



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 \*

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Docket No.: DCA-15-FR-004

\* \* \* \* \*

Interview of: KATYA PAIGE

Washington, D.C.

Friday,  
January 16, 2015

The above-captioned matter convened, pursuant to notice.

BEFORE: DAVID BUCHER  
Railroad Accident Investigator

## APPEARANCES:

DAVID BUCHER, Railroad Accident Investigator  
National Transportation Safety Board (NTSB)

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

SHARMILA SAMARASINGHE, Vice Chair  
Tri-State Oversight Committee

DORSEY ADAMS, Manager of Rail Safety  
Washington Metropolitan Area Transit Authority (WMATA)

HERCULES BALLARD, Managing Director Rail Transportation  
WMATA

MARLENE FLEMINGS-McCANN, Assistant Business Agent  
for Rail Operations  
Amalgamated Transit Union (ATU) Local 689

DION BAKER, Shop Steward for Train Operations  
ATU Local 689

<u>ITEM</u>	<u>I N D E X</u>	<u>PAGE</u>
Interview of Katya Paige:		
By Mr. Bucher		4
By Mr. Downs		7
By Mr. Adams		34
By Mr. Ballard		36
By Ms. Flemings-McCann		36
By Ms. Samarasinghe		37
By Mr. Bucher		39
By Ms. Samarasinghe		49
By Mr. Downs		40
By Mr. Adams		47
By Ms. Flemings-McCann		48
By Ms. Samarasinghe		49
By Mr. Bucher		50
By Mr. Downs		51
By Ms. Flemings-McCann		53
By Ms. Samarasinghe		56

I N T E R V I E W

(1:25 p.m.)

1  
2  
3 MR. BUCHER: This is David Bucher, Rail Accident  
4 Investigator for the National Transportation Safety Board. And  
5 this is the interview of -- let me get it --

6 MS. PAIGE: Kateya.

7 MR. BUCHER: -- Kateya Paige, a police officer on 302  
8 train, relating to WMATA's incident at L'Enfant Plaza on January  
9 12, 2015. The NTSB accident number is DCA-15-FR-004.

10 To my right?

11 MS. SAMARASINGHE: Sharmila Samarasinghe. I'm with the  
12 Tri-State Oversight Committee, the TOC, and I'm the full-time  
13 Virginia member.

14 MR. BALLARD: Hercules Ballard, Managing Director of  
15 Rail Transportation.

16 MR. ADAMS: Dorsey Adams, Manager of Rail Safety, WMATA.

17 MR. DOWNS: Richard Downs, NTSB Survival Factors  
18 Technical Working Group Chairman.

19 MR. DUMALL: Brian Dumall, FOP union representative.

## INTERVIEW OF KATEYA PAIGE

20  
21 BY MR. BUCHER:

22 Q. Ms. Paige, if you, like we talked about just earlier, if  
23 you could go back to the 12th and just starting, I guess, as your  
24 train arrived at L'Enfant Plaza and entered the incident area.  
25 Tell us what you saw, what you did, what happened, which is --

1 MR. DOWNS: Let me interject.

2 Were you on duty that day or off duty?

3 MS. PAIGE: I was on duty.

4 MR. DOWNS: On duty in uniform?

5 MS. PAIGE: Yes.

6 MR. DOWNS: Thank you.

7 BY MR. BUCHER:

8 Q. Okay. And if you could, in your own words?

9 A. I was waiting at L'Enfant Plaza for the yellow line  
10 train going towards Huntington. And once it arrived, I got onto  
11 the train and it left the platform, heading towards Huntington.

12 I felt the train immediately stop and I looked out the  
13 -- I was on the first car of the train also. And as I looked out  
14 the window in the front of the train, I saw just orange outside  
15 the train.

16 Once I saw that, me and another officer tried to contact  
17 the train operator. I spoke with the train operator and basically  
18 told him let's get to the back of the train to reverse the train.  
19 As we were talking, the train started to fill with smoke, so me  
20 and the train operator started going towards the back, rear of the  
21 train to reverse the train. I got to the second to last, the  
22 third to last car of the train and the train operator continued  
23 going to the front of the, the back of the train.

24 As I was in there, I spoke with the customers and  
25 translated over the radio that we were trying to get to the

1 platform and I also relayed the information to the train operator  
2 via the emergency radio box, trying to coordinate with his OCC and  
3 my communication, trying to get the train back to the platform.

4           Once the train, once the train operator came back  
5 towards me, he said the train wouldn't move and he continue going  
6 to the rear of the train. I stood there with the customer, still  
7 speaking with them, and then the customers started self-evacuating  
8 because we saw flashlights or cellphones, some type of light on  
9 the outside of the train. And so I put over the radio that  
10 they're self-evacuating. And the train operator at that time was  
11 close to me, and so he went -- I told him that I see someone in  
12 the tunnel self-evacuating, so he went over the loudspeaker  
13 telling the customer which way to go, towards L'Enfant Plaza. And  
14 so, from there, I stayed remaining on that same car and we try to  
15 wait for the fire department to arrive to actually help evacuate  
16 the train.

17           By the time the train, the fire department came, there  
18 was a guy on the floor seizing (sic) and I stood there while the  
19 fire department was trying to help him and other customers. And  
20 also, by the time the train car got evacuated, the seizure  
21 customer had left off the train car and one of our sergeants was  
22 clearing out that train. And me and the sergeant was the last one  
23 on that train car, was on the last, was on the actual train  
24 period.

25           Q.    Okay. Dave Bucher. We're just going to start around

1 and ask you some, probably all over the board questions.

2 A. Okay.

3 MR. BUCHER: Rick, do you want to start?

4 BY MR. DOWNS:

5 Q. Downs, NTSB here. Officer Paige, thank you for joining  
6 us today. Time for a little bit from your on board experience  
7 there and on that particular day, you were routinely on duty?

8 A. Yes.

9 Q. What time did you start that day?

10 A. I started at 5:30. I was actually on my way to  
11 Huntington to check off.

12 Q. Check off?

13 A. Yes.

14 Q. That's your normal duty station, Huntington or --

15 A. Our normal district station.

16 Q. Where do you work out of normally?

17 A. Huntington.

18 Q. Huntington?

19 A. Yes.

20 Q. So you would clock out in the morning at Huntington in  
21 this case --

22 A. Um-hum.

23 Q. -- work the system, the assignment, whatever you had  
24 that day and then work your way back to Huntington ultimately  
25 or --



1           A.     Sometimes.  I generally check on at either Huntington or  
2 Naylor Road Station.

3           Q.     Yellow?

4           A.     Naylor Road.

5           Q.     Neely?

6           A.     Naylor.

7           Q.     Naylor Road?

8           A.     Yes.

9           Q.     Okay.  And that particular day, you came on duty at  
10 Huntington?

11          A.     Yes.

12          Q.     What areas did you work that day?

13          A.     L'Enfant -- it's a triangle beat.  L'Enfant Metro Center  
14 to Gallery Place.

15          Q.     And your assignment simply is to ride trains and patrol  
16 or --

17          A.     Ride trains, get off the train, patrol around the  
18 station, patrol topside and go back and ride around.

19          Q.     And this was a normal day?  Nothing unusual else  
20 happened that particular day?  No other events that were  
21 noteworthy?

22          A.     There was a, there seemed to be smoke in the tunnel.  Me  
23 and a few officers actually checked it out before getting on the  
24 train.

