



**WMSC Commissioner Brief: W-0204 – Evacuation for Life Safety Reasons – Suitland Station – September 13, 2022**

*Prepared for Washington Metrorail Safety Commission meeting on March 7, 2023*

**Safety event summary:**

Suitland Station was evacuated on September 13, 2022 due to smoke coming from the area of the Station Manager kiosk.

An Automatic Fare Collection technician working in that area observed the smoke at 6:41 a.m. and reported the smoke to the Station Manager at approximately 6:44 a.m. A fire alarm from the station displayed in the Maintenance Operations Center at 6:45 a.m., leading a Maintenance Controller to contact the Station Manager at 6:46 a.m. asking about the alarm. The public address system was used to notify the Station Manager to return to the kiosk. The Station Manager responded that there was smoke coming from under the kiosk. A Rail Traffic Controller asked a train operator if they had noticed anything unusual in approached to Suitland Station, the train operator said no. The Rail Traffic Controller also dispatched a Rail Supervisor. The station was evacuated and closed with trains passing through the station without stopping to let passengers on or off (Suitland Station is an outdoor station with the entrance mezzanine and station kiosk above the platform level).

Closed-circuit TV shows Prince George's County Fire and Emergency Medical Services Department personnel at the kiosk at approximately 6:51 a.m., followed by the evacuation and closure of the station.

Metrorail Traction Power personnel arrived at approximately 7:15 a.m. and disconnected power to the relevant wires utilizing an emergency panel until Low Voltage Electrical Maintenance personnel made temporary repairs.

The station reopened at approximately 7:36 a.m.

Temporary repairs to the wiring included splicing and capping exposed wiring. The Low Voltage Electrical Maintenance crew reported that a short circuit caused the smoke due to previous work that had hit a wire "while chipping" and new wires would need to be run. The crew re-energized power after making the temporary repairs.

Metrorail concluded that previous work on fare machines near the kiosk had cut into that low voltage wiring, and that damage then allowed the smoke event to occur. Metrorail personnel and contractors were present at the time of that initial cabling work. Following the event, Metrorail replaced the damaged cabling in the area.

**Probable Cause:**

The probable cause of this event was Metrorail's insufficient controls to identify and address damage caused by maintenance and construction work prior to a safety event, and insufficient work planning and safety processes to prevent such damage.

**WMSC Staff Observations:**

Metrorail assigns Capital Delivery personnel to monitor contractor work.



Washington Metropolitan Area Transit Authority  
Department of Safety (SAFE)  
Office of Safety Investigations (OSI)  
**FINAL REPORT OF INVESTIGATION A&I E22594**

<b>Date of Event:</b>	09/13/2022
<b>Type of Event:</b>	Evacuation for Life Safety Reasons
<b>Incident Time:</b>	06:41 hours
<b>Location:</b>	Suitland Station, Mezzanine #88, Kiosk
<b>Time and How received by SAFE:</b>	06:48 hours via MAC Notification
<b>WMSC Notification Time:</b>	07:26 hours
<b>Responding Safety Officers:</b>	WMATA SAFE: No WMSC: No Other: N/A
<b>Rail Vehicle:</b>	N/A
<b>Injuries:</b>	None
<b>Damage:</b>	Low-voltage wiring beneath the kiosk
<b>Emergency Responders:</b>	Metro Transit Police Department (MTPD), Prince George's County Fire/EMS Department (PGFD), Office of Rail Transportation (RTRA)
<b>SMS I/A Number</b>	20220913#102831MX

# Suitland Station – Evacuation for Life Safety Reasons

September 13, 2022

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## **Abbreviations and Acronyms**

<b>ARS</b>	Audio Recording System
<b>CAPD</b>	Office of Capital Delivery
<b>CCTV</b>	Closed-Circuit Television
<b>MAC</b>	Mission Assurance Coordinator
<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>PGFD</b>	Prince George's County Fire/EMS Department
<b>ROCC</b>	Rail Operations Control Center
<b>ROCS</b>	Rail Operations Control System
<b>RTRA</b>	Office of Rail Transportation
<b>SAFE</b>	Department of Safety
<b>TRPM</b>	Office of Traction Power Maintenance
<b>WMATA</b>	Washington Metropolitan Area Transit Authority

**Washington Metropolitan Area Transit Authority (WMATA)**  
**Department of Safety (SAFE) – Office of Safety Investigations**

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**Executive Summary**

*\*Note that all times listed are approximate and may contain minor variations due to differences between systems of record.\**

