



**WMSC Commissioner Brief: W-0193 – Evacuation for Life-Safety Reasons – Cleveland Park Station – July 29, 2022**

*Prepared for Washington Metrorail Safety Commission meeting on December 13, 2022*

**Safety event summary:**

On July 29, 2022, Cleveland Park Station was evacuated due to a fire near the station's platform to mezzanine escalator.

At approximately 11:35 a.m., the Cleveland Park Station Manager reported an active fire alarm coming from an escalator in the station to the Rail Operations Information Center (ROIC). ROIC personnel instructed the Station Manager to investigate the alarm, requested assistance from District of Columbia Fire and Emergency Medical Services (DCFEMS) and notified the Rail Traffic Controller, the Metro Transit Police Department (MTPD) and the Office of Elevator and Escalator (ELES).

At approximately 11:39 a.m., the Rail Traffic Controller instructed trains to hold at Van Ness-UDC and Woodley Park-Zoo/Adams Morgan stations and an Office of Rail Transportation (RTRA) Supervisor was instructed to respond to Woodley Park-Zoo/Adams Morgan Station.

The Station Manager observed fire coming from beneath the escalator unit. At 11:41 a.m. the Station Manager notified ROIC personnel that they had extinguished the fire and reported that smoke was emitting from the escalator. The Rail Traffic Controller contacted the Maintenance Operations Center (MOC) to request fans be activated at Cleveland Park Station at approximately 11:43 a.m. and ROIC personnel instructed the Station Manager to evacuate the station at approximately 11:44 a.m. DCFEMS arrived, and the Battalion Chief established incident command at 11:46 a.m. At approximately 11:47 MTPD personnel arrived and assumed on-scene command. At 11:50 p.m. DCFEMS confirmed the fire was extinguished.

At 11:57 a.m., ROIC personnel instructed the Station Manager at Woodley Park Zoo/Adams Morgan Station, which is one station away from Cleveland Park Station, to evacuate their station because train service had been suspended at both stations. Shuttle service was requested, in preparation for termination of service at Dupont Circle Station. However, at approximately 12:06 p.m., DCFEMS authorized the ROCC to allow trains to single track, bypassing Cleveland Park only, at restricted speeds.

Out-of-service Train 111, which had been holding at Woodley Park Zoo/Admas Morgan Station, was used as a test train. At 12:16 p.m., ELES personnel arrived and removed the escalator from service for inspection and repairs.

At 12:29 p.m. DCFEMS advised the ROCC that tracks 1 and 2 were clear for train service, using reduced speeds with trains continuing to bypass Cleveland Park Station. At 12:31 p.m. Woodley Park Zoo/Adams Morgan Station reopened, command was turned over to MTPD and DCFEMS departed at approximately 1:01 p.m.

CCTV footage showed a person using a lighter near the fire location about five minutes before it occurred, and paper and combustible debris were found in the void between the escalator and stairs after ELES personnel were able to dismantle the escalator for further inspection. Inspection showed that the combustible debris, which included packaging material that had not been discarded when the escalator unit was installed caught fire.



An Emergency Response Team arrived at 1:05 p.m. and MTPD turned the scene over to RTRA at 1:33 p.m. At 1:51 p.m. the RTRA Supervisor advised the ROCC that Cleveland Park was clear of smoke and train service resumed at the station.

**Probable Cause:**

The probable cause of this event was a Metrorail rider's use of a lighter in a station and Metrorail's insufficient design control, change management and hazard identification and mitigation practices to prevent the buildup of combustible debris in and around escalator mechanical systems.

**Corrective Actions:**

WMATA closed the gap between the escalator and the staircase.

WMATA conducted a system audit to identify locations where there is a gap between the escalator housing and adjacent stairs. Once identified, the gaps were closed.

**WMSA staff observations:**

Metrorail has the opportunity to reduce the risk of similar events occurring by improving the implementation of its safety management system, including hazard identification and mitigation. Metrorail's Public Transportation Agency Safety Plan (PTASP) revision effective December 31, 2022 specifies this will include implementation across remaining departments in 2023.



Washington Metropolitan Area Transit Authority  
Department of Safety (SAFE)  
Office of Investigations (OSI)  
**FINAL REPORT OF INVESTIGATION A&I E22447**

<b>Date of Event:</b>	July 29, 2022
<b>Type of Event:</b>	Evacuation for Life Safety Reasons – Fire/Smoke
<b>Incident Time:</b>	11:35 Hours
<b>Location:</b>	Cleveland Park Station – Escalator No. 6
<b>Time and How received by SAFE:</b>	12:50 Hours – SAFE/MAC
<b>WMSC Notification Time:</b>	13:05 Hours
<b>Responding Safety Officers:</b>	WMATA: OEP WMSC: None Other: None
<b>Rail Vehicle:</b>	None
<b>Injuries:</b>	None
<b>Damage:</b>	None
<b>Emergency Responders:</b>	District of Columbia Fire Department (DCFEMS), Metro Transit Police Department (MTPD)
<b>SMS I/A Incident Number:</b>	20220729#101857

# Cleveland Park Station – Evacuation for Life Safety Reasons

July 29, 2022

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## Abbreviations and Acronyms

<b>ARS</b>	Audio Recording System
<b>CAP</b>	Corrective Action Plan
<b>CCTV</b>	Closed-Circuit Television
<b>ELES</b>	Office of Elevators and Escalators
<b>MOC</b>	Maintenance Operations Center
<b>MSRPH</b>	Metrorail Safety Rules and Procedures Handbook
<b>MTPD</b>	Metro Transit Police Department
<b>NOAA</b>	National Oceanic and Atmospheric Administration
<b>OM</b>	Operations Manager
<b>OPMS</b>	Operations Management Services
<b>ROCC</b>	Rail Operations Control Center
<b>ROIC</b>	Rail Operations Information Center
<b>RTC</b>	Rail Traffic Controller
<b>RTRA</b>	Office of Rail Transportation
<b>SAFE</b>	Department of Safety and Environmental Management
<b>SMS</b>	Safety Measurement System
<b>SRC</b>	Safety Risk Coordinator
<b>WMATA</b>	Washington Metropolitan Area Transit Authority
<b>WMSC</b>	Washington Metrorail Safety Commission

### **Executive Summary**

On Friday, July 29, 2022, at approximately 11:35 hours, an Office of Rail Transportation (RTRA) Station Manager reported an active fire alarm at Cleveland Park Station to the Rail Operations Information Center (ROIC) Information Controller. The Station Manager advised that the alarm display indicated a fire within escalator A05x06. ROIC Information Controller instructed the Station Manager to investigate the alarm. The Station Manager located a fire beneath escalator number six on the mezzanine level of the Cleveland Park Station.

The Audio Recording System (ARS) playback indicated that at approximately 11:38 hours, ROIC Information Controller advised the Station Manager that personnel from the District of Columbia Fire and Emergency Medical Services (DCFEMS) were dispatched to Cleveland Park Station. The Station Manager attempted to extinguish the fire with a fire extinguisher. At approximately 11:39 hours, ROIC Information Controller notified MTPD of the event.

At approximately 11:39 hours, the Rail Operations Control Center (ROCC) Rail Traffic Controller (RTC) instructed Train ID 104 to hold on Track 1 at Van Ness Station. At approximately 11:40 hours, ROIC Information Controller notified the Office of Elevators and Escalators (ELES) of the event. At approximately 11:41 hours, the Station Manager notified the ROIC Information Controller that the fire was extinguished, the ROCC RTC instructed Train ID 111 to hold on Track 2 at Woodley Park Station and a Rail Supervisor was instructed to report to Cleveland Park Station.

At approximately 11:43 hours, the ROCC RTC contacted the Maintenance Operations Center (MOC) and requested fan activation at Cleveland Park Station. At approximately 11:44 hours, the ROIC Information Controller instructed the Station Manager to evacuate Cleveland Park Station. At approximately 11:57 hours, the ROIC Information Controller instructed the Station Manager at Woodley Park Station to evacuate Woodley Park Station, as per Permanent Order No. T-21-45, MSRP SOP 6, 7, 8 replacement, effective November 14, 2021.

At approximately 11:50 hours, DCFEMS Engine 28 arrived at Cleveland Park Station and confirmed that the fire was extinguished. DCFEMS departed Cleveland Park Station at approximately 13:12 hours after ELES personnel were able to disassemble the escalator for further inspection. Cleveland Park Station was cleared to reopen at approximately 13:51 hours. Escalator A05x06 was removed from service for inspection and repair. Post-incident inspection found compacted paper and combustible debris in the area of the fire and a small void between the stairs and escalator that allowed material to enter the escalator's mechanics.

