16:23:55	Passengers continued to evacuate, additional 3, total thus far was 295.
211	{GY-SW}	Station (Green/Yellow Level)	16:24:02	First responders lifted an unresponsive passenger off trackbed onto southwest platform.
116	{GY-1}	Station (Green/Yellow Level)	16:24:04	Emergency personnel carried a passenger out of the southwest portal and lifted the passenger onto the southwest platform.
269	{GY-Mult2}	Station (Green/Yellow Level)	16:24:04	About a half dozen first responders carried a passenger in a pink garment up the escalators.
212	{GY-SW}	Station (Green/Yellow Level)	16:24:15	Passengers continued to evacuate, additional 14, total thus far was 309.
213	{GY-SW}	Station (Green/Yellow Level)	16:25:04	EMTs, including one in an MPD uniform, began assisting the unresponsive passenger with ventilations.
214	{GY-SW}	Station (Green/Yellow Level)	16:25:07	Passengers continued to evacuate, additional 1, total thus far was 310.
215	{GY-SW}	Station (Green/Yellow Level)	16:25:15	EMTs began chest compressions on unresponsive passenger.
216	{GY-SW}	Station (Green/Yellow Level)	16:25:15	Passengers continued to evacuate, additional 19, total thus far was 329.
350	{BO-1}	Station Blue/Orange/Silver Level	16:25:28	Vienna/Franconia-Springfield/Reston-bound passed through the station without stopping.
117	{GY-1}	Station (Green/Yellow Level)	16:25:37	Emergency personnel began to work on the passenger that was lifted onto the southwest platform. Other passengers continued to evacuate along the southwest platform.
217	{GY-SW}	Station (Green/Yellow Level)	16:25:38	EMTs stopped chest compression and the unresponsive passenger's abdomen began to rise and fall.
218	{GY-SW}	Station (Green/Yellow Level)	16:25:51	Passengers continued to evacuate, additional 5, total thus far was 334.
270	{GY-Mult2}	Station (Green/Yellow Level)	16:26:03	The train operator of train #302 began to go up the 7th & D St station entrance escalators, exiting the station.
219	{GY-SW}	Station (Green/Yellow Level)	16:26:09	Passengers continued to evacuate, additional 5, total thus far was 339.
220	{GY-SW}	Station (Green/Yellow Level)	16:26:38	Passengers continued to evacuate, additional 13, total thus far was 352.
221	{GY-SW}	Station (Green/Yellow Level)	16:27:13	Passengers continued to evacuate, additional 5, total thus far was 357.
351	{BO-1}	Station Blue/Orange/Silver Level	16:27:18	Two firefighters were observed on the blue/orange/silver line platform.