25          Q.     That's preceding the event --

1 A. Yes.

2 Q. -- on the train that you --

3 A. Maybe about 2, 3 minutes before.

4 Q. Two or 3 minutes before? Which tunnel specifically was  
5 this?

6 A. It was --

7 Q. Same tunnel that your train went into or the opposite  
8 end of the station?

9 A. Same. Same. Same tunnel that the train went into.

10 Q. Okay. So 2 or 3 minutes before you got on that train,  
11 you visually noted smoke?

12 A. Yes. But it dissipated as soon as we saw it.

13 Q. So you didn't think much of it?

14 A. We went through the tunnels. We checked it out and we  
15 didn't see anything.

16 Q. You went through the tunnel?

17 A. I mean, we went on the, the catwalk --

18 Q. Catwalk?

19 A. -- flashlights in hand.

20 Q. How far down in the tunnel did you go?

21 A. Until the catwalk ended.

22 Q. Roughly how far? Best estimate is fine. A hundred  
23 feet? Fifty feet?

24 A. I say about 50 feet.

25 Q. Fifty feet?

1 A. Yes.

2 Q. Okay.

3 MR. DOWNS: We were just joined by a another addition.  
4 Let's get her identity for the record.

5 MS. FLEMINGS-MCCANN: Marlene Flemings-McCann. I'm  
6 assistant district agent for the rail for level 689.

7 MR. DOWNS: Thank you.

8 BY MR. DOWNS:

9 Q. You said you were with another officer?

10 A. Yes.

11 Q. What's the identification of that officer?

12 A. There was Franchesca Young. She was on the Huntington  
13 Avenue side of the track there. And Nadim Al-hinawi (ph.). He  
14 was on the Greenbelt side of the platform.

15 Q. So there were two other officers with you?

16 A. Yes.

17 Q. Were they on the same train with you?

18 A. Only Franchesca Young.

19 Q. Franchesca Young?

20 A. Yes.

21 Q. Patrol officer?

22 A. Yes.

23 Q. Okay. All right. So you walked down the catwalk for  
24 maybe 50 feet, whatever it was, as far as you could go?

25 A. Yes.

1 Q. You had flashlights, your service flashlight, right?

2 A. Yes.

3 Q. And you visually saw smoke down the tunnel that --

4 A. No, in the front part of the -- in between, you say, the  
5 station and the actual tunnel. It wasn't into the tunnel.

6 Q. At the entrance to the tunnel?

7 A. Yes.

8 Q. Okay. And you proceeded down the tunnel and the further  
9 you got it dissipated or --

10 A. It dissipated before we actually got into the tunnel.  
11 We just checked it out just to see.

12 Q. So did that cause you to think it was just something  
13 anomalous that disappeared and wouldn't be of concern or --

14 A. We heard that there was a, we heard on the radio that  
15 there was smoke at Gallery Place and Anacostia, so we thought the  
16 train just carried the smoke --

17 Q. I see.

18 A. -- to the station.

19 Q. Just a common occurrence, not a big deal?

20 A. Yes.

21 Q. Okay. And had you heard what had occurred to the other  
22 smoke or fire condition that had been reported on the radio?

23 A. No.

24 Q. You didn't hear that it had been resolved without issue  
25 or --

1 A. No.

2 Q. No?

3 A. Not at that time.

4 Q. Did you report to your command when you started walking  
5 down the tunnel to investigate the smoke? Did you report to them  
6 that you were going to investigate smoke?

7 A. No. At the time, the radio was actually being used by  
8 the other officers.

9 Q. You don't each have a radio?

10 A. We all have a radio, but it was being used by another  
11 officer at another scene at that moment.

12 Q. Your radio or --

13 A. We have one line. One radio line.

14 Q. Frequency?

15 A. Frequency.

16 Q. Okay.

17 A. Yes.

18 Q. And that frequency was used by some other officer?

19 A. Yes.

20 Q. Would it be normal for you to report to your command  
21 that you were going to go down a tunnel a short distance to  
22 investigate a possible smoke environment?

23 A. Yes, sir.

24 Q. In this case you couldn't because the radio frequency  
25 was used elsewhere?

1 A. Yes.

2 Q. Okay. And correct me if I'm wrong, and when you went  
3 down the tunnel and you realized no, there's nothing here and you  
4 walked back, okay? So at that point, there's really unfounded, so  
5 there was no need at that point to report the smoke in kind of a  
6 retroactive perspective? No need, in other words?

7 A. It was no need, but we were planning to call once we got  
8 on the train.

9 Q. As soon as you got a chance?

10 A. Yeah.

11 Q. I see. Okay. So you got on the train routinely?

12 A. Yes.

13 Q. You and this other officer? Officer Young, I think?

14 A. Yes.

15 Q. Okay. Train departs the station, you're in the lead  
16 car?

17 A. Yes.

18 Q. Officer Young was where?

19 A. Right beside me.

20 Q. Same car?

21 A. Yes.

22 Q. Okay. The train operator's compartment is closed, but  
23 you have your radio, she has her radio?

24 A. Yes.

25 Q. The radios have the capability to monitor rail radio

1 traffic, but you don't normally listen to it, would that be  
2 correct?

3 A. I'm not sure if it has that capacity.

4 Q. You don't normally would tap into that rail operations  
5 radio?

6 A. No.

7 Q. I see. Just the police department com channel?

8 A. Yes.

9 Q. I see. Okay. So the train departs the station heading  
10 southbound and was there anything, as the train is first heading  
11 southbound, that you happen to notice?

12 A. No.

13 Q. Okay. Anything on the train itself about the passengers  
14 that struck you and might've struck you in retrospect?

15 A. No.

16 Q. Okay. The train goes down the tunnel a certain length  
17 and then what happened?

18 A. The train immediately stops.

19 Q. Stopped quickly or kind of, like, to a gradual stop?

20 A. I'm not, I'm not quite sure. But --

21 Q. You weren't really paying attention --

22 A. No.

23 Q. -- because it was just another ride?

24 A. Yes.

25 Q. I see. Train comes to a stop. Then what happened?

1           A.    Then me and the other officer looked in the front and we  
2 see orange.

3           Q.    Orange?

4           A.    Just, like, a ball of orange in front of us.

5           Q.    Okay.

6           A.    And we assumed that it's a fire.

7           Q.    Okay.  You're in the car itself in the the front of the  
8 lead car.  It's a 6,000 series car.  These cars, the lead windows  
9 are caw (ph.), correct me if I'm wrong.  That's kind of a, you  
10 know, almost a smoky window, meaning it's got a tint to it?

11          A.    Yes, it has a tint to it.

12          Q.    And unless you're really focusing through the glass and  
13 seeing what's out the front of the train, you can't see.  So,  
14 correct me if I'm wrong, did you have to do one of these to be  
15 able to see down the track or could you see down the track with  
16 the headlights?

17          A.    No.  Normally you can't see through the lead car.  But  
18 when it's light outside, you can see straight through the lead  
19 car.

