



WMSC Commissioner Brief: W-0126 – Evacuation for Life-Safety Reasons – Metro Center Station – July 4, 2021

Prepared for Washington Metrorail Safety Commission meeting on December 7, 2021

Safety event summary:

On July 4, 2021, one or more Metrorail passengers released a firework commonly referred to as a smoke bomb on a train that was stopped at Metro Center Station. This occurred around 9:46 p.m., just after the fireworks event on the National Mall had concluded. Initially, the cause of the smoke that appeared to be coming from the train was not clear. Metrorail evacuated the train for life-safety reasons.

A Rail Transportation Supervisor at Metro Center Station and the Train Operator of Train 113 both reported the smoke emitting from the second car of the train to the Rail Operations Control Center (ROCC). At 9:49 p.m., the Rail Supervisor reported that it appeared a firework had been set off in Car 7339. As Metrorail completed offloading passengers from the train, the Rail Supervisor reported at 9:51 p.m. that the smoke had dissipated and the train could be moved so that they could evaluate whether there was anything additional on the roadway beneath the train. The station remained open. At 9:54 p.m., the supervisor reported a good track inspection. The ROCC activated station ventilation fans at 9:55 p.m.

The Metro Transit Police Department (MTPD) received a call from a customer about the smoke at 9:48 p.m. MTPD stated they met with the customer who made the call as part of their investigation. The MTPD officers on scene were not designated as “on-scene commander” as required by Metrorail’s SOP 1A.

Probable Cause:

The probable cause of this evacuation was a Metrorail rider or riders setting off a firework on a train.

Corrective Actions:

No corrective actions were identified during this investigation.

Staff recommendation: Adopt final report.



Washington Metro Area Transit Authority
Department of Safety and Environmental
Management (SAFE)
FINAL REPORT OF INVESTIGATION A&I E21277

Date of Event:	7/4/2021
Type of Event:	Evacuation for Life Safety Reasons
Incident Time:	21:46 hours.
Location:	Metro Center Station, Track 1.
Time and How received by SAFE:	21:48 hours. SAFE/IMO On-call Phone
WMSC Notification Time:	23:42 hours.
Responding Safety Officers:	WMATA SAFE: No WMSC: No Other: N/A
Rail Vehicle:	Train ID 113, [7338-7339.7361-7360.7422- 7423.7305-7304]
Injuries:	No
Damage:	No
SMS I/A Incident Number:	20210710#94388

Metro Center Station
Evacuation for Life Safety Reasons
July 4, 2021

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Abbreviations and Acronyms

AIMS	Advanced Information Management System
ARS	Audio Recording System
CCTV	Closed-Circuit Television
CM	Chain Marker
COMM	Office of Systems Maintenance Communication Section
EOD	Explosive Ordnance Disposal
ESR	Event Scene Release
IC	Incident Commander
IMO	Incident Management Official
MSRPH	Metrorail Safety Rules and Procedures Handbook
MTPD	Metro Transit Police Department
NOAA	National Oceanic and Atmospheric Administration
OSC	On-Scene Commander
OUC	Office of Unified Communications
PA	Public Address
ROCC	Rail Operations Control Center
RTC	Rail Traffic Controller
RTRA	Office of Rail Transportation
SAFE	Department of Safety and Environmental Management
SMS I/A	Safety Measurement System Incidents/Accidents
SOP	Standard Operating Procedure
WMATA	Washington Metropolitan Area Transit Authority
WMSC	Washington Metrorail Safety Commission

Executive Summary

On Sunday July 4, 2021 at approximately 21:46 hours, an Office of Rail Transportation (RTRA) Supervisor notified the Rail Operation Control Center (ROCC) Radio Rail Traffic Controller (RTC) of smoke emitting from a train at Metro Center Station, Track 1. At approximately the same time, Red Line, Train ID 113 Train Operator, consist L7338-7339.7361-7360.7422-7423.7305-7304T, notified the ROCC Radio RTC of smoke emitting from Car 7339, the second car of the consist. As a result, the ROCC Radio RTC instructed Train ID 113 Train Operator to offload. The ROCC then initiated emergency notifications to the respective internal departments.

Based on the Advanced Information Management System (AIMS) playback, Train ID 113 berthed at Metro Center Station, Track 1, at approximately 21:45 hours. At approximately 21:47 hours, Train ID 113 was re-blocked to non-revenue Train ID 713. Based on ARS playback, at approximately 21:49 hours, the ROCC Radio RTC initiated Standard Operating Procedure (SOP) 1A per the Metrorail Safety Rules and Procedures Handbook (MSRPH) when they assigned the RTRA Supervisor as the On-Scene Commander (OSC). At 21:50 hours, the RTRA Supervisor reported that the affected consist was offloaded, and at 21:51 hours, they reported the origin of smoke had dissipated. The station was not evacuated or closed; only the affected consist was offloaded. The RTRA Supervisor requested that the affected consist depart Metro Center Station, Track 1, to allow for visual inspection of the roadway from the platform. Based on ARS playback, the ROCC Radio RTC instructed non-revenue Train ID 713 Train Operator to continue outbound down the line to Glenmont Yard for post-incident inspection. Based on the AIMS playback, at approximately 21:55 hours, the ROCC activated station ventilation fans in exhaust mode that expelled the smoke.

