



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

<b>GROUP</b>	
<b>EXHIBIT</b>	

Agency / Organization

Title

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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WMATA INCIDENT AT L'ENFANT PLAZA  
STATION, WASHINGTON, D.C.  
JANUARY 12, 2015

Docket No.: DCA-15-FR-004

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Interview of: RONALD KALINOWSKI

D.C. Fire and EMS - Fire Operations  
Center  
500 F Street, N.W., 2nd Floor  
Washington, D.C.

Monday,  
February 2, 2015

The above-captioned matter convened, pursuant to notice.

BEFORE: RICHARD M. DOWNS, JR.  
Survival Factors Investigator

## APPEARANCES:

RICHARD DOWNS, JR., Survival Factors Investigator  
Chairman, Survival Factors Technical Working Group  
National Transportation Safety Board

RUBEN PAYAN, Railroad Accident Investigator  
National Transportation Safety Board

KIMBERLY BURTCH, Senior Program Analyst  
Office of Transit Safety and Oversight  
Federal Transit Administration (FTA)

DENTON ROURKE, Operations Manager  
Office of Emergency Management  
WMATA

DERRON HAWKINS, Deputy Fire Chief  
D.C. Fire and EMS  
Homeland Security & Special Operations Division

JAMES GORDON, Secretary  
International Fire Fighters Association Local 36  
(Representative on behalf of Mr. Kalinowski)

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I N T E R V I E W

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2 MR. DOWNS: Today's date is February 2, 2015, and the  
3 following is an interview being conducted in reference to NTSB  
4 investigation number DCA-15-FR-004, which relates to an accident  
5 involving a heavy smoke release and train evacuations that  
6 occurred in and near the L'Enfant Plaza Station of the WMATA  
7 Metrorail System in the District of Columbia on the afternoon of  
8 January 12, 105.

9 This interview is being conducted with a member of the  
10 District of Columbia Fire and Emergency Medical Services  
11 Department, as conducted by the NTSB Survival Factors Technical  
12 Working Group of the investigation.

13 My name is Richard Downs, Jr., and I'm a Survival  
14 Factors Investigator with the NTSB, and which I also serve in the  
15 role as the Survivor Factors Technical Working Group Chairperson.

16 I will preside over this interview which is being  
17 recorded for the record in which a transcript may also be compiled  
18 of the recording as a permanent docketed record of the interview.

19 Additionally, I'd like to mention that the purpose of  
20 the investigation is to increase safety and not to assign fault,  
21 blame or liability, and that the NTSB cannot offer any guarantee  
22 of confidentiality or immunity from legal or certificate actions.

23 Further, pursuant to the criteria under 49 C.F.R. 831.7,  
24 the interviewee may have one representative of the interviewee's  
25 choice accompany him or her at this interview in which the

1 representative may not testify for the interviewee. It's also  
2 requested that comments of the interviewee's representative should  
3 be limited and objections expressed by the interviewee's  
4 representative are not grounds for the NTSB to refrain from asking  
5 questions.

6 I'll now ask that our interviewee, our witness, please  
7 identify themselves, their employment affiliation and job position  
8 title for the record.

9 MR. KALINOWSKI: D.C. Fire and EMS. Lieutenant is my  
10 rank, and my name is Ron Kalinowski, and I service with Truck  
11 Company #10 as the officer-in-charge of No. 2 Platoon.

12 MR. DOWNS: Thank you. Thank you for joining us today,  
13 Lieutenant. And you're accompanied today by anyone?

14 MR. KALINOWSKI: Yes, sir.

15 MR. DOWNS: I'd like to ask that individual to please  
16 identify themselves.

17 MR. GORDON: My name is James Gordon. I'm the Secretary  
18 with Local 36, and I'm his union rep for today.

19 MR. DOWNS: Thank you. I'll now ask the participants of  
20 this interview who will have an opportunity to present questions  
21 to the witness to please individually identify themselves, their  
22 employment affiliation and job position title for the record.

23 MR. ROURKE: Good afternoon, Lieutenant. My name is  
24 Denton Rourke. I am with WMATA. I am the Operations Manager in  
25 the Office of Emergency Management.

1           MR. PAYAN: I'm Ruben Payan. I'm with the NTSB. I'm  
2 one of the investigators, and I'm based out of here, D.C.

3           MS. BURTCH: Hi. Kimberly Burtch from the Federal  
4 Transit Administration, Office of Transit Safety and Oversight.

5           MR. HAWKINS: Good morning. Derron Hawkins, Deputy Fire  
6 Chief, D.C. Fire and EMS, Division of Homeland Security.

7           MR. DOWNS: Thank you.

8                           INTERVIEW OF RONALD KALINOWSKI

9           BY MR. DOWNS:

10          Q. As my first question for the witness, would you please  
11 briefly identify for us your role or involvement in the event?

12          A. Officer in charge of Truck #10.

13          Q. Very good. Thank you. And could you please describe  
14 for us, in your own words and to your best recollection, what  
15 occurred on the day of the event relative to your actions and  
16 involvement at the L'Enfant Plaza Station, or wherever you  
17 responded to, commencing at the time that you were alerted to  
18 respond to the site?

19          A. All right. We were in quarters at the time of dispatch.  
20 We were dispatched to investigate smoke at 9th and Water  
21 Street, S.W. Engine 13 and Engine 7 basically pulled up at the  
22 same time. They didn't have any smoke or anything like that. I  
23 think they saw a construction worker who pointed to a vent shaft  
24 saying he smelled an odor of smoke coming out of the shaft.

25          Q. Now this is your fire company, your Truck 10 --

1 A. Correct.

2 Q. -- witnessed -- went to the site and saw this  
3 construction --

4 A. No, I did not.

5 Q. What did you specifically see?

6 A. Oh, we responded to 9th and Water Street, S.W.

7 Q. And was --

8 A. While en route --

9 Q. -- was Engine 13 already there in front of you?

10 A. Yes.

11 Q. Okay. So they had just arrived in front of you; is that  
12 what you're saying?

13 A. Yeah.

14 Q. Okay. Go ahead.

15 A. So they pulled up shortly before us. I think they got  
16 there almost the same time as Engine 7. They gave their  
17 recommendation to the chief that they have a slight odor, have the  
18 other units stage. Battalion 6 instructed us to stage and we  
19 staged.

20 Q. And that's the chief of Battalion 6 instructed you  
21 simply to stage at that location?

22 A. Correct.

23 Q. Okay.

24 A. So we staged. Shortly after, he told us that a box  
25 alarm was being dispatched for the Plaza and to monitor our tac



1 channel, which was A3, and the tac channel of that alarm was A7.  
2 And we did that. We remained at the apparatus staging.  
3 Thereafter, the chief told us a second alarm was being sounded for  
4 the Plaza, for additional units, and that we were to remain with  
5 the unit and stage at the apparatus.

6 Q. At your location at the top of the vent shaft there?

7 A. Well, we weren't at the shaft. We were with the  
8 apparatus still at the entrance. So to paint the picture, so  
9 here's like Water Street, and you can look at it on a map, but  
10 where the vent shaft is, it's pretty close, and there's like a  
11 driveway in there.

12 Q. Driveway entering the general area of the vent shaft?

13 A. Correct.

14 Q. And you were staged at that entrance right off of Main  
15 Avenue there, you say?

16 A. I think it's -- Water and Main I think all come  
17 together, so we might be talking about one --

18 Q. You were right at the shaft but close enough it was  
19 within close eyeshot of the vent shaft?

20 A. Right.

21 Q. And you could respond at a moment's notice should you be  
22 needed to --

23 A. Yes, everyone was -- had all their gear on, ready to go.

24 Q. -- pull your truck up right beside the shaft?

25 A. Right.

1 Q. Now there is a construction site that's going on at that  
2 particular location?

3 A. Yes, sir.

4 Q. Did you have any trouble accessing the site in terms of  
5 construction equipment, any impediment there at all?

6 A. Not for the emergency exit or vent shaft as you're  
7 calling it. There was no problems accessing that in itself.

8 Q. Okay. Was there any trouble accessing anywhere else in  
9 that area or --

10 A. The whole area is under construction. So, yes, there is  
11 some -- I don't know if there's not any areas that we couldn't get  
12 to, but it would be delayed at some points depending where you --  
13 where we would need to go. That whole --

14 Q. In terms of maneuvering your apparatus around the site  
15 should you need to go to someplace else in that construction area;  
16 is that what you're saying?

17 A. Yeah, it would take some -- it would take a little  
18 bit of extra time --

19 Q. It would take some maneuvering and coordinating with the  
20 construction companies --

21 A. Yes.

22 Q. -- there? Okay. Did you need to go anyplace else  
23 besides the vent shaft in this particular call?

24 A. Not yet. We were just instructed to stage, so we just  
25 staged.

1 Q. Okay. So you staged for a while and your chief  
2 basically said standby there until needed further?

3 A. Correct.

4 Q. And you stood by there roughly how long?

5 A. I don't have times, but it was significant enough for us  
6 to be there on dispatch to that run, and then they dispatched a  
7 box alarm. So by the time those units got there, got down, saw  
8 what they had -- I'm not sure who requested the second alarm. So  
9 we were there for quite --

10 Q. So you were staged at that location not quite --

11 A. -- well, for a decent amount of time.

12 Q. -- not quite at the vent but close by the vent until the  
13 second alarm; is that what you're saying?

14 A. Correct.

15 Q. And at the second alarm, you were advanced up to the  
16 shaft?

17 A. No.

18 Q. No.

19 A. We still staged.

20 Q. Still staged.

21 A. Correct.

22 Q. Okay. How long did you stay staged at that location  
23 after the second alarm came in?

24 A. We never changed location. So from the initial  
25 staging --

1 Q. You just left --

2 A. -- and when I say staged, so we're, say, the width of  
3 two wagons.

4 Q. Oh.

5 A. Engine 13 and Engineer 7.

6 Q. So it's in close --

7 A. It's like from here to the -- across the hall there.

8 Q. -- in close walking distance?

9 A. Right.

10 Q. Okay.

11 A. So we weren't terribly hundreds of feet or miles or  
12 anything away. We were within a stone's throw --

13 Q. So you stayed with your truck rather than walk over to  
14 the vent?

15 A. Yeah, because if they need equipment, we're just going  
16 to come back to get it.

17 Q. You'll bring it over as needed.

18 A. Correct.

19 Q. Okay. So what happened next?

20 A. So then Engine 13 reported two civilians coming out of  
21 the vent shaft.

22 Q. Coming out of the vent shaft. Okay.

23 A. That was when we went over to see if anything else was  
24 needed, if there was more people. They tended -- when I say they,  
25 it's Engine 13 or Engine 7 is a paramedic as well. They attended

1 to the two people coming out. From there we just awaited  
2 instruction from Battalion 6.

3 Q. Okay. And were there any instructions forthcoming at  
4 that point?

5 A. Okay. So after the two people, civilians exited and  
6 were getting care, he instructed two members from Engine 13 down  
7 into the vent shaft or emergency exit. So after -- while they  
8 were on their way down, he told us to make a crew ready to go  
9 down. We were going to do recon or any additional EMS, get some  
10 extra oxygen bottles and masks and stuff like that.

11 Q. Gear-up and get ready to do a recon operation  
12 immediately following the two from Engine 13?

13 A. Well, I think they initially went down just to make sure  
14 there was no one else in the vent shaft or exit, you know, at the  
15 bottom or laying there, something like that.

16 Q. Okay.

17 A. So they got down, they didn't have anyone there and they  
18 gave that report. By that time we were ready. We went down with  
19 a crew of six with additional equipment, made our way to the  
20 bottom of the vent shaft, and then confirmed through operations if  
21 they wanted us to go through the tunnel, made our way down the  
22 tunnel to the train to the actual incident.

23 Q. Okay. When you got to the bottom of the vent shaft, you  
24 encountered the two from Engine 13.

25 A. Correct.

1 Q. What were they doing when you got down to the bottom?

2 A. They were kind of just staging at the bottom. I believe  
3 they were just making sure no one else was going to come out of  
4 the tunnel. And if so, they were going to redirect them up the  
5 stairs or provide any care for them.

6 Q. So their role at that point was simply to -- if any  
7 train passengers or whatever were encountered in the tunnel, to  
8 make sure they were correctly guided up the vent shaft?

9 A. Right, or provided any --

10 Q. Any assistance as needed.

11 A. Correct.

12 Q. Okay. When you got to the bottom of the vent shaft,  
13 which direction or directions did you go in terms of doing your  
14 recon effort?

