



National Transportation Safety Board
Washington, D.C. 20594

**Office of Railroad, Pipeline and
Hazardous Materials Investigations**

Survival Factors - Technical Working Group Chairperson's
Factual Report of the Investigation – Emergency Preparedness / Emergency Response¹

Addendum # 2 – Supplemental and Updated / Corrected Information of the Investigation –
Exhibits

*Heavy Smoke Release and Multiple Train Evacuations that occurred in the WMATA Metrorail
Transit System, in and near the L'Enfant Plaza Metrorail Station,
in Washington, DC, on January 12, 2015*

Report Date: October 29, 2015

Exhibits (contents)

1. Witness Testimony Review / Infrastructure Evaluation (Site Inspection) - Activity Sign-In Sheet (List of Meeting Participants)
2. List of Observations Collectively Identified by the Participants of the Workroom Site Inspection
3. Workroom Site Inspection Notations of DC Fire and EMS Party Representative
4. Workroom Site Inspection Notations of DC Fire Marshal's staff
5. Workroom Site Inspection Notations of WMATA Fire Marshal
6. Copy of a Metro Memorandum [supportive to the Workroom Site Inspection activity], titled "Fire/Life Safety Inspection", subject "L'Enfant Plaza Room S200 Urgent Action Required", dated Aug. 28, 2015
7. WMATA Compiled Roster of Metrorail Stations Containing Employee-Occupied Workrooms

¹ The Survival Factors investigation exclusively addresses the emergency preparedness and emergency response, and injury causation aspects of the accident.

Exhibit 1. Witness Testimony Review / Infrastructure Evaluation (Site Inspection) - Activity Sign-In Sheet (List of Meeting Participants)¹

¹ personally identifiable information (PII) redacted in the document



National Transportation Safety Board

Activity Sign-in Sheet

Activity Testimony Review/Infrastructure Evaluation Meeting Case Ref. DCA15F004
Location NTSB HQ - DC Date 9/4/2015 Page 1 of 1

Name*	Title	Affiliation	Telephone / Fax
<u>Richard Dawes</u>	<u>NTSB SF Group Chair</u>	<u>NTSB</u>	
<u>KEVIN P. GADDIS</u>	<u>DEPUTY CHIEF (MTPD)</u>	<u>WMATA</u>	
<u>Thomas Jones</u>	<u>WMATA Fire Marshal</u>	<u>WMATA</u>	
<u>GEORGE GOOD</u>	<u>ACCIDENT INVESTIGATOR</u>	<u>FTA</u>	
<u>DERRON T. HAWKINS</u>	<u>DEPUTY FIRE CHIEF</u>	<u>DC FIRE/EMS</u>	
<u>Tony Falwell</u>	<u>Battalion Fire Chief / Asst. Chief Fire Marshal</u>	<u>FEMS</u>	

*Note - a signature on this document affirms that attendee does not occupy a legal position, nor represents insurers or claimants in this investigation, nor is affiliated with any media organization, pursuant to 49 CFR Part 831.

Exhibit 2. List of Observations Collectively Identified by the Participants of the Workroom Site Inspection

Witness Testimony Review / Infrastructure Evaluation Meeting

Date/time: Sept. 4, 2015 / 10:00 am
Location: NTSB Headquarters, 490 L'Enfant Plaza, SW, Washington, DC 20594
Conducted by: Richard Downs, Jr. / Survival Factors (SF) Technical Working Group Chair
Purpose: Fire Code Evaluation of Room S200 located within the Metrorail L'Enfant Plaza station

Infrastructure Evaluation – Inspection Observation Notations / All Participants

1. Room S200 Exit Door to tracks has no Emergency Light and Exit Sign.
2. Room S200 back Office Room has Lock that is not accessible to emergency responders (fire/police).
3. Room S200 back Office Space Room does not have a clearly marked exit path or Emergency Exit Lighting.
4. Evaluate and document the evacuation times from stations, or find and review past documentation of these evaluations if they have already been conducted.
5. Require Station PA announcements to be audible in all areas of station that may be occupied by employees, and that can be heard over any ambient noise that may occur in that area.
6. Have Evacuation Maps and Routes posted in work and office areas.
7. Make sure fire rated doors have their rating clearly visible. (Fire Door to Room S200 back Office Room was painted over).
8. Identify rooms that should have a maximum room capacity posted based on emergency evacuation requirements.
9. Recommend placement of a “Not an Exit Sign” at the rotating air lock door in Room S200.
10. Room S200 primary entry/exit door has no Emergency Light and Exit Sign.
11. WMATA event after action reports do not have to wait for the completion of final WMATA or NTSB Investigations and/or reports. They can be completed and corrective actions taken soon as possible.
12. WMATA (as an Action Item) should inventory all employee work areas in their system that have been converted from space that was not originally built and designed for normal human occupancy to ensure there are no similar conditions as found in Room S200.

13. General housekeeping inspections should be conducted in station rooms. These inspections should focus on the improper storage of materials and equipment.
14. WMATA should review Post Incident, the need and sufficiency of training and employee response related to Emergency Evacuation Plans and Procedures.
15. Install audio-visual fire alarm notification devices tied to the station fire alarm system (if required by the Fire Code).
16. Make an emergency access key to the occupied workrooms available to the Station Manager staff (such to allow access to the rooms in an emergency).
17. Install a station speaker in the occupied workrooms, such that the occupants can hear (be aware of) emergency announcements being made in the station.
18. Assure no potentially flammable materials (cardboard cartons) are stored too close to heat-producing machinery.
19. Potentially identify a “floor warden” to act as an organizer in the event of an emergency evacuation.
20. Amend Station Manager *emergency procedures list*, for station evacuation procedures, to include that someone (a Station Manager ?) performs a check of occupied workrooms [in a given station] for any personnel that have not been evacuated.
21. Metrorail stations should conduct regular fire drills, to help assure that personnel in occupied workrooms [in a given station] are aware of the emergency evacuation procedures to be followed.
22. Room needs self-contained emergency lighting fixture(s) [wall-mounted / battery powered, in case of electrical power failure] to illuminate pathway to emergency exit(s).
23. WMATA should update their “Metrorail Emergency Response Maps” books (copies of which are made available to the local / jurisdictional fire departments) to include pertinent data of occupied workrooms* that are located with a given Metrorail station.
*workrooms, and similarly occupied workspace areas, that should be checked for occupants (by the station manager staff, and/or the local fire department) during a station evacuation.
24. DC-FEMS should consider amending their SOP that addresses the Metrorail station response procedure, to include that appropriate FEMS resources are dispatched to all of the station entrance / exit locations (not just 2 locations, as is currently cited in the SOP).

Exhibit 3. Workroom Site Inspection Notations of DC Fire and EMS Party Representative

Witness Testimony Review / Infrastructure Evaluation Meeting

Date/time: Sept. 4, 2015 / 10:00 am
Location: NTSB Headquarters, 490 L'Enfant Plaza, SW, Washington, DC 20594
Conducted by: Derron T. Hawkins, Member Survival Factors (SF) Technical Working Group
Purpose: Fire Code Evaluation of Room S200 located within the Metrorail L'Enfant Plaza station

Infrastructure Evaluation Observations

1. Recommendation #1- Evaluate and implement a **centralized accountability system** to track and account for all WMATA , Metro Station personnel including work areas in unique , enclosed and remote locations within a Metro Station.
2. Recommendation #2- Evaluate and implement in Metro Rail Emergency Response Maps and Plans to **identify unique, enclosed and remote areas** within a Metro Station that may have station personnel working.
3. Recommendation #3- Evaluate and implement changes to Metropolitan Washington Council of Government (COG) Metro Rail Fire/Rescue Emergency Procedure Policy Agreement and DC Fire & EMS Department's Metrorail Standard Operating Guidelines Manual to **include language that address Search and Rescue procedures of all metro station employee work areas** including unique, enclosed and remote locations within the Metrorail System.

Exhibit 4. Workroom Site Inspection Notations of DC Fire Marshal's staff



**DC Fire & EMS Office of the Fire Marshal
1100 4th Street SW Suite E700
Washington, DC 20024
(202) 727-1614**



September 16, 2015

To Whom It May Concern:

On Friday, September 4, 2015, a representative from the District of Columbia Fire and EMS Department's Office of the Fire Marshal participated in a walkthrough inspection of a mechanical room space (S200 Office of Material) located in the L'Enfant Plaza Metro Station in SW Washington, DC. As a result of that inspection that following findings are being brought forth:

The space has been identified as a limited access area



Inside the area, deficiencies noted included:

1. Exits (Signage and Illumination)
2. Emergency Lighting
3. Fire Door Assembly
4. Occupant Notification Audio Visual notification
5. Combustible Storage
6. Evacuation Plan
7. Employee Training

Exits:

According to the fire code, exits shall be clearly marked and identified. In relation to the room S200, the exits doors are clearly marked. However, the manufactured office space located in the rear to the right of the room lacks proper exit directional signage (NFPA 101 Section 7.10.2.1) that shows the direction of travel to the exit. Exit direction travel from this space is not so apparent. Also, the area leaving the rear

(202) 727-1600 (office)

(202) 727-3238 (fax)

www.fems.dc.gov

“Fire Sprinklers and Smoke Alarms Save Lives”

room lacks proper egress path illumination (IFC Section 1006.1). Overall, the path of the means of egress in all area of the room (S200) shall not be less than 1 foot-candle at the walking surface (IFC Section 1006.2).

Lastly, the cylindrical style door located in the rear of room S200 at the top of the stairs on the back wall that is not an exit shall be marked with the appropriate signage (NFPA 101 Section 7.10.83) “No Exit”.

Emergency Lighting:

According to the fire code, sufficient emergency power illumination shall be provided and be able to provide a minimum of 90 minutes by back-up battery power or emergency generator power in case of power failure (IFC Section 1006.3). The room (S200) has only one emergency lighting unit installed. This light is located in the manufactured office area in the rear to the right of the room and is considered insufficient for the entire means of egress pathway in room S200.