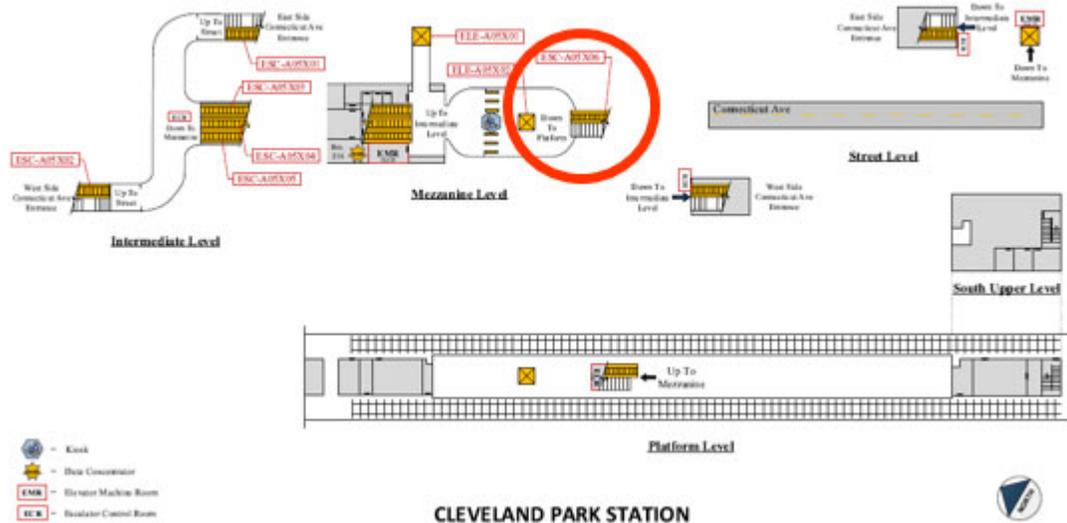
Video playback of the event identified a person near the area that the fire originated from using a lighter approximately five minutes before the fire started; however the person was not identified or located following the event.

The probable cause of the Evacuation for Life Safety Reasons event on July 29, 2022, was a fire/smoke event that was possibly caused by an unknown party. A contributing factor to the event was the void space between the escalator and stair that allowed debris to enter the space beneath the escalator.

## Incident Site

Cleveland Park Station, Escalator A05x06

## Field Sketch/Schematics



*\*Locations are approximate. Not to scale.*

## Purpose and Scope

The purpose of this accident 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

Upon receiving notification of the Evacuation for Life Safety Reasons – Fire/Smoke event at Cleveland Park Station on July 29, 2022, SAFE dispatched a cross-functional team to assess the scene and conduct a subsequent investigation. SAFE team members worked with relevant WMATA subject matter experts to review the incident's facts and data.

The investigative methodologies included the following:

- Site Assessment through video and document review
- Formal Interviews – SAFE did not perform formal interviews as part of this investigation.
- Informal Interviews – Collected through conversations with individuals during the investigation to provide background and supporting information. Note: Written statements were reviewed from personnel present during the event.
  - Station Manager
  - Rail Supervisor

Incident Date: 07/29/2022 Time: 11:35 hours  
Final Report – Evacuation for Life Safety Reasons  
E22447

Drafted By: SAFE 708 – 09/27/2022  
Reviewed By: SAFE 71 – 09/29/2022  
Approved By: SAFE 71 – 09/29/2022

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- Documentation Review – Collection of relevant work history information and process documentation contained in WMATA systems of record. These records include:
  - Rail Operations Supervisor Report
  - Station Manager’s Incident Report
  - Maintenance Operations Center (MOC) Tunnel Fan Operation Form
  - Emergency Ventilation Playbook
  - Rail Operations Control Center (ROCC) Incident Report
  - Metrorail Safety Rules and Procedures Handbook (MSRPH)
  - National Oceanic and Atmospheric Administration (NOAA)
  - Maximo Data
- System Data Recording Review – A collection of information contained in Metro Data Recording Systems. This data includes:
  - Audio Recording System (ARS) playback
  - Advanced Information Management System (AIMS)
  - Closed-Circuit Television (CCTV)

**Investigation**

On Friday, July 29, 2022, at approximately 11:30 hours, an unknown person was observed on CCTV using a lighter in the area of escalator number six and the stairs at Cleveland Park Station. At approximately 11:35 hours, an RTRA Station Manager reported an active fire alarm at Cleveland Park Station to the ROIC Information Controller. The Station Manager advised that the alarm display indicated a fire within escalator A05x06. The ROIC Information Controller instructed the Station Manager to investigate the alarm. The Station Manager located and reported a fire beneath escalator number six.



*Image 1 - Gap between escalator six and the staircase.*

The ARS playback indicated that at approximately 11:38 hours, the ROIC Information Controller advised the Station Manager that personnel from the DCFEMS were dispatched to Cleveland

Park Station. The Station Manager attempted to extinguish the fire with a fire extinguisher. At approximately 11:39 hours, the ROIC Information Controller notified MTPD of the event.

At approximately 11:39 hours, the ROIC Information Controller notified ROCC RTC and MTPD of the report of an active fire alarm, smoke and fire at Cleveland Park Station. The ROCC RTC instructed Train ID 104 on track 1 to hold at Van Ness Station. At approximately 11:40 hours, the ROIC Information Controller notified ELES of the event. At approximately 11:41 hours, the Station Manager notified the ROIC Information Controller that the fire was extinguished, the ROCC RTC instructed Train ID 111 on track 2 to hold at Woodley Park Station and a Rail Supervisor was instructed to report to Cleveland Park Station. MTPD dispatched officers to Cleveland Park Station. The Station Manager reported that they were able to extinguish the fire but, smoke was still emitting from the escalator. The ROCC RTC instructed a Rail Supervisor to report to Cleveland Park Station and Train ID 111 on track 2 to hold at Woodley Park Station.



*Image 2 - Fire extinguished beneath escalator A05x06*

At approximately 11:43 hours, the ROCC RTC contacted MOC and requested fan activation at Cleveland Park Station. Tunnel fan ventilation began at approximately 11:44 hours. At approximately 11:44 hours, DCFEMS arrived at Cleveland Park Station, the ROIC Information Controller instructed the Station Manager to evacuate Cleveland Park Station.

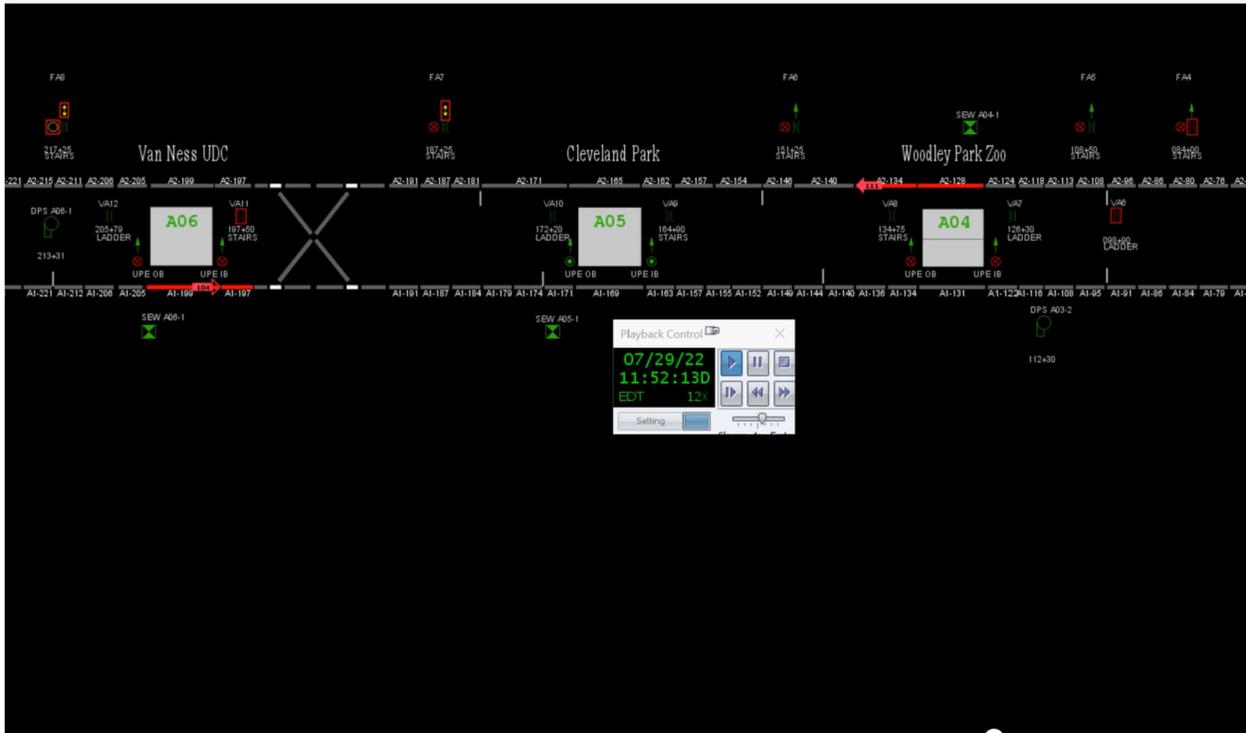


Figure 1 - Final state of Tunnel Fan Activation as depicted on AIMS Playback

At approximately 11:46 hours, SOP 1A was implemented, the DCFEMS established Incident Command. At approximately 11:49 hours, the Station Manager advised that all customers had evacuated the station. At approximately 11:50 hours, DCFEMS Engine 28 arrived at Cleveland Park Station and confirmed that the fire was extinguished. At approximately 11:54 hours, Incident Command switched communications to MTPD ops 2X. At approximately 11:55 hours, the ROIC Information Controller requested shuttle bus service.

At approximately 11:57 hours, the ROIC Information Controller instructed the Station Manager at Woodley Park Station to evacuate Woodley Park Station due to the smoke in the station and trains bypassing Woodley Park Station, as per Permanent Order No. T-21-45, MSRP SOP 678 replacement, effective Nov. 14, 2021, which implemented Standard Operating Procedures for Managing Fire And Smoke On The Metrorail System.

At approximately 12:06 hours, DCFEMS advised that single tracking could commence on track two at restricted speed bypassing Cleveland Park Station. Non-Revenue test Train ID 111, located at Woodley Park, track 2 was instructed to continue bypassing Cleveland Park Station. At approximately 12:16 hours, ELES arrived to assess the condition of the escalator. At approximately 12:25 hours, MTPD advised Rail Supervisor arrived.