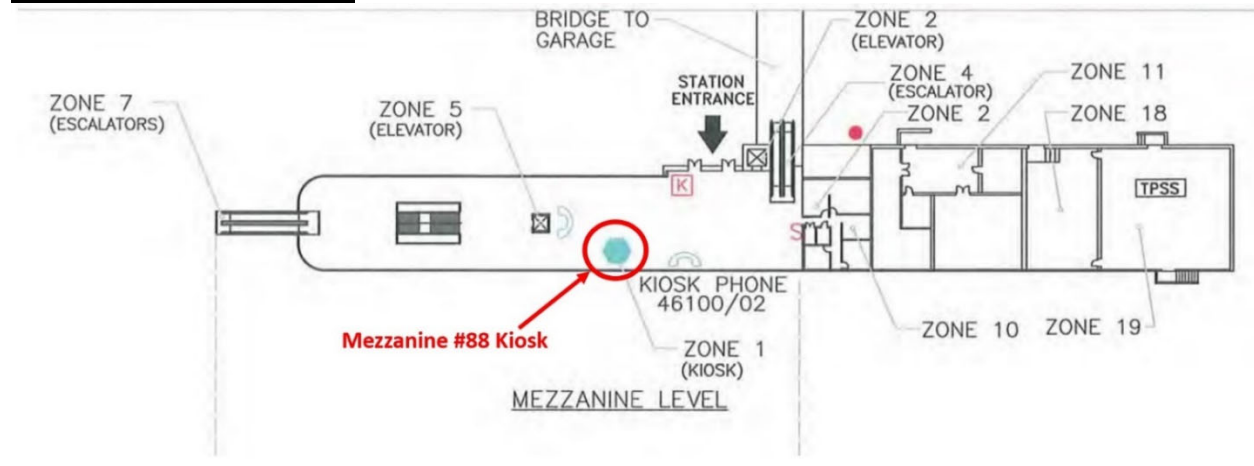
On Tuesday, September 13, 2022, at 06:41 hours, an Automatic Fare Collection Technician performing maintenance on the automatic fare machines near the kiosk at Suitland Station, Mezzanine #88 witnessed smoke emitting from under the kiosk and reported the incident to an Office of Rail Transportation (RTRA) Station Manager. The Station Manager contacted the Rail Operations Control Center (ROCC) and requested emergency assistance. ROCC dispatched an RTRA Supervisor to the scene and requested Metro Transit Police Department (MTPD) and Prince George's County Fire/EMS Department (PGFD). The RTRA Supervisor reported smoldering wires caused smoke to emit from under the kiosk. The station was evacuated and closed while PGFD continued assess the area. The ROCC directed trains to bypass Suitland Station while emergency personnel performed mitigation efforts. A shuttle bus bridge was established between Branch Avenue and Suitland Stations. At 07:15 hours, personnel from the Office of Traction Power Maintenance (TRPM) arrived on scene to further investigate and conduct emergency repairs. PGFD cleared the scene at 07:27 hours. MTPD personnel remained on scene until the station was reopened at 07:35 hours. No injuries were reported as a result of this incident. Damages were limited to the wiring beneath the kiosk.

The probable cause of the evacuation for life safety reasons at Suitland Station was maintenance related and occurred while a contractor was performing corrective maintenance on the fare machines near the kiosk. Their demolition activity cut into low voltage wiring, causing the subsequent smoke event. The investigation did not identify significant deficiencies with communication or adherence to established emergency response procedures under direction of responding law enforcement personnel.

**Incident Site**

Suitland Station, Mezzanine #88, Kiosk

**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:

- Documentation Review – Collection of relevant work history information and process documentation contained in WMATA systems of record. These records include:
  - Metrorail Safety Rules and Procedures Handbook (MSRPH)
  - National Oceanic and Atmospheric Administration (NOAA)
  - Rail Operations Control System (ROCS) SPOTS Report
- System Data Recording Review – Collection of information contained in Metro Data Recording Systems. This data includes:
  - ARS (Audio Recording System) playback [Radio and Landline Communications]
  - Closed-Circuit Television (CCTV)

## **Investigation**

Based on findings, at approximately 06:41 hours, on Tuesday, September 13, 2022, an AFC Technician was performing maintenance on the automatic fare machines near the kiosk at Suitland Station, Mezzanine #88. The AFC Technician witnessed smoke emitting from the under kiosk and reported the incident to the on-duty Station Manager. The Station Manager subsequently contacted the ROCC and requested emergency personnel to respond and assist. ROCC dispatched an RTRA Supervisor to scene as well as MTPD and PGFD. The ROCC directed all trains to bypass Suitland Station and to turn off their EVs. After the RTRA Supervisor arrived on scene, they reported that smoldering wires were causing smoke to emit from under the kiosk. The station was evacuated and closed after the PGFD arrived on scene and began to assess the incident area.

Based on CCTV data, the AFC Technician visibly saw smoke emitting from the kiosk at approximately 06:41 hours. The AFC Technician reported the incident to the Station Manager immediately after the Station Manager returned to the kiosk. The Station Manager notified ROCC of the incident and requested assistance. At approximately 07:15 hours, personnel from TRPM arrived on scene to further investigate the cause of the smoke. They were able to identify and deenergize the circuit through the circuit breaker control panel, which dissipated the smoke. Temporary repairs, which included splicing and capping of exposed wiring, were performed in order to provide power to the kiosk.

PGFD cleared the scene at approximately 07:27 hours. MTPD personnel remained on scene, until the station was reopened at approximately 07:35 hours. No injuries were reported as a result of this incident. Damages were contained to the wiring beneath the kiosk, which were temporarily repaired and then replaced.

The Office of Capital Delivery (CAPD) provides oversight for the installation of the new fare card machines. CAPD Management provides a WMATA Inspector and Project Manager to escort contractors performing maintenance activities related to the installation of the new fare card

machines. Contractors installed cabling near the Kiosk at Suitland Station, Mezzanine #88 while WMATA personnel were present. Following the event, CAPD provided oversight while contractors replaced all defective and damaged cabling in the area. At the time of the event, barricades were in place around the front of the kiosk, preventing access to the public, due to the maintenance activity that exposed the underside of the kiosk.