Fire Door Assembly:

According to the fire code, all listed fire door assembly should be marked with the appropriate label rating associated with the door assembly (NFPA 80 Section 4.2.2)

Occupant Notification Audio/ Visual Devices:

According to the fire code, occupant notification shall be provided to alert occupants of a fire or other emergency. NFPA 101 Section 9.6.3.5 states that notification signals for occupants to evacuate shall be audible and visible in accordance with NFPA 72. Room S200 in the opinion of the code official had its use classification changed when the manufactured office space was added to the rear area. It is no longer just a mechanical room.

Emergency Evacuation Plan

According to the fire code, all underground buildings shall have an established emergency evacuation plan (IFC Section 404). The area evaluated (room S200) shall be included in the overall evacuation plan for the entire L’Enfant Plaza Metro Station. Evacuation plans shall include the following contents:

IFC Section 404.3.1 Fire evacuation plans.

1. Emergency egress or escape routes and whether evacuation of the building is to be complete or, where approved, by selected floors or areas only.
2. Procedures for employees who must remain to operate critical equipment before evacuating.
3. Procedures for assisted rescue for persons unable to use the general means of egress unassisted.
4. Procedures for accounting for employees and occupants after evacuation has been completed.
5. Identification and assignment of personnel responsible for rescue or emergency medical aid.
6. The preferred and any alternative means of notifying occupants of a fire or emergency.

7. The preferred and any alternative means of reporting fires and other emergencies to the fire department or designated emergency response organization.
8. Identification and assignment of personnel who can be contacted for further information or explanation of duties under the plan.
9. A description of the emergency voice/alarm communication system alert tone and preprogrammed voice messages, where provided.

Employee Training:

According to the fire code, it is the responsibility of the employer to ensure employees are properly trained on emergency evacuation procedures (IFC Section 404). There was no evidence of an existing emergency evacuation plan for the L'Enfant Plaza Metro Station and area inspected.

- **IFC Section 405.1** Emergency evacuation drills shall be conducted at least annually or when required by the fire code official. Drills shall be designed in cooperation with the local authorities.
- **IFC Section 406.1** Employees shall be trained in the fire emergency procedures described in their fire evacuation and fire safety plans.
- **IFC Section 406.2** Employees shall receive training in the contents of fire safety and evacuation plans and their duties as part of new employee orientation and at least annually thereafter. Records shall be kept and made available to the fire code official upon request.

Combustible Storage

According to the fire code, combustible storage shall not be stored in mechanical, boiler or electrical rooms (IFC Section 315.3.3). Room (S200) has combustible boxes store throughout the room. Additionally, the rear egress stairwell had gasoline can stores at the bottom of the stairwell (IFC Section 110.1.1 Unsafe Condition).

If you have any question in reference to the information contained in this correspondence please contact me at (202) 727-3292 for assistance.

Thank you,

Tony L. Falwell
Asst. Chief Fire Marshal
DCFEMS Fire Prevention Division

Exhibit 5. Workroom Site Inspection Notations of WMATA Fire Marshal

Witness Testimony Review / Infrastructure Evaluation Meeting

Date/time: Sept. 4, 2015 / 10:00 am

Location: NTSB Headquarters, 490 L'Enfant Plaza, SW, Washington, DC 20594

Conducted by: Thomas E. Jones, Fire Marshal / Washington Metropolitan Area Transit Authority (WMATA), Attendee of the Survival Factors (SF) Technical Working Group

Purpose: Fire Code Evaluation of Room S200 located within the Metrorail L'Enfant Plaza Station

Evaluation Observations

1. Provide audible and visual fire alarm devices throughout Room S200 and within the modular office within S200.
2. Provide evacuation times from the L'Enfant station
3. Repair or replace office door with proper rating on door
4. Provide 'No Exit' graphics on concave door in rear of S200
5. Provide a dual keyed Knox box at S200 for FD and MTPD access in emergencies.
6. Provide exit banner graphics for rear office
7. Ensure adequate PA speakers in Room
8. Provide exit graphics leading out of office area
9. Provide and Post maximum occupant load for room S200
10. Provide exit light fixtures at the two identified exits from room
11. Provide evacuation drill training for all employees assigned to station
12. Provide exit path plan and have employees sign off on plan
13. Provide floor/room warden (primary/secondary) and have an identified assembly point/ safe area outside
14. WMATA to provide an after action report from the January 12, 2015 incident
15. Have a standardize evacuation plan for each rail station.
16. Have a robust way to communicate with occupants; possible station PA system or an alternative way to communicate with employees and station)
17. Evacuation plan and training

Exhibit 6. Copy of a Metro Memorandum [supportive to the Workroom Site Inspection activity], titled “Fire/Life Safety Inspection”, subject “L’Enfant Plaza Room S200 Urgent Action Required”, dated Aug. 28, 2015¹

¹ personally identifiable information (PII) redacted in the document

M E M O R A N D U M



FIRE/LIFE SAFETY INSPECTION

SUBJECT: L'Enfant Plaza Room S200
Urgent Action Required

DATE: August 28, 2015

FROM: SAFE/Fire Marshal – Thomas Jones [REDACTED]

THRU: CSO/SAFE – James Dougherty [REDACTED]

TO: Acting AGM/TIES – Randall Grooman

Confirming our discussions from a recent Fire/Life Inspection, Room S200 at the L'Enfant Plaza Station is being used as an AFC Storeroom and field office. Room S200 is not designed for continued occupancy since it does not have adequate life/safety features.

Due to this non-compliant situation, I am directing that the employees who currently occupy this space vacate immediately until proper life/safety enhancements are provided to this room. However, it is acceptable for use as a storage space with employee access.

The following is necessary to occupy Room S200 at a minimum:

- Improve a second and safe means of egress from the rear of Room S200. This may be an Emergency Exit Stairway to be erected in the shaft and possibly replacing the concave door with a fire door suitable for safe emergency egress.
- Provide emergency lighting with appropriate battery backup.
- Provide fire alarm PA speakers in the office area and other areas without speakers.
- Provide fire alarm pull stations to all three exits to include the vent shaft proposed exit; the center stairwell exit leading down to the track; and the door leading out to the mezzanine. Integrate these pull stations into the station fire alarm system.
- Provide illuminated exit signs above all three dedicated exits mentioned above.
- Provide emergency evacuation maps to be posted throughout Room S200.
- Provide emergency evacuation training to all users/occupants that will occupy Room S200.

Please notify me as soon as the room has been vacated. I have attached relevant paragraphs from the NFPA 130 Fixed Guideway Transit and Passenger Rail Systems for your reference. Please contact me with any questions or concerns.

Attachment

cc: SAFE – Louis J. Brown, Jr.
SAFE – Manael Kennerly

NFPA 130 FIXED GUIDEWAY TRANSIT AND PASSENGER RAIL SYSTEMS

5.1.3 Use and Occupancy

5.1.3.1 The primary purpose of a station shall be for the use of the passengers who normally stay in a station structure for a period of time no longer than that necessary to wait for and enter a departing passenger-carrying vehicle or to exit the station after arriving on an incoming passenger-carrying vehicle.

5.1.3.2 Where contiguous nonsystem occupancies share common space with the station, where incidental occupancies are within the station, or where the station is integrated into a building used for nonsystem occupancy of which is for neither fixed guideway transit nor passenger rail, special considerations beyond this standard shall be necessary.

5.1.3.3 A station shall also be for the use of employees whose work assignments require their presence in the station structures.

5.3.3.5 Travel Distance. The maximum travel distance on the platform to a point at which a means of egress route leaves the platform shall not exceed 325 ft.

5.4.2.1 Stations equipped with fire alarm devices shall be protected by a proprietary supervising station alarm system as defined in *NFPA 72*.

6.2.4.2* Ancillary areas shall be separated from trainway areas within enclosed trainway sections by construction having a minimum 2-hour fire-resistance rating.

**A.6.2.4 The design of ancillary spaces adjacent to the trainway should be in accordance with the requirements of the local building codes except as specifically described in this standard. This would include requirements for egress from within the spaces and for heating, ventilation, and air-conditioning.*

Exhibit 7. WMATA Compiled Roster of Metrorail Stations Containing Employee-Occupied Workrooms

Notes of this Exhibit

- Data provided in this Exhibit is comprised of two received documents (i.e., an email from WMATA, and a subsequently received Word[®] document containing a data tabulation), which are unedited and provided “as received”, in their entirety from the data contributor (WMATA), except redaction of personally identifiable information [in the email], in which the two documents are sequentially combined, in the following pages of this Exhibit.
- No interpretation Legend was provided in this submission from the data contributor (clarifying abbreviations, location nomenclature, etc.).
- The investigation noted that the two document submissions included garage [public parking] and work-trailer locations (which are not Metrorail passenger station facilities, as had been requested of WMATA in this data submission).
- The NTSB does not warrant the accuracy of the Roster content in this WMATA submission, in that the investigation noted at least one Metrorail station [facility], which wasn't cited in either list of this Roster submission (as received from the data contributor), to which the station was observed, by NTSB investigative staff, to maintain a room that contained employee lockers (which the local Fire Marshall might construe as an “occupied workroom”, and thus would be subject to certain local Fire Code criteria [as addressed in this SF Factual Report Addendum # 2], which was the principal intent of compiling this Roster).

Downs Richard

From: Gordon Robert (Joe)
Sent: Wednesday, September 30, 2015 12:51 PM
To: Downs Richard
Subject: FW: Station Work Spaces/Offices ** Updated ***
Attachments: ATC REPORT LOCATION.docx

From: Brown, Louis [<mailto:>]

Sent: Tuesday, September 29, 2015 8:14 PM

To: Gordon Robert (Joe)

Cc: McCoy, Darren; Smith, Michael J.; Pena, Angel; Gregory Georgetta; Jones Mark; Smith, Michael J.; Jones, Tom

Subject: FW: Station Work Spaces/Offices ** Updated ***

Joe,

An update to my previous e-mail.