At approximately 12:29 hours, DCFEMS advised that tracks one and two can be used at restricted speed bypassing Cleveland Park Station. At approximately 12:31 hours, Woodley Park Station reopened for passenger service. At approximately 13:01 hours, DCFEMS Engine 28 departed Cleveland Park Station, the Battalion Chief turned over the scene to MTPD. At approximately 13:05 hours, MTPD advised ERT was on scene.

At 13:33 hours, MTPD turned over the scene to RTRA. At approximately 13:51 hours, the Rail Supervisor reported that smoke was cleared from Cleveland Park Station, the station was reopened. Train ID 101 on track 1 was instructed to service Cleveland Park Station. Escalator A05x06 was removed from service for inspection and repair.

Post-incident inspection found compacted paper and combustible debris in the area of the fire and a small void between the stairs and escalator that allowed material to enter the escalator's mechanics.

Video playback of the event identified a person near the area that the fire originated from using a lighter approximately five minutes before the fire started; however the person was not identified or located following the event.

On August 1, 2022, ELES reported no accident or incidents at escalator A05x06 within the last 90 days of this event. The escalator was last inspected on June 23, 2022 (36 days before the event). ELES eliminated the gap between the escalator and the stairs, then inspected the entire system to eliminate this issue and to prevent reoccurrence.



*Image 3 - View of space between stairs and escalator six after repairs.*

## Chronological Event Timeline

A review of ARS playback, i.e., phone and radio communications, revealed the following timeline:

Time	Description
11:35:17 hours	Station Manager notified the ROIC Information Controller of active fire alarm at Cleveland Park Station. [Phone]
11:38:20 hours	Station Manager at Mezzanine 8, Cleveland Park Station reported a fire underneath platform escalator number six. The ROIC Information Controller advised that the Fire Department was in route. The Station Manager reported that they would attempt to extinguish the fire. [Ops 1]
11:38:33 hours	ROIC Information Controller notified DCFEMS. [Phone]
11:39:16 hours	ROIC Information Controller notified the ROCC RTC of the report of an active fire alarm at Cleveland Park Station. [Phone]
11:39:32 hours	ROIC Information Controller notified MTPD of the fire at Cleveland Park Station. [Phone]
11:39:37 hours	ROCC RTC instructed Train ID 104, track 1 to hold at Van Ness Station. [Ops 1]
11:40:05 hours	SAFE MAC notified MTPD of a report of smoke. [MTPD 1X]
11:40:48 hours	ROIC Information Controller advised ELES of the incident and instructed them to report to Cleveland Park Station. [Phone]
11:41:00 hours	MTPD Officers were dispatched to Cleveland Park for the report of smoke. [MTPD Report]
11:41:09 hours	Station Manager advised that they were able to extinguish the fire and that smoke was emitting from the escalator. The ROIC Information Controller advised to keep customers away from the escalator, the Fire Department was in route. [Ops 1]
11:41:21 hours	ROCC RTC instructed a Rail Supervisor to reported to Cleveland Park Station. [Ops 1]
11:41:34 hours	ROCC RTC instructed Train ID 111, track 2 to hold at Woodley Park Station. [Ops 1]
11:41:52 hours	ROCC RTC contacted PLNT and requested fan activation at Cleveland Park Station. [Phone]
11:43:53 hours	ROCC RTC contacted MOC and requested fan activation at Cleveland Park Station. [Phone]
11:44:25 hours	SAFE MAC reported DCFEMS arrival. [MTPD 1X]
11:44:41 hours	ROIC Information Controller instructed the Station Manager to evacuate Cleveland Park Station. [Ops 1]
11:46:00 hours	DCFEMS Battalion Chief arrived and assumed Incident Commander. In front of Cleveland Park Fire Dept. [MTPD Report]
11:47:00 hours	MTPD Officer arrived and assumed On-Scene Commander. [MTPD Report]
11:49:04 hours	Station Manager advised that all customers have been evacuated from Cleveland Park Station. [Ops 1]
11:50:00 hours	DCFEMS Engine 28 arrived at Cleveland Park Station. [MTPD 2X]
11:54:51 hours	Incident Command switched communications to MTPD 2X. [MTPD 2X]
11:55:15 hours	ROIC Information Controller contacted BOCC for shuttle service. [Phone]
11:57:28 hours	ROIC Information Controller instructed the Station Manager at Woodley Park to evacuate Woodley Park Station. [Phone]

<b>Time</b>	<b>Description</b>
12:00:50 hours	MTPD advised that DCFEMS Engines 28 and 23, T114 Safety made entry into the station. [MTPD 2X]
12:06:02 hours	DCFEMS advised that single tracking could commence on track two at restricted speed bypassing Cleveland Park Station. [MTPD 2X]
12:07:29 hours	Train ID 111 located at Woodley Park, track two was instructed to continue bypassing Cleveland Park Station. [Ops 1]
12:16:14 hours	MTPD advised ELES arrived. [MTPD 2X]
12:25:31 hours	MTPD advised Rail Supervisor arrived. [MTPD 2X]
12:29:11 hours	DCFEMS advised that tracks one and two can be used at restricted speed bypassing Cleveland Park Station. [MTPD 2X]
12:31:26 hours	Woodley Park Station reopened for passenger service. [MTPD 2X]
13:01:12 hours	DCFEMS Engine 28 departed at Cleveland Park Station, turnover to MTPD. [MTPD 2X]
13:05:09 hours	MTPD advised ERT on scene. [MTPD 2X]
13:33:46 hours	MTPD turnover to RTRA. [MTPD 2X]
13:51:00 hours	Rail Supervisor reported smoke was cleared from Cleveland Park Station, station was reopened. Train ID 101, track one was instructed to service Cleveland Park Station, [Ops 1]

*\*\*Note: Times above may vary from other system's timelines based on clock settings and reporting source.*

## Written Statements

### *Station Manager*

“At approximately 11:40 hours, the Fire and Intrusion (F&I) panel went off and reported that there was a fire at the bottom of escalator number six. I investigated and there was a fire at the bottom at that location. I notified ROIC of the situation and I put the fire out with the kiosk fire extinguisher. DC Fire Engine No. 28 was notified and on the scene at 11:50 hours, to investigate the situation further. An MTPD Officer arrived on the scene at 12:07 hours. A Rail Supervisor arrived on the scene at 12:15 hours. The Battalion Chief released the station to WMATA personnel at approximately 13:34 hours.”

### *Rail Supervisor*

“I was dispatched to Cleveland Park Station for a reported platform escalator fire. I boarded Train ID 106, track 1 from Bethesda Station. DCFEMS and [MTPD] were already on the scene. The station was already cleared of customers. ELES investigation determined that debris had started smoldering and smoke followed. ELES extinguished the smoke and blocked off the unit for customer safety. The ELES Supervisor informed me that the unit would be monitored by another ELES Supervisor and an ELES Mechanic for the next several hours. I forwarded a video email to all concerned parties of incident.”

## Applicable Rules and Procedures

- Standard Operating Procedure (SOP) 1A – Command, Control and Coordination of Emergencies on the Rail System
- SOP 648 - Procedure For Managing Fire And Smoke On The Metrorail System

## **Weather**

On July 29, 2022, at the time of the incident, NOAA recorded the temperature as 85° F, with broken clouds. The event occurred within a tunneled section of the rail system. Weather was not a contributing factor in this incident. (Weather source: NOAA – Location: Washington, DC)

## **Human Factors**

### Fatigue

#### *Signs and Symptoms of Fatigue*

#### *Fatigue Risk*

The biomathematical fatigue modeling application (SAFTE-FAST Web SFC) was not applied for this event.

## **Post-Incident Toxicology Testing**

Post-Incident Toxicology Testing was not conducted for this event.

## **Findings**

- The Fire Alarm system activated as designed and indicated the location of the alarm. The Station Manager located and extinguished fire with handheld canister.
- The station was closed and evacuated of customers.
- DCFEMS established a command post for all responding personnel.
- The ignition source entered the escalator pit through a gap between the escalator housing and stairs.

## **Immediate Mitigation to Prevent Recurrence**

- DCFEMS, MTPD and ELES were dispatched to Cleveland Park Station.
- Cleveland Park Station was evacuated.
- RTRA Supervisor was dispatched to the incident.
- Station Manager used the fire extinguisher to extinguish the fire.
- Gap between stair and escalator was sealed.

## **Probable Cause Statement**

The probable cause of the Evacuation for Life Safety Reasons event on July 29, 2022, was a fire/smoke event that was possibly caused by an unknown party. A contributing factor to the event was the void space between the escalator and stairs that allowed debris to enter the space beneath the escalator.

**SAFE Recommendations/Corrective Actions**

<b>Corrective Action Code</b>	<b>Description</b>	<b>Responsible Party</b>	<b>Due Date</b>
101857_SAFECAPS_ELES_001	Partner with PLNT to conduct a system audit to identify locations where there is a gap between the escalator housing and adjacent stairs.	ELES	Completed
101857_SAFECAPS_ELES_002	Close the gap between Escalator A05X06 and the staircase.	ELES	Completed
101857_SAFECAPS_PLNT_001	Partner with ELES to conduct a system audit to identify locations where there is a gap between the escalator housing and adject stairs. Once identified, close the gap.	PLNT	Completed

## Appendices

### Appendix A – Written Statements

Incident Date	Incident Time	Location (Station/Division)	Track/Mezz Number
7/29/2022	11:48AM	Cleveland Park	008
Type of Incident			
Rule Violation (SOP #)	Commendation (Yes/No)	Other	
N/A	N/A	Heavy Smoke coming from platform escalator	
Equipment Involved in the Incident			
Train ID and Car Numbers	Escalator Number	Elevator (Platform/Street)	Room Number
N/A	X06	N/A	N/A
Name	Employee Number	Division	
		West Falls Church	
Customer Involved Information			
Name	Address		
N/A	N/A		
N/A	N/A		
Miscellaneous Information			
Customer Injury (Yes/No)	No		
Employee/Contractor Injury (Yes/No)	No		
Post Incident Transport (Yes/No)	No		
Responding Personnel			
Department	Arrival Time	Unit/Engine/Ambulance/Badge Number	Contact Person
DFD	Already on scene	Fire rescue 20	
TPAS	Already on scene	336	

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Document 1 – RTRA Supervisor's Report, Page 1 of 2.