### **Chronological Event Timeline**

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

<b>Time</b>	<b>Description</b>
06:41:00 hours	<u>AFC Technician</u> : AFC Technician observed smoke emitting from kiosk. Reported the incident to the Station Manager. [CCTV]
06:45:23 hours	<u>MOC</u> : MOC Controller received a fire alarm for Suitland Station. MOC Controller directed to investigate. MOC notified ROCC.
06:46:32 hours	<u>MOC</u> : MOC Controller contacted the Station Manager at Suitland Station and they reported there was fire and smoke present under the Kiosk. The Station Manager stated there was maintenance being conducted on the previous day due to a humming sound coming from under the Kiosk. The MOC Controller stated they are dispatching the fire department to investigate.
06:48:50 hours	<u>ROCC</u> : Contacted Train ID 514, Track 1, and asked if they noticed anything unusual in approach to Suitland Station. Train Operator of Train ID 514 responded negative, nothing unusual to report. ROCC advised all train operators in approach to Suitland Station, Tracks 1 and 2, to off turn EVs and bypass Suitland Station until further notice. [OPS 3]
06:49:30 hours	<u>ROCC</u> : Contacted an RTRA Supervisor at Branch Avenue and directed them to proceed to Suitland Station. [OPS 3]
06:50:25 hours	<u>ROCC</u> : Announced a second time to all train operators in approach to Suitland Station, Tracks 1 and 2, to off turn EVs and bypass Suitland Station until further notice. [OPS 3]
06:59:00 hours	<u>ROCC</u> : RTRA Supervisor arrived on scene and appointed as the On Scene Commander. Station was evacuated and Shuttle Bus service requested for customers.
07:02:28 hours	<u>ROCC</u> : Contacted the Train Operator of Train ID 501 and advised them to stop at Suitland Station but not to service the station. ROCC advised the train operator that MTPD personnel onboard will key themselves off the train at Suitland. Train Operator acknowledged. [OPS 3]
07:03:46 hours	<u>MTPD</u> : MTPD personnel arrived on scene, contacted ROCC and assumed OSC. RTRA Supervisor appointed as RTRA Forward Liaison. [OPS 3]
07:08:00 hours	<u>ROCC</u> : PGFD personnel arrived on scene and TRPM personnel dispatched to the incident scene.
07:15:00 hours	<u>ROCC</u> : RTRA Supervisor reported smoldering wires were the source of the smoke. TRPM personnel arrived on scene and began assessing the wires.
07:27:00 hours	<u>ROCC</u> : PGFD departs scene.
07:35:00 hours	<u>ROCC</u> : MTPD personnel reopened Suitland Station and normal services resumed.

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



## Closed Circuit Television (CCTV)



Figure 1 – AFC Technician witnessing smoke emitting from under the Kiosk at Suitland Station, Mezzanine #88 at approximately 06:41:24 hours. Note barricades placed around the kiosk due to ongoing work.

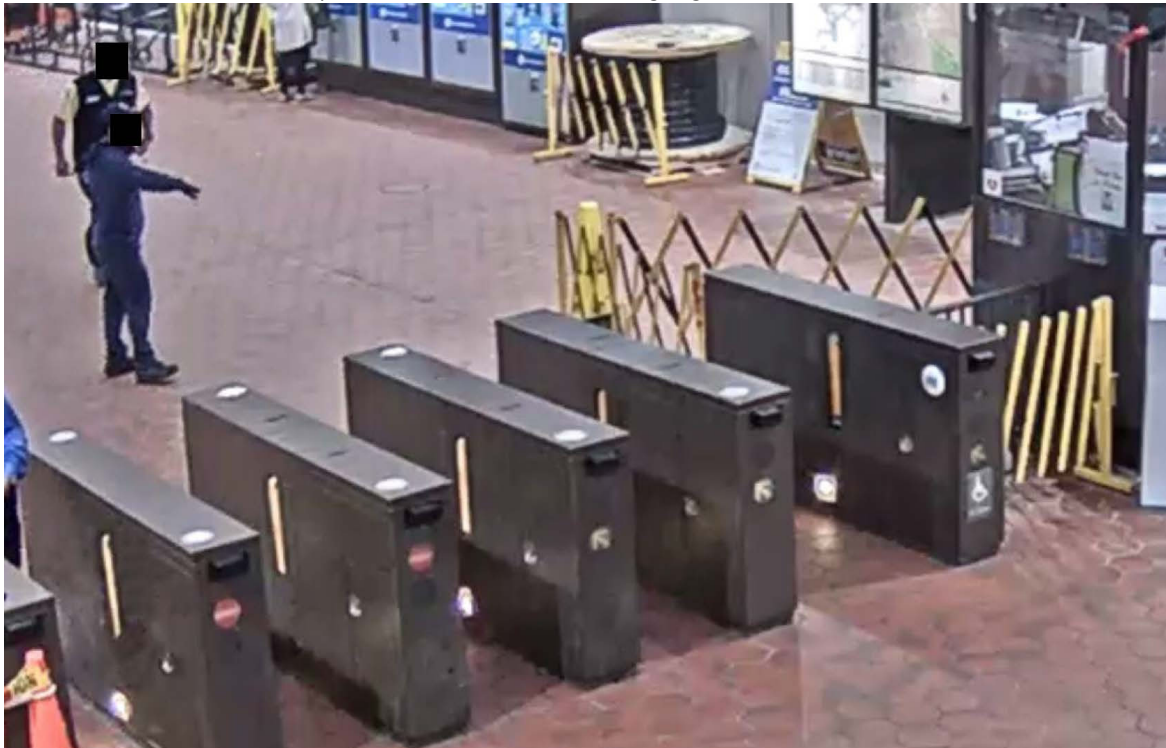


Figure 2 – AFC Technician reports smoke emitting from under the Kiosk to the Station Manager at approximately 06:44:01 hours.