Lou

Louis J. Brown, Jr. PE
Acting Chief Safety Officer
Department of Safety & Environmental Management
Washington Metropolitan Area Transit Authority
600 Fifth Street, NW, Suite 2A
Washington, DC 20001
Office: [REDACTED]
Email: [REDACTED]



From: Grooman, Randall

Sent: Tuesday, September 29, 2015 7:48 PM

To: Brown, Louis <[REDACTED]>; Jones, Tom <[REDACTED]>

Cc: Pena, Angel <[REDACTED]>; Troup, Robert A. <[REDACTED]>; Williams, Connie

<[REDACTED]>; Kram, Paul <[REDACTED]>

Subject: RE: Station Work Spaces/Offices ** Updated ***

Lou,
I added an additional location to the end of the previous list.
There are also reporting locations at most Train Control Rooms where individual ATC employees report to, but don't necessarily "reside" in like an office. I don't think they need to be included, but I am attaching the list for your review.

Thanks,
Randy

From: Grooman, Randall
Sent: Tuesday, September 29, 2015 7:28 PM
To: Brown, Louis; Jones, Tom
Cc: Pena, Angel; Troup, A. Robert; Williams, Connie; Kram, Paul
Subject: Station Work Spaces/Offices

Lou,
The following departments have employees working in station service rooms or parking garages. However, I am not sure of the status of fire alarms and/or emergency exits in each area:

PLNT - Metro Center E101 and W205
SMNT - L'Enfant Plaza N-209
SMNT - Suitland Parking Garage, Parking Operations
SMNT - New Carrollton Parking Garage, Parking Operations
SMNT - Vienna Parking Garage, Parking Operations
SMNT - Wiehle-Reston Parking Garage, Parking Operations
SMNT - Franconia Parking Garage, Parking Operations
SMNT - Largo Parking Garage, Parking Operations
SMNT - Rhode Island Ave Parking Garage, Parking Operations
SMNT - Shady Grove Parking Garage, Parking Operations
SMNT - Shady Grove Lot Near Parking Garage, Parking Operations
SMNT - Rhode Island Ave Room 111
SMNT - National Airport Room 111
SMNT - Potomac Ave Room C206
SMNT - Fort Totten Room 102
SMNT - Navy Yard Room 105
SMNT - Mt Vernon Square Room 304
ELES - Largo Room 105
ELES - Mt Vernon Square Opposite Elevator Machine Room
ELES - King Street Next to Break Room
ELES - Judiciary Square South Mezzanine Behind Chiller
** Update **
SMNT - New York Ave Field Office Room S251

Randy

ATC REPORT LOCATION

Report Location	Phone - EXT	Room #	Locate (Street/lower level)	Remark location of TCR
DIV 1	X42351	S 251	New York Ave. Station	FIELD OFFICE
DIV 1	X25962	Track trailer	Brentwood Yard	FIELD OFFICE
DIV 1	X21543	206	SHADY GROVE YARD	FIELD OFFICE
A02	X41021 OR X31024	102 / TCR	FARRAGUT NORTH STA.	PLATFORM LEVEL
A06	X41061 OR X31064	105 / TCR	VAN NESS STA.	PLATFORM LEVEL
A11	X41111 OR X41117	114 / TCR	GROSVENOR STA.	PLATFORM LEVEL
A15	X41151	205 / TCR	Shady Grove STA.	PLATFORM LEVEL
A99	X41991	No number	SHADY GROVE YARD	In Yard below tower
B99	X42991	212 / TCR	BRENTWOOD YARD	In yard across from tower
DIV 2	X43995 OR X78088	Room 109	ALEX YARD & WFCY	FIELD OFFICE
J03	X49031 OR X39033	Room 121	FRANC-SPRINGFIELD	PLATFORM LEVEL
C05	X43051	Room 108	ROSSLYN	KIOS LEVEL
C07	43071 OR X33074	Room 111/112	PENTAGON	LOWER LEVEL
C15	X43151 OR X33154	Room 103	HUNTINGTON	KIOS LEVEL
C99	X43991	No number	ALEXANDRIA YARD	BDLG - F
K08	X40086	Room 308	VIENNA	PLATFORM Level
K99	X40991	No number	WEST FALLS CHURCH YARD	BLDG - B
DIV 3	X55223 OR X52252	Temp Trailer	NEWCAROLLTON /	FIELD OFFICE

			BRANCH	
G05	X47051	TCR / 221	LARGO TOWN CENTER	PLATFORM LEVEL
D98	X44091	No number	D&G	
D99	X44991	No number	NEW CARROLLTON YARD	
F03	X46031 OR X36034	S107	L'ENFANT PLAZA	TK2- O/B
F06	X46061 OR X36064	TCR / 212	ANACOSTIA	PLATFORM LEVEL
F11	X46111 OR X26157	TCR / 133	BRANCH AVE	PLATFORM LEVEL
F99	X46993	No number	BRANCH AVE YARD	
DIV 4	X52031		GREENBELT YARD	FIELD OFFICE
E01	X45011 OR X35012	TCR / 105	MT VERNON SQUARE	PLATFORM LEVEL
E06	X45061 OR X21853	TCR / 126	FORT TOTTEN	PLATFORM LEVEL
E10	X45101 OR X45109	TCR / 207	GREENBELT STATION	PLATFORM LEVEL
E99	X45997 OR 45994	No number	GREENBELT YARD	
DIV 4	X54326	Room 207	GLENMONT YARD	FIELD OFFICE
B06	X42061 OR X32064	No number	FORT TOTTEN	UPPER LEVEL
B08	X42081 OR X42086	No number	SILVER SPRING	PLATFORM LEVEL
B11	X42111	No number	GLENMONT	PLATFORM LEVEL
B98	X42980	No number	GLENMONT YARD	YARD
DIV 5	X78247	TEMP TRAILER	SILVER LINE	FIELD OFFICE

N02 TCR	X44263	TCR 228	PLATFORM LEVEL	
N05 TCR	X44391	TCR 101	BUNGALOW	TRAP RD
N06 TCR	X44428	TCR 102	PLATFORM LEVEL	
N95 TCR	X44418	TCR 101	BUNGALOW	SUNSET HILLS RD

Additional Exhibit Documentation – SF Factual Report

Exhibit 6

Event Chronology (“Timeline”) of WMATA Metrorail, [updated / corrected by WMATA; dated] October 28, 2015¹

¹ ref, [source documentation contained in] email of the WMATA SF Group - Party to the investigation participant, dated 10/28/2015 2:58 PM

Investigation: L’Enfant Plaza, DC (DCA 15 FR 004)
Organization: WMATA MTPD and OEM
Compiled by: Kevin Gaddis, Denton Rourke, Nicole Webster
Revision Date: October 28, 2015

Select Acronym Nomenclature and Abbreviations used in this Exhibit

~ approximate, or approximately

* identifies a quotation of narrative content to address a specific topic-point of the investigation, as received from the identified entity

AIM Advanced Information Management. A computerized information management system software.

AIM Event Log Data log of all AIM workstation activity and field control and indication status updates.

AFC Automatic Fare Collection; this Department is responsible for the maintenance, repair, and installation of Fare Collection and Parking Lot Equipment

Block a length of track with defined limits on which train movements are governed by the automatic train protection signaling system, or by the Rail Operations Control Center

CAD: WMATA MTPD Computer Aided Dispatch Record

CD: Metro Transit Police Department’s Communications Division

Chain Marker A survey stationing marker located along the tracks identifying the distance, in multiples of 100 feet, to the middle of Metro Center platform (or to the most inbound end to the rail line, if the line does not pass through Metro Center). Track locations are expressed to the nearest foot by a letter representing the line, the track number, a hyphen, the nearest chain marker inbound from the location, a plus sign and the number of feet from that chain marker

Example: C1-52+80 is the track location 80 feet outbound from the 52nd chain marker on track #1 of the “C” line, a location that is 5,280 feet from Metro Center

Cr Cruiser (see also MTPD)

Cruiser Call sign designation of MTPD officers for the rank of sergeant or above; patrol officers have badge numbers, and the rank of sergeant and above have cruiser numbers. CR is an abbreviation of cruiser (see also MTPD)

DC-FEMS DC Fire and Emergency Medical Services Department

DCFD District of Columbia Fire Department (see also DC-FEMS)

EOC	WMATA Emergency Operations Center, located at WMATA headquarters at 600 5th Street NW, Washington, DC
EM	Call sign designation for members within the Office of Emergency Management, followed by a numerical number
ETEC	Emergency Tunnel Evacuation Cart
ETS	Emergency Trip Station button; the push-button located every 800 feet on the Roadway. When pressed it shuts down the third rail power in the immediate area.
Forward Liaison	A ranking MTPD member at the incident site who provides operational assistance to the on-scene commander.
HSIIB	Homeland Security Investigation and Intelligence Bureau of the Metro Transit Police Department, commanded by a Deputy Chief. The Deputy Chief of this bureau provided testimony and statements to the investigation describing the noted activity. The deputy chief of this bureau was on the scene and performed the role as the MTPD On-Scene Commander.
interlocking	An arrangement of track and signals that permits trains and track equipment to safely change tracks
Key Up/Key Down	term that describes the shutting-off and activation of a Metrorail passenger car
MOC	WMATA's Maintenance Operations Control Center
MPD	Washington, D.C. Metropolitan Police Department
MTPD	Metro Transit Police Department and potentially encompassing personnel:
Cruiser 3	Deputy Chief of Patrol Operations Bureau
Cruiser 4	Deputy Chief of Homeland Security and Intelligence Bureau
Cruiser 5	Deputy Chief of Administrative Services Bureau
Cruiser 11	Patrol Captain
Cruiser 30	Patrol Lieutenant
Cruiser 52	Patrol Sergeant
Cruiser 54	Patrol Sergeant
Cruiser 57	Patrol Sergeant
Cruiser 60	Patrol Lieutenant
Cruiser 64	Patrol Sergeant
Cruiser 71	Patrol Sergeant
Cruiser 301	Patrol Sergeant
Cruiser 502	Administrative Lieutenant
Cruiser 605	Patrol Sergeant
Cruiser 615	Patrol Sergeant
Cruiser 800	Administrative Captain
Badge 357	Foot Patrol Officer
Badge 514	Foot Patrol Officer – who was aboard train #302
Badge 551	Foot Patrol Officer