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 Approved By: SAFE 71 – 09/29/2022

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Washington Metropolitan Area Transit Authority  
Rail Operations Supervisor Report



Please Provide a Chronological Account of the Incident

I was dispatched to Cleveland Park station for a reported platform escalator fire. I boarded train ID 106 track 1 from Bethesda. DCFD and TPAS were already on the scene. The station had already been cleared of customers. Per ELES investigation it was determined that some debris had begun to smolder and smoke. ELES did extinguish the smoke and blocked off the unit for customer safety. In conclusion the ELES supervisor informed me that the unit would be monitored by another ELES supervisor and ELES mechanic for the next several hours. I sent an video email to all concerned parties of incident.

Supervisor Name and Payroll	Signature	Date
[REDACTED]	[REDACTED]	7/29/2022
Reviewed By	Signature	Date
[REDACTED]	[REDACTED]	8/1/2022

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Document 2 - RTRA Supervisor's Report, Page 2 of 2.

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Drafted By: SAFE 708 – 09/27/2022  
Reviewed By: SAFE 71 – 09/29/2022  
Approved By: SAFE 71 – 09/29/2022

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**WMATA/RTRA Incident/Accident Report (Other than Motor Vehicle)** Page 1 of 1

**Incident Information: This page must be completed for all incidents**

Date: 7/29/22 Incident Time: 11:40 AM Time Reported: 11:40 AM Reported by: Customer  Employee   
 ROCC  Other

**Location**

Station: Cleveland Park Mezzanine #: 8 Track #/Destination: N/A Chain Marker/Signal Number: N/A

**TYPE OF INCIDENT**

Property Damage  Smoke  Fire  Customer Complaint  
 Customer Injury  Customer Illness  Employee Injury  Employee Illness  
 Criminal Activity  Elevator Entrapment  Rail Vehicle Incident  Other (Explain in description of incident)

**WEATHER** **LIGHT CONDITIONS (natural lighting)** **LIGHTING (artificial lighting)**

Clear  Rain  Dawn/Dusk  Daylight  Lights On  Lights Off   
 Snow  Sleet/Ice  Dark  Tunnel/Underground  Lights Not Working

**STATION INCIDENTS: Always include equipment number you use for MOC/AFC/EOC**

Elevator/Escalator #: 6 AFC #: N/A Room Number/Location: N/A  
 Failure Number(s): 1722 2989

Parking Lot  Paid Area  Free Area  Garage  Station Entrance  Stairway #  Platform  Ancillary Room   
 Injury/Illness reported aboard Train  Other

Name of Responding Supervisor: [Redacted] Name/Department of PLNT/AFC or other WMATA responder: MTPD [Redacted] Badge # 5123

**TRAIN INCIDENTS**

Train ID: N/A Destination: N/A Car Numbers (list all cars in consist): N/A Lead Car: N/A  
 Name of Responding Supervisor: N/A Name/Department of CMNT/TRST or other WMATA responder: N/A

**DESCRIBE THE INCIDENT: Include what you did to correct the problem and who you notified and when.**  
 Describe any property damage and the extent of any injuries.

At approximately 11:40 AM F+I panel went off and reported that there was a fire at the bottom of escalator #6. I investigated and there was a fire at that location. Notified ROCC of the situation and I put out the fire with the kiosk fire extinguisher. Engine 28 was notified and on the scene at 11:50 AM to investigate the situation further. MTPD Ofc. [Redacted] arrived on the scene at 12:07 PM (Badge # 5123). Supervisor [Redacted] arrived on the scene at 12:15 PM. Battalion Chief released the station to WMATA personnel at approximately 1:34 PM

**Employee Completing Report**

Employee Name: [Redacted] Employee #: [Redacted] Date: 7/29/22  
 Division: Shady Grove Run #: 31 Assigned Days: T/F

**To Be Completed By Reviewing Manager**

Supervisor Name (print): [Redacted] Employee #: [Redacted] Date: 8-2-22  
 Action taken needed: SMS and filed JUL 29 PM 10:17  
 SMS Number: 20220802 # 101928

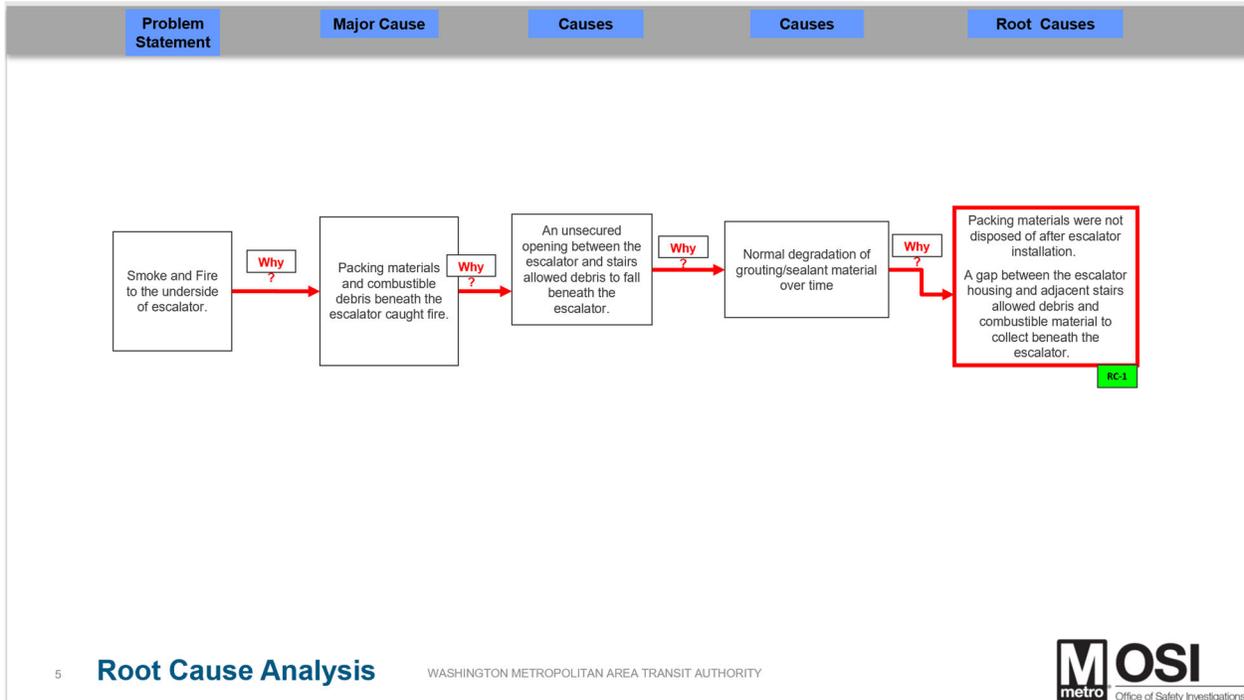
50.753A 04/12 White Copy: Division or Supervisor Yellow Copy: For any incident involving escalators or elevators; remains in kiosk for use of elevator/escalator inspectors

Document 3 – Station Manager’s Statement

Incident Date: 07/29/2022 Time: 11:35 hours  
 Final Report – Evacuation for Life Safety Reasons  
 E22447

Drafted By: SAFE 708 – 09/27/2022  
 Reviewed By: SAFE 71 – 09/29/2022  
 Approved By: SAFE 71 – 09/29/2022

## Appendix B – Root Cause Analysis



	<b>Washington Metropolitan Area Transit Authority</b> METRORAIL SAFETY RULES AND PROCEDURES HANDBOOK <b>PERMANENT ORDER</b>
<b>NO. T-21-45 MSRPH SOP 6, 7, 8 replacement</b>	<b>Approved Date:</b> Monday, Aug 23, 2021
<b>Affected Rule/SOP: SOP #6, SOP #7, &amp; SOP#8</b>	<b>Effective Date:</b> Sunday, Nov 14, 2021

**TO: All WMATA personnel**

**Scope:**  
Permanent Order (PO) T-21-45 modifies SOP #678 Procedures for Managing Fire and Smoke on the Metrorail System.

**Purpose:**  
The purpose of PO T-21-45 is to update SOP 678 to reflect the Rail Operations Control Center’s (ROCC) reorganization of its management roles and responsibilities and to transfer the responsibility of ventilating tunnels during a fire or smoke incident from the Rail Traffic Controllers to the PLNT desk within the ROCC.

**Permanent Order Details:**

Additions to rules and procedures are shown in **Bold** and Underline text; deletions are struck-through (e.g. Rule Deletion).

The new Fire and Smoke Procedures can be found in **Attachment A** of this PO.