Incident Date: 09/13/2022 Time: 06:41 hours  
Final Report Rev. 1 – Evacuations for Life Safety  
E22594 Reasons

Rev. 1 Drafted By: SAFE 702 – 02/14/2023  
Rev. 1 Reviewed By: SAFE 71 – 02/15/2023  
Rev. 1 Approved By: SAFE 71 – 02/15/2023

Page 7



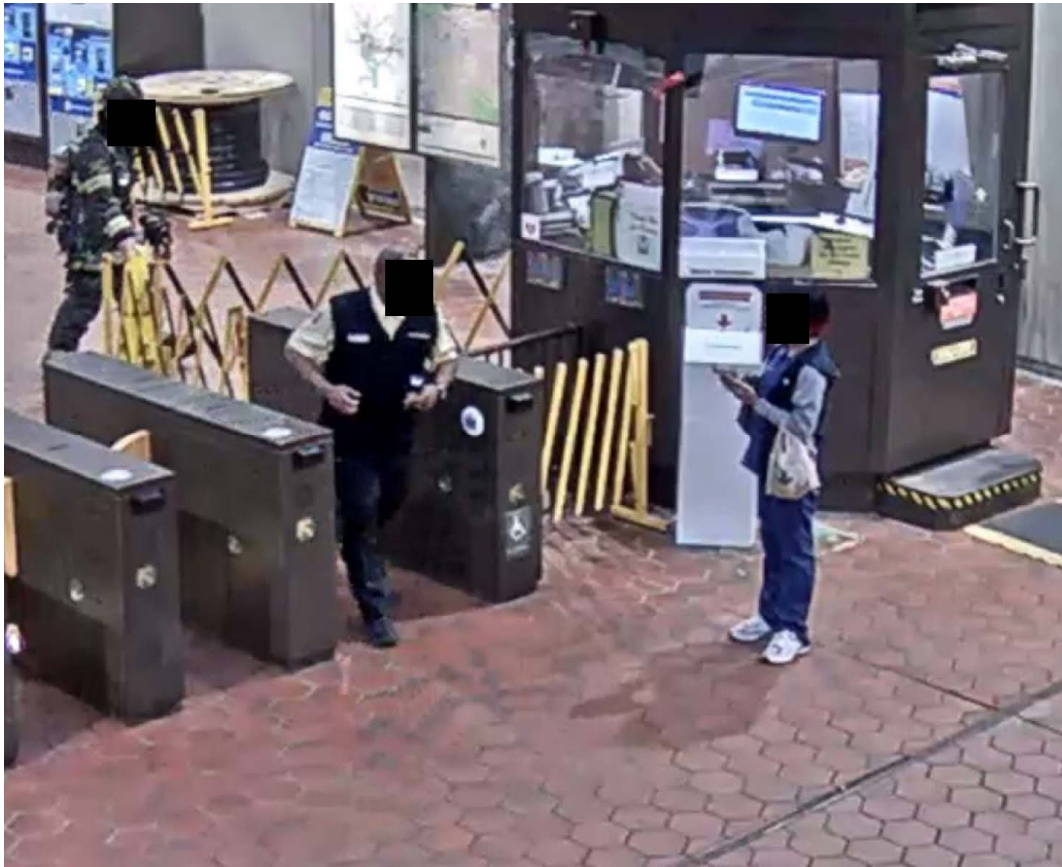


Figure 3 – PGFD arrive on scene at the Kiosk at approximately 06:51:28 hours.

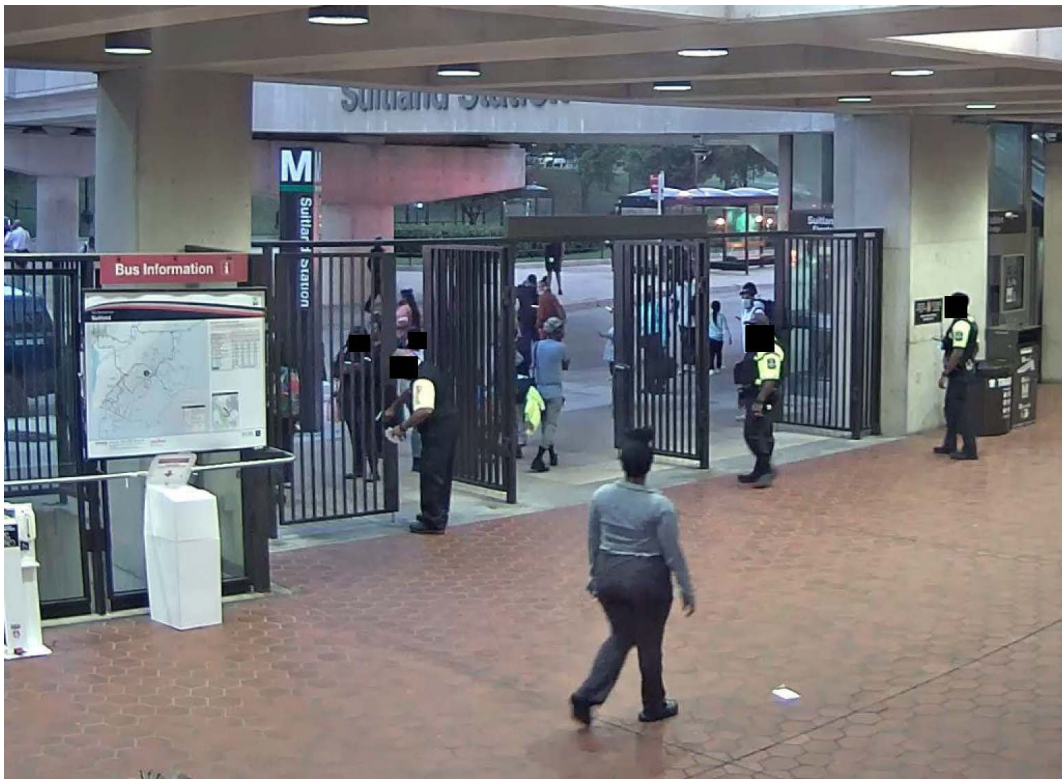


Figure 4 – Station Manager began to close to the gates to Suitland Station at approximately 06:57:26 hours.