Badge 549	Foot Patrol Officer – who was aboard train #302
Badge 598	Foot Patrol Officer
Badge 644	Foot Patrol Officer
Badge 684	Foot Patrol Officer
Badge 685	Foot Patrol Officer
Badge 710	Foot Patrol Officer
Baker 26	Mobile Patrol Officer/Scout Car
Baker 27	Mobile Patrol Officer/Scout Car
Baker 28	Mobile Patrol Officer/Scout Car
NICE	WMATA Audio and Call Recording/Logging Software, in which:
Ch1	MTPD Radio Channel 1 (main channel)
Ch2	MTPD Radio Channel 2 (an alternate channel MTPD uses to manage scenes while keeping the main channel open)
NIST	National Institute of Standards and Technology (see http://www.nist.gov/)
OCC Liaison	usually a ranking MTPD member who responds to the ROCC to act as a liaison to act as a liaison with rail personnel, on-scene commander, and the forward liaison
OEM	Office of Emergency Management (WMATA), and potentially encompassing personnel:
EM20	Fire/Life Safety Liaison Officer during this event, in which this unit acted in the capacity of the ROCC Liaison. MTPD and OEM personnel respond to the ROCC to act as a liaison between the RTRA and the MTPD units on the scene during critical incidents.
EM22	Fire/Life Safety Liaison Officer
EM26	Fire/Life Safety Liaison Officer
EM27	Fire/Life Safety Liaison Officer
OUC	DC’s Office of Unified Communications; an organization that provides centralized, district-wide coordination and management of public safety voice and wireless communication resources
Roadway	any location (on the track-bed) where roadway worker protection is required
ROCC	WMATA’s Rail Operations Control Center
RTRA	Rail Transportation Operations of WMATA
RTRA IR	RTRA Incident Report of the event at L’Enfant Plaza on January 12, 2015 as generated by the ROCC
Running rails	The rails which serve as the fixed guide way for trains travel (as opposed to the third rail is used for traction power only)
[sic]	Verbatim, as said
Track circuit	A specific section of track with an electric circuit used to train detection
Top Side	Street level at the L’Enfant Plaza Metro station.

Under platform fan Fans with air intake/supply vents located under the platform used to provide ventilation functions

Vent shaft fan Ventilation fans located in tunnel sections between stations

wayside any area adjacent to, and including, the roadway track-bed, except passenger station platforms

WMATA Washington Metropolitan Area Transit Authority

Timestamp	Data source	Activity description
15:06:00	RTRA Incident Report	Train #508 departs the L’Enfant Plaza Metro station on track#1 and reports heavy smoke within the interlocking. Train #302 departs the Gallery Place Metro station on track #2 and is instructed to perform a track inspection as it enters the L’Enfant Plaza Metro station.
15:06:21	AIM Event Log	Track circuits F2-32, F2-35, F2-39, L2-88, L2-92 and L2-106 indicate temporary occupancy with no trains in the area. These are track circuit failures typically associated with excess traction power negative return energy present in the running rails
15:06:32	AIM Event Log	L’Enfant Plaza traction power breaker 68 indicates tripped open and then closes
15:06:40	AIM Event Log	L’Enfant Plaza traction power breaker 68 indicates tripped open and remains open
15:08:25	NICE Ch1 & MTPD CAD	MTPD Officer Badge 551 was on foot patrol at the Anacostia Metro station and reported a loud bang in the station, possibly a transformer. A Greenbelt bound train was holding approximately 200 to 300 yards in the tunnel towards Greenbelt [After a noise was heard by an MTPD Officer at the Anacostia Metro station the following is described and may not be relevant to the L’Enfant Plaza station event] .
15:11:00	RTRA Incident Report	Train operator of train #302 departing the Gallery Place Metro station on track #2 reports passing a fire at Chain Marker -014+00.
15:11:09	NICE Ch1	Badge 551, reports the station manager was land line with the ROCC. The ROCC advised the station manager that it was possibly a shoe fuse off of a collector shoe that came off the consist. Badge 551 advises there is no smoke or fire in the tunnel and that they will be performing a track inspection. Badge 551 advises he will remain on the track one platform and that there are normal crowds at Anacostia [May not be relevant to the event at

		the L’Enfant Plaza Metro station].
15:12:00	RTRA Incident Report	ROCC instructs the train operator of train #510, which was departing the Mount Vernon Metro station to conduct a track inspection from the Mount Vernon Metro station to the Gallery Place Metro station at Chain Marker -014+00, and to report anything unusual.
15:13:00	RTRA Incident Report	Train operator of train #510 reports no fire sighted; good track inspection.
15:13:28	AIM Event Log	Train 302 arrives at L’Enfant Station platform Track 2
15:14:32	AIM Event Log	Train 302 departs L’Enfant Station platform towards L Line bridge.
15:15:02	AIM Event Log	Leading end of Train 302 occupies track circuit L2-57
15:15:24	NICE Ch1	MTPD officer, badge 549, who is on board train #302, which had just entered the tunnel leaving the L’Enfant Plaza Metro station reports that there is a fire on board the train. Badge 549 advises that they are stuck on the train and that they had just left the L’Enfant Plaza Metro station. Badge 549 advises that all of the patrons are being moved to the back; that there is smoke all in the tunnel and they need immediate assistance.
15:16:00	RTRA Incident Report	ROCC attempts to make contact with train #302 to request an update.
15:16:05	NICE Ch1	MTPD officer, King 21, whom is responding, asks if the train is at Anacostia. King 21 is a MTPD canine police officer.
15:16:05	NICE MTPD Phone line	MTPD Communications receives a call from the ROCC reference burning debris on the roadway at the Gallery Place Metro station, track 2, upper and lower levels on the red line, the Yellow and Green line. The DCFD is responding.
15:16:09	NICE Ch1	The MTPD dispatcher advises the units on scene at Anacostia that it appears that the L’Enfant Plaza incident is a separate incident. Badge 598, who is at the Woodley Park metro station advises over the radio of a possible fire ahead; there is a train holding at that location with the operator advising of a fire ahead and requests that the dispatcher check with the ROCC.
15:16:09	AIM Event Log	ROCC commands L’Enfant Station under platform vent fans (inbound station side) On in the Exhaust direction
15:16:32	AIM Event Log	ROCC commands L’Enfant Station under platform vent fans (outbound station side) On in the Exhaust direction

15:16:27	NICE MTPD Phone line	MTPD Communications receives a call from the MOC reference a fire at the Gallery Place Metro station on both levels. Fire on upper, possibly just smoke on the lower.
15:16:37	NICE Ch1	MTPD dispatcher attempts to confirm the correct location of badge 549, who advises that they just left L'Enfant Plaza; they are past the L'Enfant Plaza Metro station; they should still be in the tunnel. Badge 549 advises that they are trying to get the operator to move them back away from the fire. It is getting smoky and the people panicking.
15:17:00	RTRA Incident Report	Train operator of train #302 reports heavy smoke on track #2 and he is unable to continue on to the Pentagon Metro station. The train operator gives the location as Chain Marker: LM-070+00. He also reports that there are MTPD Officers on board train #302. The ROCC instructs all train operators entering and exiting the L'Enfant Plaza Metro station to shut off their Environmental Ventilation Systems. The ROCC also instructed the train operator of train #302 to reverse ends and head toward the Greenbelt Metro station (this is back towards the L'Enfant Metro station). The ROCC instructed the train operator of train #510, in approach to the L'Enfant Metro station also on track#2 to immediately stop. The operator of train #510 was able to stop barely within the platform limits of the L'Enfant Plaza Metro station. ROCC notifies the MTPD, WMATA's Office of Safety and the DCFD.
15:17:09	NICE Ch1	MTPD dispatcher tries to get further clarification as to the direction of the train from Badge 549.
15:17:17	NICE Ch1	Badge 549 confirms the location and advises they are in train car 6134, which is the lead car of train 302. Badge 549 confirms to the MTPD Communications the fire is coming from the front, so they are trying to work everyone to the back of the train. There is now smoke coming through the doors.
15:17:43	NICE Ch1	MTPD official, Cruiser 60 is en route to the L'Enfant Plaza Metro station and directs MTPD official, Cruiser 64, along with his partner Cruiser 57, to respond to the ROCC to assume the position of the OCC Liaison.
15:17:55	NICE Ch1	MTPD official, Cruiser 301 advises that he is closer and will respond to the ROCC. Cruiser 64 requests MTPD Communications to verify that the DCFD is responding.
15:18:40	NICE Ch1	MTPD dispatcher announces that they are receiving reports of a fire on both levels of the Gallery Place Metro station. The MTPD dispatcher inquires if there are any MTPD Officers at the Gallery Place Metro station.
15:19:00	RTRA Incident	The train operator of train #306 approaching the L'Enfant Plaza