The MTPD report revealed that at approximately 21:48 hours, the MTPD received a call from Metro Center Station that they observed smoke emitting from Car 7339 on Track 1. The consist was offloaded, and the customers on the platform were diverted away from the incident. The Incident Command System (ICS) was immediately set up, and the On-Scene Commander (OSC) requested that the ROCC activate the fans. MTPD met with a customer who reported that while they were boarding the train at approximately 21:48 hours, they observed four customers dressed in dark clothing exiting the train, making a motion beneath the seat, and smoke began to fill Car 7339. MTPD reported the four customers left the area in an unknown direction. MTPD reported there were no injuries reported at the time of the incident. The fire department was called but disregarded after determining the source of the smoke event was fireworks, and there was no active fire in the station. The consist was removed from service and continued non-revenue to Glenmont Yard where MTPD Explosive Ordinance Disposal (EOD), K-9 Unit was deployed and searched the consist with nothing found. See Appendix A.

CMNT performed a post-incident inspection at Glenmont Yard and reported that there were no defects identified and no repairs performed. The consist was deemed safe for revenue service. See Appendix B.

SAFE's Incident Management Official (IMO) authorized an Event Scene Release (ESR) at 21:51 hours. Additionally, SAFE/IMO notified the Washington Metropolitan Safety Commission (WMSC) on-call phone at approximately 23:06 hours. Based on ARS playback, at approximately 21:54 hours, the RTRA Supervisor reported to the ROCC that they performed a good track inspection from the Metro Center platform, Track 1 and Track 2, and deemed the area safe for revenue service. The ROCC alerted all Ops 1 Train Operators and instructed them to enter and exit Metro Center Station, Gallery Place Station, and Judiciary Square Station, Track 1 and Track 2 at restricted speed no greater than 5 mph. After reviewing the ARS, there did not appear to be any

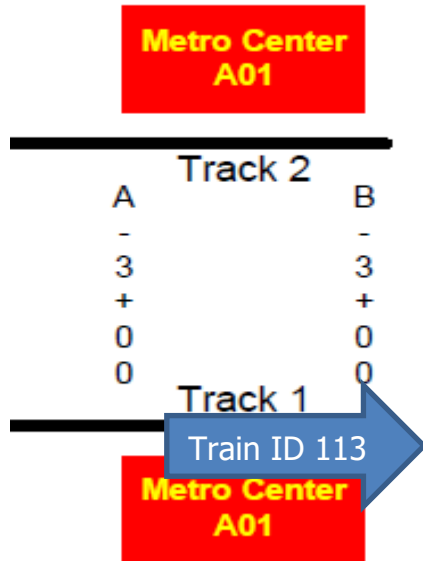
communication deficiencies over the radio. There were no injuries or equipment damage reported as a result of this incident.

The probable cause of the Evacuation for Life Safety Reasons event on Train ID 113 at Metro Center Station was intentional action (vandalism) by a group of individuals igniting a purple-colored smoke bomb, a type of firework, on Car 7339 that resulted in smoke emitting from Car 7339.

Incident Site

Metro Center Station, Track 1.

Field Sketch/Schematics



Purpose and Scope

The purpose of this incident investigation and candid self-evaluation is to collect and analyze available facts, determine the probable cause(s) of the incident, identify contributing factors, and make recommendations to prevent a recurrence.

Investigative Methods

The investigative methodologies included the following:

- Informal Interviews – Collected through conversations with individuals during the investigation to provide background and supporting information.
- Documentation Review – A collection of relevant work history information and process documentation in Metro systems of record. These records include:
 - Metrorail Safety Rules and Procedures Handbook (MSRPH)
 - National Oceanic and Atmospheric Administration (NOAA)
 - Rail Operations Control Center (ROCC) Procedures Manual
 - Office of Systems Maintenance Communication Section (COMM)
 - Metro Transit Police Department (MTPD) hot wash report

- System Data Recording Review – A collection of information contained in Metro Data Recording Systems. This data includes:
 - Audio Recording System (ARS) playback [Radio and Phone Communications]
 - Advanced Information Management System (AIMS) playback
 - Closed Circuit Television (CCTV)

Investigation

On Sunday, July 4, 2021, ARS playback revealed that at approximately 21:46 hours, an RTRA Supervisor contacted the ROCC Radio RTC and reported smoke emitting from a train at Metro Center Station, Track 1. Additionally, Red Line, Train ID 113 Train Operator, consist L7338-7339.7361-7360.7422-7423.7305-7304T, contacted the ROCC Radio RTC and reported smoke was emitting from Car 7339, the second car of the consist. As a result, the ROCC Radio RTC instructed Train ID 113 Train Operator to offload. There were no injuries or equipment damage reported as a result of this incident.

