



750 First St. NE • Ste. 900 • Washington, D.C. 20002

Office: 202-384-1520 • Website: [www.wmsc.gov](http://www.wmsc.gov)

**WMSC Commissioner Brief: W-0205 – Evacuation for Life Safety Reasons – Forest Glen Station – November 14, 2022**

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

**Safety event summary:**

Forest Glen Station was evacuated on November 14, 2022 due to a fire alarm and what appeared to be smoke in the station.

Forest Glen Station is staffed by two station managers, one at the entrance level and another at the platform level deep underground that is accessed via elevator. At 8:03 a.m., the Station Manager at the entrance reported to the Rail Operations Information Center that a fire alarm had activated. The Rail Operations Information Center Information Controller contacted Montgomery County Fire and Rescue Services at 8:06 a.m. At 8:07 a.m., the Station Manager informed the Rail Operations Information Center that the station was being evacuated.

At 8:09 a.m., the Rail Operations Control Center Assistant Operations Manager directed the Station Manager not to evacuate the station, and instead to investigate and only evacuate if the Station Manager found signs of fire or smoke. Metrorail's procedures state an evacuation is to begin in the event of an alarm, and allow for stopping that evacuation only if an inspection of the location of the alarm demonstrates that there is no smoke or fire.

A Rail Supervisor dispatched to the station at 8:09 a.m. requested tunnel fans be activated due to weekend track work. Typically, Metrorail would have these fans activated during the work.

At 8:13 a.m., the other Station Manager who was on the platform reported that smoke was visible coming from the direction of Silver Spring Station on Track 1. Metrorail then stopped train service through the station, and the station managers confirmed that the station was evacuated.

The Radio Rail Traffic Controller directed train operators of trains at Silver Spring and a train at Wheaton to offload riders and to perform track inspections with their ventilation systems shut off. The Train Operators did not identify any hazardous conditions. Firefighters also reported no signs of smoke, and departed the platform at 8:33 a.m. Metrorail resumed normal operations at 8:36 a.m.

Metrorail Communications personnel silenced and reset the alarm from the station. They reset the alarm without identifying the location of the alarm device. The Maintenance Operations Center informed the Communications personnel that the alarm continued to display in the Advanced Information Management system computer control display. Metrorail reviewed system plans and identified that the alarm was a heat detector in the Drainage Pumping Station approximately 2,000 feet outside the station. Office of Communications and Metro Transit Police Department personnel traveled to that location above ground by driving a few blocks. Once in the Drainage Pumping Station, Communications personnel experienced dust blowing into the area from the tunnel, which likely led to the alarm activation. The Office of Communications then returned to the station, and again reset the alarm.

Metrorail personnel determined that the dust was likely related to late clearing track work in the area, with the debris raised into the air by the initial trains passing through the location of the work zone.

The work had included switch machine replacement, tunnel leak repairs, drainage pumping station work and utility preparation and had required a weekend shutdown of the Red Line from Fort Totten Station to Glenmont Station. Dust



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and debris from the work remained in the work location, and is what was swirled up into the air and into the passenger platform area by passing trains.

**Probable Cause:**

The probable cause of this event was Metrorail's insufficient control of debris from a work zone.

**Corrective Actions:**

Related CAPs:

- CAP C-0162 addressing a 2022 emergency management and fire and life safety audit finding that Metrorail does not consistently follow the incident command system (ICS) structure and has procedures that do not comply with National Incident Management System (NIMS)/ICS requirements. For this CAP, which has an expected completion date of January 2025, WMATA has committed to creating and implementing an Incident Management System Framework in alignment with the NIMS/ICS.
- CAP C-0163 addressing a 2022 emergency management and fire and life safety audit finding that Metrorail created and implemented the Mission Assurance Coordinator position without documented training, responsibilities, communication or coordination, and without adequate staffing to ensure other emergency management and preparedness activities were not interrupted. Metrorail must define the roles, responsibilities, authorities, and tasks of each position in the emergency management and fire and life safety process. This CAP is due for completion in August 2023
- NTSB R-16-16: The National Transportation Safety Board recommended Metrorail install and maintain a system that will detect the presence and location of fire and smoke throughout the WMATA tunnel and station network. Metrorail has been conducting a pilot of smoke detectors in tunnels. The NTSB classifies this recommendation as "Open – Acceptable Response."

**WMSA staff observations:**

Metrorail did not identify the location of this fire alarm in a timely fashion. This is the same issue that occurred on July 30-31, 2022 as documented in investigation W-0195 adopted by the WMSA on January 24, 2023.

Further, Metrorail reset the alarm without determining the cause or location of the alarm.

Metrorail's procedure requires the evacuation of areas where an alarm is present – and allows for aborting that evacuation if signs of fire or smoke are not present – however this requires initiating evacuation first and investigating later, not waiting to evacuate until after the fact.

Metrorail should consider opportunities to improve track work processes to limit the creation or leaving behind of dust and debris that may pose a hazard related to breathing, irritation, or arcing.



Washington Metropolitan Area Transit Authority  
Department of Safety (SAFE)  
Office of Safety Investigations (OSI)  
**FINAL REPORT OF INVESTIGATION A&I E22743**

|                                       |  |
|---------------------------------------|--|
| <b>Date of Event:</b>                 | November 14, 2022                          |
| <b>Type of Event:</b>                 | Evacuation for Life Safety Reasons – Smoke |
| <b>Incident Time:</b>                 | 08:03 hours                                |
| <b>Location:</b>                      | Forest Glen Station, Track1                |
| <b>Time and How received by SAFE:</b> | 08:07 hours – SAFE/MAC                     |
| <b>WMSC Notification Time:</b>        | 08:58 hours                                |
| <b>Responding Safety Officers:</b>    | WMATA: N/A<br>WMSC: N/A<br>Other: N/A      |
| <b>Rail Vehicle:</b>                  | N/A  |
| <b>Injuries:</b>                      | None                                       |
| <b>Damage:</b>                        | None                                       |
| <b>SMS I/A Incident Number:</b>       | 20221118#104200MX                          |