	Report	Metro station on track #1 reports heavy smoke on track #1.
15:20:06	NICE MTPD Phone line	MTPD Communications receives a call from the MOC reference the smoke at the L'Enfant Plaza Metro station at the portal.
15:20:59	AIM Event Log	ROCC receives indication of Fire Alarm 1 active
15:21:00	RTRA Incident Report	Train operator of train #302 reports that smoke is now entering train #302.
15:21:54	AIM Event Log	ROCC receives indication of Fire Alarm 6 active
15:22:00	CAD	Officer reports the station is being evacuated; officer indicates that ventilation fans are needed.
15:22:31	NICE MTPD Phone line	Request was made by MTPD Communications to the ROCC to turn on the fans at the L'Enfant Plaza metro station.
15:23:25	NICE MTPD Phone line	MTPD Communications contacts the Office of Unified Communications (OUC) and request that the DCFD and medics respond to the L'Enfant Plaza Metro station for the smoke in the station and people having difficulty breathing.
15:23:12	AIM Event Log	Train 510 arrives in L'Enfant Station platform Track 2
15:24:00	RTRA Incident Report	Train #510 is partially berth at the L'Enfant Plaza Metro station on track #2. Train #510 is unable to continue on because the MTPD's instructions to hold its position. The ROCC instructed train #510 to continue on, but not to service the L'Enfant Plaza Metro station.
15:24:28	AIM Event Log	ROCC commands L'Enfant Station L1 vent fan shaft On in the Exhaust direction
15:24:45	NICE Ch1	MTPD official, Cruiser 71 becomes the MTPD On-Scene Commander at the L'Enfant Plaza Metro station. The Command Post location is not given at this time. RTRA is still servicing trains and Cruiser 71 requests that they stop. The MTPD dispatcher acknowledges the request.
15:25:05	NICE MTPD Phone line	MTPD Communications requests the ROCC to stop train traffic from entering the L'Enfant Plaza Metro station topside due to the visibility issue.
15:25:09	NICE Ch1	MTPD official, Cruiser 4, who is en route to the L'Enfant Metro station, comes over the radio and advises that they will coordinate with RTRA to stop trains from going into the station. Cruiser 4 asks if the MTPD On-Scene Commander can advise if they have the DCFD on scene with them. Cruiser 71 advises that the DCFD is not on the scene yet. A request is made for a RTRA supervisor

		to respond to his location (L’Enfant Plaza).
15:25:33	NICE MTPD Phone line	MTPD Communications makes an attempt to contact OUC with no answer.
15:26:00	MTPD CAD	MTPD dispatcher advises that a RTRA employee was notified to stop trains topside.
15:26:06	NICE Ch1	EM 20, Office of Emergency Management personnel, announces that he has arrived in the ROCC.
15:26:31	NICE Ch1	Baker 26 advises that they are trying to off-load train #510, which just came into the L’Enfant Plaza Metro station.
15:26:41	NICE Ch1	Badge 549, on the effected train, train #302, comes over the air and says, <i>“they need to hurry up and get that train out the way. So we can get up there..we have someone..its very hard to breathe and she is about to pass out.”</i> As a matter of information, Badge 549 boarded the train, #302, at the L’Enfant Metro station to take it to the Huntington Metro station to check off from her tour of duty.
15:26:57	NICE MTPD Phone line	MTPD Communications notifies the ROCC that they have to get the train, #510, out of the station at the L’Enfant Plaza Metro station.
15:27:26	NICE Ch1	EM 22 announces over the radio that he has arrived at the L’Enfant Plaza Metro station and asks where he is needed. He is asked to respond to the kiosk located at the 7 th and Maryland entrance.
15:27:48	NICE Ch1	Baker 6 arrives at the L’Enfant Plaza Metro station.
15:27:51	NICE Ch1	Baker 26 escorts another patron out of the station at the 7 th and D station entrance/exit. He advises he has three or four other Metro Transit Police Officers with him. Cruiser 5 is en route to L’Enfant Plaza Metro station.
15:28:00	RTRA Incident Report	The train operator of train #302 reports that passengers are arguing with the MTPD Officers on board train #302 in an attempt to evacuate train #302.
15:28:35	NICE Ch1	An unidentified MTPD officer on the scene at the L’Enfant Plaza Metro station advises that RTRA is still servicing the station. The MTPD dispatcher advises that they were asked to stop, and that they will call them back.
15:28:54	NICE Ch1	The MTPD On-Scene Commander at the L’Enfant Plaza Metro station requests to get all officers off the platform because there is no visibility in the station.
15:29:09	NICE Ch1	The MTPD dispatcher makes radio announcements over the air for

		all MTPD officers on the scene at the L’Enfant Plaza Metro station to leave the platform.
15:29:13	NICE Ch1	Unidentified MTPD officer, who appears to be badge 514, who is on the effected train #302, asks if there is any update on train movement.
15:29:16	NICE Ch1	The MTPD On-Scene Commander advises they cannot see, that visibility is zero and the smoke on the scene is getting heavier.
15:29:22	NICE MTPD Phone line	MTPD Communications receives a call from the MPD inquiring about what we were working in South West, DC. They were requested to respond to assist with crowds.
15:29:27	NICE Ch1	MTPD dispatcher advises all units on the scene at the L’Enfant Plaza Metro station to clear the green and Yellow line platform. Badge 514, still on train #302, advises that people are throwing up on the train and to please provide progress.
15:29:41	NICE Ch1	EM 20, who is in the ROCC advises that RTRA is requesting that train #510, which is on the L’Enfant Plaza Metro station platform track 2 to be released by the Transit Police, so that it can be moved. The MTPD On-Scene Commander advises that they can move it; however, they are unable to see it.
15:30:00	RTRA Incident Report	RTRA Supervisor, Unit 41, arrives at the L’Enfant Plaza Metro station. RTRA Supervisor, Unit 41, is instructed to “key-up” and move train #510 from the L’Enfant Plaza station back towards the Greenbelt Metro station. RTRA Supervisor, Unit 41, reported that the MTPD was evacuating the L’Enfant Metro station and the MTPD demanded that RTRA Supervisor, Unit 41, leave train #510 and evacuate the L’Enfant Plaza Metro station as well.
15:30:06	AIM Event Log	ROCC receives indication of Fire Alarm 4 active
15:30:15	NICE Ch1	Baker 26, requests the location of Baker 28. The MTPD On-Scene Commander advises that he is with him. He advises that he cannot get an accountability check of officers right now; therefore, he needs to clear the station to make sure everyone is out. He restates that visibility is almost zero.
15:30:00	MTPD CAD	The MTPD Communications Division announces that the MPD is en route to the L’Enfant Plaza Metro station.
15:30:26	NICE MTPD Phone line	Badge 684, who arrived at the Gallery Place Metro station, advises that he was aboard train 306 leaving the L’Enfant Plaza Metro station in the direction of Gallery Place Metro station, and has conducted a track inspection and there is no visible fire.
15:30:37	NICE Ch1	EM 20 makes the request to the MTPD On-Scene Commander or anybody on train #510 that RTRA is requesting the train, #510, to

		move out.
15:30:52	NICE Ch1	MTPD official, Cruiser 11 arrives on scene at the L’Enfant Plaza Metro station.
15:31:00	NICE Ch1	MTPD On-Scene Commander advises that he is trying to get a hold of the RTRA Supervisor. He asks if EM 20 is able to get RTRA to move train #510.
15:31:00	MTPD CAD	MTPD officer, Badge 684 conducted a track inspection from the L’Enfant Plaza Metro station to the Gallery Place Metro station. He reported no sign of a fire.
15:31:15	NICE Ch1	Unidentified MTPD Officer advises that he, badge 500, badge 693 and Baker 27 were walking out. They had some personnel that they were trying to clear, but were on their way out the 9 th and D Street entrance/exit of the L’Enfant Plaza Metro station.
15:31:44	NICE Ch1 & MTPD Deputy Chief of HSIIB	MTPD Cruiser 11 announces he is assuming the position of the On-Scene Commander at the L’Enfant Plaza Metro station. He directs that he needs two officers to go topside at the 7 th and Maryland entrance. He advises that Cruiser 71 will be the forward liaison. Cruiser 4 then takes over as the MTPD On-Scene Commander for the Metro Transit Police. Cruiser 11 assumes an assisting role to the MTPD On-Scene Commander.
15:32:00	RTRA Incident Report	The train operator of train #302 reports that passengers on board train #302 were complaining that they could not breathe. The ROCC instructed the train operator of train #302 to turn off the Environmental Ventilation circuit breaker and stand by for a “block.”
15:32:10	NICE Ch1	MTPD official, Cruiser 3, who is not on the scene at the L’Enfant Plaza Metro station but is at the WMATA Headquarters in Washington, D.C., asks the MTPD On-Scene Commander at the L’Enfant Plaza Metro station to switch to an alternate channel if possible.
15:32:38	NICE Ch1	MTPD Cruiser 64 asks for a status check on Badge 549.
15:32:44	NICE Ch 2	MTPD Cruiser 301 advises he is in the ROCC, to assume the role of the OCC liaison.
15:33:00	MTPD CAD	MTPD Radio is being switched from the main MTPD 1 channel to MTPD 2 at this time
15:33:05	NICE Ch 2	MTPD On-Scene Commander requests the status on getting the L’Enfant Plaza Metro station vented and also requests Baker 6 to respond topside to 7 th and Maryland and for units to establish crowd control posts at adjacent Metro stations; and have MTPD

		District 1 officials assist as necessary.
15:33:06	NICE Ch1	Badge 514, on train #302, indicates that the train operator of train #302 is telling her that the transit officers are holding a train on the platform on the L'Enfant Plaza Metro station; if they could move that train, #510, they could get out of the tunnel.
15:33:35	NICE Ch1	MTPD Forward liaison advises that the train, #510, is still on the platform at the L'Enfant Plaza Metro station, topside, Green line.
15:33:40	NICE Ch 2	Badge 549, on train #302, indicates the train operator of train #302 is advising they can't move the train because there is another train (#510) on the platform of the L'Enfant Plaza Metro station. She advises that smoke is filling and they are barely breathing. They need that train, #510, on the platform of L'Enfant Plaza moved so they can get on the platform.
15:33:53	NICE Ch1	MTPD Forward Liaison at the L'Enfant Plaza Metro station advises they evacuated train 510, as it was completely full of smoke.
15:34:00	RTRA Incident Report	MTPD off-loaded train #510 at the L'Enfant Metro station.
15:34:07	NICE Ch1	MTPD dispatcher repeats that if that train, #510, can be moved, then the other train, #302, can be moved back in to the station.
15:34:16	NICE Ch1	MTPD Forward Liaison at the L'Enfant Plaza Metro station advises that the issue right now is that the station is too full of smoke for them to see and escort them.
15:34:23	NICE MTPD Phone line	MTPD Communications makes another request for train 510 to be moved. ROCC advises that they are trying to make contact with the operator of train 510; they request the MTPD dispatcher to have the officers tell the operator of train 510 to reverse the train and go back.
15:34:26	NICE Ch1	Badge 514 asks if there is anything else they can do. There is zero visibility.
15:34:32	NICE Ch1	Badge 710 advises that there is not an operator on train 510.
15:34:33	NICE Ch1	MTPD dispatcher acknowledges that the operator left train 510 and again requested all MTPD personnel at the L'Enfant Plaza Metro station to switch to MTPD Channel 2.
15:34:50	NICE MTPD Phone line	MTPD Communications receives a call from MPD asking if we have received the call for service regarding smoke in the station/tunnel at the L'Enfant Plaza Metro station. They advise that the medics were en route and that the DCFD was on scene at 15:31 hours.