Chronological Event Timeline

Time	Description
21:46:19 hours	<u>RTRA Supervisor:</u> Notified ROCC Radio RTC and reported smoke was emitting from a train at Metro Center Station, Track 1. [Ops 1]
21:46:50 hours	<u>Train ID 113 Train Operator:</u> Notified ROCC Radio RTC and reported smoke was emitting from their train at Metro Center Station, Track 1. <u>ROCC Radio RTC:</u> Responded, offload the train, and asked if the Operator knew where the smoke is coming from? <u>Train ID 113 Train Operator:</u> Responded, I will offload the train, and the smoke was emitting from Car 7339, the second car. <u>ROCC Radio RTC:</u> Acknowledged and instructed Train ID 113 Train Operator to notify the ROCC when the train is clear of customers. [Ops 1]
21:49:07 hours	<u>RTRA Supervisor:</u> Notified ROCC Radio RTC and reported it appears someone set a firework off in Car 7339. <u>ROCC Radio RTC:</u> Acknowledged and indicated, you will be the OSC; SOP 1A is in effect. <u>RTRA Supervisor:</u> Acknowledged. [Ops 1]

Time	Description
21:49:11 hours	<p><u>ROCC Assistant Superintendent:</u> Notified the Office of Unified Communications (OUC) and reported smoke was emitting from an outbound Red Line train at Metro Center Station, Track 1, upper level.</p> <p><u>OUC Emergency Dispatcher:</u> Responded, is the train inside the tunnel.</p> <p><u>ROCC Assistant Superintendent:</u> Responded, no the train is berthed at the platform.</p> <p><u>OUC Emergency Dispatcher:</u> Responded, is anyone aboard the train.</p> <p><u>ROCC Assistant Superintendent:</u> Responded, no the train has offloaded.</p> <p><u>OUC Emergency Dispatcher:</u> Responded, so there's no one trapped.</p> <p><u>ROCC Assistant Superintendent:</u> Responded no, there's no one trapped.</p> <p><u>OUC Emergency Dispatcher:</u> Responded, what direction the train was going.</p> <p><u>ROCC Assistant Superintendent:</u> Responded, the train was coming from Shady Grove Station operating outbound in the direction of Glenmont Station.</p> <p><u>OUC Emergency Dispatcher:</u> Responded; is the station elevated.</p> <p><u>ROCC Assistant Superintendent:</u> Responded, no, it's a dual station that has an upstairs and downstairs. Additionally, the ROCC Assistant Superintendent stated, based on the latest report received from the RTRA Supervisor on the scene, a customer set off a firework that appeared to be a smoke bomb on the train. The MTPD has the person in custody. There was no report of anyone in distress, only smoke coming from the train.</p> <p><u>OUC Emergency Dispatcher:</u> Responded, you no longer need our first responders.</p> <p><u>ROCC Assistant Superintendent:</u> Responded, I can't make that decision.</p> <p><u>OUC Emergency Dispatcher:</u> Responded, I submitted the request for the emergency responders to respond still, and units are en route.</p> <p>[Phone] Note: <i>This call lasted four minutes and thirty-two seconds. As a result, as this call went on, the ROCC Assistant Superintendent relayed additional information that came to the ROCC.</i></p>
21:50:19 hours	<p><u>RTRA Supervisor:</u> Notified ROCC Radio RTC and reported Train ID 113 was clear of customers.</p> <p><u>ROCC Radio RTC:</u> Acknowledged, and asked has smoke dissipated?</p> <p><u>RTRA Supervisor:</u> Responded; it looks like the smoke has dissipated and recommended to move the train out of Metro Center Station, Track 1 at this time so that we can evaluate if there is anything on the roadway.</p> <p><u>ROCC Radio RTC:</u> Responded, is it safe for train movement on Track 2?</p> <p><u>RTRA Supervisor:</u> Responded, I am on Track 1, and it's hard to tell at this time and recommended a restricted train speed no greater than 5 mph.</p> <p><u>ROCC Radio RTC:</u> Acknowledged and authorized restricted train speed no greater than 5 mph at Metro Center Station, Track 2. The ROCC Radio RTC then instructed Train ID 113 Train Operator to re-block non-revenue Train ID 713 and standby for further instructions.</p> <p><u>Train ID 113 Train Operator:</u> Acknowledged. [Ops 1]</p>
21:51:25 hours	<p><u>RTRA Supervisor:</u> Notified ROCC Radio RTC and reported smoke has dissipated from Train ID 113 at Metro Center Station, Track 1, and it is safe for train movement. [Ops 1]</p>

Time	Description
21:53:08 hours	<u>ROCC Radio RTC</u> : Notified Train ID 713 Train Operator and instructed them to continue down the line to Glenmont Yard. [Ops 1]
21:54:32 hours	<u>RTRA Supervisor</u> : Notified ROCC Radio RTC and reported a good track inspection from Metro Center platform, Track 1 and Track 2, and deemed the area safe for revenue service. Additionally, the RTRA Supervisor asked the ROCC Radio RTC to activate the ventilation fans at Metro Center Station. <u>ROCC Radio RTC</u> : Acknowledged. [Ops 1]
21:55:55 hours	<u>ROCC Radio RTC</u> : Notified MTPD and reported smoke was emitting from an outbound Red Line train Car 7339 at Metro Center Station, Track 1. The ROCC Radio RTC indicated that they just released the affected train to continue down the line non-revenue to Glenmont Yard. The ROCC Radio RTC stated that they received a report that a person set off a firework on the train. [Phone]
21:55:59 hours	<u>ROCC Radio RTC</u> : Alerted all Ops 1 Train Operators and instructed them to enter and exit Metro Center Station, Gallery Place Station, and Judiciary Square Station, Track 1 and Track 2 at a restricted speed. [Ops 1]