PERMANENT ORDER Page 1 of 3

Permanent Order # T-21-45

### Approval of Permanent Order T-21-45

Digitally signed by Michael Ealing E014709 WMATA  
DN: c=US, o=Washington Metropolitan Area Transit Authority,  
ou=People, cn=Michael Ealing E014709 WMATA  
Date: 2021.08.12 15:52:04 -0400

Recommended:  
Michael Ealing  
Chair, Rail Rule Book Committee  
Operating Practices Specialist  
Department of Safety & Environmental  
Management

Shanita Wilkinson E002223 WMATA  
Digitally signed by Shanita  
Wilkinson E002223 WMATA  
Date: 2021.08.17 13:33:58  
-0400

Concur:  
Shanita Wilkinson  
Vice President,  
Department of Rail Transportation

Edward Donaldson E051279 WMATA  
Digitally signed by Edward  
Donaldson E051279 WMATA  
Date: 2021.08.17 13:37:26  
-0400

Approve:  
Edward Donaldson  
Director Rail Operations Control Center

Michael Hass E014818 WMATA  
Digitally signed by Michael  
Hass E014818 WMATA  
Date: 2021.08.17 14:02:16  
-0400

Approve:  
Michael Hass  
Senior Vice President  
Office of Rail Services

Lisa Woodruff E057647 WMATA  
Digitally signed by Lisa  
Woodruff E057647 WMATA  
Date: 2021.08.18 10:35:03  
-0400

Approve:  
Lisa Woodruff  
Senior Vice President  
Department of Business Process  
Development

Theresa Impastato E043693 WMATA  
Digitally signed by Theresa Impastato  
E043693 WMATA  
DN: c=US, o=Washington Metropolitan  
Area Transit Authority, ou=People,  
cn=Theresa Impastato E043693 WMATA  
Date: 2021.08.23 15:27:08 -0400

Approve:  
Theresa Impastato  
Executive Vice President & Chief  
Safety Officer  
Department of Safety & Environmental  
Management

PERMANENT ORDER

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Incident Date: 07/29/2022 Time: 11:35 hours  
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Approved By: SAFE 71 – 09/29/2022

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Permanent Order # T-21-45

**Attachment A: Procedures for managing Fire or Smoke on the Metrorail System**

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Washington Metropolitan Area Transit Authority  
Department of Safety (SAFE)  
Office of Investigations (OSI)  
**FINAL REPORT OF INVESTIGATION A&I E22447**

<b>Date of Event:</b>	July 29, 2022
<b>Type of Event:</b>	Evacuation for Life Safety Reasons – Fire/Smoke
<b>Incident Time:</b>	11:35 Hours
<b>Location:</b>	Cleveland Park Station – Escalator No. 6
<b>Time and How received by SAFE:</b>	12:50 Hours – SAFE/MAC
<b>WMSC Notification Time:</b>	13:05 Hours
<b>Responding Safety Officers:</b>	WMATA: OEP WMSC: None Other: None
<b>Rail Vehicle:</b>	None
<b>Injuries:</b>	None
<b>Damage:</b>	None
<b>Emergency Responders:</b>	District of Columbia Fire Department (DCFEMS), Metro Transit Police Department (MTPD)
<b>SMS I/A Incident Number:</b>	20220729#101857

# Cleveland Park Station – Evacuation for Life Safety Reasons

July 29, 2022

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## Abbreviations and Acronyms

<b>ARS</b>	Audio Recording System
<b>CAP</b>	Corrective Action Plan
<b>CCTV</b>	Closed-Circuit Television
<b>ELES</b>	Office of Elevators and Escalators
<b>MOC</b>	Maintenance Operations Center
<b>MSRPH</b>	Metrorail Safety Rules and Procedures Handbook
<b>MTPD</b>	Metro Transit Police Department
<b>NOAA</b>	National Oceanic and Atmospheric Administration
<b>OM</b>	Operations Manager
<b>OPMS</b>	Operations Management Services
<b>ROCC</b>	Rail Operations Control Center
<b>ROIC</b>	Rail Operations Information Center
<b>RTC</b>	Rail Traffic Controller
<b>RTRA</b>	Office of Rail Transportation
<b>SAFE</b>	Department of Safety and Environmental Management
<b>SMS</b>	Safety Measurement System
<b>SRC</b>	Safety Risk Coordinator
<b>WMATA</b>	Washington Metropolitan Area Transit Authority
<b>WMSC</b>	Washington Metrorail Safety Commission

### **Executive Summary**

On Friday, July 29, 2022, at approximately 11:35 hours, an Office of Rail Transportation (RTRA) Station Manager reported an active fire alarm at Cleveland Park Station to the Rail Operations Information Center (ROIC) Information Controller. The Station Manager advised that the alarm display indicated a fire within escalator A05x06. ROIC Information Controller instructed the Station Manager to investigate the alarm. The Station Manager located a fire beneath escalator number six on the mezzanine level of the Cleveland Park Station.

The Audio Recording System (ARS) playback indicated that at approximately 11:38 hours, ROIC Information Controller advised the Station Manager that personnel from the District of Columbia Fire and Emergency Medical Services (DCFEMS) were dispatched to Cleveland Park Station. The Station Manager attempted to extinguish the fire with a fire extinguisher. At approximately 11:39 hours, ROIC Information Controller notified MTPD of the event.

At approximately 11:39 hours, the Rail Operations Control Center (ROCC) Rail Traffic Controller (RTC) instructed Train ID 104 to hold on Track 1 at Van Ness Station. At approximately 11:40 hours, ROIC Information Controller notified the Office of Elevators and Escalators (ELES) of the event. At approximately 11:41 hours, the Station Manager notified the ROIC Information Controller that the fire was extinguished, the ROCC RTC instructed Train ID 111 to hold on Track 2 at Woodley Park Station and a Rail Supervisor was instructed to report to Cleveland Park Station.

At approximately 11:43 hours, the ROCC RTC contacted the Maintenance Operations Center (MOC) and requested fan activation at Cleveland Park Station. At approximately 11:44 hours, the ROIC Information Controller instructed the Station Manager to evacuate Cleveland Park Station. At approximately 11:57 hours, the ROIC Information Controller instructed the Station Manager at Woodley Park Station to evacuate Woodley Park Station, as per Permanent Order No. T-21-45, MSRP SOP 6, 7, 8 replacement, effective November 14, 2021.

At approximately 11:50 hours, DCFEMS Engine 28 arrived at Cleveland Park Station and confirmed that the fire was extinguished. DCFEMS departed Cleveland Park Station at approximately 13:12 hours after ELES personnel were able to disassemble the escalator for further inspection. Cleveland Park Station was cleared to reopen at approximately 13:51 hours. Escalator A05x06 was removed from service for inspection and repair. Post-incident inspection found compacted paper and combustible debris in the area of the fire and a small void between the stairs and escalator that allowed material to enter the escalator's mechanics.

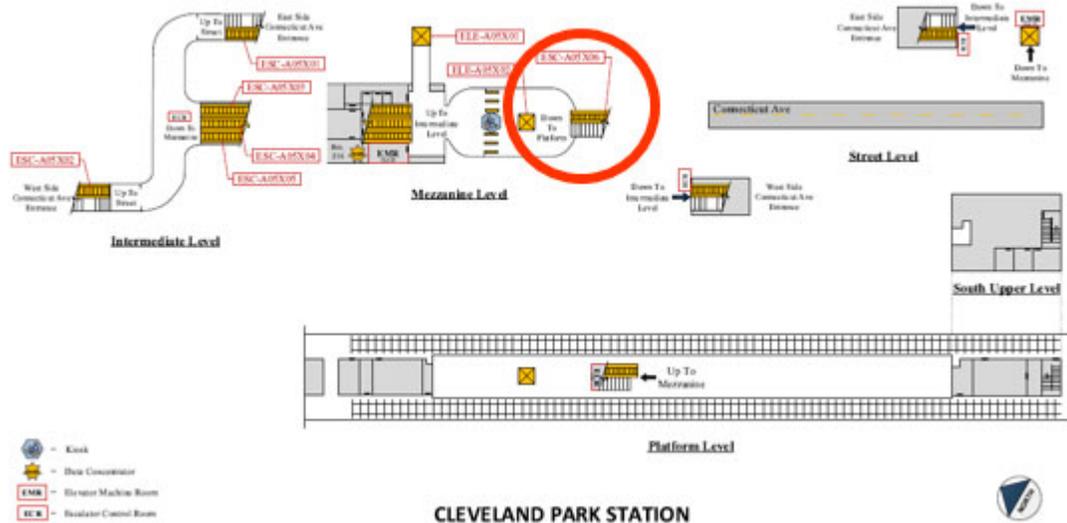
Video playback of the event identified a person near the area that the fire originated from using a lighter approximately five minutes before the fire started; however the person was not identified or located following the event.

The probable cause of the Evacuation for Life Safety Reasons event on July 29, 2022, was a fire/smoke event that was possibly caused by an unknown party. A contributing factor to the event was the void space between the escalator and stair that allowed debris to enter the space beneath the escalator.

## Incident Site

Cleveland Park Station, Escalator A05x06

## Field Sketch/Schematics



*\*Locations are approximate. Not to scale.*

## Purpose and Scope

The purpose of this accident 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

Upon receiving notification of the Evacuation for Life Safety Reasons – Fire/Smoke event at Cleveland Park Station on July 29, 2022, SAFE dispatched a cross-functional team to assess the scene and conduct a subsequent investigation. SAFE team members worked with relevant WMATA subject matter experts to review the incident's facts and data.