Original Order	Camera Reference	Location	Time (EST)	Note
222	{GY-SW}	Station (Green/Yellow Level)	16:27:41	Passengers continued to evacuate, additional 7, total thus far was 364.
352	{BO-1}	Station Blue/Orange/Silver Level	16:28:18	New Carrollton/Largo-bound train passed through the station without stopping.
223	{GY-SW}	Station (Green/Yellow Level)	16:28:43	Passengers continued to exit. This set of passengers included an MTP officer that was on the train. Total evacuees thus far was 378.
271	{GY-Mult2}	Station (Green/Yellow Level)	16:28:51	Two firemen disembarked the top of the escalators in the 7th & D St Mezzanine (the escalator coming up from the blue/orange/silver lines).
353	{BO-1}	Station Blue/Orange/Silver Level	16:29:40	Vienna/Franconia-Springfield/Reston-bound passed through the station without stopping.
118	{GY-1}	Station (Green/Yellow Level)	16:30:25	Passengers were no longer evacuating along the southwest ramp (for the most part).
354	{BO-1}	Station Blue/Orange/Silver Level	16:30:40	New Carrollton/Largo-bound train passed through the station without stopping.
224	{GY-SW}	Station (Green/Yellow Level)	16:32:50	Both ETEC carts moved north on the Huntington/Branch Ave-line tracks; the second cart had one passenger on it. Total evacuees thus far was 379.
119	{GY-1}	Station (Green/Yellow Level)	16:32:52	Two ETEC carts exited the southwest portal, moving north. A passenger was on the second ETEC cart, surrounded by emergency personnel. Emergency personnel lifted the passenger off the ETEC cart onto the southwest platform.
355	{BO-1}	Station Blue/Orange/Silver Level	16:32:57	Vienna/Franconia-Springfield/Reston-bound passed through the station without stopping.
356	{BO-1}	Station Blue/Orange/Silver Level	16:33:19	New Carrollton/Largo-bound train passed through the station without stopping.
225	{GY-SW}	Station (Green/Yellow Level)	16:33:45	Second MTP officer that was on the train exited; this was last evacuee for a total of 380.
357	{BO-1}	Station Blue/Orange/Silver Level	16:35:16	Vienna/Franconia-Springfield/Reston-bound passed through the station without stopping.
358	{BO-1}	Station Blue/Orange/Silver Level	16:35:35	New Carrollton/Largo-bound train passed through the station without stopping.
226	{GY-SW}	Station (Green/Yellow Level)	16:36:43	Firefighters moved the stair chair (similar to a wheelchair) onto the southwest platform near the previously unresponsive passenger.
359	{BO-1}	Station Blue/Orange/Silver Level	16:37:11	Two firefighters were observed on the blue/orange/silver line platform.
360	{BO-1}	Station Blue/Orange/Silver Level	16:37:24	Vienna/Franconia-Springfield/Reston-bound passed through the station without stopping.
227	{GY-SW}	Station (Green/Yellow Level)	16:37:39	Previously unresponsive passenger was wheeled out by firefighters.

Original Order	Camera Reference	Location	Time (EST)	Note
120	{GY-1}	Station (Green/Yellow Level)	16:37:48	Firefighters assisted a passenger from the southwest platform using a stair chair (similar to a wheelchair).
228	{GY-SW}	Station (Green/Yellow Level)	16:38:22	About 20 first responders congregated on the southwest platform near the entrance to the southwest portal.
361	{BO-1}	Station Blue/Orange/Silver Level	16:39:22	New Carrollton/Largo-bound train passed through the station without stopping.
362	{BO-1}	Station (Green/Yellow Level)	16:39:38	Note: The video group stopped documenting activity on the blue/orange/silver line platform and trackbeds.
121	{GY-1}	Station (Green/Yellow Level)	16:44:01	Video ended with no notable events; most smoke had dissipated, only a haze remained.
125	{LBR2}	L-Line Bridge	16:44:01	On this video there was no new information that was not described on other cameras.
72	{GY-NE}	Station (Green/Yellow Level)	16:44:58	The recording ended with: (a) visibility nearly improved to the pre-event condition, though a little haze remained and (b) the Green-line, Branch Ave-bound train was still on the tracks.
93	{LBR1}	L-Line Bridge	16:44:58	Video ended showing no notable events.
229	{GY-SW}	Station (Green/Yellow Level)	17:14:04	ETEC cart with motorized wheelchair exited the south portal.
230	{GY-SW}	Station (Green/Yellow Level)	17:37:55	Firefighters began to exit the southwest platform.
231	{GY-SW}	Station (Green/Yellow Level)	17:40:44	Commander of Criminal Investigation Division of MPDC arrived on the southwest portal.
232	{GY-SW}	Station (Green/Yellow Level)	17:44:27	Recording ended as various personnel were on the southwest ramp. All smoke had cleared.

Appendix C

Table C-1. Acronyms used in group transcript.

Acronym	Meaning
AFC	Automatic Fare Collection
EMT	Emergency Medical Technicians
ETEC	Emergency Tunnel Evacuation Cart
IIC	Investigator-in-Charge
MPDC	Metropolitan Police of the District Columbia
MTP	Metro Transit Police
OIC	Officer-in-Charge
SCBA	Self-Contained Breathing Apparatus
WMATA	Washington Metropolitan Area Transit Authority