15 A. Well, we confirmed the location of the actual incident  
16 was on track 2.

17 Q. Track 2. Okay.

18 A. Right, L2 was the --

19 Q. And when you get to track 2, at the bottom of the vent  
20 shaft, because the vent shaft is -- actually opens up to both  
21 track 1 and track 2; is that correct?

22 A. Correct, yep.

23 Q. How did you know which direction to go in terms of  
24 whether towards L'Enfant versus towards the portal?

25 A. Well, I know I was going in at chain marker

1 approximately 66 plus 00, something like that. You go down steps,  
2 so you do get turned around. Engine 13 saw, I believe it was, one  
3 or two Metro employees and then a Metro police officer make their  
4 way down the tunnel.

5 Q. Make their way down the tunnel, meaning come to the vent  
6 from the tunnel where the train was?

7 A. I'm not sure where they came from. They passed Engine  
8 13 and went down L2, towards the --

9 Q. They had went past the Engine 13 crew and continued  
10 towards the portal, towards the river?

11 A. Not the river; the other way. Towards the incident.

12 Q. Towards the incident.

13 A. Correct.

14 Q. So they were coming in from the portal?

15 A. That's my understanding.

16 Q. That's your understanding. Okay.

17 A. Right. So with the chain markers, as we went down, I  
18 seen that the numbers were getting less. I knew we were going  
19 towards the incident, because it was closer to the center of the  
20 hub.

21 Q. So did anybody --

22 A. So my plan was, if we was getting higher, we were just  
23 going to turn around and go this way.

24 Q. So you were told the location was at a chain marker;  
25 is --

1           A.    No.  But from where everyone else was reporting the  
2 incident, when it was only -- from where we were, it's just --  
3 you're going to be in Virginia next.

4           Q.    Okay.

5           A.    Right, or you're going -- if you go the other way,  
6 you're going to be closer towards the center of the city.

7           Q.    So you were proceeding to where the chain marker  
8 location was based upon your understanding and the layout of the  
9 chain markers in the tunnel?

10          A.    I guess you could say that.

11          Q.    Okay.  And that was in the direction of where the train  
12 was stopped?

13          A.    Correct.

14          Q.    Okay.  Please proceed.

15          A.    And we made our way down the tunnel.

16          Q.    In your --

17          A.    Did not experience any other civilians.

18          Q.    Let me pause for a moment.  Gearing up, going down to  
19 the tunnel, you had your full turnout gear on?

20          A.    Correct.

21          Q.    Did you have a Metro bag?

22          A.    Correct.

23          Q.    What other gear did you carry with you?

24          A.    I had a Metro bag, Metro keys, the hot stick, chocks,  
25 SCBA, Halligan bar, probably four oxygen bottles, a slew of EMS



1 equipment. That was probably it in a nutshell.

2 Q. Lights?

3 A. Oh, hand lights, yep.

4 Q. Hand lights.

5 A. Yeah.

6 Q. Your usual hand lights?

7 A. Um-hum.

8 Q. Okay.

9 A. Radio, SCBA, full turnout gear.

10 Q. Okay. And please continue. You're proceeding from the  
11 bottom of the vent shaft toward the train?

12 A. Um-hum. By the time we got to the train, we met up with  
13 what I'm assuming was the guys -- when I say the guys, meaning  
14 Metro employees and the Metro police that initially went that way.

15 Q. Okay.

16 A. Saw them down by the train. There was a train  
17 supervisor or operator with a yellow vest on in the train. To me  
18 it's easier to walk in the train than on the walkway with all the  
19 equipment and stuff like that. So he opened the bulkhead door for  
20 us.

21 Q. The very end door of the --

22 A. The very end door.

23 Q. -- first railcar you came to?

24 A. Correct.

25 Q. Okay.

- 1 A. He couldn't get the ladder open so we just climbed up --
- 2 Q. Ladder?
- 3 A. The ladder compartment by the --
- 4 Q. There's a ladder on board the train?
- 5 A. Yes.
- 6 Q. How big of a ladder are we talking?
- 7 A. I don't know the exact measurements. It folds up. It's
- 8 connected to the front of the --
- 9 Q. About 3 feet folding up -- 3 feet folding up roughly?
- 10 A. Yeah.
- 11 Q. And wooden -- it's constructed of wood maybe?
- 12 A. Right, yep.
- 13 Q. Okay.
- 14 A. So he was not able to get that open for us.
- 15 Q. He wasn't able to get the ladder open?
- 16 A. The door, the compartment door for the ladder, open.
- 17 Q. The ladder compartment door would not open?
- 18 A. Correct. Or he couldn't get it open. I'm not saying it
- 19 wouldn't open. So --
- 20 Q. Would not -- could not open it?
- 21 A. Correct.
- 22 Q. Very good. Okay. Please proceed.
- 23 A. From there, we just assisted each other on top of the
- 24 coupler into the bulkhead door.
- 25 Q. Each of you climbed up the way you were trained to climb

1 up. Did you have any trouble climbing up into the car?

2 A. Well, it was -- you know, I'm kind of short, in case you  
3 haven't noticed. The coupler sits maybe waist, chest high. So  
4 for me it was kind of difficult.

5 Q. And you've got your full --

6 A. We're not really trained to climb up a coupler. I mean,  
7 it's like climbing on top of a --

8 Q. Oh, that's not part of your training then?

9 A. No.

10 Q. The normal training, you utilize the ladder?

11 A. Yes.

12 Q. And in this case it wasn't available so you had to go to  
13 a next best option, which would be climbing up the coupler into  
14 the car?

15 A. Correct.

16 Q. Did you need any assistance to get up into the car?

17 A. Yeah, the guys below helped me up. I helped them up and  
18 so on and so forth.

19 Q. So between the three, four -- there was three of you,  
20 four of you?

21 A. Six of us.

22 Q. Six of you. Okay. You were able to make your way with  
23 your equipment up into the car?

24 A. Yeah, moved our equipment up, slid it down into the car,  
25 helped each other up.

1 Q. Okay.

2 A. And then proceeded through the car.

3 Q. When you're in the tunnel, what was the visibility like?

4 A. It was good. There was just -- it was still an odor of  
5 smoke, but not any smoke, per se.

6 Q. Did you need to go on air at all?

7 A. No, sir.

8 Q. So you had your SCBA donned but you did not actually  
9 engage the air use?

10 A. Correct.

11 Q. Very good. So you're in the railcar itself, the first  
12 car you came to. Please proceed.

13 A. We just checked the, you know, the conditions of the car  
14 as we went, if there was any passengers in there. We went from  
15 one end to the very next end. We didn't encounter any passengers.

16 Q. No passengers?

17 A. Correct.

18 Q. Okay. So --

19 A. By the time we got to the end of the car, that's when we  
20 saw Squad 1 was with us at the very end of the car.

21 Q. And were there any passengers with Squad 1?

22 A. Not at that time.

23 Q. They had just completed their evacuation --

24 A. Yes.

25 Q. -- you determined by dialoguing with them to that

1 effect?

2 A. Yes.

3 Q. And what happened next?

4 A. Shortly thereafter, they told us to return to the  
5 emergency exit.

6 Q. So basically return back to the front of the train --

7 A. Yeah.

8 Q. -- work your way back.

9 A. This time I got a ladder the Metro guy couldn't get. We  
10 got one.

11 Q. From a different car?

12 A. Correct.

13 Q. Okay. And you got a ladder and --

14 A. Hooked it up the way it's supposed to and --

15 Q. Somebody was able to put the ladder down and install  
16 that correctly so you can simply walk down --

17 A. Right.

18 Q. -- from the front bulkhead --

19 A. Exactly.

20 Q. -- to egress the train?

21 A. Correct.

22 Q. Very good. And your crew of six, you got down from the  
23 front of the train and --

24 A. And went back down through the tunnel, got to the bottom  
25 of the vent shaft and made sure everybody was good and went back

1 up to the top.

2 Q. Worked your way back up the steps. Okay.

3 This is kind of Ruben's domain but let's ask a little  
4 bit about the -- making your way down in the tunnel, and I'm just  
5 going set it up and let Ruben get the details. As you were going  
6 down the vent shaft, do you come to a landing of any sort, like a  
7 room?

8 A. So when you come down the vent shaft initially, you come  
9 down, maybe 20 feet maybe, right, and then there's a concrete  
10 landing with two doors.

11 Q. Okay.

12 A. Then you go -- and that's where the fans are located. I  
13 think there's even a sign that says stand clear of the door or  
14 something like that so you don't get --

15 Q. Okay.

16 A. And then go through those doors and there's another set  
17 of stairs that you go down even further.

18 Q. Okay.

19 A. And then I don't know how far that is. That's probably  
20 another six flights of stairs.

21 Q. Okay. When you came to the doors with the fans, did you  
22 observe if the fans were operating?

23 A. They were operating.

24 Q. And as you were first approaching the fan, which way was  
25 the fan direction blowing, towards you or away from you?

1 A. The good air was at my back, so they were in supply.

2 Q. They were in supply.

3 A. Correct.

4 Q. Meaning?

5 A. We don't go down fan shafts if they're in exhaust.

6 Q. Meaning, meaning -- just to avoid some confusion here,  
7 meaning the air was being taken from the tunnel up or --

8 A. No.

9 Q. -- from the outside going into the tunnel?

10 A. Outside in.

11 Q. Outside, past you as you're approaching them, and  
12 blowing down into the tunnel?

13 A. Correct.

14 Q. So positively supply as far as you could determine?

15 A. Yes, if not, I wouldn't have went in.

16 Q. Okay. Oh, if not, you wouldn't have gone in?

17 A. Not unless there's some extenuating circumstances.

18 Q. I see.

19 A. Such as a rescue, a definite rescue.

20 Q. I see. Well, let's hold that thought and we'll get back  
21 to Ruben shortly with his questions.

22 MR. DOWNS: That concludes my questions for the moment.  
23 Let's turn it over to our next questioner.

24 BY MR. ROURKE:

25 Q. I just want to ask you a couple of general questions

1 about Metro training that we've been asking everybody. What Metro  
2 training have you participated in, either with Metro or with the  
3 Fire Department or things you did as a firefighter or company?

4 A. Years ago I did make it out to Pennsy Drive. We did  
5 like a rollover simulator. Other than that, company drills,  
6 honestly. Some things -- and this goes along with our job. We  
7 learn on-the-job training, so it gets -- you know, any call you go  
8 on, you're going to learn something from it.

9 Q. Um-hum.

10 A. Is that training officially? No, but it's still you're  
11 learning for something better. But other than company drills and  
12 the one time at Pennsy Drive, no.

13 Q. Okay. And have you ever participated in a full-scale  
14 Metro drill or exercise, something that probably would have been  
15 held either like 2:00 in the morning or a Sunday morning?

16 A. No, sir.

17 Q. When you --

18 A. Or I don't recall. How about that?

19 Q. That's fine. When you got down to the bottom of the  
20 shaft, and you -- what radio channel were you on then?

21 A. We were A7.

22 Q. And that's the L'Enfant channel?

23 A. Correct.

24 Q. And you could hear -- how was communication?

25 A. I would say at the base of the -- at the bottom of the



1 shaft -- so we're between the tracks -- I had to maneuver a couple  
2 of times to get a good signal. So it honked out initially. I  
3 moved somewhere else, I was able to get through, then it honked  
4 out again. So it was back and forth.

5 Q. Um-hum. And then as you moved down to the train?

6 A. I think it was probably best in the tunnel itself.

7 Q. Um-hum.

8 A. It may have honked out once or twice along the entire  
9 path that we walked.

10 Q. A week or so before this incident, there was an alarm at  
11 L'Enfant Plaza where some radio issues were identified, radios  
12 were honking out and such like that.

13 A. Um-hum.

14 Q. Before this incident on the 12th, were you aware of  
15 that, that there were radio issues at L'Enfant Plaza?

16 A. I did see an e-mail from my captain regarding that.  
17 It's kind of been -- this probably sounds bad. Probably it goes  
18 almost like assume you go in the tunnel, but depending where you  
19 are in the station, the radios are limited at best.

20 Q. Um-hum.

21 A. So more so on medical, though we don't have incidents  
22 every day of this magnitude, but we run a medical down, someone  
23 don't feel well, whatever, it's very hard to get through on the  
24 radio.

25 Q. Okay. Thank you. How long do you think it was, if you

1 can quantify for me, between the time that 13 went down the shaft  
2 and then you followed behind them?

3 A. Probably no more than 5 to 10 minutes.

4 Q. Can you describe for me briefly the -- how do you all  
5 manage power at the company on a Metro incident?

6 A. Manage power?

7 Q. Third rail power.

8 A. In terms of --

9 Q. Turning it off, verifying that it's off, that sort of  
10 thing.

11 A. It depends on what your assignment is. So -- okay, so I  
12 don't understand what you're asking. So if we -- if we're the  
13 first companies in on a Metro incident.