Advanced Information Management System (AIMS)

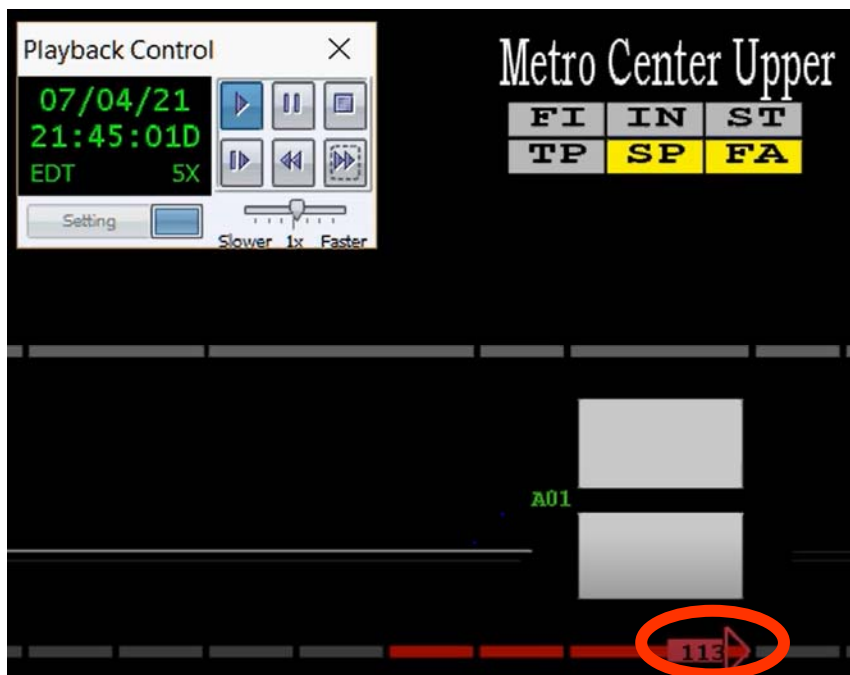


Diagram 1 - Based on the AIMS playback, Train ID 113 berthed at Metro Center Station, Track 1, at 21:45:01 hours.

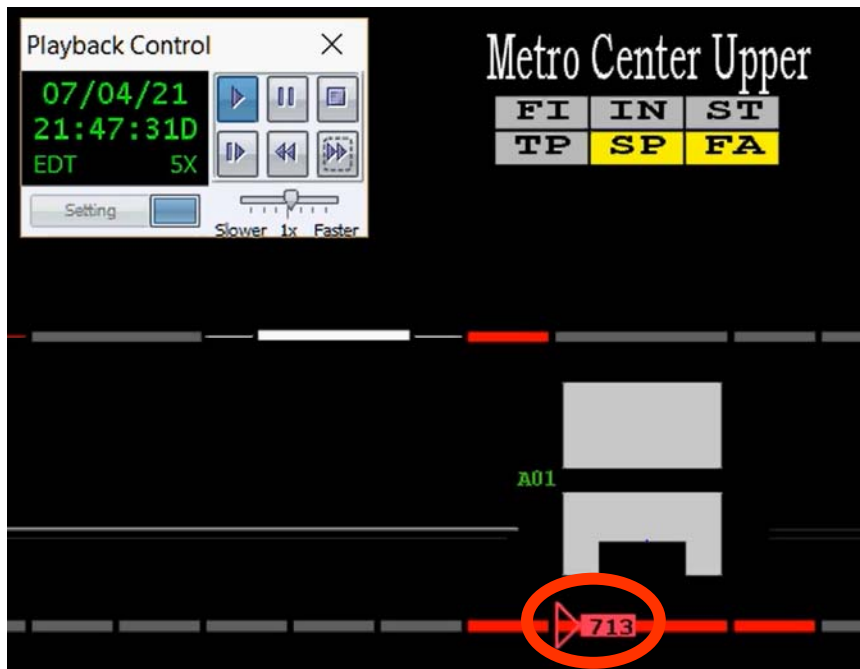


Diagram 2 – Based on the AIMS playback, at 21:47:31 hours, Train ID 113 was re-blocked to non-revenue Train ID 713.

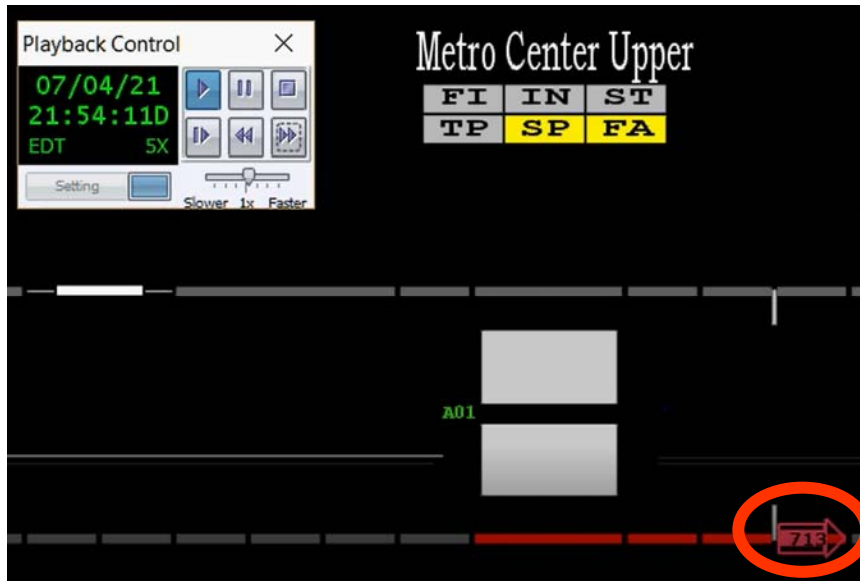


Diagram 3 – Based on the AIMS playback, at 21:54:11 hours, non-revenue Train ID 713 continued outbound down the line to Glenmont Yard.