# Forest Glen Station – Evacuation for Life Safety Reasons

11/14/2022

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## **Abbreviations and Acronyms**

|              |   |
|--------------|---|
| <b>AIMS</b>  | Automated Information Management System         |
| <b>AOM</b>   | Assistant Operations Manager                    |
| <b>CAD</b>   | Computer-Aided Dispatch                         |
| <b>CAP</b>   | Corrective Action Plan                          |
| <b>CCTV</b>  | Closed-Circuit Television                       |
| <b>COMM</b>  | Office of Communications                        |
| <b>DPS</b>   | Drainage Pump Station                           |
| <b>FIA</b>   | Fire Intrusion Alarm                            |
| <b>MCFRS</b> | Montgomery County Fire and Rescue Services      |
| <b>MTPD</b>  | Metro Transit Police Department                 |
| <b>MOC</b>   | Maintenance Operations Control                  |
| <b>MSRPH</b> | Metrorail Safety Rules and Procedures Handbook  |
| <b>NOAA</b>  | National Oceanic and Atmospheric Administration |
| <b>PLNT</b>  | Office of Plant Maintenance                     |
| <b>RTC</b>   | Rail Traffic Controller                         |
| <b>RTRA</b>  | Office of Rail Transportation                   |
| <b>ROCC</b>  | Rail Operations Control Center                  |
| <b>ROIC</b>  | Rail Operations Information Center              |
| <b>SAFE</b>  | Department of Safety                            |
| <b>SMS</b>   | Safety Measurement System                       |
| <b>WMATA</b> | Washington Metropolitan Area Transit Authority  |
| <b>WMSC</b>  | Washington Metrorail Safety Commission          |

**Washington Metropolitan Area Transit Authority**  
**Department of Safety – 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 Monday, November 14, 2022, at 08:07 hours, Office of Rail Transportation (RTRA) Station Manager #1, located at the Mezzanine of Forest Glen Station, reported to the Rail Operations Information Center (ROIC) that a fire alarm was activated on the grey rectangular kiosk control panel. In response, the ROIC Specialist contacted the Montgomery County Fire and Rescue Services (MCFRS) and notified Maintenance Operations Control (MOC) of the fire alarm. MOC dispatched maintenance personnel to Forest Glen Station to investigate.

At 08:07 hours, Station Manager #1 informed the ROIC Specialist that the station was being evacuated. At 08:09 hours, the Rail Operations Control Center (ROCC) Radio Rail Traffic Controller (RTC) dispatched a Rail Supervisor from Silver Spring Station to Forest Glen Station. At the same time, the Rail Supervisor requested that the tunnel fans be activated. Also at 08:09 hours, the ROCC Assistant Operations Manager (AOM) was on a landline phone and instructed Station Manager #1 to complete a station check to verify if there were any signs of fire or smoke and to only evacuate the station once verified.

At 08:13 hours, Station Manager #2, located on the platform, reported smoke visible on the platform, track 1. Train service was suspended at Forest Glen Station due to the smoke investigation. Trains were held at Silver Spring and Wheaton Stations. At 08:15 hours, Station Manager #1 confirmed that Forest Glen Station was cleared of customers. The Radio RTC instructed Train ID 113 and Train ID 111 to offload customers and prepare for a track inspection, with their Environmental System shut off, on tracks 1 and 2, respectively. MCFRS units arrived on the platform at 08:22 hours. The track inspections yielded negative findings for smoke or hazardous conditions. MCFRS reported no findings and cleared the platform at 08:33 hours. At 08:36 hours, the Radio RTC announced normal rail service.

Personnel from the Office of Communications (COMM) also responded to the scene. They found an active fire alarm indication, silenced and reset the alarm. MOC called, stating that the ADT alarm was reset, but Automated Information Management System (AIMS) had not. Further review of the system plans found that the activated equipment was a heat detector in the Drainage Pump Station (DPS) at 1901 Seminary Road. At this time, there was no smoke; however, they responded to the DPS to investigate the source of the fire alarm. Metro Transit Police Department (MTPD) accompanied them to the DPS to ensure that there was no fire. After driving to the DPS, a few blocks from the main station, they inspected the detector and found it in working order. While in the DPS, they noticed that there was dust blowing into the area from the tunnel heading toward Silver Spring Station, which was believed to be the cause of the alarm. After arriving back at Forest Glen Station, they restored the Fire Intrusion Alarm (FIA) panels, called MOC, and confirmed that the AIMS alarm reset.

The probable cause of the Evacuation for Life Safety Reasons event was weekend maintenance work including the replacement of switch machines, tunnel leak mitigation, fiber optic line preparation and DPS Rehabilitation. The accumulation of dust and debris from the weekend track work stirred by passing rail vehicles traveled to the DPS and caused a heat detector to activate, resulting in the activation of the fire alarm at the station. The subsequent investigation revealed no presence of smoke or fire.

## Incident Site

Forest Glen Station, Track 1

## Field Sketch/Schematics

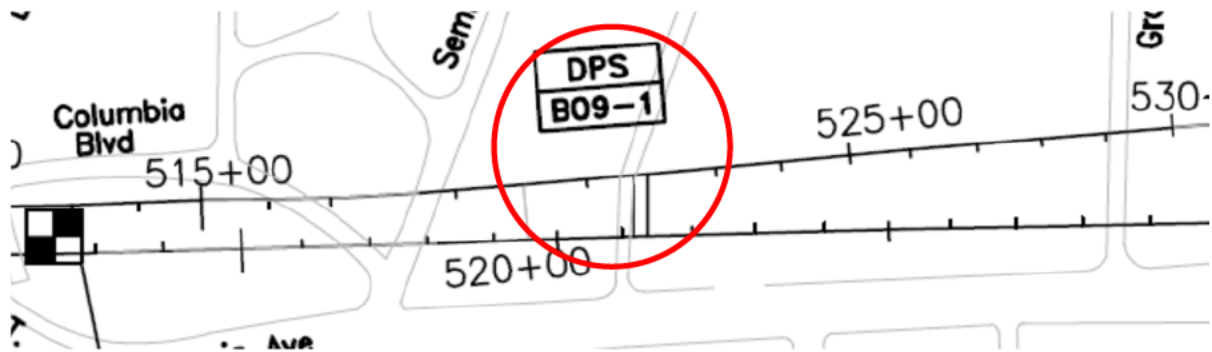


Figure 1 – Drainage Pump Station near chain marker B1, 520+00.