14 Q. Okay.

15 A. Okay, so we need to do certain things, okay. So we need  
16 to meet at the kiosk and meet up with the other companies, meet  
17 with the station manager. We need to confirm, you know, what's  
18 actually going on, what track's involved, is the power on, is the  
19 train moving, get all those things together. And then once we  
20 make our -- get everyone together and make our way down to the  
21 platform, we still need to determine that. So we before enter the  
22 track bed, we need to make sure the power's off.

23 Q. Okay.

24 A. We need to make sure train movement's stopped. We need  
25 to get permission from our chief to go into the tracks. Then we

1 test it with our hot stick, right? And then we, just as a safety  
2 measure, put the WSAD on to make sure it doesn't -- if it does  
3 kick back on, we're going to know.

4 Q. Okay.

5 A. Per our SOGs, we're supposed to activate blue light  
6 stations as we encounter.

7 MR. DOWNS: Activate meaning phone in to OCC or --

8 MR. KALINOWSKI: Well, there's two procedures. So one  
9 would be if it's an emergency. If we're there, it's always an  
10 emergency. So it's kind of maybe a little gray area. There's two  
11 ways to do it. You can push the button in, the mushroom button;  
12 it's going to pop back out, right. That will shut the power off.  
13 Pick up the phone, dial 0, hey, I'm so and so with Truck 10, we  
14 got -- I'm the person in the track bed. I've turned off power.  
15 There's a map on the door that shows which areas it shuts off all  
16 the stuff.

17 The other option is to pick up the phone first, hit 0,  
18 hey, this is so and so, this is what our situation is, we need to  
19 shut the power off, and then discharge somebody. That's the two  
20 basic things that we're told in our SOGs.

21 BY MR. ROURKE:

22 Q. All right. And in this instance, what did you know  
23 about power when you got down to the shaft, when they sent you  
24 down to the train?

25 A. So we listening to the incident -- we monitor both

1 channels, you know, the entire duration.

2 Q. Um-hum.

3 A. So several times from first-in company's confirming -- I  
4 shouldn't say confirming, but some radio traffic was the power's  
5 down. The chief confirmed through OCC power's down. And then  
6 there was some issue because of where the tracks were in the  
7 station, there's two platform levels that -- I'm sure you guys  
8 know. So there might have been some confusion of which track the  
9 actual incident was on. So this one might have had power, this  
10 one might not. But by the time we went down into the shaft, it  
11 was well into the incident. Power was confirmed off several  
12 times. And before we actually entered the track bed, I called the  
13 chief and -- just to confirm power's down on track L2, we're  
14 making entry, do I have your permission?

15 Q. Did you hot stick it at any time?

16 A. No. We had the WSAD with us and my intent was that if  
17 we were going to be working in that area, we're going to set up  
18 there.

19 Q. Did you set up a WSAD at all here?

20 A. No, because we were -- by the time we got to the track,  
21 we saw the Metro employees there, and then we were in and out. I  
22 mean, it was just like we walked down, all these flights of  
23 stairs, walked down the tunnel, got to the train, and then told  
24 them what we had and we turned around and came back.

25 Q. Okay.

1           A.    You know, but before we entered, I told all the guys,  
2 hey, the third rail's here, drop a tool by it, don't worry about  
3 picking it up, just don't go near it.

4           Q.    So do you have a general rule what you consider the  
5 third rail?

6           A.    The third rail.

7           Q.    I mean, is it always electrified or sometimes it's off?

8           A.    I treat it always as electrified.

9           Q.    Always electrified, exactly.  Okay, always electrified.

10           All right.  When you started monitoring the -- you were  
11 on your local channel, local tac channel, and then you started  
12 monitoring the L'Enfant tactical channel, did you ever hear or did  
13 you ever become aware of the fact that there was a train stuck in  
14 the tunnel with people on it?

15           A.    I did hear some -- by the time we switched over to  
16 listen to both channels -- I'm not sure what transpired  
17 beforehand --

18           Q.    Um-hum.

19           A.    -- I do remember hearing Squad 1 reporting of some  
20 unconscious person they're bringing out.  There was people trapped  
21 in the train, I believe they said, and some of the radio  
22 transmission were in and out.

23           Q.    But for the purpose of the timeline, when you flipped --  
24 when you switched to that other channel, that's about when you  
25 heard Squad 1?

1 A. I'm not sure.

2 Q. Okay.

3 MR. ROURKE: That's all I got right now. Thank you.

4 MR. DOWNS: Mr. Payan.

5 MR. PAYAN: All right. It's Ruben with NTSB.

6 BY MR. PAYAN:

7 Q. I'm more interested in the operation of the fans, so I'm  
8 going to take you back a little bit. When you first walked up to  
9 the ventilation on street level, could you feel any draft coming  
10 out of the --

11 A. No.

12 Q. In or out?

13 A. I could hear the fans operating and there was nothing in  
14 my face.

15 Q. Okay. So you didn't -- you couldn't -- if you had to  
16 guess, you wouldn't be able to say anything from the street level?

17 A. No. To me, if they're -- I mean, it's pretty obvious  
18 when the fan's blowing in your face --

19 Q. Sure.

20 A. -- you know what I'm saying? --

21 Q. Okay. Sure.

22 A. -- as opposed to drawing at your back. So going up to  
23 the fan, you're going to, one, get more of a smoke odor or actual  
24 smoke in your face or you're just not, you know what I mean?

25 Q. Okay. And so once you entered the shaft and worked your

1 way down the first flight of stairs into the big room, you said  
2 you encountered Engine 13?

3 A. No. They were at the very bottom.

4 Q. At the very bottom, okay. So they had already gone past  
5 those double doors?

6 A. Yes. That's the first -- when I saw them go down, we  
7 got our stuff ready. The next time I saw them, they were all the  
8 way at the bottom.

9 Q. So you went into the shaft, worked your way to the first  
10 -- down the first flight of stairs. There's a door on the left  
11 and the right, and in the middle there's four fan shafts.

12 A. We went on the door on the right.

13 Q. You went on the door on the right. Okay.

14 A. That was the closest door.

15 Q. Was that open or closed?

16 A. No, we opened it.

17 Q. You opened it. You had keys?

18 A. Kind of.

19 Q. A manual key?

20 MR. ROURKE: Kind of? It's all right. It doesn't  
21 matter.

22 MR. KALINOWSKI: We forced the door.

23 MR. DOWNS: You forced the door?

24 MR. KALINOWSKI: Right.

25 MR. DOWNS: Okay.

1 BY MR. PAYAN:

2 Q. Now -- okay, so you opened that door, you went in, and  
3 then you made your way across the front of the fans?

4 A. Um-hum.

5 Q. Now, do you recall, were all fans working, some fans  
6 working, none of the fans working?

7 A. They were definitely working. I couldn't say if they  
8 were all working or not. It was definitely very noisy --

9 Q. Sure.

10 A. -- very -- a lot of wind.

11 Q. Okay.

12 A. But I didn't take -- I didn't want to turn and look --

13 Q. Sure.

14 A. -- and get a face full or whatever, so --

15 Q. I don't blame you. I don't blame you. I was there.

16 As you walked in front of those fans, do you remember  
17 being sucked towards it or being --

18 A. It was definitely pushing.

19 Q. It was forcing you against the rail?

20 A. Right.

21 Q. Okay. And then were you ever asked about the status of  
22 the fans or asked to communicate with WMATA about changing the  
23 status of the fans?

24 A. No.

25 Q. No? Okay. So as long as you were there, the fans were



1 never stopped or changed --

2 A. Well, I can't say --

3 Q. -- that you know about?

4 A. That I know about, no.

5 Q. Okay.

6 A. I mean, in the staging, I wouldn't be able to tell  
7 unless it was obvious smoke coming out.

8 Q. Sure.

9 A. In the middle of the tunnel, you don't feel the draft  
10 like you do in the stairwell.

11 Q. Okay.

12 A. So I don't think they changed.

13 Q. Okay. But you do remember it blowing into the tunnel?

14 A. Correct.

15 Q. Okay. Then when you finally made your way out, do you  
16 recall --

17 A. They were still -- now they're in our face, you know.

18 Q. Sure.

19 MR. DOWNS: But they were still flowing the same  
20 direction --

21 MR. KALINOWSKI: Right.

22 MR. DOWNS: -- as the first time you encountered them?

23 MR. KALINOWSKI: Yes.

24 MR. PAYAN: Okay. That's all I have. Thank you very  
25 much.

1 MS. BURTCH: I don't have any questions.

2 MR. DOWNS: Chief, any questions?

3 MR. HAWKINS: Yes. Derron Hawkins, D.C. Fire and EMS.

4 BY MR. HAWKINS:

5 Q. I have a couple of questions for you. The first one  
6 regarding radio communications, you mentioned that you can kind of  
7 assume that you're going to experience radio problems inside of a  
8 station. And that being the case, can you explain to this Board  
9 our radio procedures, communication procedures when we experience  
10 radio problems?

11 A. All right. So a couple of things should take place,  
12 right. So our radios will honk out once you're out of range,  
13 right. Once it starts to honk out, you should stop, back up to  
14 where you're not out of range. From there, you could place a  
15 person on the direct talk channel, depending which tac channel  
16 you're on, and you can directly talk with them. They're going to  
17 need two radios though so they can still talk with people upstairs  
18 because the direct talk's not going to get to the people upstairs.  
19 And what I mean by that, all the way out of the station, and then  
20 you can talk to them. While you're on the direct talk, there is  
21 no chirping and stuff like that.

22 But let me back up. So even -- so once it honks out, if  
23 the VRS is activated, you're going to switch to VRS before you go  
24 to direct talk. And once you're on the VRS, you can -- you're  
25 supposed to key up the mic as you go along, and that'll chirp

1 after -- when you leave go. So as soon as you don't hear the  
2 chirp is when you should stop and do the direct talk thing.

3 Q. And this process is called establishing a radio relay?

4 A. Yeah, you could say that. So normal channel till you  
5 honk out, switch to the appropriate VRS, continue with the VRS,  
6 chirping it -- keying up the mic to make sure you're still in  
7 range of the VRS as you go. Once you're out of range of the VRS,  
8 back up to where you're in range, and then you're going to switch  
9 to direct talk and then you're going to have a runner, like a  
10 radio chain, so to speak. And then, honestly, on previous -- I  
11 didn't do it on this one, but previous Metro response, I've taken  
12 my cell phone and called people. That's --

13 Q. Is that an official secondary back-up process if the  
14 radio relay doesn't work?

15 A. Yeah, it is written in our SOGs.

16 Q. Within the SOG, if the radio just doesn't work for  
17 whatever reason, you can revert to the cell phone?

18 A. Yes. So it's basically -- the cell phone should be like  
19 the fourth thing down, but, you know, on something as simple as  
20 like a medical, you're not technically using the VRS, system of  
21 runners. I mean, you don't need to really talk to a whole lot of  
22 people. It's just inconvenient at times if you need additional  
23 people or you need an ALS response or something like that. But  
24 even putting a person -- say you get to the mezzanine level,  
25 right, and the radios will kick out, like clockwork, and you get

1 down to the platform and then they're iffy, but then you get in  
2 the tunnel and then they work. So I don't -- it's like what do  
3 you -- where do you stop -- where do you put in one thing and then  
4 stop the other thing.

5 Q. Okay. That's good. So regarding accountability, was  
6 accountability established for this event?

7 A. Yes. Level 3 was in effect from the get-go basically,  
8 and it -- any Metro response is. We -- Engine 7 was second. They  
9 had their Metro bag at the top of the tunnel, we had our UC, and I  
10 grabbed -- we had a crew of six. So I had Engine 7 as paramedic.  
11 I got his pack bag and we put it in the Metro bag. I believe  
12 Engine 7 grabbed the accountability board out of the buggy and  
13 utilized that to assist.

14 Q. Okay.

15 A. Periodically along the -- anytime I came to a marker, I  
16 would call Battalion 6, gave them our accountability with the  
17 chain marker.

18 MR. DOWNS: And was your radio communication mainly  
19 working?

20 MR. KALINOWSKI: Sometimes it did and sometimes it  
21 didn't.

22 MR. DOWNS: On and off --

23 MR. KALINOWSKI: So I might have missed a marker here  
24 and there.

25 MR. DOWNS: On and off it was operable?

1           MR. KALINOWSKI: Correct. But again, at the bottom of  
2 the vent shaft --

3           MR. DOWNS: Yeah, okay.

4           MR. KALINOWSKI: -- you had to do like a little shuffle  
5 to try and get a signal somewhere, and then in the tunnel, it  
6 seemed to work better.