20          Q.    Right.

21          A.    And because it was such a bright orange, just like  
22 daylight, you an straight through.

23          Q.    So it was an evident bright orange --

24          A.    Yes.

25          Q.    -- that you were seeing?  That's what I wanted to hear.



1 Good. The door is closed to the operator's compartment?

2 A. Yes.

3 Q. You see this bright orange. What were you thinking?

4 A. That there was a fire.

5 Q. A fire?

6 A. In front of us.

7 Q. In front of us. Have you experienced fires like that in  
8 front of trains before?

9 A. No.

10 Q. That was just your initial observation?

11 A. Yes.

12 Q. Did you make any communication with the train operator  
13 at that point?

14 A. I start knocking on the door of the train door and I  
15 tell the train operator we need to reverse the train.

16 Q. Did the train operator open the door? Or did you yell  
17 through the door? Do you remember?

18 A. I really can't recall.

19 Q. Can't recall?

20 A. No.

21 Q. My experience with metro is if you knock on the window  
22 and kind of talk loud, they can hear you?

23 A. Yes.

24 Q. Okay. Because there's a vent there in the door?

25 A. Yes.

1 Q. So you would be able to communicate through the door, in  
2 other words?

3 A. Yes.

4 Q. Okay. So you informed the train operator that you  
5 thought the train should be reversed?

6 A. Yes.

7 Q. Okay. What did the train operator respond?

8 A. He, I know he was trying to get on his radio. But he  
9 then, he's doing something and then he shut down the train and he  
10 goes to start going to the other end.

11 Q. So he was trying to manipulate his radio in some manner  
12 to connect with his communications?

13 A. Yes.

14 Q. And at some point shortly thereafter he shut the train  
15 down at that end with the intent of walking to the opposite end to  
16 reverse the train?

17 A. Yes.

18 Q. Okay. Tell us what happened then?

19 A. As I'm walking, trying to help the train operator go to  
20 the other end because it is a crowded train, I actually lose him  
21 from the third to last car because I'm being bombarded by  
22 customers asking me questions.

23 Q. So you're working your -- let me interrupt you for a  
24 minute. You're working your way with the train operator to the  
25 rear of the train?

1 A. Yes.

2 Q. Are you with Officer Young at that time?

3 A. No.

4 Q. Officer Young was where?

5 A. I, I don't know.

6 Q. You got separated?

7 A. Yes.

8 Q. Okay. Officer Young was with you, though, when you  
9 knocked on the front --

10 A. Yes.

11 Q. -- door to communicate in the first place, right?

12 A. Yes.

13 Q. Okay. You made it maybe halfway through the train or a  
14 little bit further maybe and you got separated from the train  
15 operator?

16 A. Yes.

17 Q. Because customers were bombarding you with questions as  
18 to --

19 A. Yes.

20 Q. -- to what to do?

21 A. Yes.

22 Q. Okay. Continue, please.

23 A. So I stopped there. I speak with the customers,  
24 basically letting them know exactly what's going on, from what I  
25 know, and also trying to use my radio. But at that moment, it

1 wasn't working.

2 Q. Do you recall did the train operator make any  
3 announcements on the intercom up to that point?

4 A. I know once he, it had to be once he got to the lead  
5 car, because that's the only way he can use the actual intercom  
6 system. He made some announcements. I can't recall what he said.

7 Q. When he got to the other end of the train? Do you  
8 remember if he made any announcements on the PA system of the  
9 train when he was at the front end of the train?

10 A. He made plenty of announcements.

11 Q. Plenty of announcements?

12 A. Yes.

13 Q. To try to keep people informed as to what was happening?

14 A. Yes.

15 Q. Okay. Good. So you're back halfway in the train --

16 A. Yes.

17 Q. -- trying to dialog with passengers as best you could?

18 A. Um-hum.

19 Q. Crowded train. Train operator continues on to make his  
20 way up to the, at this point it's the back end of the train?

21 A. Yes.

22 Q. The intention there was to reverse the train?

23 A. Yes.

24 Q. Please proceed.

25 A. I try to use my radio, couldn't get out.

1 Q. Couldn't get out?

2 A. Yes. It bonged. I don't --

3 Q. It bonged?

4 A. -- I don't know what it's called.

5 Q. Bonged? It's a technical term meaning --

6 MR. DUMALL: It goes out of range from time to time.

7 MR. DOWNS: I see. For the record, our officer was  
8 explaining a technical aspect of that radio. It goes out of range  
9 from time to time?

10 MR. DUMALL: Yes.

11 MR. DOWNS: Okay.

12 BY MR. DOWNS:

13 Q. Please proceed.

14 A. So then I speak with the train operator periodically  
15 through the emergency call box and --

16 Q. That's on each end of the car?

17 A. Yes.

18 Q. And some cars have them in the middle?

19 A. I'm not familiar with it being in the middle, but I do  
20 know they're at the end.

21 Q. Okay.

22 A. But I was at one of the ends.

23 Q. You happened to be, at that time you used the emergency  
24 call box at the end to communicate to the operator, but at that  
25 time it was at the rear end of the --

1 A. Yes.

2 Q. -- train? Okay.

3 A. And whatever I can get from, I could hear from my radio,  
4 I'll tell him and he would relay what's saying over his radio.

5 Q. And what were you hearing, in general, on your radio?

6 A. That L'Enfant Plaza was filled with smoke, that they're  
7 evacuating L'Enfant Plaza, that they were trying to find the train  
8 operator for the other train also.

9 Q. The 510 train that's in the station?

10 A. Yes.

11 Q. I see. So you were aware of that from your radio?

12 A. Yes.

13 Q. Okay. Go ahead.

14 A. What else? I can't recall --

15 Q. Okay.

16 A. -- exactly anything else.

17 Q. Let me take little bit different path here, officer.

18 A. Okay.

19 Q. At some point the ventilation system was shut off in  
20 your train, do you recall?

21 A. I don't know when the -- I don't know how that --

22 Q. The rail car started to fill with smoke at some point?

23 A. Yes.

24 Q. Do you remember when that started?

25 A. Basically when we stopped.

1 Q. As soon as the train stopped?

2 A. You could see the smoke coming into the --

3 Q. Smoke was coming in?

4 A. -- train. Yes.

5 Q. Okay.

6 A. When I was on the first lead car.

7 Q. A little sidebar, in your training, initial railcar  
8 familiarization training, do they instruct you about train  
9 systems, the ventilation system and all that sort of stuff?

10 A. No. No.

11 Q. Strictly law enforcement?

12 A. Law enforcement and how to use the emergency doors.

13 Q. Emergency doors and that's it? I see.

14 A. If it's anything else, right now I can't recall.

15 Q. Okay. That's fine. Just whatever is immediately, in  
16 your immediate recollection is fine. Okay. Smoke started almost  
17 immediately when the train stopped?

18 A. Yes.

19 Q. And it, at some point, we had testimony that the  
20 ventilation system was shut off, but you don't recall?

21 A. Yeah, I'm not familiar when it could have.

22 Q. Okay. The density of the smoke in the railcars that you  
23 were in at the time, how bad was it? Could you see the far end of  
24 the car or --

25 A. No.

1 Q. Well, how far down could you see? Halfway?

2 A. From the very, I was at the very end where the emergency  
3 call box to the next door. That was --

4 Q. To the next door? Halfway down the car?

5 A. No. Not even halfway. A quarter of the door.

6 Q. Oh, the first door you come to?

7 A. Yes.

8 Q. So that's, like, not even 10 feet?

9 A. No. Not even 10 feet.

10 Q. The smoke was that dense?

11 A. Yes.

12 Q. Okay. Were all the cars that way at that time that you  
13 had traveled or --

14 A. Yeah, pretty much.

15 Q. Pretty much? Okay. We're trying to narrow it down as  
16 best we can, and I know it's kind of challenging here because you  
17 had your hands full. When did the passenger's self-evacuation  
18 start, at least that you're aware of?