The investigative methodologies included the following:

- Site Assessment through video and document review
- Formal Interviews – SAFE did not perform formal interviews as part of this investigation.
- Informal Interviews – Collected through conversations with individuals during the investigation to provide background and supporting information. Note: Written statements were reviewed from personnel present during the event.
  - Station Manager
  - Rail Supervisor

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- Documentation Review – Collection of relevant work history information and process documentation contained in WMATA systems of record. These records include:
  - Rail Operations Supervisor Report
  - Station Manager’s Incident Report
  - Maintenance Operations Center (MOC) Tunnel Fan Operation Form
  - Emergency Ventilation Playbook
  - Rail Operations Control Center (ROCC) Incident Report
  - Metrorail Safety Rules and Procedures Handbook (MSRPH)
  - National Oceanic and Atmospheric Administration (NOAA)
  - Maximo Data
  
- System Data Recording Review – A collection of information contained in Metro Data Recording Systems. This data includes:
  - Audio Recording System (ARS) playback
  - Advanced Information Management System (AIMS)
  - Closed-Circuit Television (CCTV)

**Investigation**

On Friday, July 29, 2022, at approximately 11:30 hours, an unknown person was observed on CCTV using a lighter in the area of escalator number six and the stairs at Cleveland Park Station. At approximately 11:35 hours, an RTRA Station Manager reported an active fire alarm at Cleveland Park Station to the ROIC Information Controller. The Station Manager advised that the alarm display indicated a fire within escalator A05x06. The ROIC Information Controller instructed the Station Manager to investigate the alarm. The Station Manager located and reported a fire beneath escalator number six.



*Image 1 - Gap between escalator six and the staircase.*

The ARS playback indicated that at approximately 11:38 hours, the ROIC Information Controller advised the Station Manager that personnel from the DCFEMS were dispatched to Cleveland

Park Station. The Station Manager attempted to extinguish the fire with a fire extinguisher. At approximately 11:39 hours, the ROIC Information Controller notified MTPD of the event.

At approximately 11:39 hours, the ROIC Information Controller notified ROCC RTC and MTPD of the report of an active fire alarm, smoke and fire at Cleveland Park Station. The ROCC RTC instructed Train ID 104 on track 1 to hold at Van Ness Station. At approximately 11:40 hours, the ROIC Information Controller notified ELES of the event. At approximately 11:41 hours, the Station Manager notified the ROIC Information Controller that the fire was extinguished, the ROCC RTC instructed Train ID 111 on track 2 to hold at Woodley Park Station and a Rail Supervisor was instructed to report to Cleveland Park Station. MTPD dispatched officers to Cleveland Park Station. The Station Manager reported that they were able to extinguish the fire but, smoke was still emitting from the escalator. The ROCC RTC instructed a Rail Supervisor to report to Cleveland Park Station and Train ID 111 on track 2 to hold at Woodley Park Station.



*Image 2 - Fire extinguished beneath escalator A05x06*

At approximately 11:43 hours, the ROCC RTC contacted MOC and requested fan activation at Cleveland Park Station. Tunnel fan ventilation began at approximately 11:44 hours. At approximately 11:44 hours, DCFEMS arrived at Cleveland Park Station, the ROIC Information Controller instructed the Station Manager to evacuate Cleveland Park Station.

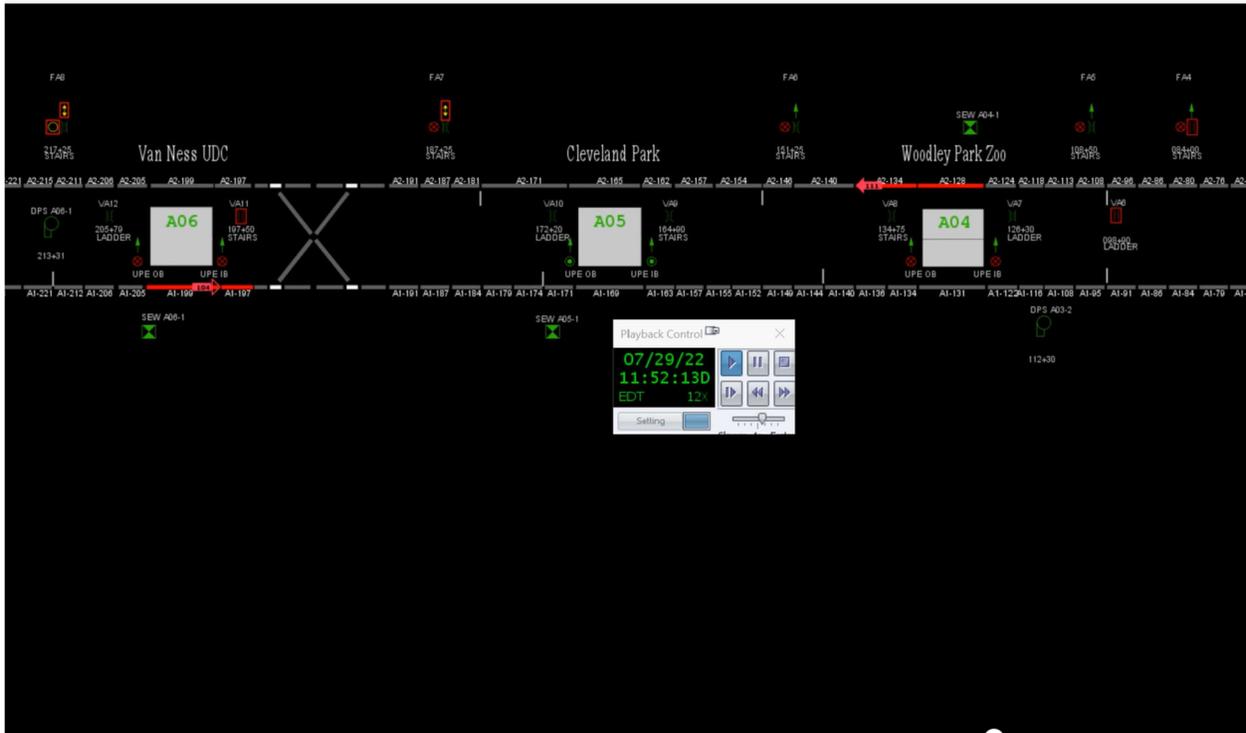


Figure 1 - Final state of Tunnel Fan Activation as depicted on AIMS Playback

At approximately 11:46 hours, SOP 1A was implemented, the DCFEMS established Incident Command. At approximately 11:49 hours, the Station Manager advised that all customers had evacuated the station. At approximately 11:50 hours, DCFEMS Engine 28 arrived at Cleveland Park Station and confirmed that the fire was extinguished. At approximately 11:54 hours, Incident Command switched communications to MTPD ops 2X. At approximately 11:55 hours, the ROIC Information Controller requested shuttle bus service.

At approximately 11:57 hours, the ROIC Information Controller instructed the Station Manager at Woodley Park Station to evacuate Woodley Park Station due to the smoke in the station and trains bypassing Woodley Park Station, as per Permanent Order No. T-21-45, MSRP SOP 678 replacement, effective Nov. 14, 2021, which implemented Standard Operating Procedures for Managing Fire And Smoke On The Metrorail System.

At approximately 12:06 hours, DCFEMS advised that single tracking could commence on track two at restricted speed bypassing Cleveland Park Station. Non-Revenue test Train ID 111, located at Woodley Park, track 2 was instructed to continue bypassing Cleveland Park Station. At approximately 12:16 hours, ELES arrived to assess the condition of the escalator. At approximately 12:25 hours, MTPD advised Rail Supervisor arrived.

At approximately 12:29 hours, DCFEMS advised that tracks one and two can be used at restricted speed bypassing Cleveland Park Station. At approximately 12:31 hours, Woodley Park Station reopened for passenger service. At approximately 13:01 hours, DCFEMS Engine 28 departed Cleveland Park Station, the Battalion Chief turned over the scene to MTPD. At approximately 13:05 hours, MTPD advised ERT was on scene.

At 13:33 hours, MTPD turned over the scene to RTRA. At approximately 13:51 hours, the Rail Supervisor reported that smoke was cleared from Cleveland Park Station, the station was reopened. Train ID 101 on track 1 was instructed to service Cleveland Park Station. Escalator A05x06 was removed from service for inspection and repair.

Post-incident inspection found compacted paper and combustible debris in the area of the fire and a small void between the stairs and escalator that allowed material to enter the escalator's mechanics.

Video playback of the event identified a person near the area that the fire originated from using a lighter approximately five minutes before the fire started; however the person was not identified or located following the event.

On August 1, 2022, ELES reported no accident or incidents at escalator A05x06 within the last 90 days of this event. The escalator was last inspected on June 23, 2022 (36 days before the event). ELES eliminated the gap between the escalator and the stairs, then inspected the entire system to eliminate this issue and to prevent reoccurrence.