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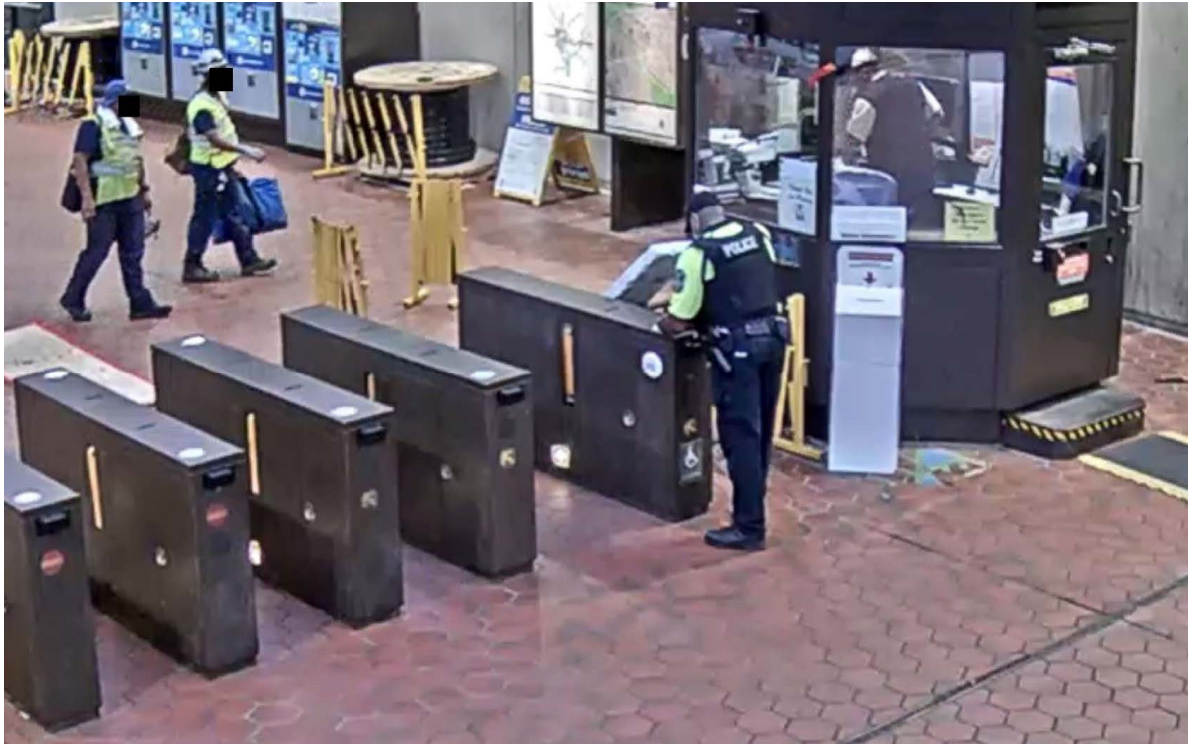


Figure 5 – TRPM Personnel arrived on scene to begin assessing the cause of the smoke at approximately 07:15:38 hours.

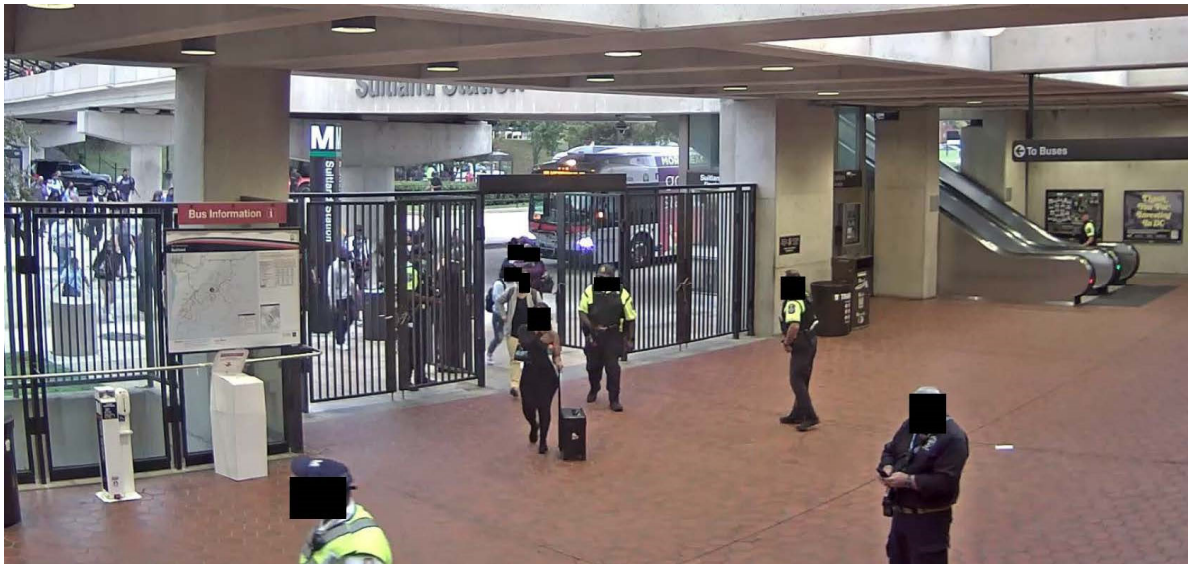


Figure 6 – Suitland Station reopened at approximately 07:36:25 hours.

## **Weather**

At the time of the incident, NOAA recorded the temperature at 72° F, partly sunny, 81% humidity, wind 10 mph with visibility of 10 miles. Based on findings, weather was not likely a contributing factor in this incident (Weather source: NOAA – Location: Suitland, MD.)

### **Immediate Mitigation to Prevent Recurrence**

- ROCC dispatched an RTRA Supervisor to assist.
- Suitland Station was bypassed, and a shuttle bus bridge established to transport customers between Branch Avenue and Suitland Stations.