19 A. The self-evacuation started -- I don't know when the  
20 train operator said that he was checking the cars, he went all the  
21 way to the back of the car, the back of the cars. That's what he  
22 told me. And when he came back toward my car, that's when we  
23 actually saw people on the catwalk.

24 Q. So correct me if I'm wrong. He had gone to the rear of  
25 the train and then he worked his way back down the train?



1 A. Yes.

2 Q. And you were in what car at that time, roughly?

3 A. I was still in the --

4 Q. Middle of the train?

5 A. Yeah.

6 Q. Okay. The train operator made his way to that  
7 particular car and that's when the self-evacuation started to  
8 occur?

9 A. Yes. That's when we saw people in the catwalk and the  
10 lights.

11 Q. Flashlights or cellphones --

12 A. Yes.

13 Q. -- maybe?

14 A. Yes.

15 Q. Which way were those lights moving?

16 A. That I saw, it was going towards L'Enfant Plaza.

17 Q. To the rear of the train?

18 A. Yes.

19 Q. Okay. We had testimony to the effect that passengers  
20 had self-evacuated and started walking in the wrong direction,  
21 meaning to the front of the train. Do you have any knowledge  
22 about that?

23 A. No.

24 Q. You didn't see anybody or --

25 A. I wasn't that far. I wasn't towards the front of the

1 train car, so I couldn't see that way.

2 Q. So you could barely see inside the car. You could kind  
3 of see outside the car and under the catwalk and that was about  
4 it?

5 A. Yeah, because I saw the lights on the outside.

6 Q. On the outside? Okay. In the railcar that you were in,  
7 tell us about what are the kinds of things that you did to try to  
8 calm the passengers.

9 A. I spoke with them. I kept them updated as much as I  
10 knew. Some people were saying they wasn't going to see their  
11 kids. I was trying to talk to them that you're going to see them.  
12 Just stay with me. I gave people water that needed water, because  
13 I had some actually on me. I advise them about putting any type  
14 of clothing over their face, telling them to get down where the  
15 smoke was thin. That was it before everything started self-  
16 evacuating.

17 Q. Okay. The self-evacuations, did that occur in the  
18 railcar that you were in?

19 A. No.

20 Q. No? So it sounds like you were successful in keeping  
21 the folks in the car that you were in?

22 A. Yes.

23 Q. Would that be a fair assessment?

24 A. Well, yes. I did tell a few people to keep the doors  
25 closed because the smoke is heavy outside.

1 Q. Right. But as far as you know, the smoke came in the  
2 car and it did not, you don't know when the ventilation system cut  
3 off?

4 A. No.

5 Q. And the ventilation system's fairly noisy. You can hear  
6 it, yes?

7 A. Yes. Typically, yes.

8 Q. Typically? And was there background noise during this?  
9 Loud people talking so that maybe that kind of impeded you a  
10 little bit from hearing the background ventilation fans and such?

11 A. It could have.

12 Q. Okay. Unfortunately we had a fatality in the third car  
13 was it?

14 A. I'm not sure which car. I believe --

15 Q. Let's forget the car number. That's really not  
16 important. Did you happen to encounter that fatality?

17 A. No.

18 Q. No?

19 A. No.

20 Q. So you don't remember coming across somebody who was in  
21 distress like that?

22 A. No. Not that particular lady.

23 Q. Okay. There was somebody else that was in distress?

24 A. Yes. I assisted with several people that were having  
25 panic attacks and asthma attacks. I also assisted a gentleman

1 that was having a seizure on the floor.

2 Q. Seizure, like, a diabetic seizure or --

3 A. I'm not sure what type --

4 Q. You're not sure?

5 A. -- of seizure, but he was --

6 Q. Convulsing?

7 A. -- convulsing on the floor and the fireman, when he  
8 finally got there, he said just make sure he doesn't bump his head  
9 and make sure he doesn't black out, so I was helping him out.

10 Q. Okay. Okay. So your radio was still not functioning or  
11 it's in and out or --

12 A. There was times it did go out.

13 Q. And you were trying to communicate with your com center?

14 A. Yes.

15 Q. Okay. And what were they telling you, in general?

16 A. They were telling me that they were trying to locate the  
17 train operator. They also were telling me that fire department  
18 was on the scene. That's all I can recall --

19 Q. Okay. That's fine.

20 A. -- of that.

21 Q. We'll get a transcript. I'm just trying to help you  
22 along with your thought processes here. Okay. Tell us what  
23 happened next?

24 A. From what part?

25 Q. From the part you were trying to calm the passengers,

1 fire department hadn't arrived yet.

2 A. Okay.

3 Q. You saw some folks on the outside that were self-  
4 evacuating from other cars. And it sounds like those cars were to  
5 the front of the train, rather than --

6 A. Yes.

7 Q. -- to the rear of the train because they would've had to  
8 pass by your car at the time, okay?

9 A. Yeah.

10 Q. From that point on?

11 A. I went over the air on my radio saying that they were  
12 self-evacuating. From there, I tell the train operator to tell  
13 the passengers to come towards the rear of the train so they can  
14 go the right way instead of going towards the bridge. And --

15 Q. This is over the intercom?

16 A. Yes. And because he had that car, he was trying to fix  
17 or do something with the car. I'm not sure. He was able to use  
18 the radio in that particular car to tell them which way to go.  
19 From there, I was still speaking with different passengers and we  
20 just waited for the firemen to come.

21 Q. Waited for the fire department to arrive?

22 A. Yes. Because I didn't know which way to evacuate or how  
23 to evacuate them at that point.

24 Q. Okay.

25 A. Or where the people were in the tunnel at that moment.

1 Q. The fire department arrived through the end car door of  
2 the car that you were in or through the outside door, side doors?

3 A. Honestly, I'm not sure where they arrived because I was  
4 actually helping someone at that moment.

5 Q. You were busy?

6 A. I just happened to see him go past me and that's when I  
7 noticed that the fire department was around.

8 Q. I see. So there were a number of firefighters at that  
9 point showed up?

10 A. Yes.

11 Q. And what happened next?

12 A. That's when the customer brought a guy that was seizing  
13 and I helped him out. And then --

14 Q. Helped him out of the car?

15 A. No. I helped him from hitting his head and keeping him  
16 conscious --

17 Q. I see.

18 A. -- conscious. From there, the firemen had to drag him  
19 out because he couldn't, they couldn't get some equipment in  
20 there. So they dragged him out and from there I tried to help  
21 them evacuate from the front of the train, which I was told they  
22 were evacuated from the front.

23 Q. Okay. So you were in the middle of the train at first,  
24 but at that point you had moved your way to the front of the  
25 train?

1 A. The second car.

2 Q. Second car?

3 A. Yes.

4 Q. Okay.

5 A. From the rear.

6 Q. Second car from the rear?

7 A. Yes.

8 Q. Okay. So your assistance was really needed to the  
9 front of the train, you're saying, so you moved in that direction?

10 A. Well, I was moving to make sure that everyone was  
11 exiting the train as much as possible and find out if anybody  
12 needed help.

13 Q. I see. So you were helping people to the rear of the  
14 train, to evacuate to the rear of the train?

15 A. Yes.

16 Q. And then once those folks were taken care of, you  
17 continued to move forward?

18 A. Yes.

19 Q. Is that --

20 A. And I was trying to find anyone that needed help getting  
21 out of the train --

22 Q. I see.

23 A. -- or anyone that needed anything.

24 Q. And how did you help them get out of the car? Through  
25 the end door of the railcar or the side doors?

1           A.    Well, I never physically helped anyone until I actually  
2 got to the very rear train car.

3           Q.    I see.

4           A.    That's when I finally was able to actually help people  
5 get out.

6           Q.    I see. Did you pull any emergency exit door handles to  
7 allow fire department access or anything like that?