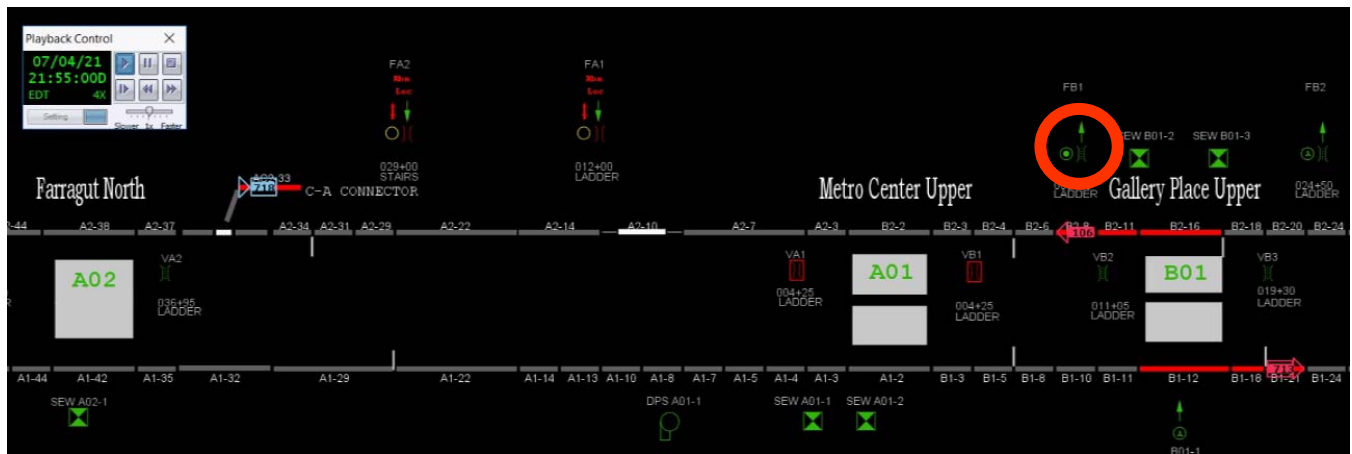


Diagram 4 – Based on the AIMS playback, at 21:55:00 hours, the ROCC activated station fan in exhaust mode.

Closed-Circuit Television (CCTV)



Figure 1 - Based on the railcar video, four customers dressed in all black boarded the middle of the railcar on Train ID 113, Car 7339.



Figure 2 - Based on the railcar video, someone in the group of four customers dressed in all black ignited a purple-colored smoke bomb, a type of firework, then they all departed Car 7339.

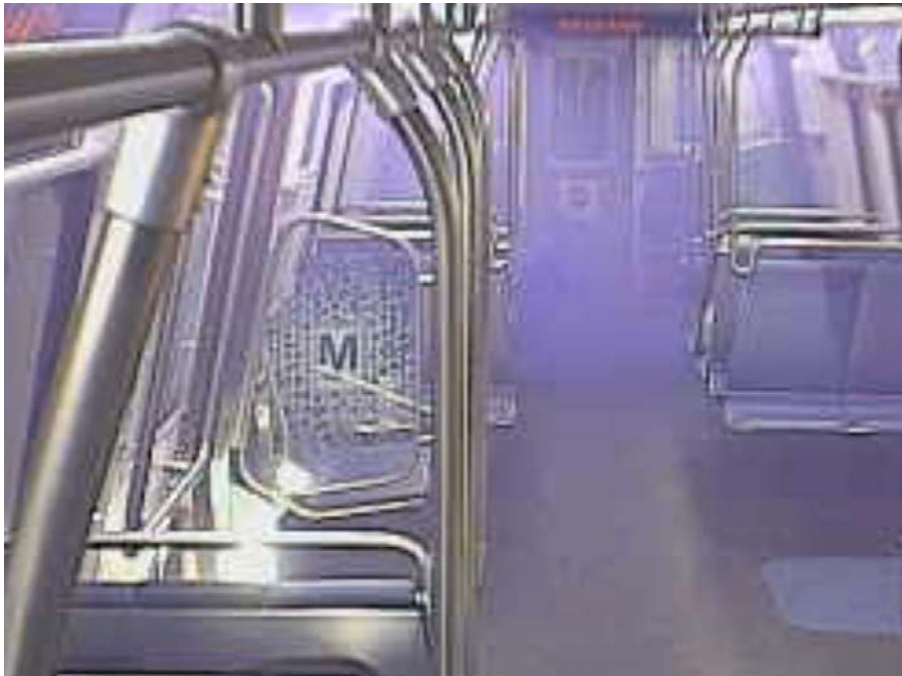


Figure 3 - Based on the railcar video, Train ID 113 was offloaded at Metro Center Station, Track 1.