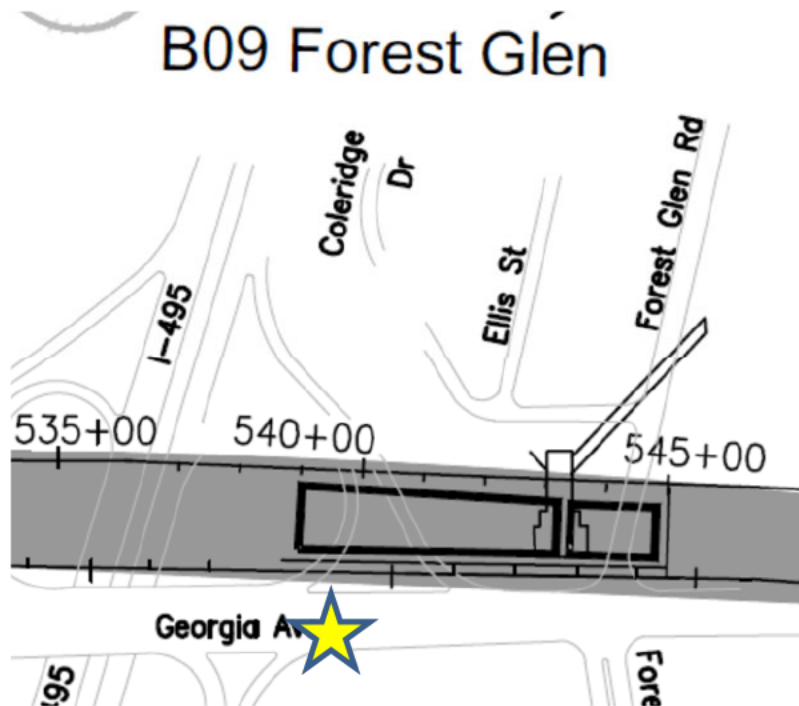


Figure 2 Forest Glen Station – Weekend Track Work Area B1, 316+99 to 731+16.

The above depiction is 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 on November 14, 2022, SAFE dispatched a cross-functional team to assess the scene and conduct the subsequent investigation. SAFE team members worked with relevant WMATA subject matter experts to review the incident's facts and data.

The preliminary investigative methodologies included the following:

- Site Assessment through video and document review.
- Informal Interviews – Collected through conversations with individuals during the investigation to provide background and supporting information. Written statements were reviewed from personnel present during the event.
  - Station Manager
- Documentation Review – A collection of relevant work history information and process documentation contained in Metro systems of record. These records include the following:
  - Metrorail Safety Rules and Procedures Handbook (MSRPH)
  - Rail Operations Information Center (ROIC) Training Manual
  - Metrorail Stations Standard Operating Procedures Handbook
  - Rail Operations Control Center Procedures Manual
  - National Oceanic and Atmospheric Administration (NOAA)
  - Maximo
- System Data Recording Review – A collection of information contained in Metro Data Recording Systems. This data includes:
  - Audio Recording System (ARS) playback, including Radio
  - Closed-Circuit Television (CCTV)
  - Advanced Information Management System (AIMS) Event Log

## **Investigation**

On Monday, November 14, 2022, at 08:07 hours, Station Manager #1, located at the Mezzanine of Forest Glen Station, reported to the ROIC that a fire alarm was activated on the kiosk control panel. The ROIC Specialist contacted the MCFRS and notified the MOC of the fire alarm. MOC dispatched maintenance personnel to Forest Glen Station to investigate.

At 08:07 hours, Station Manager #1 informed the ROIC Specialist that the station was being evacuated. At 08:09 hours, the Rail Operations Control Center (ROCC) Radio Rail Traffic Controller (RTC) dispatched a Rail Supervisor from Silver Spring Station to Forest Glen Station. At the same time, the Rail Supervisor requested that the tunnel fans be activated. Also at 08:09 hours, the ROCC Assistant Operations Manager (AOM) was on a landline phone and instructed Station Manager #1 to complete a station check to verify if there were any signs of fire or smoke and to only evacuate the station once verified.

At 08:13 hours, Station Manager #2, located on the platform, reported smoke was visible on the platform, track 1. Train service was suspended at Forest Glen Station due to the smoke investigation. At 08:15 hours, Station Manager #1 confirmed that Forest Glen Station was cleared of customers. At 08:18 hours, the Radio RTC instructed Train ID 113 and Train ID 111 to offload customers and prepare for a track inspection, with their Environmental System shut off on tracks 1 and 2, respectively. MCFRS units arrived on the platform at 08:22 hours. The track inspections

yielded negative findings for smoke or hazardous conditions, as reported by the Train Operators at 08:29 hours.

COMM personnel traveled to Forest Glen Station in response to an active fire alarm. Once they arrived, they found that device #0251 was active. They silenced and reset the alarm. MOC called, stating that the ADT alarm was reset, but the AIMS system had not. They checked the system printouts in order to locate device #0251. They found that it was a heat detector in the DPS at 1901 Seminary Road. Personnel reported that they saw smoke coming from the tunnel, so they investigated the fire alarm's source, although the smoke had not returned. A weekend rail shutdown to replace switch machines, mitigate tunnel leaks, fiber optics preparation and DPS Rehabilitation from Glenmont Station to Fort Totten Station, track 1 & 2 cleared late. Train service was restored between Glenmont Station and Fort Totten at 07:53 hours. Based on the clear track inspections and identification of late clearing track work in the area, personnel determined that the smoke was likely dust from the track work that was raised by the first passing trains. The accumulation of dust and debris traveled to the DPS and caused a heat detector to activate, resulting in the activation of the fire alarm at the station.