8           A.    No, sir.

9           Q.    No? And do you know if the fire department folks from  
10 the outside were able to open any of the doors or --

11          A.    I'm not familiar.

12          Q.    Not familiar? Okay. All right. So the fire department  
13 is on the scene evacuating various passengers and such and you're  
14 working your way -- once the passengers you were with were  
15 attended to by fire department, you worked your way forward  
16 progressively?

17          A.    Yes. Yes.

18          Q.    Is that correct? Until you made the very front of the  
19 front car?

20          A.    Yes.

21          Q.    Make sure the last passengers were cleared?

22          A.    Yes.

23          Q.    Yes? Okay. What did you then do?

24          A.    Whilst they got the man out of his wheelchair and exit  
25 him and exit him out, that's when I finally were able to exit the



1 train through the side door on the catwalk and --

2 Q. From the lead car?

3 A. -- from the rear.

4 Q. From the rear?

5 A. Yes.

6 Q. The gentleman in the wheelchair, do you remember what  
7 railcar that was? The last railcar?

8 A. Yes. That was closer to L'Enfant Plaza.

9 Q. Closest to L'Enfant?

10 A. Yes.

11 Q. Okay. And they're standard was a -- I understand it was  
12 a mechanized wheelchair, so it'd be kind of heavy?

13 A. Yes. Yes.

14 Q. And they had to hand carry the individual out of the  
15 railcar?

16 A. Yes.

17 Q. Okay. Suffice to say you and the other officer were the  
18 last officers off the train?

19 A. Me and a sergeant.

20 Q. And a sergeant?

21 A. Yes.

22 Q. Officer Young's activities during this time, do you have  
23 any idea?

24 A. I have no idea.

25 Q. No idea?

1 A. We didn't have any communication from the time --

2 Q. You were just separated at the time?

3 A. Yes.

4 Q. She was doing her thing and you were doing your thing?

5 A. Yes.

6 Q. Okay. Well, we're going to interview her --

7 A. Yes.

8 Q. -- and get that testimony as well. Okay. Good  
9 testimony. Thank you. Training? You've been with the Transit PD  
10 for how long?

11 A. Six years.

12 Q. Six years? As an officer all the time?

13 A. Yes.

14 Q. Okay. And you undergo, I'm presuming, initial new  
15 officer training?

16 A. Yes.

17 Q. Is evacuation processes covered in that training?

18 A. Yes.

19 Q. To your best recollection? Because I don't want to put  
20 you on the spot too much. Six years ago?

21 A. Yes. I believe -- I know there's some type of training,  
22 but I'm not familiar with the actual training --

23 Q. Okay.

24 A. -- right now.

25 Q. Okay. Is there annual refresher training that you go

1 through?

2 A. For evacuation?

3 Q. Any kind of refresher training for train safety or train  
4 emergencies?

5 A. I know there's some type of training for train  
6 emergency, but I'm not familiar with which one.

7 Q. Are you required to be recertified as an officer every  
8 year?

9 A. Yes.

10 Q. Is that how it is? Is there an exam for this or  
11 (indiscernible) tester that you conduct?

12 A. Exam. During the time that we're in the --

13 Q. And you get your recertification?

14 A. Yes.

15 Q. Okay. And do you remember if there's any kind of  
16 evacuation questions or whatever during this recertification?

17 A. I recall this year that there wasn't.

18 Q. Wasn't?

19 A. Yeah.

20 Q. Okay. Very good. I'll pass the next line of  
21 questioning up the line here.

22 BY MR. ADAMS:

23 Q. Dorsey Adams. Officer Paige, did you happen to note  
24 what time it was when you noted possible smoke in the tunnel?

25 A. I know the train -- it had to be around 3:00, 3:06,

1 around 3:06, because I know the train came around 3:10.

2 Q. Okay. At one point after the train operator left you  
3 and came back through, you noted that there were people outside --

4 A. Yes.

5 Q. -- self-evacuated? Did you try to address that at the  
6 time, either one of you?

7 A. Address the people outside?

8 Q. Yes, like --

9 A. There was no way to actually speak with them from inside  
10 the train car. That's why he went over the intercom.

11 Q. Okay. Would that be heard outside the train?

12 A. Yes.

13 Q. Okay. Telling them not to --

14 A. Yes.

15 Q. -- self-evacuate? Did he leave you there at that point  
16 or did he stay with you?

17 A. I lost track of him.

18 Q. You lost track of him?

19 A. I'm not sure where he went from there.

20 Q. Which direction he went in? Are you taking the  
21 CPR/first aid training?

22 A. Yes.

23 Q. Is that every year?

24 A. Yeah.

25 Q. Okay. That's definitely something you remember, right?

1 A. Yes.

2 Q. That's all the question I have right now.

3 BY MR. BALLARD:

4 Q. Hercules Ballard, Washington Metro. Ms. Paige, do you  
5 remember when the train, the lights went on to emergency lighting?  
6 Was it immediately after the train stopped or some time expired,  
7 if you remember?

8 A. I'm not familiar.

9 Q. Okay. That's all I have.

10 BY MS. FLEMINGS-MCCANN:

11 Q. Hi, Officer Paige. Preliminary to (indiscernible) I  
12 missed some of the testimony, but I wanted to say, first of all,  
13 thank you for your service. I know it probably was a little  
14 confusion, crazy and everything else going on, especially when you  
15 separated from your partner and I understand when it's so crowded,  
16 people panic and everybody's doing what they would do. So I just  
17 wanted to say, I guess I'm more focused on your radio because  
18 we're hearing that quite a bit with radio lost communication.

19 Do you think it was just a dead spot or was it your  
20 radio? Because I know, you know, the digital thing is going on  
21 right now and we're hearing a lot about that. So do you think, is  
22 this normal to lose some kind of communication and radio in the  
23 performance of your duties?

24 A. Yes.

25 Q. Okay. Is Chief Havik -- am I saying his name right?

1 MR. BUCHER: Havlik (ph.).

2 MS. FLEMINGS-MCCANN: Havlik? Okay.

3 BY MS. FLEMINGS-MCCANN:

4 Q. Is he aware of the situation?

5 A. I can't attest to that.

6 Q. Okay. Being the fact that I'm actually a station  
7 manager by trade, I interact with a lot of police officers,  
8 transit officers and I do know that a lot of times the radios are  
9 a problem. I thought they were updated or upgrade or something  
10 because not only do we allow you all for our safety and the safety  
11 of you and your other officers, I know that that's been a problem  
12 for a while. And in this situation, when you needed to make  
13 contact, it seemed to fail you then. I am glad that you and the  
14 train operator was able to find a way to communicate to get some  
15 stuff going back and forth. But again, I just want to say thank  
16 you for your service and I'm sure it was a little scary for you  
17 all, so but we appreciate you.

18 A. Thank you.

19 Q. No more questions.

20 BY MS. SAMARASINGHE:

21 Q. Sharmila Samarasinghe, Tri-State Oversight Committee.  
22 Officer Paige, the first question I have is about the fire  
23 department firefighters who removed that one particular passenger.  
24 You said this is the passenger who was having a seizure? And you  
25 said -- were you saying that they had to drag him out of the car

1 because they couldn't get their equipment in?