7           BY MR. HAWKINS:

8           Q. Okay, one more question. Regarding training, you  
9 mentioned that you participated with Pennsy Drive.

10          A. Correct.

11          Q. Okay. And do you perform any Metro inspections?

12          A. Yes, that's what I was saying, the Pennsy Drive was a  
13 while ago, years ago. As far as -- I guess I would wrap the  
14 inspection right into a drill thing.

15                 So that's a great time to drill. I mean, we did an  
16 inspection over the summer, I believe it was, or maybe early fall  
17 or something like that, and it was a great time to drill and go  
18 through a bunch of stuff.

19          Q. So based on training and your experience, as well as  
20 inspections or the Pennsy Drive, do you feel as though you have  
21 the knowledge and skills to respond to a Metro incident?

22          A. Nothing beats experience. That's what I can say about  
23 it. Can you always use more training? Absolutely. Real life  
24 experience, you can't really duplicate it, so --

25                 MR. DOWNS: But do you feel that you are qualified to do

1 your job?

2 MR. KALINOWSKI: Yeah, I feel qualified. Absolutely.

3 MR. HAWKINS: I have no further questions.

4 MS. BURTCH: I do.

5 MR. DOWNS: Back to Ms. Burtch.

6 MS. BURTCH: Kim Burtch.

7 BY MS. BURTCH:

8 Q. So you were saying you had your equipment with you. You  
9 took the Metro bag with you. Did you not have your keys in that  
10 bag that you were unable to use them to get into that door?

11 A. Okay. So picture this. We have -- so if you -- we  
12 respond to any type of Metro incident where we respond in a  
13 station, the first thing we do as the first company there, we go  
14 to the Knox Box and we get the keys for that station. And those  
15 keys are going to work pretty good throughout the station, but  
16 we've noticed through inspection that some of the keys just are  
17 obsolete.

18 BY MR. DOWNS:

19 Q. Obsolete?

20 A. Well, they don't seem to work in anything I know about.

21 Q. They don't fit when you try them?

22 A. Right. So the keys I have, I don't know which key  
23 operates a fan shaft door, but I do know what will work. So we  
24 went that route. So I'm not going to waste the time as this was a  
25 true emergency now. We're not doing an inspection.

1 MS. BURTCH: Okay.

2 MR. KALINOWSKI: We're not doing -- this is a true  
3 emergency. We're going to treat it as such.

4 BY MR. DOWNS:

5 Q. So you dropped --

6 A. I'm not going to waste time going through keys.

7 MS. BURTCH: I'm clear. I understand.

8 BY MR. DOWNS:

9 Q. So your option was to take your Halligan to the door?

10 A. Correct.

11 Q. Okay. Are the keys labeled in your --

12 A. Some keys are.

13 Q. Some are and some aren't?

14 A. Correct.

15 Q. Would it be helpful to have all keys labeled?

16 A. Yeah, and to stay current. So there's like some key --  
17 you can imagine how many keys, like, could be on a ring. I don't  
18 know.

19 You have experience with this. Oh, you're not -- I'm  
20 sorry.

21 Q. Just your experience.

22 A. Say there's 20 keys on a ring.

23 Q. Okay.

24 A. All right. There's only a few ones that, honestly, that  
25 I worry about.

1 Q. That you've ever had a need to use?

2 A. Right.

3 Q. And you have no idea what the others are?

4 A. I'm not saying I don't have an idea but it would depend  
5 on what we're there for.

6 Q. And would it be helpful to have all the keys labeled and  
7 remove any extraneous keys if they're obsolete?

8 A. Yeah, absolutely.

9 MS. BURTCH: That's --

10 MR. DOWNS: That's your question?

11 MS. BURTCH: That's what I was going to say.

12 MR. DOWNS: Okay.

13 MS. BURTCH: All right. I had one follow-up to that.

14 MR. DOWNS: Go ahead.

15 BY MS. BURTCH:

16 Q. Who maintains the Metro bag on your vehicles, on your  
17 apparatus? Did you have one on yours? Everyone has --

18 A. Well, every engine, every truck company, every rescue  
19 squad, hazmat, all the units besides the ambulances have Metro  
20 bags. And we have a daily checklist in the morning -- it's called  
21 a 54 series -- that we use to check off all our equipment. So  
22 anywhere from check and make sure there's fuel in the fuel tank to  
23 all the equipment's in the Metro bag. We got through that --

24 Q. So no one person is designated the duty of the Metro  
25 bag, necessarily, to make sure everything's inside it? Do you



1 open it up and go everything -- you know, check off everything you  
2 see? Yes, the keys are in there --

3 MR. DOWNS: Is it checked before every shift, in other  
4 words?

5 MR. KALINOWSKI: Yes, it is checked daily, yeah.

6 MR. DOWNS: Checked daily.

7 BY MS. BURTCH:

8 Q. I understand. But it's opened up, it's looked inside of  
9 and everybody's clear --

10 A. It's supposed to be, yes.

11 Q. Yes. Okay. I understand. So I guess what I'm  
12 wondering, is there any connectivity between WMATA and this bag?

13 MR. DOWNS: In other words, who's responsible --

14 MS. BURTCH: Once they get the bag, what does --

15 BY MR. DOWNS:

16 Q. Well, I think the fundamental question really is who's  
17 responsible for the content of the bag? Number one. Number two,  
18 who's responsible to keep it current? Or don't you --

19 A. I mean, that's --

20 Q. You don't know?

21 A. I don't know honestly, but I do know a couple of things  
22 about it. So if the WSAD is broken, okay, the hot stick is  
23 broken, I call our safety officer. They have replacement ones. I  
24 believe Special Ops handles some of that. I'm calling somebody if  
25 it's -- I'm just not saying they forget about it.

1           Do I know if 1 key out of 20 is missing? I'm not going  
2 through every key and saying, okay, Key A389, here's Key ■■■,  
3 here's key this. I'm not doing that. No one's doing that.

4           Q.    As long as you've got the ring of keys in there, that's  
5 the extent of your inspection --

6           A.    Yes.

7           Q.    -- of the key ring?

8           A.    I mean, we've got a whole ladder truck of stuff to  
9 check. I mean --

10          Q.    Right. Right, right.

11          A.    -- it would take the whole day checking.

12          Q.    And you have a point of contact at WMATA to get new  
13 equipment for your Metro bag should you need new equipment?

14          A.    As a department, I believe so. Me personally, no.

15          Q.    In other words, how do you -- if for whatever reason you  
16 have a -- have your particular Metro bag and you break or  
17 otherwise lose a particular component in the bag, whatever it is,  
18 a hot stick, whatever, what is the process to get it replaced? Do  
19 you contact WMATA or do you--

20          A.    I contact my Special Ops chief because he's going to  
21 handle it.

22          Q.    Special Ops chief would handle the replacement?

23          A.    Correct. He's going to get me one that day.

24          Q.    And that particular day?

25          A.    Yeah, I need it.

1 Q. And your assumption there is that they would liaison  
2 with WMATA to get whatever they need?

3 A. From that end, I don't know what they do.

4 Q. You don't know what they do. Okay. Very good.

5 MR. ROURKE: May I?

6 MR. DOWNS: Well, let's --

7 MR. ROURKE: Or come back, you can come back. That's  
8 fine.

9 MR. DOWNS: Let's go back, get around to that and we'll  
10 ask him from a question perspective.

11 MR. ROURKE: Got you.

12 MR. DOWNS: Anything further?

13 BY MS. BURTCH:

14 Q. That's all I had on the bags. I just wanted to ask a  
15 question about the radios. I'm not familiar with radios, and you  
16 have channels that you talked about your A3 and your A7 based on  
17 the need, who needs to monitor what tactical channel versus, I  
18 guess, a communication, internal communication. When they start  
19 to go down, is there only -- how much width, you know, can this  
20 handle? How much broadband? Is it too many people on a radio  
21 channel at the same time so you're cutting out communications, or  
22 too many people just keying in, or people -- you know, I don't  
23 know the functionality.

24 A. Why they go out, I have no idea. All I can say it would  
25 be maybe the equivalent of a radio-controlled car where you're too

1 far away from something and it doesn't work anymore.

2 Q. Okay.

3 A. That's all I can assume. We have not had any really  
4 formal radio training of how the radios work.

5 Q. So radio training would be helpful?

6 A. Well, I don't think we need radio training to that  
7 extent of how a radio works.

8 Q. No, no, not to the generics, not to the generics, but if  
9 there's some key component or something that's altered.

10 A. We already have steps in place.

11 Q. Okay.

12 A. I mean, we followed all our steps. I mean, if this  
13 channel doesn't work, we go to our VRS. If the VRS doesn't work,  
14 then we go to direct talk. And from there, we go to a cell phone  
15 or to a runner of -- I mean, we have a system with several backups  
16 in place.

17 Q. Thank you.

18 MR. DOWNS: Questions, Chief, or are you all set for the  
19 moment?

20 MR. HAWKINS: I'm fine. I'll pass.

21 MR. DOWNS: Okay. Downs, NTSB again.

22 BY MR. DOWNS:

23 Q. Let's divert a little bit here, Lieutenant, and briefly  
24 summarize your personal work history, how long you've been with  
25 the fire company, your progression through the ranks?

1 A. Eleven-year employee.

2 Q. I'm not looking for split hairs on dates or anything.  
3 Just give us the bullets.

4 A. Eleven-year employee.

5 Q. Eleven years, okay.

6 A. Appointed to Engine 12, went to Engine 10, became a  
7 sergeant of Squad 1, and now I'm a lieutenant of Truck 10.

8 Q. Okay. Very well. Have you had -- we mentioned WMATA  
9 training before, right? You've gone to general WMATA training.

10 A. At Pennsy Drive, yes.

11 Q. Pennsy Drive, okay. Familiarity with the emergency  
12 access doors on WMATA railcars. What's your understanding on how  
13 they work?

14 A. All right. So there's two types of doors, I guess you  
15 could break. Well, there's the bulkhead door which is the front  
16 or rear of the car.

17 Q. Okay.

18 A. Then you have doors that go between the cars.

19 Q. Between the cars?

20 A. Between the cars. They're like a -- I don't know what  
21 you call them, a bulk --

22 Q. Well, that would be the same door but instead of  
23 being --

24 A. In the middle of the train.

25 Q. -- on the end of the car, that would be between cars?

1 A. Correct.

2 Q. Okay.

3 A. And then you have the outside doors.

4 Q. The external doors on the sides --

5 A. Right.

6 Q. -- of the railcars.

7 A. Right. So if you go -- if there's two trains. All

8 right, there's Train A and here's Train B. All right. So here's

9 the -- A train is the even train. B train's the odd train.

10 Q. Odd-numbered car.

11 A. Correct. Car.

12 Q. Car.

13 A. So you have the operators compartment, right?

14 Q. Yes.

15 A. So you have doors 1, 2, 3, 4, 5, 6, right?

16 Q. Wait, wait, wait. You're saying there's six doors on

17 the side of the railcar or three --

18 A. There's three set of doors.

19 Q. Three -- two sets of doors comprise one door --

20 A. Opening.

21 Q. -- opening.

22 A. Right. So door 1 and 2 is one opening, 3 and 4 is one

23 opening, 5 and 6 is one opening.

24 Q. So you'd have three doors on each side of the rail car?

25 A. Correct.

- 1 Q. Okay.
- 2 A. All right. And then you'd have 7 and 8 --
- 3 Q. On the opposite side.
- 4 A. -- 9 and 10, and 11 and 12.
- 5 Q. Three more doors directly opposite. Okay.
- 6 A. Right. You don't mess with these doors.
- 7 Q. Meaning the end doors your crews come to --
- 8 A. You don't mess with those when they're away from the
- 9 platform.
- 10 Q. Okay.
- 11 A. All right. Because you run the risk of the paddles --
- 12 coming in contact with the paddle.
- 13 Q. The hot shoe?
- 14 A. Right.
- 15 Q. Okay.
- 16 A. So you don't want to mess with that.
- 17 Q. Okay.
- 18 A. All right. You want to go to door 9, which is opposite
- 19 3 and 4. So you identify where --
- 20 Q. Meaning the middle doors as you're looking at the side
- 21 of the railcar?
- 22 A. Right. So that could either be -- that could be doors 3
- 23 and 4 or 9 and 10.
- 24 Q. Okay.
- 25 A. So you want to identify even or odd car.