Metro Transit Police Department (MTPD)

The MTPD report revealed that at approximately 21:48 hours, the MTPD received a call from Metro Center Station that they observed smoke emitting from Car 7339 on Track 1. The consist was offloaded, and the customers on the platform were diverted away from the incident. The Incident Command System (ICS) was immediately set up, and the On-Scene Commander (OSC) notified the ROCC to activate the fans. MTPD met with a customer who reported that while they were boarding the train at approximately 21:48 hours, they observed four customers dressed in dark clothing exiting the train, making a motion beneath the seat, and smoke began to fill Car 7339. MTPD reported the four customers escaped in an unknown direction. MTPD reported there were no injuries reported at the time of the incident. The fire department was called but disregarded after determining the source of the smoke event was fireworks, and there was no active fire in the station. The consist was removed from service and continued non-revenue to Glenmont Yard where MTPD Explosive Ordinance Disposal (EOD), K-9 Unit was deployed and searched the consist with nothing found. See Appendix A.

Office of System Maintenance Communication Section (COMM)

COMM personnel performed a comprehensive radio operational test at Metro Center Station, Tracks 1 and 2. The test was successful, and the signal was at an optimal level.

Note: After reviewing the Audio Recording System playback, there did not appear to be any communication deficiencies over the radio.

Office of Car Maintenance (CMNT)

CMNT performed a post-incident inspection at Glenmont Yard and reported that there were no defects identified and no repairs performed. The consist was deemed safe for revenue service. See Appendix B.

Weather

At the time of the incident, NOAA recorded the temperature at 75° F with passing clouds and 58% humidity. (Weather source: National Oceanic Atmospheric Administration – Location: Washington, DC.)

Human Factors

Fatigue

Based on SAFE's review of the Train Operator's 7-day work history, the employee's 7-day work schedule leading up to the incident was compliant with WMATA'S Policy/Instruction 10.6/1 Hours of Service Limitations for Prevention of Fatigue. It did not present a risk of impairment due to fatigue.

Evidence of Fatigue

The incident data was evaluated, and no signs or symptoms of fatigue were detected from the available data.

Fatigue Risk

The incident data was evaluated for fatigue risk factors. Risk factors for fatigue were not present. The incident time of day did not suggest an increased risk of fatigue-related impairment. The off-duty period was 14.45 hours which provides an opportunity for 7-9 hours of sleep.

Since fatigue evidence and risk factors were not present, the biomathematical fatigue modeling application (SAFTE-FAST Web SFC) was not applied.

Findings

- Based on the AIMS playback, Train ID 113 berthed at Metro Center Station, Track 1, at approximately 21:45 hours.
- ARS playback revealed that at approximately 21:46 hours, an RTRA Supervisor notified the Rail ROCC Radio RTC and reported smoke was emitting from a train at Metro Center Station, Track 1.
- Based on the railcar video, someone in the group of four customers dressed in all black had lit a purple-colored smoke bomb, a type of firework, then they all departed Car 7339.
- MTPD report revealed the fire department was called but disregarded after determining the source of the smoke event was fireworks, and there was no active fire in the station.
- ROCC personnel complied with SOP #1A and SOP #26 procedures when responding to this event.
- Based on the ARS playback and the railcar video footage, Train ID 113 Train Operator offloaded their consist.
- Based on the AIMS playback, at approximately 21:55 hours, the ROCC activated station fan in exhaust mode.
- Based on the MSRPH 14.5.1.2, MTPD determines if facilities are to be evacuated or closed. The station was not evacuated or closed; only the affected consist was offloaded.
- The Train Operator did not have any causal factors contributing to this incident.

Immediate Mitigation to Prevent Recurrence

- The ROCC Radio RTC instructed Train ID 113 Train Operator to offload their consist.
- The ROCC removed Train ID 113 from service for post-incident investigative processes.

Probable Cause Statement

The probable cause of the Evacuation for Life Safety Reasons event on Train ID 113 at Metro Center Station was intentional action (vandalism) by a group of individuals igniting a purple-colored smoke bomb, a type of firework, on Car 7339 that resulted in smoke emitting from Car 7339.

SAFE Recommendations/Corrective Actions

SAFE has no recommended corrective actions for this event. For reference, corrective actions related to MTPD and Roadway Worker Protection are in progress, as noted in Event Report 20488 (Customer Evacuation at Fort Totten Station). Relevant Corrective Actions from that report are copied below:

Corrective Action Code (E20488)	Description (E20488)
90755_SAFECAPS_MTPD_002	Shall develop an incident response / IC quick [tick] checklist to identify responsibilities, respective equipment, processes upon arrival
90755_SAFECAPS_SAFE_006	The newly-created Incident Management Official's role shall be clearly defined when emergency response procedures are enacted. This includes supporting the Incident Commander when SOP 1A is followed.
90755_SAFECAPS_MTPD_007	Annual MIRs shall include reviews of the ROCC emergency SOPs, which are covered during new recruit training.
90755_SAFECAPS_MTPD_008	MTPD Hot Washes shall include an evaluation of RWP practices.
90755_SAFECAPS_MTPD_009	ROCC and MTPD shall conduct after action reviews after each emergency response incident; this is in addition to MTPD's field Hot Wash reviews. Lessons learned will be documented, as well as mitigations that would address issues experienced.
90755_SAFECAPS_MTPD_011	The Incident Commander shall communicate to ROCC the full section of track that is part of their oversight when SOP 1A is enacted.