### **Related Rules and Procedures**

- SOP 1A – *Command, Control and Coordination of Emergencies on the Rail System*

### **Findings**

- Ongoing maintenance work was being performed on the fare machines prior to the event. Barricades were in place to prevent access by the general public.
- At the time the event occurred, an AFC Technician was performing corrective maintenance on fare machines on the mezzanine near the kiosk.
- Smoke became visible and began to emit from underneath the kiosk due to wiring damage from the maintenance activity.
- The AFC Technician notified the Station Manager, and the incident was reported to ROCC.
- The Station Manager initiated the station evacuation and ROCC directed trains to bypass the station until the event was mitigated.
- Public address system was used to alert the Station Manager back to kiosk.



### **Probable Cause Statement**

The probable cause of the evacuation for life safety reasons at Suitland Station was maintenance related and occurred while a contractor was performing corrective maintenance on the fare machines near the kiosk. Their demolition activity damaged low voltage wiring, causing the subsequent smoke event. The investigation did not identify significant deficiencies with communication or adherence to established emergency response procedures under direction of responding law enforcement personnel.

### **Recommended Corrective Actions**

There were no Recommended Corrective Actions related to the emergency response for this event.

## Appendices

### Appendix A – Incident Statements

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

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

Date: 9/13/2022 Incident Time: 6:48AM Time Reported: 6:50AM Reported by: Customer ☐ Employee ☒ ROCC ☐ Other ☐

**Location**

Station: SUITLAND Mezzanine: #88 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 #: N/A AFC #: N/A Room Number/Location: N/A

Failure Number(s): N/A

Parking Lot ☐ Paid Area ☐ Free Area ☐ Garage ☐ Station Entrance ☐ Stairway # ☐ Platform ☐ Ancillary Room ☐  
Injury/Illness reported aboard Train ☐ Other ☐ Underneath Kiosk Mezzanine #88

Name of Responding Supervisor: #60 Name/Department of PLNT/AFC or other WMATA responder: #1320  
#16 Fire Rpt. 26 and Engine 29 Power #1160

**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.

Sept. 13, 2022. AFC Tech [redacted] Witness Fire and Smoke Coming From Underneath the Mezzanine Kiosk #88. Fire alert alarm from the F&I Panel. Announcement throughout the Station Inform Me to the Kiosk to Contact ROIC immediately. Then I made a Public Announcement to evacuate the Station Closing. First on the scene was Transit Officers [redacted] Unit #413. and Officer [redacted] Unit #542. Fire Department Unit 26 and 29 Arrived at the same time 6:54AM. Supervisor [redacted] #60 Arrived at 6:56AM and Supervisor P. [redacted] #16 Arrived at 6:59AM to Assist Power Arrived at 7:20AM I then updated ROIC with a report.

**Employee Completing Report**

Employee Name (print): [redacted] Employee Signature (sign): [redacted] Employee #: [redacted] Date: 9-13-2022

Division: Branch Avenue Run #: 21 Block #: 88 Assigned Days: WED-Thursday

**To Be Completed By Reviewing Manager**

Supervisor Name (print): [redacted] Supervisor Signature: [redacted] Employee #: [redacted] Date: [redacted]

Action taken/needed: [redacted]

SMS Number: [redacted]

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

Figure 7 – Station Manager Incident Statement page 1 of 2.

Incident Date: 09/13/2022 Time: 06:41 hours  
Final Report Rev. 1 – Evacuations for Life Safety  
E22594 Reasons

Rev. 1 Drafted By: SAFE 702 – 02/14/2023  
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Rev. 1 Approved By: SAFE 71 – 02/15/2023

WMATA/RTA Incident/Accident Report (Other than Motor Vehicle) Page 1 of 2

Additional Information- Complete this page for any incident where the information is available and when additional space is needed for incident description.

Customer Involved ☐ Employee Involved ☐ Witness ☒

Last Name, First Name		AFC [REDACTED]		Employee #	[REDACTED]
Date of Birth	N/A	Sex	N/A	Home Phone	N/A
Work Phone		N/A		Cell Phone	
Home Address		N/A		Email Address	
Nature of Injury/Illness		N/A		N/A	
Assistance Offered: Accepted <input type="checkbox"/> Declined <input checked="" type="checkbox"/>					

If Transported:

Hospital:	N/A	Ambulance Number:	N/A	Arrival:	N/A	Departure:	N/A
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Customer Involved ☐ Employee Involved ☐ Witness ☐

Last Name, First Name		N/A		Employee #	
Date of Birth	N/A	Sex	N/A	Home Phone	N/A
Work Phone		N/A		Cell Phone	
Home Address		N/A		Email Address	
Nature of Injury/Illness		N/A		N/A	
Assistance Offered: Accepted <input type="checkbox"/> Declined <input type="checkbox"/>					

If Transported:

Hospital:	N/A	Ambulance Number:	N/A	Arrival:	N/A	Departure:	N/A
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Police/Fire/Other Agencies Involved

Jurisdiction/Arrival Time	5:54 AM	Name	[REDACTED]	Badge/Unit Number	413 & 542
Jurisdiction/Arrival Time	5:54 AM	Name	Fire Department	Badge/Unit Number	Engine 26 and 29

DESCRIBE THE INCIDENT (continued or witness statement): Include what you did to correct the problem and who you notified and when. Describe any property damage and the extent of any injuries.

Sept. 13, 2022. Fire and Smoke was Coming From Underneath the Mezzanine kiosk #88 Fire alert alarm Announcement, I immediately contacted ROIC to report the Incident I made Public Announcements to Evacuate Station Opening Fare Gate and Closing Entrance Gates Fire Department #26 Arrived at 6:54 AM Transit Arrived at 6:54 AM Supervisor P. [REDACTED] #16 and Supervisor [REDACTED] #60. POWER Arrived At 7:20 AM [REDACTED] #1160 AND [REDACTED] 1320 Departed At. 10:10 AM I then updated ROIC a Wrote Report.