*Image 3 - View of space between stairs and escalator six after repairs.*

## Chronological Event Timeline

A review of ARS playback, i.e., phone and radio communications, revealed the following timeline:

Time	Description
11:35:17 hours	Station Manager notified the ROIC Information Controller of active fire alarm at Cleveland Park Station. [Phone]
11:38:20 hours	Station Manager at Mezzanine 8, Cleveland Park Station reported a fire underneath platform escalator number six. The ROIC Information Controller advised that the Fire Department was in route. The Station Manager reported that they would attempt to extinguish the fire. [Ops 1]
11:38:33 hours	ROIC Information Controller notified DCFEMS. [Phone]
11:39:16 hours	ROIC Information Controller notified the ROCC RTC of the report of an active fire alarm at Cleveland Park Station. [Phone]
11:39:32 hours	ROIC Information Controller notified MTPD of the fire at Cleveland Park Station. [Phone]
11:39:37 hours	ROCC RTC instructed Train ID 104, track 1 to hold at Van Ness Station. [Ops 1]
11:40:05 hours	SAFE MAC notified MTPD of a report of smoke. [MTPD 1X]
11:40:48 hours	ROIC Information Controller advised ELES of the incident and instructed them to report to Cleveland Park Station. [Phone]
11:41:00 hours	MTPD Officers were dispatched to Cleveland Park for the report of smoke. [MTPD Report]
11:41:09 hours	Station Manager advised that they were able to extinguish the fire and that smoke was emitting from the escalator. The ROIC Information Controller advised to keep customers away from the escalator, the Fire Department was in route. [Ops 1]
11:41:21 hours	ROCC RTC instructed a Rail Supervisor to reported to Cleveland Park Station. [Ops 1]
11:41:34 hours	ROCC RTC instructed Train ID 111, track 2 to hold at Woodley Park Station. [Ops 1]
11:41:52 hours	ROCC RTC contacted PLNT and requested fan activation at Cleveland Park Station. [Phone]
11:43:53 hours	ROCC RTC contacted MOC and requested fan activation at Cleveland Park Station. [Phone]
11:44:25 hours	SAFE MAC reported DCFEMS arrival. [MTPD 1X]
11:44:41 hours	ROIC Information Controller instructed the Station Manager to evacuate Cleveland Park Station. [Ops 1]
11:46:00 hours	DCFEMS Battalion Chief arrived and assumed Incident Commander. In front of Cleveland Park Fire Dept. [MTPD Report]
11:47:00 hours	MTPD Officer arrived and assumed On-Scene Commander. [MTPD Report]
11:49:04 hours	Station Manager advised that all customers have been evacuated from Cleveland Park Station. [Ops 1]
11:50:00 hours	DCFEMS Engine 28 arrived at Cleveland Park Station. [MTPD 2X]
11:54:51 hours	Incident Command switched communications to MTPD 2X. [MTPD 2X]
11:55:15 hours	ROIC Information Controller contacted BOCC for shuttle service. [Phone]
11:57:28 hours	ROIC Information Controller instructed the Station Manager at Woodley Park to evacuate Woodley Park Station. [Phone]

<b>Time</b>	<b>Description</b>
12:00:50 hours	MTPD advised that DCFEMS Engines 28 and 23, T114 Safety made entry into the station. [MTPD 2X]
12:06:02 hours	DCFEMS advised that single tracking could commence on track two at restricted speed bypassing Cleveland Park Station. [MTPD 2X]
12:07:29 hours	Train ID 111 located at Woodley Park, track two was instructed to continue bypassing Cleveland Park Station. [Ops 1]
12:16:14 hours	MTPD advised ELES arrived. [MTPD 2X]
12:25:31 hours	MTPD advised Rail Supervisor arrived. [MTPD 2X]
12:29:11 hours	DCFEMS advised that tracks one and two can be used at restricted speed bypassing Cleveland Park Station. [MTPD 2X]
12:31:26 hours	Woodley Park Station reopened for passenger service. [MTPD 2X]
13:01:12 hours	DCFEMS Engine 28 departed at Cleveland Park Station, turnover to MTPD. [MTPD 2X]
13:05:09 hours	MTPD advised ERT on scene. [MTPD 2X]
13:33:46 hours	MTPD turnover to RTRA. [MTPD 2X]
13:51:00 hours	Rail Supervisor reported smoke was cleared from Cleveland Park Station, station was reopened. Train ID 101, track one was instructed to service Cleveland Park Station, [Ops 1]

*\*\*Note: Times above may vary from other system's timelines based on clock settings and reporting source.*

## Written Statements

### Station Manager

“At approximately 11:40 hours, the Fire and Intrusion (F&I) panel went off and reported that there was a fire at the bottom of escalator number six. I investigated and there was a fire at the bottom at that location. I notified ROIC of the situation and I put the fire out with the kiosk fire extinguisher. DC Fire Engine No. 28 was notified and on the scene at 11:50 hours, to investigate the situation further. An MTPD Officer arrived on the scene at 12:07 hours. A Rail Supervisor arrived on the scene at 12:15 hours. The Battalion Chief released the station to WMATA personnel at approximately 13:34 hours.”

### Rail Supervisor

“I was dispatched to Cleveland Park Station for a reported platform escalator fire. I boarded Train ID 106, track 1 from Bethesda Station. DCFEMS and [MTPD] were already on the scene. The station was already cleared of customers. ELES investigation determined that debris had started smoldering and smoke followed. ELES extinguished the smoke and blocked off the unit for customer safety. The ELES Supervisor informed me that the unit would be monitored by another ELES Supervisor and an ELES Mechanic for the next several hours. I forwarded a video email to all concerned parties of incident.”

## Applicable Rules and Procedures

- Standard Operating Procedure (SOP) 1A – Command, Control and Coordination of Emergencies on the Rail System
- SOP 648 - Procedure For Managing Fire And Smoke On The Metrorail System

## **Weather**

On July 29, 2022, at the time of the incident, NOAA recorded the temperature as 85° F, with broken clouds. The event occurred within a tunneled section of the rail system. Weather was not a contributing factor in this incident. (Weather source: NOAA – Location: Washington, DC)

## **Human Factors**

### Fatigue

#### *Signs and Symptoms of Fatigue*

#### *Fatigue Risk*

The biomathematical fatigue modeling application (SAFTE-FAST Web SFC) was not applied for this event.

## **Post-Incident Toxicology Testing**

Post-Incident Toxicology Testing was not conducted for this event.

## **Findings**

- The Fire Alarm system activated as designed and indicated the location of the alarm. The Station Manager located and extinguished fire with handheld canister.
- The station was closed and evacuated of customers.
- DCFEMS established a command post for all responding personnel.
- The ignition source entered the escalator pit through a gap between the escalator housing and stairs.

## **Immediate Mitigation to Prevent Recurrence**

- DCFEMS, MTPD and ELES were dispatched to Cleveland Park Station.
- Cleveland Park Station was evacuated.
- RTRA Supervisor was dispatched to the incident.
- Station Manager used the fire extinguisher to extinguish the fire.
- Gap between stair and escalator was sealed.

## **Probable Cause Statement**

The probable cause of the Evacuation for Life Safety Reasons event on July 29, 2022, was a fire/smoke event that was possibly caused by an unknown party. A contributing factor to the event was the void space between the escalator and stairs that allowed debris to enter the space beneath the escalator.

**SAFE Recommendations/Corrective Actions**

<b>Corrective Action Code</b>	<b>Description</b>	<b>Responsible Party</b>	<b>Due Date</b>
101857_SAFECAPS_ELES_001	Partner with PLNT to conduct a system audit to identify locations where there is a gap between the escalator housing and adjacent stairs.	ELES	Completed
101857_SAFECAPS_ELES_002	Close the gap between Escalator A05X06 and the staircase.	ELES	Completed
101857_SAFECAPS_PLNT_001	Partner with ELES to conduct a system audit to identify locations where there is a gap between the escalator housing and adject stairs. Once identified, close the gap.	PLNT	Completed

## Appendices

### Appendix A – Written Statements

Incident Date	Incident Time	Location (Station/Division)	Track/Mezz Number
7/29/2022	11:48AM	Cleveland Park	008
Type of Incident			
Rule Violation (SOP #)	Commendation (Yes/No)	Other	
N/A	N/A	Heavy Smoke coming from platform escalator	
Equipment Involved in the Incident			
Train ID and Car Numbers	Escalator Number	Elevator (Platform/Street)	Room Number
N/A	X06	N/A	N/A
Name	Employee Number	Division	
		West Falls Church	
Customer Involved Information			
Name	Address		
N/A	N/A		
N/A	N/A		
Miscellaneous Information			
Customer Injury (Yes/No)		No	
Employee/Contractor Injury (Yes/No)		No	
Post Incident Transport (Yes/No)		No	
Responding Personnel			
Department	Arrival Time	Unit/Engine/Ambulance/Badge Number	Contact Person
DFD	Already on scene	Fire rescue 20	
TPAS	Already on scene	336	

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Document 1 – RTRA Supervisor's Report, Page 1 of 2.

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Washington Metropolitan Area Transit Authority  
Rail Operations Supervisor Report



Please Provide a Chronological Account of the Incident

I was dispatched to Cleveland Park station for a reported platform escalator fire. I boarded train ID 106 track 1 from Bethesda. DCFD and TPAS were already on the scene. The station had already been cleared of customers. Per ELES investigation it was determined that some debris had begun to smolder and smoke. ELES did extinguish the smoke and blocked off the unit for customer safety. In conclusion the ELES supervisor informed me that the unit would be monitored by another ELES supervisor and ELES mechanic for the next several hours. I sent an video email to all concerned parties of incident.

Supervisor Name and Payroll	Signature	Date
[REDACTED]	[REDACTED]	7/29/2022
Reviewed By	Signature	Date
[REDACTED]	[REDACTED]	8/1/2022

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Document 2 - RTRA Supervisor's Report, Page 2 of 2.