Appendices

Appendix A – MTPD Hot Wash Report



Metro Transit Police Department Hot Wash Summary



ADMINISTRATION HANDLING INSTRUCTIONS

This report will be completed after a debriefing or "hot wash" in accordance with applicable department policies/directives and procedures; at the request of the Chief of Police or designee or following any incident or event requiring the activation of the Incident Command System (ICS). The purpose of the report is to provide information, assess response, identify training, equipment needs, and to identify areas that may require improvement. After completion of this report, it should be forwarded to the Deputy Chief through the chain of command for review.

This report and any attachments are classified as For Official Use Only. This report may be used for emergency incidents, special events, and exercises. **Items marked with an asterisk (*) will be completed by the last official designated as the Incident Commander (IC) as there may be more than one IC during the incident.**

INCIDENT SUMMARY			
Incident Requiring ICS Activation:		Smoke In Tunnel Metro Center	
*Incident Commander (IC):		[REDACTED]	
MTPD CCN:	2021-03168	Local CCN:	NA
*Date ICS Initiated:	07-04-21	*Time ICS Initiated:	0948
*Date ICS Terminated:	07-04-21	*Time ICS Terminated:	0959
*Duration of Incident:	11 minutes	*Service Disrupted (Type and Time):	0948-0959 Train 113 held at MTRC due to smoke
Incident Location:	Metro Center Glenmont Platform	Command Post Location:	11/G Mezzanine Glenmont Platform
MTPD On-Scene Commander (OSC):	[REDACTED]	Command Aid for OSC:	N/A
Forward Liaison:	[REDACTED]	Unified Command:	NO
OCC Liaison:	[REDACTED]	Alternate Channel:	NO
Single Tracking (Time & Track No.):	No	Bus Bridge Established (From /To):	NO
Inner and/or Outer Perimeter:	NO	Power De-energized:	NO
OSC Relinquished Scene Command to Name [REDACTED] Dept: Rail	Scene released to [REDACTED]	Medical Attention Required/Requested:	NO
Entry/Exit Log:	NO	CID Response:	NO

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Attachment 1 – Page 1 of 4.

Date: 07/04/2021 Time: 21:46 hours.
Final Report Rev. 1 – Evacuation for Life Safety
Reasons. E21277

Drafted By: SAFE 705 – 07/10/2021
Reviewed By: SAFE 71 – 07/14/2021
Approved By: SAFE 70 – 07/19/2021

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Metro Transit Police Department Hot Wash Summary

WMATA ON-SCENE PERSONNEL		
Name	Department/Office	Title/Role
██████████	MTPD D1B	On Scene Commander
██████████	MTPD	Inner Perimeter
██████████	MTPD D2B	Operations Commander
██████████	MTPD D2B	Inner Perimeter
██████████	MTPD D2B	Inner Perimeter
██████████	MTPD Training	Area Commander

EXTERNAL ON-SCENE PERSONNEL		
Name	Agency/Department	Title/Role

Use separate sheet if additional space is required.

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MTPD-OSP-TMPL-009-00

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Effective: 12/30/20

Attachment 1 – Page 2 of 4.

Date: 07/04/2021 Time: 21:46 hours.
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Reviewed By: SAFE 71 – 07/14/2021
Approved By: SAFE 70 – 07/19/2021

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Metro Transit Police Department Hot Wash Summary

REQUESTS	
*Radio Run Requested (Yes/No):	NO
If "Yes," location where tape is stored:	
*Digital Video Evidence Unit (DVEU) Video Requested (Yes/No):	YES by [REDACTED]
If "Yes," location where video is stored:	DVEU

OBSERVATIONS
<p>On July 4th, 2021 at approximately 2148 hours [REDACTED] called out at Metro Center Station (607 13th St NW, Washington DC 20005) that he observed smoke coming from rail car 7339 on the Glenmont track. Smoke was observed billowing from beneath rail car 7339 on the Glenmont track. The train was quickly evacuated and the patrons on the platform were diverted away from the incident. [REDACTED] meet with a witness [REDACTED] (W01) who said that while she was boarding the train at approximately 2148 hours at Metro Center she observed four juveniles exiting the train and making a motion beneath the seat and smoke began to fill the cabin of the rail car. (W01) described the suspects as a black female wearing dark clothing, white male wearing dark clothing, and two black males wearing dark clothing. (W01) stated they look like juveniles. The four made good there escape in a unknown direction.</p> <p>No patrons claimed injury at the time of the incident. The fire department was called but disregard after determining the source of the incident was fireworks and there was not active fire within the station. TSOC was notified by [REDACTED] at 2205 [REDACTED] (TSA-07-21885-21). The rail car was taken out of service and taken to Glenmont rail yard (track 5) where EOD conducted a sweep with negative result. All events occurred in the District Of Columbia.</p>

Use separate sheet if additional space is required.