MTPD requested to accompany them to the DPS to ensure that there was no fire. After arriving at the DPS a few blocks from the main station, they descended over 20 stories to the DPS and inspected the detector, which was functional. While in the DPS, they noticed a lot of dust blowing into the area from the tunnel heading to Silver Spring Station, which was likely the cause of the alarm. After arriving back at Forest Glen Station, they restored the FIA panels, called MOC, and confirmed that the AIMS alarm had reset.

The Office of Plant Maintenance (PLNT) reported that mechanics reset the alarm, and the alarm was in good working condition. No further action was required. No fire was found, and all PLNT equipment was normal. At 08:36 hours, Radio RTC announced normal rail service.

### Chronological Event Timeline

| Time           | Description  |
|----------------|--|
| 07:53:22 hours | Blanket announcement of Normal Rail Service – Shady Grove to Glenmont Station [Ops 1]  |
| 07:55 hours    | The first revenue trains through Forest Glen Station were Train ID 110 and Train ID 129 [ROCC Incident Report]   |
| 08:03:38 hours | B09-20 Fire Alarm – Activated [AIMS Event Log]   |
| 08:03:56 hours | Station Manager #1 notified the ROIC Specialist of the Active Fire Alarm in kiosk. [Phone]   |
| 08:04:58 hours | ROIC Specialist notified MOC of Active Fire Alarm. [Phone]   |
| 08:06:39 hours | ROIC Specialist notified Montgomery County Fire & Rescue Service. [Phone]  |
| 08:06:48 hours | MOC dispatched maintenance personnel to Forest Glen Station. [Phone]   |
| 08:07:22 hours | Station Manager #1 notified ROIC that the station would be evacuated. [Phone]  |
| 08:09:08 hours | Radio RTC dispatched a Rail Supervisor from Silver Spring Station to Forest Glen Station, and the Supervisor requested that fans be activated. [Ops 1]   |
| 08:09:27 hours | ROCC AOM contacted Station Manager #1 and instructed them to complete a station check to verify if there were any signs of fire or smoke and to only evacuate the station once verified. [Phone] |
| 08:13:32 hours | Station Manager #2 confirmed smoke on the platform, track 1, coming from the direction of Silver Spring Station. [Ops 5]   |

| Time                        | Description   |
|-----------------------------|---|
| 08:14:18 hours              | Radio RTC turned trains back at Silver Spring Station due to smoke in the tunnel at Forest Glen Station. [Ops 1]  |
| 08:15:44 hours              | Station Manager #1 confirmed the station was clear of customers. [Phone]  |
| 08:18:04-<br>08:23:30 hours | Radio RTC instructs Train ID 111 and Train ID 113 to offload and confirm they are clear of customers in preparation for a track inspection with EV shut off towards Shady Grove and Glenmont, respectively. [Ops 1] |
| 08:22:00 hours              | MCFRS arrives on the platform level [CCTV]  |
| 08:25:00 hours              | Radio RTC makes a blanket announcement to all Train Operators of turnbacks at Wheaton and Silver Spring due to a report of smoke at Forest Glen Station.  |
| 08:29:52 hours              | Train ID 111 and Train ID 113 conducted track inspections and reported no smoke. [Ops 1]  |
| 08:32:57 hours              | MTPD ROCC Liaison reports to units on the scene that MCFRS is clearing the scene with nothing found and verifies track inspections completed with the same finding. [MTPD 1X]                                       |
| 08:36:04 hours              | Blanket announcement of Normal Rail Service. [Ops 1]  |

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

## Office of Rail Transportation (RTRA)

RTRA Management was informed that the Fire Intrusion alarm was activated due to dust in the station after the test trains passed through following the weekend shutdown. The Station Manager's Division management conducted an investigation. Their investigation concluded that the incident was not caused by smoke.

## Interview Findings

*As part of the investigation launched into the Evacuation for Life Safety Reasons event, SAFE reviewed written statements from the Station Manager. The written statement identified the following key finding associated with this event. The detailed findings include reported information from involved personnel and may conflict with other data sources in the report.*

### Station Manager

- The Station Manager evacuated the station out of an abundance of caution based on the activated audible alarm.

## Weather

On November 14, 2022, at the time of the incident, NOAA recorded the temperature as 44° F, with passing 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: Silver Spring, MD.)

## Related Rules and Procedures

MSRPH SOP 6.6.1 If there is a report of fire or smoke within a station during revenue service hours, the ROIC Information Controller shall establish contact with the SM of the affected station via two-way radio, Channel OPS #5, to verify:

- a) The alarm information available on the Fire Alarm Annunciator Panel (FAAP) corresponds to the information reported to the ROCC.
- b) The status of the station evacuation.
- c) The presence of any smoke or fire condition within the station.

6.7.3 The Information Controller shall verify whether the SM can visually verify the presence of fire or smoke in the room or zone indicated at the kiosk FAAP.

6.7.3.1 If signs of fire or smoke are not present, the Information Controller shall:

- a) Confirm area that was visually inspected corresponds to information available on the ROCC fire alarm panel.
- b) Inform the Information Manager to grant the SM permission to abort station's evacuation process as requested.
- c) Remind the SM that emergency response personnel are dispatched, and the SM will need to lead emergency personnel to the location of the false alarm.

6.7.3.2 If confirmation of fire or smoke is present, or if visual confirmation cannot be acquired, the Information Controller shall:

- a) Confirm the station's emergency evacuation is activated.
- b) Push the emergency evacuation template to the Passenger Information Display (PIDS) at the affected station if the station has upgraded PIDS.

## **Human Factors**

### 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 applied in this event.

## **Findings**

- Weekend track work cleared late, pushing into AM rush hour service.
- Following the clearing of track repair equipment, the first revenue trains caused dust to blow through the tunnel, giving the appearance of smoke.
- The dust contacted a heat detector in the DPS, causing the fire alarm and audible evacuation announcement to activate at Forest Glen station.

## **Immediate Mitigation to Prevent Recurrence**

- MCFRS was dispatched to Forest Glen Station.
- Maintenance personnel responded and verified that the activated device (heat detector) did not detect fire.
- Track inspections were conducted on tracks 1 and 2 before service was resumed.