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**WMATA/RTRA Incident/Accident Report (Other than Motor Vehicle)** Page 1 of 1

**Incident Information: This page must be completed for all incidents**

Date: 7/29/22 Incident Time: 11:40 AM Time Reported: 11:40 AM Reported by: Customer  Employee   
 ROCC  Other

**Location**

Station: Cleveland Park Mezzanine #: 8 Track #/Destination: N/A Chain Marker/Signal Number: N/A

**TYPE OF INCIDENT**

Property Damage  Smoke  Fire  Customer Complaint  
 Customer Injury  Customer Illness  Employee Injury  Employee Illness  
 Criminal Activity  Elevator Entrapment  Rail Vehicle Incident  Other (Explain in description of incident)

**WEATHER** **LIGHT CONDITIONS (natural lighting)** **LIGHTING (artificial lighting)**

Clear  Rain  Dawn/Dusk  Daylight  Lights On  Lights Off   
 Snow  Sleet/Ice  Dark  Tunnel/Underground  Lights Not Working

**STATION INCIDENTS: Always include equipment number you use for MOC/AFC/EOC**

Elevator/Escalator #: 6 AFC #: N/A Room Number/Location: N/A  
 Failure Number(s): 1722 2989

Parking Lot  Paid Area  Free Area  Garage  Station Entrance  Stairway #  Platform  Ancillary Room   
 Injury/Illness reported aboard Train  Other

Name of Responding Supervisor: [Redacted] Name/Department of PLNT/AFC or other WMATA responder: MTPD [Redacted] Badge # 5123

**TRAIN INCIDENTS**

Train ID: N/A Destination: N/A Car Numbers (list all cars in consist): N/A Lead Car: N/A  
 Name of Responding Supervisor: N/A Name/Department of CMNT/TRST or other WMATA responder: N/A

**DESCRIBE THE INCIDENT: Include what you did to correct the problem and who you notified and when.**  
 Describe any property damage and the extent of any injuries.

At approximately 11:40 AM F+I panel went off and reported that there was a fire at the bottom of escalator #6. I investigated and there was a fire at that location. Notified ROCC of the situation and I put out the fire with the kiosk fire extinguisher. Engine 28 was notified and on the scene at 11:50 AM to investigate the situation further. MTPD Ofc. [Redacted] arrived on the scene at 12:07 PM (Badge # 5123). Supervisor [Redacted] arrived on the scene at 12:15 PM. Battalion Chief released the station to WMATA personnel at approximately 1:34 PM

**Employee Completing Report**

[Redacted] Employee #: [Redacted] Date: 7/29/22  
 Division: Shady Grove Run #: 31 Assigned Days: T/F

**To Be Completed By Reviewing Manager**

Supervisor Name (print): [Redacted] Employee #: [Redacted] Date: 8-2-22  
 Action taken needed: SMS and filed JUL 29 PM 10:17

SMS Number: 20220802 # 101928

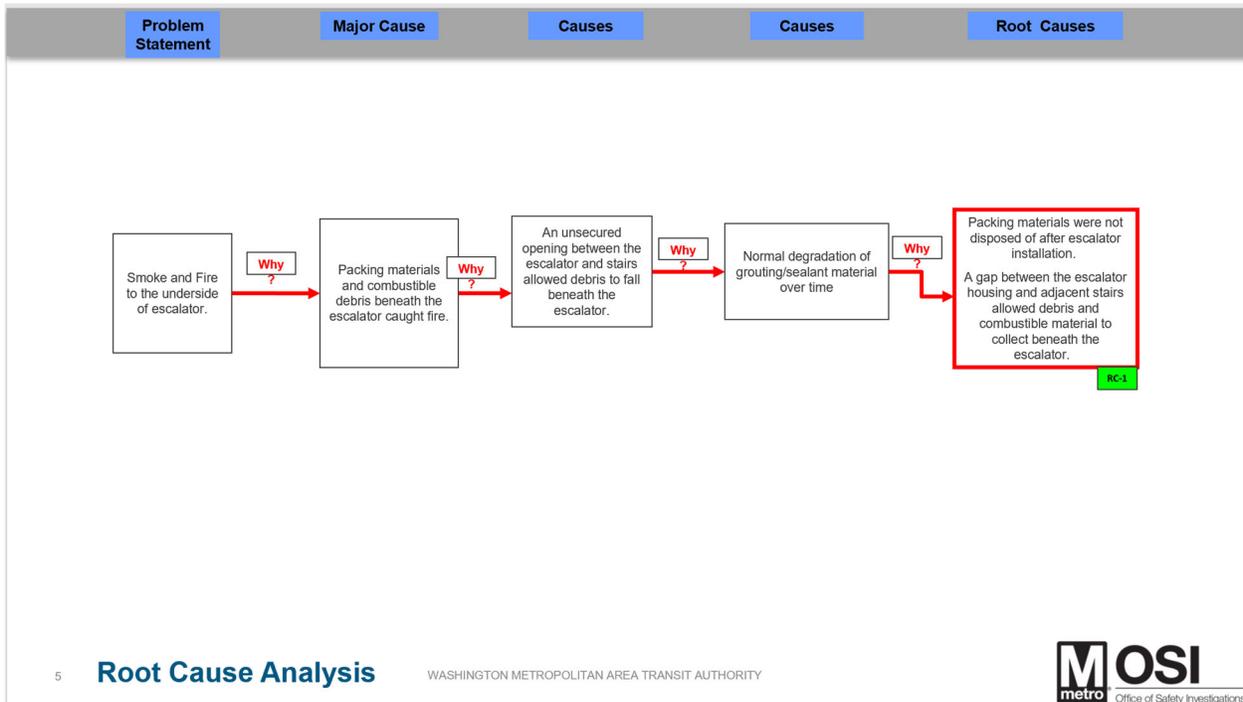
50.753A 04/12 White Copy: Division or Supervisor Yellow Copy: For any incident involving escalators or elevators; remains in kiosk for use of elevator/escalator inspectors

Document 3 – Station Manager’s Statement

Incident Date: 07/29/2022 Time: 11:35 hours  
 Final Report – Evacuation for Life Safety Reasons  
 E22447

Drafted By: SAFE 708 – 09/27/2022  
 Reviewed By: SAFE 71 – 09/29/2022  
 Approved By: SAFE 71 – 09/29/2022

## Appendix B – Root Cause Analysis



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### Root Cause Analysis

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY



	<b>Washington Metropolitan Area Transit Authority</b> METRORAIL SAFETY RULES AND PROCEDURES HANDBOOK <b>PERMANENT ORDER</b>
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<b>NO. T-21-45 MSRPH SOP 6, 7, 8 replacement</b>	<b>Approved Date:</b> Monday, Aug 23, 2021
<b>Affected Rule/SOP: SOP #6, SOP #7, &amp; SOP#8</b>	<b>Effective Date:</b> Sunday, Nov 14, 2021

**TO: All WMATA personnel**

**Scope:**  
Permanent Order (PO) T-21-45 modifies SOP #678 Procedures for Managing Fire and Smoke on the Metrorail System.

**Purpose:**  
The purpose of PO T-21-45 is to update SOP 678 to reflect the Rail Operations Control Center’s (ROCC) reorganization of its management roles and responsibilities and to transfer the responsibility of ventilating tunnels during a fire or smoke incident from the Rail Traffic Controllers to the PLNT desk within the ROCC.

**Permanent Order Details:**

Additions to rules and procedures are shown in **Bold** and Underline text; deletions are struck-through (e.g. Rule Deletion).

The new Fire and Smoke Procedures can be found in **Attachment A** of this PO.

PERMANENT ORDER Page 1 of 3

Permanent Order # T-21-45

### Approval of Permanent Order T-21-45

Digitally signed by Michael Ealing E014709 WMATA  
DN: c=US, o=Washington Metropolitan Area Transit Authority,  
ou=People, cn=Michael Ealing E014709 WMATA  
Date: 2021.08.12 15:52:04 -0400

Recommended:  
Michael Ealing  
Chair, Rail Rule Book Committee  
Operating Practices Specialist  
Department of Safety & Environmental  
Management

Shanita Wilkinson E002223 WMATA  
Digitally signed by Shanita  
Wilkinson E002223 WMATA  
Date: 2021.08.17 13:33:58  
-0400

Concur:  
Shanita Wilkinson  
Vice President,  
Department of Rail Transportation

Edward Donaldson E051279 WMATA  
Digitally signed by Edward  
Donaldson E051279 WMATA  
Date: 2021.08.17 13:37:26  
-0400

Approve:  
Edward Donaldson  
Director Rail Operations Control Center

Michael Hass E014818 WMATA  
Digitally signed by Michael  
Hass E014818 WMATA  
Date: 2021.08.17 14:02:16  
-0400

Approve:  
Michael Hass  
Senior Vice President  
Office of Rail Services

Lisa Woodruff E057647 WMATA  
Digitally signed by Lisa  
Woodruff E057647 WMATA  
Date: 2021.08.18 10:35:03  
-0400

Approve:  
Lisa Woodruff  
Senior Vice President  
Department of Business Process  
Development

Theresa Impastato E043693 WMATA  
Digitally signed by Theresa Impastato  
E043693 WMATA  
DN: c=US, o=Washington Metropolitan  
Area Transit Authority, ou=People,  
cn=Theresa Impastato E043693 WMATA  
Date: 2021.08.23 15:27:08 -0400

Approve:  
Theresa Impastato  
Executive Vice President & Chief  
Safety Officer  
Department of Safety & Environmental  
Management

PERMANENT ORDER

Page 2 of 3

Incident Date: 07/29/2022 Time: 11:35 hours  
Final Report – Evacuation for Life Safety Reasons  
E22447

Drafted By: SAFE 708 – 09/27/2022  
Reviewed By: SAFE 71 – 09/29/2022  
Approved By: SAFE 71 – 09/29/2022

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Permanent Order # T-21-45

**Attachment A: Procedures for managing Fire or Smoke on the Metrorail System**

PERMANENT ORDER

Page 3 of 3

Incident Date: 07/29/2022 Time: 11:35 hours  
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E22447

Drafted By: SAFE 708 – 09/27/2022  
Reviewed By: SAFE 71 – 09/29/2022  
Approved By: SAFE 71 – 09/29/2022

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