Employee Completing report

Employee Name (print)	[REDACTED]	Employee Signature (sign)	[REDACTED]	Employee #	[REDACTED]	Date	9-13-2022
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50.753B 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

Figure 8 – Station Manager Incident Statement page 2 of 2.

Incident Date: 09/13/2022 Time: 06:41 hours  
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Rev. 1 Drafted By: SAFE 702 – 02/14/2023  
Rev. 1 Reviewed By: SAFE 71 – 02/15/2023  
Rev. 1 Approved By: SAFE 71 – 02/15/2023



## Appendix B – Rail Operations Control System (ROCS) Spots Report

Select Platform:  and/or Select ID:  Leave blank to remove criteria  
 and/or Select 4-digit car number:  Leave blank to remove criteria  
 Select Date:    Select Times (0-24HRS): From  To

Generate Report

ID	Platform	length	dcode	Right door open	Right door close	dwel	Left door open	Left door close	dwel	Head Arrived	Tail cleared	cars	Headway door open to door open
509	F10-1	6	44				06:06:14	06:06:32	18	06:05:34	06:06:53	3168-3169.3240-3241.3033-3032	-
510	F10-1	6	43				06:14:42	06:14:59	17	06:14:06	06:15:19	3136-3137.3127-3126.3232-3233	8:28
511	F10-1	6	43							06:22:24	06:23:33	unknown	-
512	F10-1	8	44				06:30:18	06:30:36	18	06:29:36	06:30:58	7658-7659.7719-7718.7708-7709.7685-7684	15:36
513	F10-1	6	44				06:39:44	06:40:03	19	06:39:05	06:40:24	unknown	9:26
514	F10-1	8	44				06:47:30	06:47:49	19	06:46:47	06:48:12	7710-7711.7567-7566.7628-7629.7501-7500	7:46
515	F10-1	6	44							06:56:37	06:58:52	3203-3202.3197-3196.3000-3001	-
501	F10-1	6	44				07:04:52	07:05:08	16	07:04:06	07:05:28	unknown	17:22
502	F10-1	6	44							07:11:48	07:12:16	3054-3055.3248-3249.2068-2069	-
503	F10-1	6	44							07:18:11	07:18:36	2035-2034.3104-3105.2031-2030	-
504	F10-1	0	44							07:26:11	07:26:33	3056-3057.3150-3151.3200-3201	-
505	F10-1	8	44							07:34:23	07:34:54	7524-7525.7687-7686.7660-7661.7625-7624	-
506	F10-1	8	44				07:42:55	07:43:15	20	07:42:12	07:43:36	7662-7663.7671-7670.7694-7695.7595-7594	38:03
507	F10-1	6	43				07:50:49	07:51:03	14	07:49:44	07:51:21	3122-3123.3110-3111.3088-3089	7:54
508	F10-1	6	44				07:58:41	07:59:12	31	07:58:07	07:59:32	6166-6167.6058-6059.6007-6006	7:52

Figure 9 – ROCS Spots Report displaying the time Train ID 501 allowed MTPD personnel to key off train at Suitland Station (F10) on Track 1.

Select Platform:  and/or Select ID:  Leave blank to remove criteria  
 and/or Select 4-digit car number:  Leave blank to remove criteria  
 Select Date:    Select Times (0-24HRS): From  To

Generate Report

ID	Platform	length	dcode	Right door open	Right door close	dwel	Left door open	Left door close	dwel	Head Arrived	Tail cleared	cars	Headway door open to door open
512	F10-2	8	43				06:11:03	06:11:18	15	06:10:22	06:11:42	7684-7685.7709-7708.7718-7719.7659-7658	-
513	F10-2	6	43				06:20:24	06:20:41	17	06:19:45	06:21:04	unknown	9:21
	F10-2	0	0							06:31:38	06:31:39	unknown	-
514	F10-2	8	43				06:32:57	06:33:08	11	06:32:15	06:33:32	unknown	12:33
515	F10-2	6	43				06:39:45	06:39:58	13	06:39:06	06:40:19	3001-3000.3196-3197.3202-3203	6:48
501	F10-2	6	43				06:45:04	06:45:20	16	06:44:27	06:45:38	2058-2059.3291-3290.2001-2000	5:19
502	F10-2	6	43							06:58:19	06:59:31	2069-2068.3249-3248.3055-3054	-
503	F10-2	6	43							07:03:37	07:04:03	2030-2031.3105-3104.2034-2035	-
504	F10-2	0	43							07:08:36	07:09:03	3201-3200.3151-3150.3057-3056	-
505	F10-2	8	43							07:18:03	07:18:34	7624-7625.7661-7660.7686-7687.7525-7524	-
506	F10-2	8	43							07:25:29	07:26:00	7594-7595.7695-7694.7670-7671.7663-7662	-
507	F10-2	0	43							07:32:57	07:33:24	3089-3088.3111-3110.3123-3122	-
508	F10-2	6	43				07:41:23	07:41:48	25	07:40:49	07:42:10	6006-6007.6059-6058.6167-6166	56:19
509	F10-2	6	43				07:48:40	07:49:03	23	07:48:05	07:49:22	unknown	7:17
510	F10-2	0	43							07:56:16	07:57:31	3233-3232.3126-3127.3137-3136	-

Figure 10 – ROCS Spots Report showing trains bypassing Suitland Station (F10) on Track 2 during the station evacuation.