### **Probable Cause Statement**

The probable cause of the Evacuation for Life Safety Reasons event was weekend maintenance work including the replacement of switch machines, tunnel leak mitigation, fiber optic line preparation and DPS Rehabilitation. The accumulation of dust and debris from the weekend track work stirred by passing rail vehicles traveled to the DPS and caused a heat detector to activate, resulting in the activation of the fire alarm at the station. The subsequent investigation revealed no presence of smoke or fire.

### **Recommended Corrective Actions**

There are no Recommended Corrective Actions associated with this event. Fire Alarm systems acted as designed and personnel responded effectively to the alarms.

## Appendices

### Appendix A – ROC Report (Redacted)

View Approved Incident Report

| INCIDENT ID: 2022318RED2  |  |  |   |                       |                 |
|---|--|--|---|-----------------------|-----------------|
| <b>DATE</b><br>2022-11-14   | <b>TIME</b><br>0300  | <b>LINE</b><br>Red                           | <b>ITEM</b><br>2                                    |                       |                 |
| <b>LOCATION (STATION/YARD)</b><br>Takoma (B07)  |  | <b>LOCATION/CHAIN MARKER (If Applicable)</b> | <b>REPORTED BY</b><br>Mobile Command Forest         |                       |                 |
| <b>TRAIN ID</b><br>000  | <b>DIRECTION</b><br>O/B  | <b>TRACK NUMBER</b><br>1                     | <b>DEPTS NOTIFIED</b><br>Everbridge Alert/Messaging |                       |                 |
| <b>CAR NUMBERS (XXXX-XXXX)</b><br>Lead Car  |  |  |   |                       |                 |
| -   |  |  |   |                       |                 |
| Caused Issue <input type="checkbox"/>   |  | Caused Issue <input type="checkbox"/>        | Caused Issue <input type="checkbox"/>               |                       |                 |
| <b>TRBL CODE</b><br>LATE-LATE<br>CLEARING<br>BUS/RAIL                                   |  | <b>RESP CODE</b><br>TRK                      |   |                       |                 |
| <b>TYPE INCIDENT</b><br>Late Clearing   |  |  |   |                       |                 |
| <b>ACTION PLAN</b><br>Request Shuttle Bus Service, Rail Service Adjustment, Test Trains |  |  |   |                       |                 |
| DELAYS IN MINUTES   |  |  |   |                       |                 |
| <b>LINE</b>   | <b>INCIDENT</b>  | <b>TRAIN</b>                                 | <b>TOTAL DURATION</b>                               |                       |                 |
| 0   | 0  | 0  | 175   |                       |                 |
| TRIPS MODIFIED  |  |  |   |                       |                 |
| <b>PARTIAL</b>  | <b>GAP TRAIN</b>   | <b>LATE DISPATCHES</b>                       | <b>REROUTED</b>                                     | <b>NOT DISPATCHED</b> | <b>OFFLOADS</b> |
| 1   | 0  | 0  | 0   | 0                     | 0               |
| FIVE PRIMARY CONSOLE INDICATIONS  |  |  |   |                       |                 |
| <b>BCP</b>  | <b>BRAKES ON ILLUMINATED</b>   | <b>ALL DOORS CLOSED ILLUMINATED</b>          | <b>AUTO\MANUAL BPP ILLUMINATED</b>                  |                       |                 |
|   |  |  | AUTO  |                       |                 |
| INCIDENT CHRONOLOGY   |  |  |   |                       |                 |
| <b>TIME</b>   | <b>DESCRIPTION</b>   |  |   |                       |                 |
| 0330  | Mobile Command contacted ROCC to report a late clearing of the weekend shutdown due to track circuit issues in varies locations. Shuttle bus service requested between Glenmont and Fort Totten. Weekend rail service adjustment continued until further notice. AOM, ROIC, MOC and all concerned personnel were notified. |  |   |                       |                 |

Figure 1 – ROCC Incident report page 1 of 4

## View Approved Incident Report

|      |  |
|------|--|
| 0529 | Mobile Command returned red tags for the shutdown area. Third rail restoration announcements and procedures were executed. Red tags were turned in to the PDAS.  |
| 0608 | Mobile Command RWIC reported all personnel and equipment clear of the roadway. Track inspections were still needed before the tracks could be considered revenue ready.  |
| 0708 | Test train 800 commenced testing track one between Takoma and Forest Glen. Track Unit [REDACTED] onboard test train for observation.   |
| 0724 | Test train 801 commenced testing on track two between Silver Spring and Forest Glen. Track Unit [REDACTED] onboard test train for observation.   |
| 0745 | Test trains 800 and 801 reported a good test on their respective tracks. Track Units [REDACTED] and [REDACTED] reported tracks were revenue ready. Train 801 was re-blocked to ID 150 and placed in revenue service toward Shady Grove to mitigate delays. |
| 0751 | Train 110 was the first train to service Fort Totten track one and continue in revenue service toward Glenmont.  |
| 0755 | Train 129 was the first train dispatched from Glenmont in service toward Shady Grove track two. Normal service resumed.  |

**MAXIMO TICKET#**  
8634420

| REPORT PREPARED BY  | NAME       | CLICK TO SIGN |
|---------------------|------------|---------------|
| RADIO CONTROLLER 1  | [REDACTED] | ✓             |
| BUTTON CONTROLLER 1 |            |               |
| RADIO CONTROLLER 2  |            |               |
| BUTTON CONTROLLER 2 | [REDACTED] | ✓             |

### SUPERINTENDENTS OR ASSISTANTS SECTION

**ADDITIONAL FOLLOW-UP CORRECTIVE ACTIONS OR REMARKS**

**FOLLOW-UP INFORMATION OBTAINED FROM SUPPORT DEPARTMENTS**

**NOTIFICATIONS/PAGE GROUPS** #1/CEO ☐ #2/DGM & BELOW ☒

**ADDITIONAL NOTIFICATIONS MADE BY PHONE**

| APPROVED BY                            | NAME       | CLICK TO SIGN |
|--|------------|---------------|
| REPORT APPROVED BY SUPT. OR ASST SUPT. | [REDACTED] | ✓             |