- 1 Q. Okay.
- 2 A. You want to identify where the operator is.
- 3 Q. Okay.
- 4 A. If you know it's 9 and 10, or if it's off the platform,  
5 if there's a little step and a grab rail, that's door number 9.
- 6 Q. That's the middle door?
- 7 A. Correct.
- 8 Q. Okay. Go ahead.
- 9 A. That's your go-to door.
- 10 Q. Okay. Go ahead.
- 11 A. Take your ■ key.
- 12 Q. That's your barrel key?
- 13 A. Correct.
- 14 Q. Okay.
- 15 A. And that's the same door that opens the bulkhead doors.
- 16 Q. Okay.
- 17 A. The bulkhead door is a little trickier because they got  
18 a couple of handles --
- 19 Q. That works with the barrel key as well?
- 20 A. Correct.
- 21 Q. Okay.
- 22 A. All that being said, this is stuff I read in the manual.
- 23 Q. Okay.
- 24 A. Right?
- 25 Q. When did you read it the manual?



1 A. And I stay up -- well, I --

2 Q. Recently or a while back?

3 A. Well, we did -- probably several months ago, we did a --

4 Q. Well before the event?

5 A. Correct.

6 Q. So you have a good familiarity with the --

7 A. There's a lot of stuff to me that's very important to  
8 remember, and there's a lot of other stuff that's just fluff, that  
9 you don't really need.

10 Q. Okay, so --

11 A. But this is some more of the important stuff for me to  
12 worry about.

13 Q. So the essence, maybe I can summarize -- and correct me  
14 if I'm wrong -- you've got the end doors of a railcar that are  
15 barrel key open, right?

16 A. Um-hum.

17 Q. And you only go to the center door, side doors.

18 A. Well, you can go to the -- these doors if it's at the  
19 platform.

20 Q. At the platform. But we're not talking about -- we're  
21 talking about away from a platform.

22 A. Okay.

23 Q. You go to the center doors, not the end doors of the  
24 side, and you use your barrel key to open those doors?

25 A. Yes, 9 and 10. Not 3 and 4, 9 and 10.

1 Q. Right. But the center of the three as you're looking at  
2 the side --

3 A. Yes.

4 Q. -- of the car, that would be the one you'd go to --

5 A. Correct.

6 Q. -- for -- to access from the outside to get into the  
7 inside?

8 A. If it's -- well --

9 Q. Away from the station?

10 A. Right, because you have to step up to do it. However,  
11 with that being said, so when we access the train car, it was  
12 easier for us to access it through the bulkhead door instead of  
13 make our way down the side of it. If you only have an area of 20  
14 or 22 inches, something like that, you've got all this  
15 equipment --

16 Q. Right.

17 A. -- all kinds of conduit pipes to get caught up on --

18 Q. I see.

19 A. -- we're not going to mess with them.

20 Q. I see.

21 A. So we're going to go to the bulkhead door, and then  
22 instead of walking next to a train with all this --

23 Q. Right.

24 A. -- equipment, we're going to make it easier to go inside  
25 the train.

1 Q. In this particular case, given that you were bringing  
2 your gear into the train car. But let's say for the moment, you  
3 have an event where you're required to evacuate a car.

4 A. Um-hum.

5 Q. You're not at a station, and the only pathway to get  
6 folks off, would be the side door. You would go to the center of  
7 the three doors. Is that what you're saying?

8 A. That's what I would say.

9 Q. Use your barrel key to open that?

10 A. Correct.

11 Q. Were you aware that there is a release handle, a pull  
12 handle on that center door?

13 A. On the inside.

14 Q. On the inside, you were aware?

15 A. It is written that way. I've never utilized one.

16 Q. But you're generally familiar with it?

17 A. So my understanding is there's a panel beside the doors  
18 that has -- that you remove.

19 Q. On the inside of the car?

20 A. Right. That you would remove and activate --

21 Q. And that would be to exit from inside the car --

22 A. Right.

23 Q. -- if you were a passenger or somebody on the inside of  
24 the car, you'd pull a release of some sort?

25 A. That's my --

1 Q. That's your understanding?

2 A. Yes.

3 Q. Okay. How about on the outside? Were you aware that  
4 there's a release handle on the outside?

5 A. No, I don't recall that.

6 Q. You don't recall that? Okay. Very good. That answers  
7 my question. Thank you.

8 Did you happen to take any notes of the event, worksheet  
9 or anything like that?

10 A. No.

11 Q. Okay. In your -- as an officer in charge of Truck 10,  
12 or any other position that you had as an officer, relationship  
13 with Transit Police Department. In this event, did you have any  
14 interface with them?

15 A. With the police?

16 Q. Transit PD?

17 A. We did see them in the tunnel at the car.

18 Q. Did you deal with them, dialogue with them or anything?  
19 Not really?

20 A. No.

21 Q. No? How about generally your interface, other events  
22 with WMATA Transit PD interactions? Any difficulties, challenges,  
23 friction or anything like that?

24 A. I don't recall.

25 Q. Nothing jumps out at you?

1 A. No.

2 Q. Okay. How about relationship with OCC? You didn't have  
3 any, at all, communications with OCC, your particular crew?

4 A. No, we don't speak with them directly.

5 Q. Okay. How about in other events that you might have  
6 been in charge of your truck company dealing with OCC? Have you  
7 had any dealings with OCC?

8 A. I've never dealt with them.

9 Q. You've never dealt. So you don't have any history to  
10 rely upon --

11 A. No.

12 Q. -- offer a professional opinion?

13 A. We don't talk to them directly. We go through our chief  
14 and the chief --

15 Q. Let the chief deal with it.

16 A. And then he'll call me.

17 Q. Okay. Metro Access maps, are you familiar with the  
18 Access maps?

19 A. The blue, blue binder maps? I believe --

20 Q. Are you asking me or telling me?

21 A. No. Is that what you're asking me about or is there  
22 some other map I don't know about?

23 Q. Metro -- they're called Metro Access maps.

24 A. Okay. Yep.

25 Q. And it comes in a blue binder, you're saying?

1 A. Correct. Yep. Yes, sir.

2 Q. And it's about yay thick, an inch thick or so. Are you  
3 familiar with the maps in there?

4 A. Yes, sir.

5 Q. Are they -- are the maps complete?

6 A. That depends on where you're -- back to the key thing.  
7 Like, so if you have a -- if you're good about keeping your maps  
8 up, then they're going to stay up. If you're missing pages and  
9 don't get them replaced, then you're going to have that. So --

10 Q. Is it the responsibility of the command officer of a  
11 given truck to make sure his maps are current, somebody doesn't  
12 tear a page out by accident and it doesn't get repaired or --

13 A. All right, so -- let's make this realistic. So say  
14 there's 50 pages --

15 Q. Okay.

16 A. -- of maps, all right? Are you going to know one or two  
17 is missing by doing a daily check? Probably not, right. If  
18 something happens, you're just not going to know until you go to  
19 look for that particular map.

20 Q. Well, what if you -- what if you're working a call and  
21 somebody makes a comment or you actually pull a page out or it  
22 gets worn out or whatever. Would it be your responsibility --

23 A. Oh, absolutely. Yes.

24 Q. -- at the end of the shift, we need to get a new page --

25 A. Yes.

1 Q. -- and you go through your process to get it replaced,  
2 right?

3 A. Yes.

4 Q. Okay. But as far as your familiarity with the map book,  
5 is it complete?

6 A. As far as I can tell, yes.

7 Q. For D.C.? How about other jurisdictions?

8 A. Oh, for D.C.? I can't answer for the whole city.

9 Q. Just the maps --

10 A. I can only --

11 Q. -- that you've dealt with in your particular command  
12 jurisdiction?

13 A. Are they complete? Yeah, they're in pretty good shape.

14 Q. Pretty good shape. Very good. Okay, that's my  
15 question.

16 MR. DOWNS: Okay, let's pass it on. Any further  
17 questions over here?

18 MR. KALINOWSKI: But each apparatus has their own set of  
19 maps.

20 MR. DOWNS: Right. But just your Truck 10, I'm talking.

21 MR. KALINOWSKI: Right. Um-hum.

22 MR. DOWNS: Okay.

23 MR. PAYAN: I think he was asking, in your set of map,  
24 it's complete for the City of D.C., not for the fire department of  
25 D.C.?

1           MR. KALINOWSKI: Right. Oh, for -- yeah, as far as I  
2 can tell, yes.

3           MR. DOWNS: Very good. Thank you for that  
4 clarification.

5           MR. PAYAN: Okay. Yeah, I think it -- sorry.

6           MR. DOWNS: It's okay. No.

7           BY MR. HAWKINS:

8           Q. A little hypothetical. Every key you have is marked  
9 with what door it goes to. In a situation like you were facing on  
10 the 12th, an emergency situation, would you use the keys or would  
11 you force a door?

12          A. Which door and what's the --

13          Q. The fan door. The fan door just like -- the same thing  
14 as you went the other day?

15          A. I don't believe there's any key marked for vent shaft  
16 door.

17          Q. I'm just saying hypothetically.

18          A. That's what I'm saying. I know there's -- everything  
19 I've read and looked through --

20          Q. Right.

21          A. -- I don't ever remember seeing a vent shaft door key.

22          Q. Okay. Okay. Good. Thanks.

23           MR. DOWNS: I'm going to ask a point of technical  
24 clarification of our WMATA representative. Is it accurate to say  
25 that the content of the Metro bag is supplied by WMATA upon



1 request?

2 MR. ROURKE: Some items are.

3 MR. DOWNS: Some are and some are not. Point of  
4 technicality --

5 MR. ROURKE: Generally, the important things that they  
6 refer to, the keys they get from us; the hot sticks they get from  
7 us; the maps they get from us.

8 MR. DOWNS: Okay. And that's the essence of the bag  
9 content?

10 MR. ROURKE: Generally there's -- it could be some wheel  
11 chocks in there.

12 MR. KALINOWSKI: Yes.

13 MR. ROURKE: There could be -- we used to have --  
14 everybody used to have a T, what they call a T-handle Metro  
15 tool --

16 MR. KALINOWSKI: Yes.

17 MR. ROURKE: -- which nobody makes anymore, so -- but  
18 they may still have one.

19 MR. KALINOWSKI: We have one.

20 MR. ROURKE: That sort of thing.

21 MR. DOWNS: Okay. And on the key ring that is supplied  
22 in the bag, we had testimony to the effect some keys are labeled,  
23 some aren't. Is that the standard practice for WMATA?

24 MR. ROURKE: Well, since I've been there, when we issue  
25 key rings out, they have a tag on it to tell you what the keys go

1 to. I think I asked the other lieutenant; I don't know if I asked  
2 you about that. And that's how they come now. They may have had  
3 those keys for 20 years, and at the time, they may not have had  
4 a --

5 MR. DOWNS: Okay. So they come now all keys are  
6 labeled.

7 MR. ROURKE: The keys are not labeled. They have a tag  
8 that says this key goes to this.

9 MR. DOWNS: A tag on the key?

10 MR. ROURKE: On the key ring.

11 MR. DOWNS: On the key ring.

12 MR. ROURKE: It's a little bigger than this and it lists  
13 the key and the room number.

14 MR. DOWNS: Okay.

15 MR. ROURKE: Or the room designation.

16 MR. DOWNS: So the key ring is labeled, not the  
17 individual keys on the ring?

18 MR. ROURKE: Yes.

19 MR. DOWNS: But if you've got 20 keys on a ring, how do  
20 you tell --

21 MR. ROURKE: You look at your card, and the card tells  
22 you what to use.

23 MR. DOWNS: Oh, the card would have a list?

24 MR. ROURKE: Yes, the card has a list of keys and the  
25 key goes to this.

1 MR. DOWNS: Okay. That wasn't clear from our testimony.

2 MR. ROURKE: He may not have had that. I don't know.

3 On their key ring, they may not have --

4 Did you have a tag on your key ring?

5 MR. KALINOWSKI: I think there is a tag.

6 MR. DOWNS: Let me then ask that question. Downs, NTSB.

7 BY MR. DOWNS:

8 Q. The way it was described by Mr. Rourke here is you have  
9 a key ring with maybe 20 keys, whatever, and that there's a metal  
10 tag on the ring --

11 MR. ROURKE: Plastic.

12 BY MR. DOWNS:

13 Q. -- plastic tag on the ring that has a list.

14 A. Correct.

15 Q. And it's up to the firefighters using that key ring to  
16 sort out from the list what key goes to what. Is that correct?

17 A. Yeah, you would have to physically look at the key and  
18 say, okay, this key is --

19 Q. But are the keys --

20 A. -- ■, and ■ does this.

21 Q. Are the keys numbered, each key have a number on it that  
22 corresponds to a number on the list. Is that how it works?