15:35:00	RTRA Incident Report	DCFD arrives on the scene at the L’Enfant Plaza Metro station.
15:35:00	MTPD CAD	MTPD Cruiser 5 is at 7 th and D Street and closes the entrance for entry into the L’Enfant Plaza Metro station; DCFD Engine 18 is on scene.
15:35:01	NICE Ch2	MTPD Cruiser 11 advises that they do not have DCFD at the 7 th and Maryland entrance/exit, and request the MTPD dispatcher to have the MTPD officers that went to 7 th and D Street entrance/exit at the L’Enfant Plaza Metro station to advise.
15:35:30	NICE Ch2	MTPD Cruiser 3 inquires over channel 2 if there was a train operator on board the train, #510, on the platform.
15:35:31	NICE Ch1	Baker 26 speaks directly via the radio to the MTPD Forward Liaison, advising that he has the operator of train #510; however, the only way they are going to move it at this point is to get someone down there with the DCFD because it is too full of smoke.
15:35:36	NICE MTPD Phone line	MTPD Communications receives a teleconferenced call from the MPD Department and the Arlington County Police Department, who are on a phone call with a patron stuck on the train at Pentagon City.
15:36:10	NICE Ch2	MTPD dispatcher advises that Baker 26 has the train operator for train #510. He advises it is too smoky to go down.
15:36:20	NICE Ch2	MTPD Cruiser 52 requests that the dispatcher have Baker 26 bring the train operator for train #510 into the station via the 7 th and Maryland entrance, board the train and move it back towards the Archives Metro station. He advises that there is some visibility on the mezzanine at 7 th and Maryland.
15:36:46	NICE Ch2	Cruiser 3 advises he received the message from Cruiser 52, and directs the MTPD officers to bring the operator of train #510 in at the 7 th and Maryland entrance and have them move the train.
15:36:54	NICE Ch1	MTPD dispatcher advises that they are requesting that the train operator of train #510 be brought to the 7 th and Maryland entrance. Baker 26 advises that he will bring the train operator for train #510 over.
15:36:55	NICE Ch2	The MTPD Forward Liaison speaks directly via the radio to the MTPD On-scene Commander and advises him that they have more visibility and they are now able to see inside of the tunnel.
15:37:12	NICE Ch2	The MTPD On-scene Commander acknowledges [a previous unidentified radio message] and asks if he’s with the DCFD down on the platform?

15:37:24	NICE Ch2	The MTPD Forward Liaison advises that the DCFD still has not responded down to his location yet. They can see about 20 feet into the tunnel and there is still semi-heavy smoke.
15:37:38	NICE Ch1	MTPD Badge 514, on train #302, asks if there is any way to check with ROCC and see if they can switch the track to Greenbelt so that they can get out of there.
15:37:40	NICE Ch2	MTPD Badge 685 advises that the DCFD is now top side of the L’Enfant Plaza Metro station at the 7 th and D Street entrance/exit.
15:37:46	NICE Ch2	MTPD Cruiser 52 advises that a 4 man DCFD team has just entered the station and are going down to the platform on the 7 th and Maryland side.
15:37:48	NICE MTPD Phone line	MTPD Communications receives a call from Arlington County, who had received a call from a patron advising they were stuck on a train at Pentagon City Metro station, with a report of smoke. The MTPD dispatcher verifies that there were 3 trains holding in the tunnel due to the L’Enfant Plaza Metro station incident. Arlington County fire department is now being dispatched the Pentagon City Metro station.
15:37:58	NICE Ch2	MTPD Cruiser 3 speaks directly via radio to the L’Enfant Plaza Metro station MTPD On-Scene Commander.
15:38:00	RTRA Incident Report	Train operator of train #302 reports the brakes are in emergency, he is unable to move the train. The ROCC instructs the train operator of train #302 to key down, make good announcements to the passengers, and to go back and check for non-illuminated brake indicator lights and illuminated brake trouble lights.
15:38:07	NICE Ch2	MTPD Cruiser 3 request that the L’Enfant Plaza Metro station On-Scene Commander have someone to go and check and see how many people are left [Cruiser 3 meant to mean in this transmission how many people were on the train] on train #302 and get their status.
15:38:12	NICE Ch1	MTPD Cruiser 31 request that the MTPD dispatcher check on the report of any other incidents on the Red line towards the Shady Grove Metro station to confirm that we have no separate events.
15:38:16	NICE Ch2	MTPD Cruiser 4 advises that the DCFD is on scene at the L’Enfant Plaza Metro station now and they are the ones that will have to approach it (train #302). The smoke is too thick down there.
15:38:26	NICE Ch2	MTPD Cruiser 5 advises that he is on the platform on the green line of the L’Enfant Plaza Metro station at this time, and that the DCFD is coming in at the 7 th and D entrance. He has not seen any DCFD firefighters come through 7 th and Maryland.

15:38:48	NICE Ch2	MTPD Cruiser 11 advises that the DCFD has entered the L’Enfant Metro station through the elevator on the 7 th and Maryland side.
15:39:15	NICE Ch2	The MTPD Forward Liaison, who is down with the incident train #302, advises that the DCFD is responding down to his location.
15:39:38	NICE Ch2	MTPD Baker 26 speaks directly via radio to the MTPD On-Scene Commander to make sure that the DCFD knows the building on the 9 th and D St that is filling with smoke coming up from station now, will need to be evacuated also. [It is unknown by WMATA what this building reference is, or if it is related to the incident at the L’Enfant Plaza Metro station.]
15:39:49	NICE Ch2 & MTPD Deputy Chief of HSIIB	MTPD On-Scene Commander (Cruiser 4) acknowledges Baker 26, and advises that he will let him know as soon as he catches up with the DCFD Battalion Chief. It should be noted that Cruiser 4 and Cruiser 11 made three attempts to establish liaison with the DCFD Battalion Chief during this time.
15:39:57	NICE Ch2	MTPD Forward Liaison advises to the MTPD On-Scene Command that DCFD Rescue One has arrived and is now with him and they are on the track 2 side of the platform of the L’Enfant Plaza Metro station.
15:40:00	RTRA Incident Report	Third rail power is de-energized at the L’Enfant Plaza Metro station on both tracks # 1 and #2 by the MTPD.
15:40:21	AIM Event Log	L’Enfant Plaza traction power breakers 43, 44, 45, 63 and 64 indicate tripped open
15:40:21	NICE Ch2	MTPD Forward liaison requests the MPTD On-Scene Commander to confirm that power is down.
15:40:28	NICE MTPD Phone line	ROCC calls MTPD Communications and advises the DCFD just hit the ETS button at the L’Enfant Plaza Metro station which causes third rail power to go down. ROCC informed the MTPD Communications that the third rail power was down on tracks #1 and #2.
15:40:29	NICE Ch2	MTPD On-Scene Commander advises that power is not down at this time.
15:40:42	NICE Ch2	MTPD dispatcher attempts to conduct a welfare check on Badge 549, who is still on the effected train (train #302).
15:40:51	NICE Ch2	MTPD badge 549 advises that they have several people on board who cannot breathe, including herself, and the smoke is getting thicker. She also says people are having anxiety attacks.
15:41:26	NICE Ch2	MTPD dispatcher relays to the MTPD members at the L’Enfant Plaza Metro station that the third rail power is down on track #1 and #2. The MTPD dispatcher also advised that the DCFD had hit

		the ETS button. Make another entry with the same time stamp right below.
15:41:31	NICE Ch2	MTPD dispatcher advises that the DCFD has hit the ETS button bringing the third rail power down.
15:41:53	NICE Ch2	MTPD Baker 26 advises that he has the operator of train #510 with him at the 7th and Maryland entrance/exit of the L'Enfant Plaza Metro station as instructed.
15:42:00	RTRA Incident Report	The train operator of train #302 reports white brake trouble lights found on train car #6134. The ROCC instructs the train operator of train #302 to cut trucks and verify green light.
15:42:01	NICE Ch2	MTPD Cruiser 5 advises that the DCFD is entering the tunnel on both track1 and track 2. There is one train, #510, on the platform that has been evacuated.
15:42:27	NICE Ch2	MTPD Cruiser 615 brings the train operator for train #510 down from the 7th and D entrance.
15:43:00	MTPD CAD	The train operator for train #510 is now on the scene.
15:43:11	NICE Ch2	MTPD dispatcher confirms with units on scene that third rail power is down on both sides of the tracks.
15:43:38	NICE MTPD Phone line	MTPD Communications received a call from a patron that was stuck on a train in the tunnel headed to the Pentagon City Metro station. MTPD dispatcher assures the caller that help was there and trying to get them out.
15:44:13	NICE Ch2	MTPD Cruiser 52 is now with a RTRA Supervisor and the train operator for train #510.
15:44:18	AIM Event Log	ROCC commands L'Enfant Station F2 vent fan shaft On in the Exhaust direction
15:44:29	NICE Ch2	MTPD Cruiser 52 advises that the RTRA Supervisor and the train operator are currently conducting a train inspection so they can move train #510.
15:44:46	NICE Ch2	MTPD Cruiser 5 requests that the MTPD On-Scene Commander confirm that RTRA has turned on the exhaust fans in the station?
15:44:53	NICE MTPD Phone line	MTPD Communications receives a call from MPD, who connects a caller that is on train #302 in the tunnel of the L'Enfant Plaza Metro station. Caller advises that there are people lying down on the floor and having trouble breathing.
15:44:54	NICE Ch2 & MTPD Deputy Chief of	MTPD Cruiser 4 advises that he cannot confirm, but will find out. Ventilation Fans had been requested 20 minutes prior.