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ROCC Incident report page 2 of 4

Incident Date: 11/14/2022 Time: 08:03 hours  
Final Report – Evacuation for Life Safety Reasons  
E22743

Drafted By: SAFE 710 - 12/29/2022  
Reviewed By: SAFE 71 – 01/13/2023  
Approved By: SAFE 71 – 01/13/2023

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## View Approved Incident Report

INCIDENT ID: 2022318RED3

|   |                                       |  |   |
|---|---------------------------------------|--|---|
| <b>DATE</b><br>2022-11-14                           | <b>TIME</b><br>0815                   | <b>LINE</b><br>Red                           | <b>ITEM</b><br>3                                    |
| <b>LOCATION (STATION/YARD)</b><br>Forest Glen (B09) |                                       | <b>LOCATION/CHAIN MARKER (If Applicable)</b> | <b>REPORTED BY</b><br>ROCC Management               |
| <b>TRAIN ID</b><br>113                              | <b>DIRECTION</b><br>O/B               | <b>TRACK NUMBER</b><br>1                     | <b>DEPTS NOTIFIED</b><br>Everbridge Alert/Messaging |
| <b>CAR NUMBERS (XXXX-XXXX)</b><br>Lead Car          |                                       |  |   |
| -   | -                                     | -  | -   |
| Caused Issue <input type="checkbox"/>               | Caused Issue <input type="checkbox"/> | Caused Issue <input type="checkbox"/>        | Caused Issue <input type="checkbox"/>               |
| <b>TRBL CODE</b><br>SMKS-SMOKE<br>IN STATION        |                                       | <b>RESP CODE</b><br>PMT                      |   |

**TYPE INCIDENT**

Report Of Smoke In The Station

**ACTION PLAN**

Dispatch RTRA Supervisor, Offload Train, Dispatch Test Train

**DELAYS IN MINUTES**

| LINE | INCIDENT | TRAIN | TOTAL DURATION |
|------|----------|-------|----------------|
| 19   | 19       | 12    | 0              |

**TRIPS MODIFIED**

| PARTIAL | GAP TRAIN | LATE DISPATCHES | REROUTED | NOT DISPATCHED | OFFLOADS |
|---------|-----------|-----------------|----------|----------------|----------|
| 4       | 0         | 0               | 0        | 0              | 2        |

**FIVE PRIMARY CONSOLE INDICATIONS**

| BCP | BRAKES ON ILLUMINATED | ALL DOORS CLOSED ILLUMINATED | AUTO\MANUAL ILLUMINATED | BPP |
|-----|-----------------------|------------------------------|-------------------------|-----|
|     |                       |                              | AUTO                    |     |

**INCIDENT CHRONOLOGY**

| TIME | DESCRIPTION  |
|------|--|
| 0815 | ROCC Management advised that there was a report of smoke/fire at Forest Glen Station. Unit 16, RTRA Supervisor [REDACTED], dispatched to assist. Assistant Operations Manager, ROIC, MTPD, SAFE, MAC, MOC and all concerned personnel were notified. |

ROCC Incident report page 3 of 4

Incident Date: 11/14/2022 Time: 08:03 hours  
 Final Report – Evacuation for Life Safety Reasons  
 E22743

Drafted By: SAFE 710 - 12/29/2022  
 Reviewed By: SAFE 71 – 01/13/2023  
 Approved By: SAFE 71 – 01/13/2023

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## View Approved Incident Report

|      |  |
|------|--|
| 0816 | Train 113, Silver Spring track one, and train 111, Wheaton station track two, were instructed to offload, verify clear of customers, and prepare to perform track inspections to Forest Glen on their respective tracks. RTRA Supervisor [REDACTED] on the scene and operating train 113 for a track inspection. |
| 0821 | Shuttle bus service requested.   |
| 0828 | Train 113 and train 111 reported their trains had been verified clear of customer and received permission to conduct track inspections, looking for any signs of smoke or fire on the roadway or within the platform limits of Forest Glen.  |
| 0830 | Train 113 at Forest Glen track one and train 111 at Forest Glen track two reported good track inspections.   |
| 0835 | Train 113 re-blocked to ID 213 and placed in service at Wheaton track one toward Glenmont . Train 111 placed in service at Silver Spring track two toward Shady Grove. Train 101 was the first train to service Silver Spring track one, ending the longest customer delay.                                      |
| 0839 | Train 113 was the first train to serviced Forest Glen track two. Train 101 was the first train to service Forest Glen track one. Normal service resumed.   |

**MAXIMO TICKET#**  
8634538

| REPORT PREPARED BY  | NAME       | CLICK TO SIGN |
|---------------------|------------|---------------|
| RADIO CONTROLLER 1  | [REDACTED] | ✓             |
| BUTTON CONTROLLER 1 |            |               |
| RADIO CONTROLLER 2  |            |               |
| BUTTON CONTROLLER 2 |            |               |

### SUPERINTENDENTS OR ASSISTANTS SECTION

**ADDITIONAL FOLLOW-UP CORRECTIVE ACTIONS OR REMARKS**

**FOLLOW-UP INFORMATION OBTAINED FROM SUPPORT DEPARTMENTS**

**NOTIFICATIONS/PAGE GROUPS** #1/CEO ☐ #2/DGM &BELOW ☒

**ADDITIONAL NOTIFICATIONS MADE BY PHONE**

| APPROVED BY                            | NAME       | CLICK TO SIGN |
|--|------------|---------------|
| REPORT APPROVED BY SUPT. OR ASST SUPT. | [REDACTED] | ✓             |

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ROCC Incident report page 4 of 4

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## Appendix B – AIMS Event Log

|              |          |                   |  |
|--------------|----------|-------------------|--|
| 08:02:43.327 | 11/14/22 | Silver Spring     | B08-32-30 IS ESTABLISHED WHILE EXIT B08-30 IS PROHIBITED |
| 08:03:38.767 | 11/14/22 | Forest Glen       | B09-20 Fire Alarm CURRENT STATE = Active                 |
| 08:04:41.820 | 11/14/22 | Innovation Center | N09-3 Dissolved Gas Limit CURRENT STATE = POINT FAILURE  |