## Appendix C – Power (POWR) Department Maximo Work Order



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

Page 1 of 1  
MX76PROD

Work Order #: 17334322  
Type: CM



Status: CLOSE  
09/14/2022 13:25

Work Description: F10 REPORT OF SMOKE EMITTING FROM UNDERNEATH THE KIOSK  
Job Plan Description:

Work Information									
Asset: 454167	POWR, AC BREAKERS	Owning Office: TRPM	Parent:						
Asset Tag:		Maintenance Office: POWR-TSSM-EHVT	Create Date: 09/13/2022 07:01						
Asset S/N:		Labor Group: TRPME99	Actual Start: 09/13/2022 13:09						
Location: 6559	F10, SUITLAND, STATION	Crew:	Actual Comp: 09/13/2022 13:09						
Work Location:		Lead:	Item: POWRACBR						
Failure Class: LVEM002	DISTRIBUTION EQUIPMENT	GL Account: WMATA-02-33570-50499950-042-*****-OPR**	Target Start:						
Problem Code: 0939	AC POWER LOSS	Supervisor:	Target Comp:						
Requested By: [REDACTED]		Requestor Phone: [REDACTED]	Scheduled Start:						
Chain Mark Start:		Chain Mark End:							
Create-Mileage: 0.0		Complete-Mileage: 0.0							

Task Info									
Task ID	10 See Description								
TRPM crew responded to call of smoke in the kiosk. LVEM wires were burning under the kiosk, possibly caused by construction. TRPM crew then opened Disconnect #4 (Emergency PNL SE-B) so Low Voltage can make their repair splices. After the repairs, crew re-energized Disconnect #4, with no issues.									
Component:	Work Accompl:	Reason:	Status: CLOSE	Position:	Warranty?: N				
Actual Labor									
Task ID	Labor	Start Date	End Date	Start Time	End Time	Approved?	Regular Hours	Premium Hours	Line Cost
	[REDACTED]	09/13/2022	09/13/2022	07:00	11:00	Y	04:00	00:00	\$144.98
	[REDACTED]	09/13/2022	09/13/2022	07:00	11:00	Y	04:00	00:00	\$170.90
Total Actual Hour/Labor:							08:00	00:00	\$315.88

Related Incidents				
Ticket	Description	Class	Status	Relationship
8623301	SMOKE IN STATION	SR	RESOLVED	RELATED

Failure Reporting				
Cause	Remedy	Supervisor	Remark	Date
2956	3716 REPLACED WIRING/CONNECTIONS			09/14/2022
Remarks: TRPM crew responded to call of smoke in the kiosk. LVEM wires were burning under the kiosk, possibly				

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09/19/2022 18:30

Figure 11 – Work Order #17334322 showing POWR Department maintenance activities.

Incident Date: 09/13/2022 Time: 06:41 hours  
Final Report Rev. 1 – Evacuations for Life Safety  
E22594 Reasons

Rev. 1 Drafted By: SAFE 702 – 02/14/2023  
Rev. 1 Reviewed By: SAFE 71 – 02/15/2023  
Rev. 1 Approved By: SAFE 71 – 02/15/2023

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

Page 1 of 1  
MX76PROD

Work Order #: 17334325  
Type: CM



Status: CLOSE  
09/14/2022 06:14

Work Description: F10 REPORT OF SMOKE EMITTING FROM UNDERNEATH THE KIOSK  
Job Plan Description:

Work Information									
Asset: 454156	LVEM, LIGHTING	Owning Office: LVEM	Parent:						
Asset Tag:		Maintenance Office: POWR-LVEM	Create Date: 09/13/2022 07:02						
Asset S/N:		Labor Group: LVEMPEN	Actual Start: 09/13/2022 13:45						
Location: 6559	F10, SUITLAND, STATION	Crew:	Actual Comp: 09/14/2022 06:08						
Work Location:		Lead:	Item: POWRLIGHTS						
Failure Class: LVEM001	LIGHTING SYSTEM	GL Account: WMATA-02-33571-50499950-042-*****-OPR**							
Problem Code: 3713	LIGHTS INOPERATIVE	Supervisor:	Target Start:						
Requested By:		Requestor Phone:	Target Comp:						
Chain Mark Start:		Chain Mark End:	Scheduled Start:						
Create-Mileage: 0.0		Complete-Mileage: 0.0							

Task ID									
10	contractors hit a wire while chipping,we made the the wires safe for now ,but new wires need to be ran.								

Component:	Work Accomplish:	Reason:	Status:	Position:	Warranty?:				
Actual Labor									
Task ID	Labor	Start Date	End Date	Start Time	End Time	Approved?	Regular Hours	Premium Hours	Line Cost
		09/13/2022	09/13/2022	08:00	10:00	Y	04:00	00:00	\$183.84
		09/13/2022	09/13/2022	08:00	10:00	Y	04:00	00:00	\$188.40
Total Actual Hour/Labor:							08:00	00:00	\$370.04

Related Incidents				
Ticket	Description	Class	Status	Relationship
8823301	SMOKE IN STATION	SR	RESOLVED	RELATED

Failure Reporting			
Cause	Remedy	Supervisor	Remark Date
2656	SHORT CIRCUIT	2829	REPAIRED WIRING/CONNECTIONS
Remarks: contractors hit a wire while chipping,we made the the wires safe for now ,but new wires need to be r			

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09/19/2022 18:32

Figure 12 – Work Order #17334325 showing POWR Department maintenance activities.

Incident Date: 09/13/2022 Time: 06:41 hours  
Final Report Rev. 1 – Evacuatuons for Life Safety  
E22594 Reasons

Rev. 1 Drafted By: SAFE 702 – 02/14/2023  
Rev. 1 Reviewed By: SAFE 71 – 02/15/2023  
Rev. 1 Approved By: SAFE 71 – 02/15/2023

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