2 A. Yes.

3 Q. Okay.

4 A. That's what the firemen told me.

5 Q. Okay. Okay. So you didn't see them dragging him out?

6 A. Oh, I saw them --

7 Q. Okay.

8 A. -- drag him out.

9 Q. All right. Which car was this? Do you remember the --

10 A. The second to last car on the train.

11 Q. Second to last car facing --

12 A. If you were facing, going toward Huntington --

13 Q. Huntington?

14 A. -- the second to last car.

15 Q. All right. Okay. And were there any of the on board  
16 ladders used by the fire department?

17 A. I don't know.

18 Q. Okay. All right. Just going to the very beginning of  
19 the incident, you mentioned that you were on the lead car when it  
20 was facing Huntington?

21 A. Yes.

22 Q. And you were in the lead car right beside the cab. And  
23 where was Officer Young?

24 A. Right beside me.

25 Q. Right beside you?

1 A. Yes.

2 Q. And then you all started working the incident and you  
3 got separated and I know you were having problems with your radio.  
4 But if you wanted to, and if the radios were working, would you  
5 have been able to communicate with Officer Young over your radios?  
6 With each --

7 A. Yes.

8 Q. -- other, I mean?

9 A. Yes. We could have.

10 Q. Okay. All right. And so throughout the incident, you  
11 kind of got spotty radio coverage or was it just dead all the  
12 time?

13 A. It wasn't dead all the time.

14 Q. Okay.

15 A. I was able to actually get out sometimes.

16 Q. Okay. So sometimes when you were moving it was working  
17 and sometimes it wasn't?

18 A. Basically, yeah.

19 Q. Okay. All right. Thank you.

20 BY MR. BUCHER:

21 Q. Dave Bucher. Right now I only have one question, and  
22 that concerns did you hear or feel the airbrakes go into emergency  
23 on the train? In other words, did you hear the sound of the train  
24 airbrakes going on?

25 A. Um-um.



1 Q. No?

2 A. I'm not -- I don't really know what to feel for.

3 Q. Okay.

4 MS. FLEMINGS-MCCANN: Psss (ph.). That's what it sounds  
5 like.

6 MR. BUCHER: All right. I'm going to pass it off to Mr.  
7 Downs.

8 BY MR. DOWNS:

9 Q. Officer Paige, have you had any prior events of this  
10 size in your 6-year experience?

11 A. No, sir.

12 Q. No other serious events that you were involved with?

13 A. No, sir.

14 Q. Okay. Self-evacuations, have you ever encountered self-  
15 evacuations before?

16 A. No, sir.

17 Q. Okay. Let's see. Respirator masks. Are you folks, are  
18 you officers issued respirator masks?

19 A. We are issued masks. I believe my air piece is expired.

20 Q. Say it again? I'm sorry?

21 A. I believe my air piece is expired.

22 Q. So you are issued respirator masks? Would you normally  
23 carry that with you on duty?

24 A. Well, since it's expired, I --

25 Q. If it wasn't expired, would you normally carry it on

1 duty with you?

2 A. During certain times, yes.

3 Q. Certain times?

4 A. Like, big events. That's when most people bring their  
5 respirator masks.

6 Q. Are you issued instructions when to bring their masks  
7 with you --

8 A. No.

9 Q. -- or it's your own initiative?

10 A. Own initiative.

11 Q. And your initiative would be determined upon your  
12 experience in the field or what? How would you make that  
13 decision?

14 A. I guess experience in the field.

15 Q. Okay. When was the last time you brought your  
16 respirator mask with you? What event?

17 A. I would say maybe 4 years ago.

18 Q. And what event was that, that you can best recall?

19 A. Possibly 4th of July.

20 Q. And that was 4th of July celebration in D.C. where you  
21 were patrolling on your routine, patrolling the trains?

22 A. Yes.

23 Q. Okay. And the mask, you say yours is expired?

24 A. Yes.

25 Q. Whose responsibility is it to either swap out the

1 cartridge or get that renewed?

2 A. I'm not familiar with who it is.

3 Q. Okay. But it just seems to me, and correct me if I'm  
4 wrong, that if you're issued a mask and when it expires either the  
5 agency would flag it for you and say, by the way, your cartridge  
6 is out of date and here's a new one. And do you know how to  
7 replace the cartridges?

8 A. No.

9 Q. You're not familiar with the replacement?

10 A. I didn't put my cartridge in there. It was already in  
11 there.

12 Q. Given to you?

13 A. Yes.

14 Q. Were you fit-tested?

15 A. Yes.

16 Q. Okay. So you undergo the annual fit-test training, test  
17 procedure?

18 A. Which fit-test?

19 Q. Fit-test. Where they put the mask on you and make sure  
20 it's --

21 A. Oh.

22 Q. -- properly sealing around your face?

23 A. When I was issued, that's the only time that was --

24 Q. When you were first issued, that's the only time you did  
25 a fit-test that you best recall?

1 A. Yes.

2 Q. Okay. But you do have a mask now. Where do you keep  
3 the respirator mask?

4 A. In my locker at my district, at Huntington.

5 Q. At your locker --

6 A. In my locker at Huntington, in my district.

7 Q. At the Huntington Station, at the PD Station in  
8 Huntington?

9 A. Yes.

10 Q. Okay. And the last time you used it, you say, was a  
11 year ago?

12 A. No. About 4 years ago.

13 Q. Four years ago? I'm sorry. Four years ago. Thank you  
14 for the correction. How long has it been out of date? Do you  
15 remember?

16 A. Maybe 4 years ago.

17 Q. So it could've been out of date now for 4 years?

18 A. Yes.

19 Q. And you've not had a need to use it since?

20 A. No.

21 Q. Okay.

22 A. I never actually physically used it on duty ever.

23 Q. But that was the only time that you thought that you  
24 really need to bring it along?

25 A. Yes.

1 Q. I see. The mask is, oh, maybe about yay big? Okay?

2 A. Yes.

3 Q. Does it fit on your belt in a package or how is it  
4 stowed?

5 A. It hangs off your belt and strap on to your leg.

6 Q. Okay. And it comes in a carrying pouch?

7 A. Yes.

8 Q. To keep it clean and everything?

9 A. Yes.

10 Q. Okay. So it could be worn by you without being too much  
11 of an impediment? I realize you have all kinds of gear on at the  
12 time, right?

13 A. Yeah.

14 Q. Between your service weapon and flashlight and all the  
15 other equipment you carry, your radio, would carrying this all the  
16 time be an impediment, in your opinion?

17 A. Well, it'd being a foot officer, it is more to carry. I  
18 will if I have to, but it is -- it's more to carry, as a foot  
19 officer.

20 Q. I see. Do you think having a respirator mask in this  
21 particular circumstance might've helped?

22 A. It would've helped customers. I can't see myself,  
23 honestly, putting it on, telling people that help is coming and  
24 we'll be okay and I'm wearing one and they're not.

25 Q. Okay. The reason I ask that is typically, like, in

1 airline flights, the flight attendants always say put your own  
2 mask on first and then help your child --

3 A. Yes.

4 Q. -- because you're no good because if you're  
5 incapacitated, and --

6 A. Yes.

7 Q. -- your child's there. So the thinking there is it's  
8 far better to have a trained professional have a mask to be able  
9 to keep mobile and helping people rather than you become, as an  
10 officer, become incapacitated and giving a mask to somebody else.  
11 Obviously you can't give a mask to everybody on the train, in  
12 practicality there. I just wanted to have a few thoughts from you  
13 on that point.