	HSIIB	
15:44:59	NICE Ch2	The MTPD dispatcher advises that RTRA was advised to turn on the ventilation fans, but that they would check again.
15:45:01	NICE MTPD Phone line	MTPD Communications confirms with ROCC that the ventilation fans are on.
15:45:04	NICE Ch2	EM 20, who is in ROCC, advises that the ventilation fans are on.
15:45:28	NICE Ch2 & MTPD Deputy Chief of HSIIB	MTPD On-Scene Commander reports that the Command Post has been moved to the 7 and D entrance of the L'Enfant Plaza Metro station. He is now out with the DCFD Battalion Chief. The DCFD Battalion Chief was immediately advised of the situation and that the train, #302, had passengers on board. The information regarding passengers on train was provided to the MTPD On-Scene Commander by Badge 514 and Badge 549. An immediate evacuation of passengers on train #302 was requested by the MTPD On-Scene Commander. The DCFD Battalion Chief advised he would have to assess the situation before he would initiate an evacuation of train 302. The DCFD Battalion Chief was advised by the MTPD On-Scene Commander that he would now be the Incident Commander and that it was his incident from that point on.
15:46:00	RTRA Incident Report	The train operator on train #302 reports an unconscious passenger on train car #1285.
15:46:04	NICE Ch2 & MTPD Deputy Chief of HSIIB	Cruiser 4, who is the MTPD On-Scene Commander, is at the Command Post. The Command Post is now at the 7 th and D exit and he is out with the DCFD Battalion Chief. The Command post consisted of MTPD Cruiser 4, MTPD Cruiser 11, EM 27, an MPD Lieutenant, and the DCFD Battalion Chief and his driver. The DCFD personnel sat in their vehicle, as the rest of the Command Post members were outside in the rain. A phone call was made to Cruiser 3 from Cruiser 4, advising him of the situation regarding the lack of engagement by the DCFD Battalion Chief during this incident.
15:46:17	NICE Ch2	MTPD Cruiser 3, who is still at the EOC at WMATA Headquarters, requests that the MTPD On-Scene Commander ask the DCFD if they could advise what their plan was and how the MTPD could assist them.
15:46:39	NICE Ch2	MTPD Cruiser 5 advises that he will now assume the role of MTPD Forward Liaison.
15:47:00	MTPD CAD	WMATA established a bus bridge from the Navy Yard Metro station to the L'Enfant Plaza Metro station.

15:47:00	MTPD CAD	Someone passed out on train #302. Unknown MTPD officer broadcasted this over the radio.
15:47:00	CAD	Two WMATA employees entering from L Street bridge toward L’Enfant. [It is unknown what activities these employees were conducting]
15:47:38	NICE MTPD Phone line	MTPD receives a call from ROCC advising that medics were requested to respond to Pentagon Metro station for passengers from train #305. This train was ahead of train #302.
15:48:13	NICE Ch2	MTPD Forward Liaison advises that they still have trains traveling on the orange, blue and silver line downstairs. He wants confirmation from RTRA that they are allowing those trains to bypass the station?
15:48:51	NICE Ch2	MTPD Cruiser 3 confirms that RTRA is allowing those trains to bypass the L’Enfant Plaza Metro station.
15:49:00	RTRA Incident Report	The train operator of train #302 reports that passengers on train #302 were self-evacuating onto the roadway. The third rail power is de-energized from the L’Enfant Plaza Metro station to the L-line bridge and the Waterfront Metro station tracks #1 and #2.
15:49:00	NICE Ch2	MTPD Forward Liaison advises that there are DCFD firefighters entering the green line on both tracks and in the tunnel.
15:49:00	MTPD CAD	Trains from the Blue line, Orange line, and Silver line will go through the L’Enfant Metro station on the lower lever but will not stop and off load.
15:49:00	MTPD CAD	DCFD will access both tracks
15:49:00	MTPD CAD	MTPD Badge 514 advised patrons self-evacuating on train #302
15:49:34	AIM Event Log	ROCC commands L’Enfant traction power breaker 68 to trip open
15:49:45	AIM Event Log	ROCC commands L’Enfant traction power breaker 32 to trip open
15:49:46	NICE Ch2 & MTPD Deputy Chief of HSIIB	MTPD On-Scene Commander asks Cruiser 3 if there is any idea in which direction the evacuation will be. He advises that they are out with the DCFD and the DCFD is just sending firefighters down to train 302. The DCFD Battalion Chief was still “assessing” if an evacuation should be initiated. When the MTPD On-Scene Commander first established contact with the DCFD Battalion Chief the MTPD On-Scene Commander advised him of his concerns of patrons self-evacuating.
15:49:55	AIM Event	ROCC commands L’Enfant traction power breaker 69 to trip open

	Log	
15:50:00	NICE Ch2	MTPD Cruiser 301 advises that he has a priority message.
15:50:09	NICE Ch2	MTPD Cruiser 301 advises that there is a report of self-evacuation on the roadway from train 302. This is the train between L’Enfant Plaza metro station and the Pentagon metro station.
15:50:11	AIM Event Log	ROCC commands L’Enfant traction power breaker 31 to trip open
15:51:20	NICE Ch2	MTPD Cruiser 605 speaks directly via radio to the MTPD On-Scene Commander. Cruiser 605 advises that an AFC supervisor just approached him. There are some employees that he has been able to make contact with. They were in an ancillary room, which is located beyond the end of the platform, in an area where the heavy smoke is.
15:50:23	AIM Event Log	ROCC commands L’Enfant traction power breaker 34 to trip open
15:51:52	AIM Event Log	ROCC commands L’Enfant traction power breaker 33 to trip open
15:51:57	NICE Ch2	MTPD Cruiser 11 asks Cruiser 605 to confirm which platform or section of the tracks that the room is located on.
15:52:00	RTRA Incident Report	The train operator of train #302 reports that the MTPD began evacuating all personnel wayside [referring to the safety walk].
15:52:02	NICE Ch2	MTPD Cruiser 605 responds that it is on the mini mezzanine.
15:52:09	AIM Event Log	ROCC commands L’Enfant traction power breaker 61 to trip open
15:52:13	AIM Event Log	ROCC commands L’Enfant traction power breaker 62 to trip open
15:52:22	NICE Ch2	MTPD Cruiser 71 advises over the radio that the DCFD is leading the evacuation [referring to train #302] and requests officers down on the platform to assist with escorting the patrons out of the station.
15:52:42	NICE Ch2	MTPD Cruiser 52 is requesting assistance on the Anacostia platform [track #2] at the L’Enfant Plaza Metro station to assist.
15:52:52	NICE Ch2	MTPD Cruiser 60 advises that there are numerous officers and officials located at the 7 th and Maryland entrance that is coming down to assist.
15:53:00	MTPD CAD	Train operator of train #302 is moving everyone to front car

15:53:01	NICE MTPD Phone line	MTPD Communications requests radio maintenance to monitor due to radio reception issues at L'Enfant Plaza.
15:53:38	NICE Ch2	MTPD Badge 549, on train 302, asks if they are supposed to be walking down.
15:53:59	NICE Ch2	MTPD Forward Liaison advises that he is having radio difficulty. The evacuation along the right of way has begun. The DCFD is leading the evacuation of the train passengers evacuation of the train passengers are evacuating on the right of way
15:54:44	NICE Ch2	MTPD dispatcher checks on the welfare of the officer, Badge 549, who is still on the train.
15:54:50	NICE Ch2	MTPD Badge 549 advises that she just needs to know if they are walking to the front of the train.
15:54:56	NICE Ch2	MTPD Cruiser 52 advises that passengers on the effected train are being evacuated through the 9 th and D entrance/exit.
15:55:00	MTPD CAD	DCFD units have located source of smoke; track 2 side platform ancillary room
15:55:00	MTPD CAD	Medics are needed for Baker 26 at the 7 th and Maryland entrance/exit.
15:55:28	NICE Ch2	MTPD Baker 26 comes over the radio requesting a medic because he was having trouble breathing. His location was the 7 th and Maryland- entrance of the L'Enfant Plaza Metro station.
15:55:38	NICE Ch2	The MTPD dispatcher confirms that the officer (Baker 26) is having trouble breathing.
15:55:40	NICE MTPD Phone line	MTPD Communications requests medics to the 7 th and Maryland side of the L'Enfant Plaza metro station for a person having trouble breathing. DCFD advises that they have a bus responding to the scene and they should be there shortly.
15:55:41	NICE Ch2	MTPD Baker 26 confirms yes, he's having trouble breathing, smoke inhalation.
15:55:54	NICE Ch2	MTPD Cruiser 54 has located the self-evacuating passengers and is assisting in getting them to the platform at the L'Enfant Plaza Metro station.
15:56:00	MTPD CAD	Medics are en route
15:56:00	MTPD CAD	The patrons have been located that self-evacuated from train #302 [referring to top side at the vent shaft location].
15:56:13	NICE Ch2	MTPD Cruiser 3 asks MPTD On-Scene Commander if the DCFD has access to get into the ancillary room, which is being reported