*Figure 2 – AIMS event log*

## Appendix C – Maximo Work Orders



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

Page 1 of 2  
MX76PROD

Work Order #: 17481576  
Type: CM



Status: CLOSE  
11/15/2022 06:09

Work Description: B09 ACTIVE FIRE ALARM REPORTED  
Job Plan Description:

| Work Information   |   |   |             |  |          |                                |               |               |           |              |  |
|--|---|---|-------------|--|----------|--------------------------------|---------------|---------------|-----------|--------------|--|
| Asset: 20948   |   | COMM, FIA, EDWARDS, EST3, B09                                     |             | Owning Office: COMM-TSSM-CFLD                      |          | Parent:                        |               |               |           |              |  |
| Asset Tag:   |   |   |             | Maintenance Office: COMM-TSSM-CFLD                 |          | Create Date: 11/14/2022 08:18  |               |               |           |              |  |
| Asset S/N: B09F&I  |   |   |             | Labor Group: COMMR2B04                             |          | Actual Start: 11/14/2022 14:28 |               |               |           |              |  |
| Location: 6199   |   | B09, FOREST GLEN STATION, PLATFORM, ROOM 619, COMMUNICATIONS ROOM |             | Crew: COMMB04F                                     |          | Actual Comp: 11/14/2022 14:28  |               |               |           |              |  |
| Work Location:   |   |   |             | Lead:  |          | Item: R60603320                |               |               |           |              |  |
| Failure Class: COMM002 FIRE AND INTRUSION  |   |   |             | GL Account: WMATA-02-33540-50499950-042-*****OPR** |          |                                |               |               |           |              |  |
| Problem Code: 1893 FIRE ZONE ACTIVE  |   |   |             | 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 IDs   |   |   |             |  |          |                                |               |               |           |              |  |
| Task ID  |   |   |             |  |          |                                |               |               |           |              |  |
| 10   | Read long description                     |   |             |  |          |                                |               |               |           |              |  |
| <p>Traveled to B09 to respond to active fire alarm, once arrived found that device# 0251 was active, silenced and reset alarm. MOC called stating that the ADT alarm was reset but AIMS system had not, checked out prints to locate device# 251, found that it is a heat detector in the drainage pump station at 1901 seminary rd, operations said that they saw smoke coming from to tunnel so we went to investigate source of fire alarm even though it hadn't returned. Also, TPAS wanted to accompany us to the DPS to insure that there was no fire. After arriving at DPS a few blocks away from the main station we descended over 20 stories to DPS inspected detector which was good. However, while down in the DPS notice that they was a lot of dust blowing into the area from tunnel heading to silver spring station which was most likely the cause of the alarm, after arriving back at station restarted FIA panels, then called MOC and they had said that there AIMS alarm had reset.</p> |   |   |             |  |          |                                |               |               |           |              |  |
| 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 |              |  |
| 10   |   | 11/14/2022  | 11/14/2022  | 08:30  | 11:30    | Y                              | 03:00         | 00:00         | \$108.74  |              |  |
| 10   |   | 11/14/2022  | 11/14/2022  | 08:30  | 11:30    | Y                              | 03:00         | 00:00         | \$147.37  |              |  |
| Total Actual Hour/Labor:   |   |   |             |  |          |                                | 06:00         | 00:00         | \$256.11  |              |  |
| Related Incidents  |   |   |             |  |          |                                |               |               |           |              |  |
| Ticket   | Description                               | Class   | Status      | Relationship                                       |          |                                |               |               |           |              |  |
| 8634538  | B09 ACTIVE FIRE ALARM REPORTED            | SR  | RESOLVED    | RELATED  |          |                                |               |               |           |              |  |
| Failure Reporting  |   |   |             |  |          |                                |               |               |           |              |  |
| Cause  | Remedy                                    | Supervisor  | Remark Date |  |          |                                |               |               |           |              |  |
| 5645 FALSE ALARM [NO ALARM]  | 5646 NO ACTION (NEEDED) NO ACTION (TAKEN) |   | 11/15/2022  |  |          |                                |               |               |           |              |  |

Maximo Work Order – 17481576, Page 1 of 1

Incident Date: 11/14/2022 Time: 08:03 hours  
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E22743

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Reviewed By: SAFE 71 – 01/13/2023  
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Washington Metropolitan Area Transit Authority  
Maintenance and Material Management System  
**PLNT Work Order Details Report**