14 Okay. Your only interaction with the fire department  
15 was when they finally evacuated the train car by car?

16 A. And also with the seizure customer.

17 Q. With there seizure customer?

18 A. Yes.

19 Q. Okay. When you finally got off the train, what  
20 happened?

21 A. I was helped out by another officer. I'm not familiar  
22 with who the officer was.

23 Q. From your district or --

24 A. I don't -- it's a new officer. I don't even know his  
25 name.

1 Q. You don't recall his name or --

2 A. I never looked to see who he was.

3 Q. Didn't matter? Just a fellow officer?

4 A. Yes.

5 Q. Okay. He helped you up to the surface or topside or --

6 A. Yes.

7 Q. Okay. What happened then?

8 A. I was escorted to a EMS unit for oxygen.

9 Q. Okay.

10 A. I tried to sit there for a little bit, but I couldn't  
11 breathe with oxygen on at that point, so I took it off. And then  
12 I was escorted to another place to actually put oxygen on and at  
13 that point, I could actually breathe oxygen.

14 Q. Okay.

15 A. So I sat inside -- well, first I sat in a bus waiting  
16 for, waiting to be transported to a hospital. But then I was  
17 transferred to another bus to put a oxygen mask on and transported  
18 to G.W.

19 Q. Okay. And that's with other passengers or --

20 A. Yes.

21 Q. Okay. Officer Young, did you happen to connect with  
22 Officer Young again after you had evacuated the train?

23 A. I asked around and finally was able to connect with her  
24 through other officers.

25 Q. You did hook up with her at some point later on in the

1 evening?

2 A. Yes.

3 Q. Okay. All right. Very good. I'm going to do a little  
4 brainstorming with you.

5 A. Okay.

6 Q. In a retroactive, retrospective thoughts, meaning  
7 knowing what you know now.

8 A. Okay.

9 Q. Would you have done anything differently that might've  
10 helped the situation? We're not saying you did anything wrong.  
11 The idea is --

12 A. Yeah.

13 Q. -- you know, there's always things in retrospect,  
14 knowing what I know now, maybe I would've done it a little  
15 different. This is to help out. The idea is to share the  
16 thoughts with other to help out maybe in a future event?

17 A. That's not one thing I can think of.

18 Q. Nothing jumps out at you that you might do differently?

19 A. Because were I was, I was able to help plenty of people.  
20 I can't think of anything that I could've done different.

21 Q. Okay. That's my questions so far.

22 BY MR. ADAMS:

23 Q. I'm Dorsey Adams. I was thinking about your response  
24 to, you know, wearing a respirator in the middle of a lot of chaos  
25 and Mr. Downs's explanation of why it might be recommended that



1 you wear one. And if you did have one and it was up to date and  
2 it was on you at the time of the incident, would you have put it  
3 on?

4 A. I can't say. I possibly would have. I would've helped  
5 other people. I might have used it once in a while and help other  
6 people with it, but I can't say I would've had it on the whole  
7 time.

8 Q. Shared it around with --

9 A. Yes.

10 Q. Okay. I have no more questions.

11 MR. BALLARD: I have no questions.

12 BY MS. FLEMINGS-MCCANN:

13 Q. Marlene Flemings. I have one. I think when we  
14 interviewed the deputy chief in front of you, he said that you all  
15 weren't issued those, unless I might've messed up my notes. I  
16 don't know. And I just wanted to know if this is something that  
17 was done back when you started and maybe now they don't do it or  
18 do you know if they, after a year or two, issue you new ones?  
19 Because he is saying you all don't get those.

20 A. I don't know what they currently do, but I have one in a  
21 locker.

22 Q. Well, I probably would feel that if they was currently  
23 still doing it, you would have a updated new one. So maybe when  
24 you started 6 years ago, they had it and then they stopped. But  
25 do you think that it would -- well, I know you said as far as

1 carrying more stuff, and I know you guys carry a lot of stuff. If  
2 there was some way that it was smaller or easier to carry, like a  
3 little pouch size or something up on your belt, would that be  
4 easier for you if they did issue something smaller, not so bulky  
5 where, you know, you would have more stuff sticking out on you?  
6 You're a foot officer so you never know when you going to have to  
7 go treat someone, and that's more stuff, so --

8 A. If it was smaller, yeah.

9 Q. It would, it would be better?

10 A. Yes.

11 Q. Okay. Thank you. Thank you. No more questions.

12 BY MS. SAMARASINGHE:

13 Q. Sharmila Samarasinghe, Tri-State Oversight Committee.  
14 Officer Paige, MTPD Transit Police has annual full-scale drills.  
15 Drills, emergency drills to mimic emergency incidents that take  
16 place on the system and so these things happen at least once a  
17 year. Are you all, as officers, are you all notified of those  
18 drills as they are planned or they are scheduled, saying something  
19 is coming up in 3 months or 6 months or a month and let somebody  
20 know if you want to participate or be an officer of -- or do you  
21 recall in the 6 years you've been with the force whether you've  
22 heard of these drills or had the opportunity to say you would like  
23 to participate?

24 A. I have heard of the drills.

25 Q. Okay.

1           A.    But as for participating, I'm not familiar with how to  
2 sign up.

3           Q.    Okay.  Okay.  Thank you.

4                    BY MR.  BUCHER:

5           Q.    Dave Bucher again.  I have one question.  How long have  
6 you had the patrol duty that included L'Enfant Plaza and the  
7 riding of trains in that area and, you know, in between and back  
8 and forth?  Just curious how long you've been on there?

9           A.    On the actual area?

10          Q.    That included L'Enfant?

11          A.    I'm sorry, I'm not following the question.

12          Q.    Well, okay.  And I go back to what you said before.  You  
13 had a triangular territory between Gallery Place and L'Enfant  
14 Plaza and someplace else, which --

15          A.    Metro Center.

16          Q.    -- Metro Center.  How long have you been on that duty?

17          A.    It was just for that day.

18          Q.    Just for the day?

19          A.    Yes.

20          Q.    Okay.

21          A.    And we switch what we call beats, which is the area we  
22 work at, pretty much every day --

23          Q.    Okay.

24          A.    -- that we work.

25          Q.    Okay.  And how does that -- I guess what I'm working

1 towards is how, you know, your experience in that area and that  
2 you were familiar with the physical characteristics of the tunnels  
3 and everything. Do you feel that you were qualified in all the  
4 physical characteristics of the station and the tunnels and --

5 A. I'm familiar with the station. But the tunnels, I'm not  
6 familiar with the tunnels.

7 Q. All right.

8 A. We go through it with the trainings, but that's about  
9 it.

10 Q. Okay. Okay. That's all I have right now. Thank you.

11 BY MR. DOWNS:

12 Q. Downs, NTSB again. Back on the subject of training  
13 drills. What's the arrangement on training drills. Are you  
14 required to go through annual training drills or do you volunteer  
15 for training drills? How is that set up?

16 A. I'm not familiar with how we sign up or actual --

17 Q. Have you participated in --

18 A. No.

19 Q. -- the training drill in the past year?

20 A. No.

21 Q. And when was the last training drill you participated  
22 in? Do you recall?

23 A. I don't think I have participated since I got hired.

24 Q. Since you went to your original training?

25 A. No.

1 Q. Okay. And that'd be 6 years ago?

2 A. Yes.

3 Q. Okay. Back on the topic of respirator masks. We  
4 discussed a little bit the fact that they're fairly large and  
5 bulky and it'd be more equipment to carry. And quite frankly,  
6 fortunately, events, smoke events on the system are rare. Would  
7 you say that's a fair --

8 A. Yes.

9 Q. -- observation? So the usage of them would have to be  
10 balanced against the carrying of the equipment? Yes?

11 A. Yes.

12 Q. Please speak up. Yeah, okay. However, the concept did  
13 come up, earlier testimony, about potentially putting respirator  
14 masks on trains for the rain crew.