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MTPD-OSP-TMPL-009-00

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Effective: 12/30/20

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Metro Transit Police Department Hot Wash Summary

NOTES

Patrons were immediately removed from the train when the smoke was observed. Incident Command was immediately set up and a request to turn on the fans were made. A witness was located who provided vital information about it being fireworks. Fire Department was notified but canceled prior to arrival. It is reported the FD arrived on scene but they were not observed by DVEU.

The train was held but was allowed to move on when it was realized that it was fireworks. The train was taken out of service and to Glenmont Railyard track 5 for further inspection.

Use separate sheet if additional space is required.

On Scene Commander's Title, Printed Name, and Signature/Date

[REDACTED]

Watch Commander's Title, Printed Name and Signature/Date

[REDACTED]

[REDACTED]

Patrol Operations Bureau Commander's Printed Name and Signature/Date

[REDACTED]

7/8/2021

Office of Emergency Management Director's, Printed Name and Signature/Date,

[REDACTED]

7/8/2021

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Effective: 12/30/20

Attachment 1 – Page 4 of 4.

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Drafted By: SAFE 705 – 07/10/2021
Reviewed By: SAFE 71 – 07/14/2021
Approved By: SAFE 70 – 07/19/2021

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Appendix B – COMM Work Order Details



Washington Metropolitan Area Transit Authority Maintenance and Material Management System Work Order Details

Page 1 of 1
MX76PROD

Work Order #: 16429948
Type: CM



Status: CLOSE
07/06/2021 05:21

Work Description: Unusual Occurrence Smoke Reported
Job Plan Description:

Work Information									
Asset: R7339	7339, RAIL CAR, KAWASAKI, 7000 AC, B2 CAR	Owning Office: CMNT-CMNT-CMNT	Parent:						
Asset Tag: R7339		Maintenance Office: CMNT-SDYG-INSP	Create Date: 07/05/2021 04:36						
Asset S/N: 7339		Labor Group: CMNT	Actual Start: 07/05/2021 04:37						
Location: 1136	A99, SHADY GROVE YARD	Crew:	Actual Comp: 07/05/2021 04:52						
Work Location: 1197	B98, GLENMONT YARD	Lead:	Item: K18060001						
Failure Class: CMNT001	RAIL CAR	GL Account: WMATA-02-33320-50499160-041-*****-OPR**							
Problem Code: 2649	PASSENGER RELATED PROBLEM	Supervisor:	Target Start:						
Requested By:		Requestor Phone:	Target Comp:						
Chain Mark Start:		Chain Mark End:	Scheduled Start:						
Create-Mileage: 372475.0		Complete-Mileage: 372475.0							
Task IDs									
Task ID									
10	CAR WAS REPORTED FOR SMOKE INSIDE DUE TO A CUSTOMER LIGHTENING FIREWORKS, CAR WAS INSPECTED WITH NO DAMAGES FOUND.								
000-300-B11 CAR BODY: ATTENDANTS AREA: 2K/									
Component: 3K/6K/7K	Work Accomp: CHECKED	Reason: NO TROUBLE FOUND	Status: CLOSE	Position:	Warranty?: Y				
Actual Labor									
Task ID	Labor	Start Date	End Date	Start Time	End Time	Approved?	Regular Hours	Premium Hours	Line Cost
		07/05/2021	07/05/2021	00:00	00:30	Y	00:30	00:00	\$18.87
Total Actual Hour/Labor:							00:30	00:00	\$18.87
Failure Reporting									
Cause	Remedy		Supervisor				Remark Date		
2475	NO DEFECT; NO REPAIRS PERFORMED		3192 TESTED / INSPECTED				07/05/2021		
Remarks: NO DAMAGES WERE OBSERVED, CAR IS GOOD FOR REVENUE									

WT_plust_woprint.rptdesign

07/6/2021 12:25

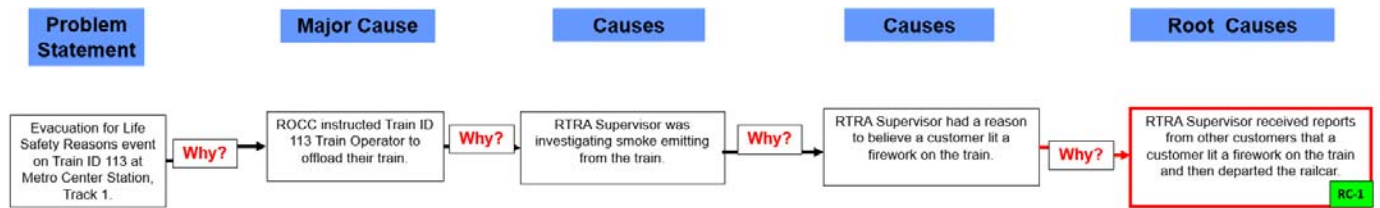
Attachment 2 – Page 1 of 1.

Date: 07/04/2021 Time: 21:46 hours.
Final Report Rev. 1 – Evacuation for Life Safety
Reasons. E21277

Drafted By: SAFE 705 – 07/10/2021
Reviewed By: SAFE 71 – 07/14/2021
Approved By: SAFE 70 – 07/19/2021

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Appendix C - Root Cause Analysis



Attachment 3 – Page 1 of 1.