23 A. Yes.

24 Q. So it will say labeled L'Enfant Plaza such and such a  
25 door with a number --

1           A.    It'll say -- okay, so it'll -- there might be a key that  
2 says ESC.  Okay, so that means escalator.

3           Q.    Okay.

4           A.    You can look on the thing and ESC is escalator, right?

5           Q.    So it will be corresponding --

6           A.    Or it might have a MK, master key, or electrical like --

7           Q.    Okay.

8           A.    -- electrical room, mechanical room, elevator machine,  
9 EMR key.

10          Q.    So --

11          A.    Things like that.

12          Q.    -- all of the keys are labeled by a code on the key  
13 itself?

14          A.    Yes, it's stamped into the metal.

15          Q.    Stamped into the metal of the key with a corresponding  
16 narrative description on this plastic tag that would describe what  
17 it goes to?

18          A.    Yes.

19          Q.    And every, every key is labeled, so --

20          A.    I'm not doing semantics here, but I can -- I don't know  
21 if every single key is labeled.  If I have never had to go into  
22 this room, I've never grabbed this key.

23          Q.    Okay.  So you're in an exigent circumstance, emergency  
24 circumstance, you've got to get a door open and you have the  
25 option of either trying to sort through the identification on this

1 tag for a particular key versus taking a Halligan to the door to  
2 quickly open it. Is that the options basically it comes down to?

3 A. Yes. And, you know, to me, like the emergency is going  
4 to dictate what you're doing.

5 Q. And if lives are on the line --

6 A. Okay. If there's someone dying on the other side --

7 Q. -- you're not going to fiddle with keys. Would that be  
8 a fair assessment?

9 A. Correct. Yes.

10 Q. Very good. All right.

11 MR. ROURKE: That's fine.

12 MR. DOWNS: Please continue with your questions.

13 MR. ROURKE: That's my only question. I'm good.

14 BY MR. PAYAN:

15 Q. Just one question. I asked this of the last lieutenant.  
16 In your 11 years of service, personal experience, you went from  
17 the old radios to the new radios.

18 A. Correct.

19 Q. If you had to compare them as far as dead spots or  
20 losing communication, how would you compare the old system to the  
21 new system: more troublesome, less troublesome, the same?

22 A. Honestly, I don't know.

23 Q. And I'm talking in general, not this --

24 A. Okay, so -- I just don't know.

25 Q. Okay.

1           A.    The company that I'm assigned to now, we're not very  
2 busy.

3           Q.    Okay.

4           A.    So we don't get out on runs a lot, not that we're not  
5 trying --

6           Q.    No, no.

7           A.    -- to help people.

8           Q.    Fair enough.

9           A.    We're not that busy.  So I don't know.

10          Q.    Fair enough.

11          A.    And so using the other radios for 10-plus years as  
12 opposed to 2 months, I can't really equate that.

13          Q.    Fair enough.  Thank you.

14                MR. DOWNS:  Question?

15                MS. BURTCHE:  I have no more questions.

16                MR. DOWNS:  Chief, any follow-up questions?

17                MR. HAWKINS:  In terms -- I have one question.

18                BY MR. HAWKINS:

19          Q.    In terms of command structure, what was your tactical  
20 assignment on the command structure on the incident?

21          A.    Can you --

22          Q.    Okay.  You transitioned from --

23          A.    Staging to -- so the chief of Battalion 6, he wanted us  
24 to, like I said, enter the fan shaft and perform recon or any  
25 needed rescue operation that might be needed.  Is there was anyone

1 left in the tunnel between the incident and where we were? Seeing  
2 that two civilians came out of the shaft, was there any more  
3 there? We found that there was no one at the bottom of the vent  
4 shaft; was there any more in the tunnel? More of a recon thing  
5 than anything else.

6 Q. Okay. So you was a recon, part of the recon group?

7 A. I don't know if -- I don't recall, Chief, if the actual  
8 title that -- I just stuck with Truck 10 and didn't go with Truck  
9 10 recon or Truck 10 because of the confusion. I was going direct  
10 with Battalion 6. He was at the top of the fan shaft, and I did  
11 call operations a couple times. I think I just used Truck 10.  
12 But I -- you know, it's a little blurry on if I did use the actual  
13 title or not.

14 Q. Did you ever make contact with Battalion 4, who had  
15 pretty much the recon division -- I mean recon group?

16 A. I don't recall.

17 Q. You never linked up with them?

18 MR. HAWKINS: Okay. I have no further questions.

19 MR. DOWNS: Very good. Thank you, Chief. Downs, NTSB  
20 again.

21 BY MR. DOWNS:

22 Q. Lieutenant, have you been down in the WMATA tunnel?  
23 You've been working in L'Enfant Plaza District for a while. Have  
24 you ever been in one of the tunnels down there at L'Enfant Plaza  
25 before?

1 A. No, this is the first time.

2 Q. First time. And you've been in this area for how long,  
3 this district for how long?

4 A. Two years.

5 Q. Two years. And you've been to quite a number of  
6 L'Enfant Plaza or Waterfront or whatever --

7 A. Been in the stations quite a number of times.

8 Q. -- quite a few routine runs, medical, whatever.

9 A. Routine inspections and (indiscernible) --

10 Q. Okay. Over the years, but never had a call to actually  
11 be down in the tunnel?

12 A. Correct.

13 Q. Okay. But you've testified to the effect you had some  
14 training out at Carmen Turner, at the facility there, where they  
15 have the mock tunnel. Is that correct?

16 A. No, I didn't say that.

17 Q. You've not been out there?

18 A. No.

19 Q. Oh, okay. So you really --

20 A. The only thing I've been official outside of inspections  
21 or in-house drills or -- is the Pennsy Drive with the rollover  
22 car.

23 Q. With the rollover car, not the mock tunnel?

24 A. Correct.

25 Q. I see. Okay. So you really never had any vent shaft



1 experience as well?

2 A. No.

3 Q. Okay. All right. How about live action drills? I  
4 don't think we got any testimony from you in terms of live action  
5 drills?

6 A. No live action drills.

7 Q. You've been on the job 11 years. Have you ever done any  
8 live action drills? Live action meaning in the tunnels at night,  
9 overnight or anything?

10 A. No.

11 Q. Okay. All right. We're kind of winding up our  
12 questions here. I always like to give our witnesses what we call  
13 an opportunity to express retrospective thoughts, meaning in  
14 hindsight. Knowing what you know now, for the benefit of the  
15 professional firefighting community, you're firefighting brothers  
16 and sisters, either in D.C. or elsewhere with transit systems, is  
17 there anything else -- anything here that you would do  
18 differently, knowing what you know now, that might help the  
19 process should there be a future event that you can think off the  
20 top of your head? Not that you did anything wrong. The idea is  
21 you always have a learning experience, hotwashes or whatever, that  
22 you guys conduct formally, informally. Any brainstorming thoughts  
23 that came about as a result of this event?

24 A. You play a lot of things through your head but honestly  
25 we really didn't do anything on this run. I mean, we walked

1 downstairs and went down a tunnel and turned around and came back.  
2 It wasn't like we were involved in any -- we didn't help anybody.  
3 We didn't -- you know what I'm saying, we really didn't do -- we  
4 just checked to make sure everyone was out. I mean, that's all we  
5 did. So, I mean, I don't really have anything to, per se, learn  
6 from it. You mentioned the hot stick thing with the  
7 (indiscernible), you know.

8 Q. Um-hum.

9 A. That's important. Is it an oversight on my part? Yes.  
10 But here we are, well into the incident, that the tunnels and the  
11 trains have been walked up and down on. I knew the power was  
12 down.

13 Q. And it sounds like you alerted your crew to make sure  
14 they stayed away from the third rail --

15 A. Right.

16 Q. -- irrespective.

17 A. But if nothing else, just for training or practice, I  
18 think I would have my crew do that and test it, just to be  
19 positive.

20 Q. Just to settle in your own mind.

21 A. But at the same time there was nothing wrong, in my  
22 opinion, knowing that -- we have to have trust. If a Metro guy is  
23 telling me the power's off, if the chief's telling me the power's  
24 off, I've got to go with that. I mean, you can't just always  
25 second-guess people. So I didn't have an issue going down the

1 rail, but in the -- if -- doing that again, that's one thing I  
2 would do differently.

3 Q. Okay. And maybe the keys, labeling of the keys, you  
4 expressed a little frustration, maybe. Would that be something  
5 that would be helpful?

6 A. Absolutely. I think maybe less of them, only six --  
7 just a handful. I mean, literally you've got -- I'm not kidding,  
8 there might be 15, 20 keys on this ring --

9 Q. Okay.

10 A. -- whether they all work or not. Locks get changed. I  
11 don't know. I mean, doing a couple inspections, we've met with --  
12 I can't remember his name -- Robert Joy, on an inspection. He's a  
13 very helpful guy, went over a lot of stuff, and some of them are  
14 just outdated. So --

15 Q. And it sounds like the process, just the mental process  
16 of looking at this list on this tag and trying to correlate what  
17 you're looking for, the door that you're looking for by  
18 description versus code number that you have to actually look at  
19 the stack of keys and hunt through the stack, it sounds like a  
20 time consuming process --

21 A. Yeah, it can be.

22 Q. -- as opposed to, say --

23 A. Especially if you're going through them and you  
24 accidentally drop them, and then you've got to start over.

25 Q. Right. As compared to, say, a handful of keys on a ring

1 where each key is labeled, clearly, prominently, say, no, no, no,  
2 yes.

3 A. Yes.

4 Q. Would that be the preferred methodology that you would  
5 like to see?

6 A. I would think so.

7 Q. Perfect. Okay. Thank you. Anything else that you can  
8 think of off the top of your head?

9 A. No, sir.

10 MR. DOWNS: Okay. Any further final questions?

11 And with that, that concludes the interview. Thank you  
12 for joining us today.

13 MR. KALINOWSKI: Sure. Thank you.

14 (Whereupon, the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the  
NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:            WMATA INCIDENT AT L'ENFANT PLAZA  
                                 STATION, WASHINGTON, D.C.  
                                 JANUARY 12, 2015  
                                 Interview of Ronald Kalinowski

DOCKET NUMBER:            DCA-15-FR-004

PLACE:                        Washington, D.C.

DATE:                         February 2, 2015

was held according to the record, and that this is the original,  
complete, true and accurate transcript which has been compared to  
the recording accomplished at the interview.

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Kathryn A. Mirfin  
Transcriber

Transcript Errata page(s) for this witness are as follows  
(this document contains only pages that include changes as indicated [in red] by the witness)

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

\* \* \* \* \*

Investigation of:

\*

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WMATA INCIDENT AT L'ENFANT PLAZA  
STATION, WASHINGTON, D.C.  
JANUARY 12, 2015

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\* Docket No.: DCA-15-FR-004

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Ronnie

Interview of: ~~RONALD~~ KALINOWSKI

D.C. Fire and EMS - Fire Operations  
Center  
500 F Street, N.W., 2nd Floor  
Washington, D.C.

Monday,  
February 2, 2015

The above-captioned matter convened, pursuant to notice.

BEFORE: RICHARD M. DOWNS, JR.  
Survival Factors Investigator

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1 representative may not testify for the interviewee. It's also  
2 requested that comments of the interviewee's representative should  
3 be limited and objections expressed by the interviewee's  
4 representative are not grounds for the NTSB to refrain from asking  
5 questions.

6 I'll now ask that our interviewee, our witness, please  
7 identify themselves, their employment affiliation and job position  
8 title for the record.

9 MR. KALINOWSKI: D.C. Fire and EMS. Lieutenant is my  
10 rank, and my name is Ron Kalinowski, and I ~~service~~<sup>serve</sup> with Truck  
11 Company #10 as the officer-in-charge of No. 2 Platoon.

12 MR. DOWNS: Thank you. Thank you for joining us today,  
13 Lieutenant. And you're accompanied today by anyone?

14 MR. KALINOWSKI: Yes, sir.

15 MR. DOWNS: I'd like to ask that individual to please  
16 identify themselves.

17 MR. GORDON: My name is James Gordon. I'm the Secretary  
18 with Local 36, and I'm his union rep for today.

19 MR. DOWNS: Thank you. I'll now ask the participants of  
20 this interview who will have an opportunity to present questions  
21 to the witness to please individually identify themselves, their  
22 employment affiliation and job position title for the record.

23 MR. ROURKE: Good afternoon, Lieutenant. My name is  
24 Denton Rourke. I am with WMATA. I am the Operations Manager in  
25 the Office of Emergency Management.