15 A. Okay.

16 Q. And police officers. Meaning if there happened to be  
17 one or two officers on a train, being able to grab a mask so that  
18 at least the train crew --

19 A. Okay.

20 Q. -- member and police officers would have the ability to  
21 maintain control and help other passengers, would that be  
22 something that would be a benefit, do you think, and of use to  
23 you? Rather than having to carry around something you may never  
24 use?

25 A. I believe so. Yes.

1 Q. Great. Thank you. That's the questions I have for the  
2 moment.

3 MR. ADAMS: No questions.

4 MR. BALLARD: No questions.

5 BY MS. FLEMINGS-MCCANN:

6 Q. Marlene Flemings-McCann. My question, I have a couple  
7 questions that I wanted to ask you. What is the procedures for  
8 going past the end gate?

9 A. Typically, when we go past the end gate, we will call  
10 out on our radio. If we're going onto the catwalk past say, like,  
11 the service doors that's right there, and then once we get back,  
12 we'll call that we're off the catwalk.

13 Q. Okay. Are you required to wear a vest or something that  
14 the operator can see? Because you all wear blue?

15 A. Yes.

16 Q. And that's why I'm asking.

17 A. No, ma'am. Not that I could recall.

18 Q. What if you have to go past that service door?

19 A. Typically we -- typically we don't have to go past the  
20 service door, but when we do, we call out on the air and they call  
21 rail OCC and let them know that we're going to be there.

22 Q. I guess because that's what happened when you come in  
23 late. I missed --

24 A. That's okay.

25 Q. -- and I just heard you say you were going to watch the

1 train or something down on the track? That's what I thought. And  
2 like I said, I didn't know whether or not you got permission.  
3 Because with all the things that happen, an operator spotting  
4 someone, not knowing who's who, in dark clothing. So if you had  
5 to in an emergency, it was emergency, who would you contact first?  
6 How would you -- do you need permission? Because we do. So do  
7 you need permission?

8 A. If we have to go past the service door, unless we're  
9 going to, like, the rail, like, going to the track bed or  
10 completely be on the area, that's when we actually call and get  
11 permission. But typically we don't need permission.

12 Q. Okay. I have a question and I think I'm just  
13 (indiscernible) or something here. You said that, and I guess I  
14 want to know this, because if in your, you know, the job that you  
15 all do, you never know what you're going to do day-to-day?

16 A. Correct.

17 Q. And you're saying that, basically, you are not offered  
18 any training, or updated training, in emergency situation  
19 involving trains or evacuating. I guess the question I have is  
20 how do you know what to do? I mean, I know you know law  
21 enforcement. That's not what I'm saying. In a situation like  
22 this, if they're not offering it to you or telling you how to go  
23 get it, and I know transit do have it for special tactical units,  
24 but you're, like, the foot soldiers out there every day. And when  
25 something happen, they're not calling the tactical units at that

1 moment, they are calling you guys. So it seems like you all are  
2 out there for, saying this, risking your life for something that  
3 you really don't have the equipment or full knowledge of how it  
4 goes because you're not being updated, train like the tactic  
5 units. Or am I just, maybe, wrong?

6 A. We do get training, but for certain things, it might  
7 need to be updated.

8 Q. For something like this that happened, and it could've  
9 been worse, you didn't have the full training or updated training  
10 on that? Like you say, you were basically (indiscernible) the  
11 unit, the operator couldn't make contact and, you know, you were  
12 doing what you knew how to do. But that's it. It was what you  
13 knew how to do. Am I right or am I just kind of grasping at  
14 straws?

15 A. I use some of my training as some of the things I did  
16 know how to do.

17 Q. Right. Right. But nothing that they update you on?  
18 The department's not updating you on stuff that they offer other  
19 officers to have, special units?

20 A. I'm not sure what the special units get trained on,  
21 though.

22 Q. I mean, I've seen them go down in the tunnel for  
23 different things and I guess they got to respond for certain  
24 emergency situation. I'm just looking at as a frontline, like  
25 we're frontline employees. You all are the same. And sometime



1 are the ones that respond first. I just don't see where the  
2 training --

3 A. Okay.

4 Q. -- is coming that can help you in the future.

5 A. Okay.

6 Q. So maybe they might want to look at that.

7 MR. DOWNS: Is there a question there?

8 MS. FLEMINGS-MCCANN: Well, really it's a suggestion.  
9 But you know, I'm just saying.

10 Thank you so much. No more questions.

11 BY MS. SAMARASINGHE:

12 Q. Sharmila Samarasinghe, Tri-State Oversight Committee.  
13 Just honing down on something that Marlene -- brought up. Within  
14 WMATA, within Metro Rail, everybody else has roadway worker  
15 protection training. And Metro Transit PD has their own training  
16 for roadway worker protection. When was the last time you  
17 received your roadway worker protection recertification or initial  
18 training, which ever?

19 A. You'll see that this year or last year.

20 Q. Okay.

21 A. Yeah.

22 Q. And so you go through a recertification where you have a  
23 test at the end?

24 A. Yes.

25 Q. Okay. And so, as part of that training, do they say

1 that you are required to carry a safety vest as part of your daily  
2 PPE?

3 A. Not that I could recall.

4 Q. Okay. All right. So, and I have seen, in some  
5 instances I have seen the Metro PD have safety vests on, and in  
6 some cases they don't. So in the event that you do need a safety  
7 vest, where do you get one? While you're on duty? I'm sorry.

8 A. I sometimes bring mines with me.

9 Q. Okay.

10 A. And if I don't have mines there, there are some officers  
11 that carry theirs, and extra.

12 Q. Okay. All right. And just to follow up, just to get  
13 clarification on what Ms. Hart [sic] was talking about, when you  
14 go past the end gates, or just try to go in past the end gates,  
15 you make contact with the MTPD radio desk and you let them know  
16 that you're going past the end gates? Is that correct?

17 A. Not past the end gates. Past the service doors.

18 Q. Okay. So this is past the end gates, but still within  
19 the railings?

20 A. Yes.

21 Q. And so at what point do you need to make sure that ROCC,  
22 somebody in ROCC knows that you're now past the railing and on the  
23 open catwalk?

24 A. As soon as you want to go past open catwalk.

25 Q. Okay. Got it. Okay. Thank you.

1 MR. BUCHER: Dave Bucher. I have no more questions.

2 MR. DOWNS: I'm good.

3 MR. ADAMS: No questions.

4 MR. BALLARD: No questions.

5 MS. FLEMINGS-MCCANN: No questions. Thank you.

6 MS. SAMARASINGHE: Thank you.

7 MR. BUCHER: Okay. This concludes the interview of Ms.  
8 Paige. Thank you.

9 (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 Kateya Paige

DOCKET NUMBER: DCA-15-FR-004

PLACE: Washington, D.C.

DATE: January 16, 2015

was held according to the record, and that this is the original,  
complete, true and accurate transcript which has been transcribed  
to the best of my skill and ability.

---

Karen Stockhausen  
Transcriber