Page 1 of 2  
MX76PROD

|   |   |   |          |                               |  |              |               |               |           |
|---|---|---|----------|-------------------------------|--|--------------|---------------|---------------|-----------|
| Work Order #:<br>17481608<br>Status: CLOSE  |   |   |          | 11/21/2022 13:26<br>Type: CM  |  |              |               |               |           |
| Work Description: 17481608: B09-1 DPS, ACTIVE FIRE ALARM<br>Job Plan Description: |   |   |          |                               |  |              |               |               |           |
| <b>Work Information</b>   |   |   |          |                               |  |              |               |               |           |
| 24753 B09, DPS, #1, ACCESS THRU FB05<br>1901 SEMINARY PL.                         |   | Shop Code: PLEQ-GEM7                                |          | Parent:                       |  |              |               |               |           |
| Asset Tag: B09DPB4.DP   |   | Maint. Office: PLNT-EQMT-GEM8                       |          | Create Date: 11/14/2022 08:25 |  |              |               |               |           |
| Facility Loc: B09   |   | Labor Group: PLNT-EQMT-GEM7                         |          | Act Start: 11/16/2022 08:43   |  |              |               |               |           |
| Location: 1193  |   | Crew:   |          | Act Comp: 11/18/2022 06:20    |  |              |               |               |           |
| Failure Class: PLNT008  |   | GL Account: WMATA-02-31550-50499160-042-*****_OPR** |          | Target Start:                 |  |              |               |               |           |
| Problem Code:   |   | Supervisor:   |          | Target Comp:                  |  |              |               |               |           |
| Requested By:   |   | Request Phone:                                      |          | Sched Start:                  |  |              |               |               |           |
| <b>Actual Labor</b>   |   |   |          |                               |  |              |               |               |           |
| Task ID   | Labor                                       | Start Date  | End Date | Start Time                    | End Time   | Approved?    | Regular Hours | Premium Hours | Line Cost |
|   |   | 11/16/22  | 11/16/22 | 06:00                         | 07:00  | Y            | 01:00         | 00:00         | \$52.86   |
|   |   | 11/14/22  |          |                               |  | Y            | 03:00         | 00:00         | \$139.11  |
| <b>Total Actual Labor:</b>  |   |   |          |                               |  |              |               |               | \$191.97  |
| <b>Related Records</b>  |   |   |          |                               |  |              |               |               |           |
| Ticket  | Description                                 |   |          | Class                         | Status   | Relationship |               |               |           |
| 8634510   | B09 ACTIVE FIRE ALARM REPORTED ZONE #20 DPS |   |          | SR                            | RESOLVED   | RELATED      |               |               |           |
| 8634538   | B09 ACTIVE FIRE ALARM REPORTED              |   |          | SR                            | RESOLVED   | RELATED      |               |               |           |
| <b>Log</b>  |   |   |          |                               |  |              |               |               |           |
| Date  | Class                                       | Created By  | Subject  | Description                   | Long Description   |              |               |               |           |
| 11/16/22  | WORKORDER                                   |   |          | Supervisor Q/C Inspection     | Mechanics reset alarm and all is now in good working condition no further action is required |              |               |               |           |
| 11/16/22  | WORKORDER                                   |   |          |                               | NO FIRE FOUND-ALL EQUIPMENT NORMAL   |              |               |               |           |

Maximo Work Order – 17481608, Page 1 of 1

Incident Date: 11/14/2022 Time: 08:03 hours  
Final Report – Evacuation for Life Safety Reasons  
E22743

Drafted By: SAFE 710 - 12/29/2022  
Reviewed By: SAFE 71 – 01/13/2023  
Approved By: SAFE 71 – 01/13/2023

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## Appendix D – Emergency Tunnel Fan Operations form



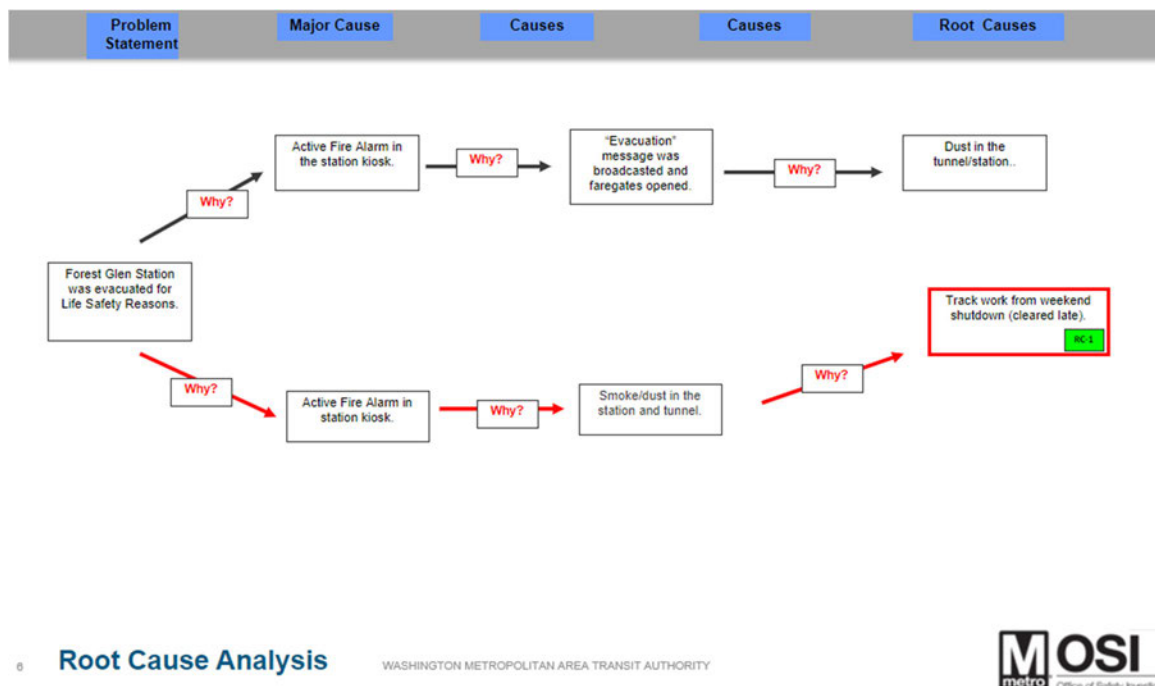
|  |  |  |
|--|--|--|
|   | <b>MOC Emergency Tunnel Fan Operation Form</b><br>WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY | 110-ROCC-ALL-04-01<br>Approved: 3/3/2022 |
| Call Time:<br><u>08:10</u>   |  |  |
| Incident Description: <i>Arcing Insulator / Trash Fire / etc.</i><br><u>Smoke from tunnel coming into</u><br><u>the station, but was just in the station</u> |  |  |
| Nearest Station: <i>Metro Center A01</i>   |  | <i>originally when 1st report</i>        |
| <u>523+00</u>  |  |  |
| Chainmarker: <i>xxx + xx</i>   |  |  |
| Track #:   |  |  |
| Train ID:  |  |  |
| Proposed Evacuation Route: <i>(towards which station)</i><br><u>B09</u>  |  |  |
| Playbook/Page Reference:<br><u>183/B40</u>   |  |  |
| Incident Zone(s):<br><u>A-C</u>  |  |  |
| Name:   |  | Date:<br><u>11/14/2022</u>               |

Figure 3 – Emergency Tunnel Fan Operations Form

## Appendix E – Root Cause Analysis



Root Cause Analysis  
Figure 4 – Root Cause Analysis

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