1 MR. PAYAN: I'm Ruben Payan. I'm with the NTSB. I'm  
2 one of the investigators, and I'm based out of here, D.C.

3 MS. BURTCH: Hi. Kimberly Burtch from the Federal  
4 Transit Administration, Office of Transit Safety and Oversight.

5 MR. HAWKINS: Good morning. Derron Hawkins, Deputy Fire  
6 Chief, D.C. Fire and EMS, Division of Homeland Security.

7 MR. DOWNS: Thank you.

8 INTERVIEW OF ~~RONALD~~ <sup>Ronnie</sup> KALINOWSKI

9 BY MR. DOWNS:

10 Q. As my first question for the witness, would you please  
11 briefly identify for us your role or involvement in the event?

12 A. Officer in charge of Truck #10.

13 Q. Very good. Thank you. And could you please describe  
14 for us, in your own words and to your best recollection, what  
15 occurred on the day of the event relative to your actions and  
16 involvement at the L'Enfant Plaza Station, or wherever you  
17 responded to, commencing at the time that you were alerted to  
18 respond to the site?

19 A. All right. We were in quarters at the time of dispatch.  
20 We were dispatched to investigate smoke at 9th and Water  
21 Street, S.W. Engine 13 and Engine 7 basically pulled up at the  
22 same time. They didn't have any smoke or anything like that. I  
23 think they saw a construction worker who pointed to a vent shaft  
24 saying he smelled an odor of smoke coming out of the shaft.

25 Q. Now this is your fire company, your Truck 10 --

1 channel, which was A3, and the tac channel of that alarm was A7.  
2 And we did that. We remained at the apparatus staging.  
3 Thereafter, the chief told us a second alarm was being sounded for  
4 the Plaza, for additional units, and that we were to remain with  
5 the unit and stage at the apparatus.

6 Q. At your location at the top of the vent shaft there?

7 A. Well, we weren't at the shaft. We were with the  
8 apparatus still at the entrance. So to paint the picture, ~~so~~  
9 here's ~~like~~ Water Street, and you can look at it on a map, but  
10 where the vent shaft is, it's pretty close, and there's ~~like a~~  
11 driveway ~~in~~ there.

12 Q. Driveway entering the general area of the vent shaft?

13 A. Correct.

14 Q. And you were staged at that entrance right off of Main  
15 Avenue there, you say? Maine

16 A. I think it's -- Water and ~~Main~~ Maine, I think all come  
17 together, so we might be talking about one --

18 Q. You were right at the shaft but close enough it was  
19 within close eyeshot of the vent shaft?

20 A. Right.

21 Q. And you could respond at a moment's notice should you be  
22 needed to --

23 A. Yes, everyone ~~was~~ had all their gear on, ready to go.

24 Q. -- pull your truck up right beside the shaft?

25 A. Right.

1 Q. Okay. So you staged for a while and your chief  
2 basically said standby there until needed further?

3 A. Correct.

4 Q. And you stood by there roughly how long?

5 A. I don't have times, but it was significant enough for us  
6 to be there ~~on dispatch to~~ <sup>dispatched on</sup> that run, and then they dispatched a  
7 box alarm. So by the time those units got there, got down, saw  
8 what they had -- I'm not sure who requested the second alarm. So  
9 we were there for quite --

10 Q. So you were staged at that location not quite --

11 A. -- well, for a decent amount of time.

12 Q. -- not quite at the vent but close by the vent until the  
13 second alarm; is that what you're saying?

14 A. Correct.

15 Q. And at the second alarm, you were advanced up to the  
16 shaft?

17 A. No.

18 Q. No.

19 A. We still staged.

20 Q. Still staged.

21 A. Correct.

22 Q. Okay. How long did you stay staged at that location  
23 after the second alarm came in?

24 A. We never changed location. So from the initial  
25 staging --

1 Q. You just left --

2 A. -- and when I say staged, so we're, say, the width of  
3 two wagons.

4 Q. Oh.

5 A. Engine 13 and Engine ~~er~~ 7.

6 Q. So it's in close --

7 A. It's like from here to the -- across the hall there.

8 Q. -- in close walking distance?

9 A. Right.

10 Q. Okay.

11 A. So we weren't ~~terribly~~ hundreds of feet or miles or  
12 anything away. We were within a stone's throw --

13 Q. So you stayed with your truck rather than walk over to  
14 the vent?

15 A. Yeah, because if they need equipment, we're just going  
16 to come back to get it.

17 Q. You'll bring it over as needed.

18 A. Correct.

19 Q. Okay. So what happened next?

20 A. So then Engine 13 reported two civilians coming out of  
21 the vent shaft.

22 Q. Coming out of the vent shaft. Okay.

23 A. That was when we went over to see if anything else was  
24 needed, if there was more people. They tended -- when I say they,  
25 it's Engine 13 ~~or~~ <sup>and</sup> Engine 7 is a paramedic as well. They attended

1 to the two people coming out. From there we just awaited  
2 instruction from Battalion 6.

3 Q. Okay. And were there any instructions forthcoming at  
4 that point?

5 A. Okay. So after the two people, civilians exited and  
6 were getting care, he instructed two members from Engine 13 down  
7 into the vent shaft or emergency exit. ~~So after~~ while they  
8 were on their way down, he told us to make a crew ready to go  
9 down. We were going to do recon or any additional EMS, get some  
10 extra oxygen bottles and masks and stuff like that.

11 Q. Gear-up and get ready to do a recon operation  
12 immediately following the two from Engine 13?

13 A. Well, I think they initially went down just to make sure  
14 there was no one else in the vent shaft or exit, you know, at the  
15 bottom or laying there, something like that.

16 Q. Okay.

17 A. So they got down, they didn't have anyone there and they  
18 gave that report. By that time we were ready. We went down with  
19 a crew of six with additional equipment, made our way to the  
20 bottom of the vent shaft, and then confirmed through operations if  
21 they wanted us to go through the tunnel, made our way down the  
22 tunnel to the train to the actual incident.

23 Q. Okay. When you got to the bottom of the vent shaft, you  
24 encountered the two from Engine 13.

25 A. Correct.

1 Q. What were they doing when you got down to the bottom?

2 A. They were ~~kind of~~ just staging at the bottom. I believe  
3 they were just making sure no one else was going to come out of  
4 the tunnel. And if so, they were going to redirect them up the  
5 stairs or provide any care for them.

6 Q. So their role at that point was simply to -- if any  
7 train passengers or whatever were encountered in the tunnel, to  
8 make sure they were correctly guided up the vent shaft?

9 A. Right, or provided any --

10 Q. Any assistance as needed.

11 A. Correct.

12 Q. Okay. When you got to the bottom of the vent shaft,  
13 which direction or directions did you go in terms of doing your  
14 recon effort?

15 A. Well, we confirmed the location of the actual incident  
16 was on track 2.

17 Q. Track 2. Okay.

18 A. Right, L2 was the --

19 Q. And when you get to track 2, at the bottom of the vent  
20 shaft, because the vent shaft is -- actually opens up to both  
21 track 1 and track 2; is that correct?

22 A. Correct, yep.

23 Q. How did you know which direction to go in terms of  
24 whether towards L'Enfant versus towards the portal?

25 A. Well, I know I was going in at chain marker

1 approximately 66 plus 00, something like that. You go down steps,  
2 so you do get turned around. Engine 13 saw, I believe it was, one  
3 or two Metro employees and then a Metro police officer make their  
4 way down the tunnel.

5 Q. Make their way down the tunnel, meaning come to the vent  
6 from the tunnel where the train was?

7 A. I'm not sure where they came from. They passed Engine  
8 13 and went down L2, towards the --

9 Q. They had went past the Engine 13 crew and continued  
10 towards the portal, towards the river?

11 A. Not the river; the other way. Towards the incident.

12 Q. Towards the incident.

13 A. Correct.

14 Q. So they were coming in from the portal?

15 A. That's my understanding.

16 Q. That's your understanding. Okay.

17 A. Right. So with the chain markers, as we went down, I  
18 seen that the numbers were getting less. I knew we were going  
19 towards the incident, because it was closer to the center of the  
20 hub.

21 Q. So did anybody --

22 A. So my plan was, if ~~we was~~ <sup>the numbers were</sup> getting higher, we were just  
23 going to turn around and go ~~this~~ <sup>the opposite</sup> way.

24 Q. So you were told the location was at a chain marker;  
25 is --



1 A. No. But from where everyone else was reporting the  
2 incident, ~~when it was~~ <sup>there</sup> only ~~from where we were,~~ <sup>one logical way possible</sup> ~~it's just~~ <sup>if you went the other way</sup>  
3 ~~you're~~ <sup>you'd be</sup> going to be in Virginia next.

4 Q. Okay.

5 A. ~~Right,~~ <sup>Alright,</sup> ~~or~~ <sup>if</sup> you're going -- if you go the other way,  
6 you're going to be closer towards the center of the city.

7 Q. So you were proceeding to where the chain marker  
8 location was based upon your understanding and the layout of the  
9 chain markers in the tunnel?

10 A. I guess you could say that.

11 Q. Okay. And that was in the direction of where the train  
12 was stopped?

13 A. Correct.

14 Q. Okay. Please proceed.

15 A. And we made our way down the tunnel.

16 Q. In your --

17 A. Did not experience any other civilians.

18 Q. Let me pause for a moment. Gearing up, going down to  
19 the tunnel, you had your full turnout gear on?

20 A. Correct.

21 Q. Did you have a Metro bag?

22 A. Correct.

23 Q. What other gear did you carry with you?

24 A. I had a Metro bag, Metro keys, the hot stick, chocks,  
25 SCBA, Halligan bar, probably four oxygen bottles, a slew of EMS

1 up. Did you have any trouble climbing up into the car?

2 A. ~~Well, it was -- you know, I'm kind of short, in case you~~  
3 ~~haven't noticed.~~ The coupler sits maybe waist, chest high. So  
4 for me it was kind of difficult.

5 Q. And you've got your full --

6 A. We're not really trained to climb up a coupler. I mean,  
7 it's like climbing on top of a --

8 Q. Oh, that's not part of your training then?

9 A. No.

10 Q. The normal training, you utilize the ladder?

11 A. Yes.

12 Q. And in this case it wasn't available so you had to go to  
13 a next best option, which would be climbing up the coupler into  
14 the car?

15 A. Correct.

16 Q. Did you need any assistance to get up into the car?

17 A. Yeah, the guys below helped me up. I helped them up and  
18 so on and so forth.

19 Q. So between the three, four -- there was three of you,  
20 four of you?

21 A. Six of us.

22 Q. Six of you. Okay. You were able to make your way with  
23 your equipment up into the car?

24 A. Yeah, moved our equipment up, slid it down into the car,  
25 helped each other up.

1 Q. Okay.

2 A. And then proceeded through the car.

3 Q. When you're in the tunnel, what was the visibility like?

4 A. It was good. There was just -- it was still an odor of  
5 smoke, but not any smoke, per se.

6 Q. Did you need to go on air at all?

7 A. No, sir.

8 Q. So you had your SCBA donned but you did not actually  
9 engage the air use?

10 A. Correct.

11 Q. Very good. So you're in the railcar itself, the first  
12 car you came to. Please proceed.

13 A. We just checked the, you know, the conditions of the car  
14 as we went, if there was any passengers in there. We went from  
15 one end to the very next end. We didn't encounter any passengers.

16 Q. No passengers?

17 A. Correct.

18 Q. Okay. So --

19 A. By the time we got to the end of the car, that's when we  
20 saw Squad 1 was ~~with us~~ at the very end of the car.

21 Q. And were there any passengers with Squad 1?

22 A. Not at that time.

23 Q. They had just completed their evacuation --

24 A. Yes.

25 Q. -- you determined by dialoguing with them to that

1 about Metro training that we've been asking everybody. What Metro  
2 training have you participated in, either with Metro or with the  
3 Fire Department or things you did as a firefighter or company?

4 A. Years ago I did make it out to Pennsy Drive. We did  
5 like a rollover simulator. Other than that, company drills, and  
6 honestly, ~~Some things~~ and this goes along with our job. We  
7 learn on-the-job training, ~~so it gets~~ you know, any call you go  
8 on, you're going to learn something from it.

9 Q. Um-hum.

10 A. Is that training officially? No, but ~~it's~~ still you're  
11 learning ~~for something better~~. But other than company drills and  
12 the one time at Pennsy Drive, no.

13 Q. Okay. And have you ever participated in a full-scale  
14 Metro drill or exercise, something that probably would have been  
15 held either like 2:00 in the morning or a Sunday morning?