		as being the origin of the fire.
15:56:15	NICE Ch2	MTPD On-Scene Commander confirms that the DCFD has access to the ancillary room.
15:57:00	RTRA Incident Report	RTRA Supervisor, Unit 42, reports power is confirmed down at the L’Enfant Plaza Metro station tracks #1 and #2.
15:57:00	NICE Ch2	MTPD Forward Liaison reports that the evacuation is now only taking place on the track 2 side of the L’Enfant Plaza Metro station.
15:57:07	NICE Ch2	MTPD On-Scene Commander requests confirmation of the exit side of the station for the evacuation. Specifically what exit of the L’Enfant Plaza Metro station?
15:57:14	NICE Ch2 & MTPD Deputy Chief of HSIIB	MTPD Forward Liaison confirms that they are evacuating on the 9 th and D entrance side at this time. The DCFD was advised and a request was made for medical personnel to respond to the 9 th and D entrance to assist evacuees.
15:57:45	NICE Ch2 & MTPD Deputy Chief of HSIIB	MTPD On-Scene Commander is requesting power down between L’Enfant and the L street bridge. They need the whole section down while this is being conducted. DCFD department personnel were conducting the evacuation from train #302, as well as searching for the source of the smoke.
15:58:00	MTPD CAD	MTPD Cruiser 4 requests power down from L’Enfant Plaza to the L line bridge.
15:58:47	NICE Ch2	MTPD Cruiser 30 is trying to rotate officers out as much as possible to help with the smoke inhalation; however, officers are having trouble breathing once they respond topside. He is requesting DC medics to respond to assess the officers as well.
15:58:12	NICE MTPD Phone line	MTPD Communications confirms with ROCC that power is down.
15:58:50	NICE MTPD Phone line	MTPD Communications requests DC medics to the 9 th and D entrance at the L’Enfant Plaza station.
15:59:00	MTPD CAD	Badge 514, on train #302, advises that there is one unconscious subject and that the DCFD is on scene.
15:59:45	NICE MTPD Phone line	MTPD Communications requests DC medics to respond to 9 th /D, 7 th /MD and 7/D St because people are being escorted out of different exits of the L’Enfant Plaza Metro station.

16:00:00	RTRA Incident Report	RTRA Supervisor, Unit 42, reports all passengers are off train #510.
16:00:00	MTPD CAD	Female is unconscious and being removed
16:01:00	MTPD CAD	MTPD Cruiser 64 comes over the radio and says 50 patrons are still on train #302.
16:02:11	NICE Ch2	MTPD Forward Liaison repeats over the radio that the evacuation is occurring track 2; patrons are being evacuated to the 9 th /D side of the station.
16:02:54	NICE Ch2	MTPD Cruiser 64 advises that there are approximately 25 people left to evacuate from train #302.
16:03:00	MTPD CAD	There is a patron at the 7 th and Maryland entrance/exit having a seizure.
16:04:17	NICE Ch2	MTPD On-Scene Commander is asking for a count of injured patrons. DCFD is staging at 7 th /MD and 9 th /D.
16:05:05	NICE Ch2	MTPD badge 514 tells the dispatcher that there is one subject passed out and one having a seizure.
16:06:03	NICE Ch2	MTPD Cruiser 502 and Cruiser 800 respond to 9 th /Water Street. (This is where a vent shaft opens up at the street level).
16:06:27	NICE Ch2	MTPD badge 549 relays that she's with the DCFD and they have radio communication in the tunnel.
16:07:01	NICE Ch2	MTPD Cruiser 11 requests a Metro bus to respond to 7 th /D for assistance with the triage area.
16:07:22	NICE Ch2	MTPD Cruiser 30 advises that the DCFD is topside at the 9 th and D entrance at the plaza and are using a picnic table to triage patients.
16:08:00	NICE Ch2	MTPD Cruiser 11 confirms the location of the triage area.
16:09:34	NICE Ch2	MTPD Cruiser 3 is now made aware that there are more patrons still on board train #302. There are still 150 patrons on train #302, one in a motorized wheelchair and one that is having a seizure.
16:09:46	NICE Ch2	MTPD Cruiser 64 is working his way back to try to get to Badge 549, who is still inside the train.
16:10:02	NICE Ch2	MTPD Cruiser 64, with the DCFD, are going to push open the emergency doors on train #302 to let in some ventilation and will let some passengers exit from the front car of the train. There is heavier smoke inside train #302 than is in the tunnel.
16:10:49	NICE Ch2	MTPD Cruiser 3 requests that if there are officers or officials that aren't needed, or performing a specific, if they are able to be

		deployed to other needed stations where there are crowd control issues.
16:11:16	NICE Ch2	MTPD Cruiser 30 needs all of the officers that are down on the platform with him to remain there and continue to assist with the evacuation of train #302. He is also trying to work to get the officers and officials rotated out as they are able to.
16:12:08	NICE Ch2 & MTPD CAD	MTPD On-Scene Commander advises that one passenger is having CPR conducted on them at the 9 th and D exit of the L'Enfant Plaza Metro station.
16:13:06	NICE Ch2 & MTPD CAD	MTPD badge 644 has a priority message and is asking for anyone to flag down the medics
16:13:48	NICE Ch2	MTPD Cruiser 64 would like to start giving a car by car update of train #302. The tail car, which is 6134, is clear of all passengers.
16:14:15	NICE Ch2	The emergency doors have been opened for ventilation and they are moving to the next car.
16:15:49	NICE Ch2	MTPD Cruiser 64 has checked car 6135 and there are no patrons on board.
16:16:21	NICE Ch2	MTPD Cruiser 301, who is the OCC liaison, requests information about whether the passenger having the seizure and the passenger in the motorized wheelchair are still on board train #302.
16:16:18	NICE MTPD Phone line	MTPD Communications requests medics from Cruiser 800, who is standing by at 9 th /Water St SW, where patrons have self-evacuated. This is where the vent shaft is located.
16:16:38	NICE Ch2 & MTPD CAD	MTPD Cruiser 502, who is at 9 th /Water Street (the vent shaft) with MTPD Cruiser 800 and Cruiser 75 are out with two officers, and two subjects that self-evacuated. They have been checked by DCFD personnel and are okay.
16:17:10	NICE MTPD Phone line	MTPD Communications requests medics from DCFD to respond to 9 th /Water Street.
16:18:40	NICE Ch2	Evacuations are still in progress.
16:19:03	NICE Ch2	The DCFD is sending the E-Tech cart down to assist the patrons that are non-ambulatory.
16:19:43	NICE Ch2	Media is requested to respond to 6 th and D to set up a staging area
16:20:19	NICE Ch2	MTPD Cruiser 3 requests officers to respond to the bus bridge at 6 th and D and tries to ascertain if the fire department has been able

		to gain access to the ancillary room, which MTPD Badge 357 states is clear and there is no need for DCFD personnel.
16:21:59	NICE Ch2 & MTPD CAD-1	MTPD Badge 549 advises the seizure patient has been removed from train #302.
16:22:04	NICE Ch2 & MTPD CAD	Per MTPD Cruiser 64, car 3030 is now clear. They are exiting patrons out of the side emergency doors to expedite the evacuation.
16:22:34	AIM Event Log	ROCC commands L’Enfant Station L1 vent fan shaft On in the Supply direction
16:23:03	NICE Ch2	MTPD personnel are requested at 9 th /D to assist the DCFD.
16:24:46	NICE Ch2 & MTPD CAD	MTPD Cruiser 64, who is still assisting with the evacuation, still has 5 passengers plus the wheelchair patron, and badge 549 that are being evacuated.
16:25:06	NICE Ch2 & MTPD CAD	Cruiser 64 advises that there is one passenger in the motorized wheelchair and Badge 514, still on train #302. Everyone else is on the safety walk about 120 feet from the platform. The last 150 passengers that were referenced before are now approaching the platform from the safety walk.
16:27:46	NICE Ch2	WMATA MOC personnel are waiting for an escort on the Pentagon platform at the L’Enfant Plaza Metro station to go and do a walk-through of the ancillary room.
16:28:28	NICE Ch2	Train #302 is now clear of all WMATA patrons.
16:29:49	NICE Ch2	MTPD Badge 514, who was on train #302, is being escorted to the 9 th and D entrance/exit where she can be treated for smoke inhalation.
16:30:00	RTRA Incident Report	RTRA Supervisor, Unit 42, reports all passengers are off train #302. The handbrake is being applied to train car #3031 of train #302. The MTPD is evacuating a passenger in a wheelchair from train car #1155 of train #302.
16:32:18	NICE Ch2 & MTPD CAD	Bottle Water for drinking is requested at the 9 th and D entrance/exit of the L’Enfant Plaza Metro station.
16:32:50	NICE Ch2	MTPD Cruiser 3 is requesting a status check on the female that was receiving CPR. MTPD badge 644 advises that she was unresponsive, had no pulse and was now transported by the ambulance.

16:35:20	NICE Ch2	Two MTPD officers remained aboard train #302 to provide logistical support in getting train up.
16:36:01	NICE Ch2	Air quality is beginning to improve inside of the L'Enfant Plaza Metro station.
16:36:50	NICE Ch2	The train air quality is fine for them to stand by with the train for people's valuables. The train is not ready to be moved.
16:37:10	NICE Ch2	MTPD badge 549 is being checked by the fire department.
16:38:26	NICE Ch2	MTPD Cruiser 30 request changing the ventilation fan direction; the south bound ventilation fan to remove the air; north bound ventilation fan to push the air.
16:40:19	NICE Ch2	The unresponsive female that was receiving CPR was transported to George Washington Hospital by ambulance 27.
16:40:39	AIM Event Log	ROCC commands L'Enfant Station F2 vent fan shaft On in the Supply direction
16:41:37	NICE Ch2	Other MTPD personnel are beginning to be deployed to other stations as needed and available.