16 A. No, sir.

17 Q. When you --

18 A. Or I don't recall. How about that?

19 Q. That's fine. When you got down to the bottom of the  
20 shaft, and you -- what radio channel were you on then?

21 A. We were A7.

22 Q. And that's the L'Enfant channel?

23 A. Correct.

24 Q. And you could hear -- how was communication?

25 A. I would say at the base of the -- at the bottom of the

1 shaft -- so we're between the tracks -- I had to maneuver a couple  
2 of times to get a good signal. So it honked out initially. I  
3 moved somewhere else, I was able to get through, then it honked  
4 out again. So it was back and forth.

5 Q. Um-hum. And then as you moved down to the train?

6 A. I think it was probably best in the tunnel itself.

7 Q. Um-hum.

8 A. It may have honked out once or twice along the entire  
9 path that we walked.

10 Q. A week or so before this incident, there was an alarm at  
11 L'Enfant Plaza where some radio issues were identified, radios  
12 were honking out and such like that.

13 A. Um-hum.

14 Q. Before this incident on the 12th, were you aware of  
15 that, that there were radio issues at L'Enfant Plaza?

16 A. I did see an e-mail from my captain regarding that.  
17 It's kind of been <sup>assumed,</sup> ~~—~~ this probably sounds bad, ~~Probably it goes~~  
18 ~~almost like assume you go in the tunnel,~~ but depending where you  
19 are in the station, the radios are limited at best.

20 Q. Um-hum.

21 A. So more ~~so~~ <sup>a</sup> ~~though~~ <sup>because</sup> we don't have incidents  
22 every day of this magnitude, but we run a medical ~~down,~~ <sup>calls</sup> someone  
23 don't feel well, whatever, it's very hard to get through on the  
24 radio.

25 Q. Okay. Thank you. How long do you think it was, if you

1 test it with our hot stick, right? And then we, just as a safety  
2 measure, put the WSAD on to make sure it doesn't -- if it does  
3 kick back on, we're going to know.

4 Q. Okay.

5 A. Per our SOGs, we're supposed to activate blue light  
6 stations as we encounter.

7 MR. DOWNS: Activate meaning phone in to OCC or --

8 MR. KALINOWSKI: Well, there's two procedures. So one  
9 would be if it's an emergency. If we're there, it's always an  
10 emergency. So it's kind of maybe a little gray area. There's two  
11 ways to do it. You can push the button in, the mushroom button;  
12 it's going to pop back out, right. That will shut the power off.  
13 Pick up the phone, dial 0, hey, I'm so and so with Truck 10, we  
14 got -- I'm ~~the person~~ <sup>a person</sup> in the track bed. I've turned off power.  
15 There's a map on the door that shows which areas it shuts off ~~all~~  
16 ~~the stuff.~~

17 The other option is to pick up the phone first, hit 0,  
18 hey, this is so and so, this is what our situation is, we need to  
19 shut the power off, and then discharge ~~somebody~~ <sup>the button</sup>. That's the two  
20 basic things that we're told in our SOGs.

21 BY MR. ROURKE:

22 Q. All right. And in this instance, what did you know  
23 about power when you got down to the shaft, when they sent you  
24 down to the train?

25 A. So we listening to the incident -- we monitor both

1 channels, you know, the entire duration.

2 Q. Um-hum.

3 A. So several times from first-in company's confirming -- I  
4 shouldn't say confirming, but some radio traffic ~~was~~<sup>saying</sup> the power's  
5 down. The chief confirmed through OCC power's down. And then  
6 there was some issue because of where the tracks were in the  
7 station, there's two platform levels that -- I'm sure you guys  
8 know. So there might have been some confusion of which track the  
9 actual incident was on. So this one might have had power, this  
10 one might not. But by the time we went down into the shaft, it  
11 was well into the incident. Power was confirmed off several  
12 times. And before we actually entered the track bed, I called the  
13 chief and -- just to confirm power's down on track L2, we're  
14 making entry, do I have your permission?

15 Q. Did you hot stick it at any time?

16 A. No. We had the WSAD with us and my intent was that if  
17 we were going to be working in that area, we're going to set up  
18 there.

19 Q. Did you set up a WSAD at all here?

20 A. No, because we were -- by the time we got to the track,  
21 we saw the Metro employees there, and then we were in and out. I  
22 mean, it was just like we walked down, ~~all these flights of~~<sup>the</sup>  
23 stairs, walked down the tunnel, got to the train, and then told  
24 them what we had and we turned around and came back.

25 Q. Okay.





1 down to the platform and then they're iffy, but then you get in  
2 the tunnel and then they work. So I don't -- it's like what do  
3 you -- where do you stop -- where do you put in one thing and then  
4 stop the other thing.

5 Q. Okay. That's good. So regarding accountability, was  
6 accountability established for this event?

7 A. Yes. Level 3 was in effect from the get-go basically,  
8 and it -- any Metro response is. ~~We~~ Engine 7 was second. They  
9 had their Metro bag at the top of the tunnel, we had our ~~UC~~ <sup>UDC</sup>, and I  
10 ~~placed it in bag,~~ <sup>placed it in bag,</sup> ~~grabbed~~ we had a crew of six. So I had Engine 7's ~~as~~ <sup>as</sup> paramedic.  
11 I got his ~~pack~~ <sup>PAT</sup> bag and we put it in the Metro bag. I believe  
12 Engine 7 grabbed the accountability board out of the buggy and  
13 utilized that to assist.

14 Q. Okay.

15 A. Periodically along the -- anytime I came to a marker, I  
16 would call Battalion 6, gave them our accountability with the  
17 chain marker.

18 MR. DOWNS: And was your radio communication mainly  
19 working?

20 MR. KALINOWSKI: Sometimes it did and sometimes it  
21 didn't.

22 MR. DOWNS: On and off --

23 MR. KALINOWSKI: So I might have missed a marker here  
24 and there.

25 MR. DOWNS: On and off it was operable?

1 MS. BURTCH: Okay.

2 MR. KALINOWSKI: We're not doing -- this is a true  
3 emergency. We're going to treat it as such.

4 BY MR. DOWNS:

5 Q. So you dropped --

6 A. I'm not going to waste time going through keys.

7 MS. BURTCH: I'm clear. I understand.

8 BY MR. DOWNS:

9 Q. So your option was to take your Halligan to the door?

10 A. Correct.

11 Q. Okay. Are the keys labeled in your --

12 A. Some keys are.

13 Q. Some are and some aren't?

14 A. Correct.

15 Q. Would it be helpful to have all keys labeled?

16 A. Yeah, and to stay current. So there's like some key --  
17 you can imagine how many keys, like, could be on a ring. ~~I don't~~  
18 ~~know.~~

19 You have experience with this. Oh, you're not -- I'm  
20 sorry.

21 Q. Just your experience.

22 A. Say there's 20 keys on a ring.

23 Q. Okay.

24 A. All right. There's only a few ones that, honestly, that  
25 I worry about.

1           Do I know if 1 key out of 20 is missing? I'm not going  
2 through every key and saying, okay, Key A389, here's Key XX,  
3 here's key this. I'm not doing that. No one's doing that.

4           Q.    As long as you've got the ring of keys in there, that's  
5 the extent of your inspection --

6           A.    Yes.

7           Q.    -- of the key ring?

8           A.    I mean, we've got a whole ladder truck <sup>full</sup> of stuff to  
9 check. I mean --

10          Q.    Right. Right, right.

11          A.    -- it would take the whole day checking.

12          Q.    And you have a point of contact at WMATA to get new  
13 equipment for your Metro bag should you need new equipment?

14          A.    As a department, I believe so. Me personally, no.

15          Q.    In other words, how do you -- if for whatever reason you  
16 have a -- have your particular Metro bag and you break or  
17 otherwise lose a particular component in the bag, whatever it is,  
18 a hot stick, whatever, what is the process to get it replaced? Do  
19 you contact WMATA or do you--

20          A.    I contact my Special Ops chief because he's going to  
21 handle it.

22          Q.    Special Ops chief would handle the replacement?

23          A.    Correct. He's going to get me one that day.

24          Q.    And that particular day?

25          A.    Yeah, I need it.

1 A. Eleven-year employee.

2 Q. I'm not looking for split hairs on dates or anything.  
3 Just give us the bullets.

4 A. Eleven-year employee.

5 Q. Eleven years, okay.

6 A. Appointed to Engine 12, went to Engine 10, became a  
7 sergeant of Squad 1, and now I'm a lieutenant of Truck 10.

8 Q. Okay. Very well. Have you had -- we mentioned WMATA  
9 training before, right? You've gone to general WMATA training.

10 A. At Pennsy Drive, yes.

11 Q. Pennsy Drive, okay. Familiarity with the emergency  
12 access doors on WMATA railcars. What's your understanding on how  
13 they work?

14 A. All right. So there's two types of doors, I guess you  
15 could ~~break~~<sup>say</sup>. Well, there's the bulkhead door which is the front  
16 or rear of the car.

17 Q. Okay.

18 A. Then you have doors that go between the cars.

19 Q. Between the cars?

20 A. Between the cars. They're like a -- I don't know what  
21 you call them, a bulk --

22 Q. Well, that would be the same door but instead of  
23 being --

24 A. In the middle of the train.

25 Q. -- on the end of the car, that would be between cars?

- 1           A.    And I stay up ~~well~~<sup>on it</sup>, I --
- 2           Q.    Recently or a while back?
- 3           A.    Well, we did -- probably several months ago, we did a --
- 4           Q.    Well before the event?
- 5           A.    Correct.
- 6           Q.    So you have a good familiarity with the --
- 7           A.    There's a lot of stuff to me that's very important to
- 8 remember, and there's a lot of other stuff that's just fluff, that
- 9 you don't really need.
- 10          Q.    Okay, so --
- 11          A.    But this is some more of the important stuff for me to
- 12 worry about.
- 13          Q.    So the essence, maybe I can summarize -- and correct me
- 14 if I'm wrong -- you've got the end doors of a railcar that are
- 15 barrel key open, right?
- 16          A.    Um-hum.
- 17          Q.    And you only go to the center door, side doors.
- 18          A.    Well, you can go to the -- these doors if it's at the
- 19 platform.
- 20          Q.    At the platform. But we're not talking about -- we're
- 21 talking about away from a platform.
- 22          A.    Okay.
- 23          Q.    You go to the center doors, not the end doors of the
- 24 side, and you use your barrel key to open those doors?
- 25          A.    Yes, 9 and 10. Not 3 and 4, 9 and 10.

1 left in the tunnel between the incident and where we were? Seeing  
2 that two civilians came out of the shaft, was there any more  
3 there? We found that there was no one at the bottom of the vent  
4 shaft; was there any more in the tunnel? More of a recon thing  
5 than anything else.

6 Q. Okay. So you was a recon, part of the recon group?

7 A. I don't know if -- I don't recall, Chief, if the actual  
8 title that -- I just stuck with Truck 10 and didn't go with Truck  
9 10 recon ~~or Truck 10~~ because of the confusion. I was going direct  
10 with Battalion 6. He was at the top of the fan shaft, and I did  
11 call operations a couple times. I think I just used Truck 10.  
12 But I -- you know, it's a little blurry on if I did use the actual  
13 title or not.

14 Q. Did you ever make contact with Battalion 4, who had  
15 pretty much the recon division -- I mean recon group?

16 A. I don't recall.

17 Q. You never linked up with them?

18 MR. HAWKINS: Okay. I have no further questions.

19 MR. DOWNS: Very good. Thank you, Chief. Downs, NTSB  
20 again.

21 BY MR. DOWNS:

22 Q. Lieutenant, have you been down in the WMATA tunnel?  
23 You've been working in L'Enfant Plaza District for a while. Have  
24 you ever been in one of the tunnels down there at L'Enfant Plaza  
25 before?

1 A. No, this is the first time.

2 Q. First time. And you've been in this area for how long,  
3 this district for how long?

4 A. Two years.

5 Q. Two years. And you've been to quite a number of  
6 L'Enfant Plaza or Waterfront or whatever --

7 A. Been in the stations quite a number of times.

8 Q. -- quite a few routine runs, medical, whatever.

9 A. Routine inspections and <sup>drills</sup> (~~indiscernible~~) --

10 Q. Okay. Over the years, but never had a call to actually  
11 be down in the tunnel?

12 A. Correct.

13 Q. Okay. But you've testified to the effect you had some  
14 training out at Carmen Turner, at the facility there, where they  
15 have the mock tunnel. Is that correct?

16 A. No, I didn't say that.

17 Q. You've not been out there?

18 A. No.

19 Q. Oh, okay. So you really --

20 A. The only thing I've been official outside of inspections  
21 or in-house drills or -- is the Pennsy Drive with the rollover  
22 car.

23 Q. With the rollover car, not the mock tunnel?

24 A. Correct.

25 Q. I see. Okay. So you really never had any vent shaft

-- End of Transcript Errata pages --