



**WMSM Commissioner Brief: W-0235 – Evacuation for Life Safety Reasons at Clarendon Station – March 7, 2023**

*Prepared for Washington Metrorail Safety Commission meeting on August 8, 2023*

**Safety event summary:**

On March 7, 2022, Clarendon Station was evacuated due to the report of smoke in the station.

A rider exiting Clarendon Station reported smoke on the platform to the Station Manager. The Station Manager went to the platform and confirmed there was smoke entering the station. The Station Manager returned to the station kiosk and notified the Rail Operations Information Center at 8:08 a.m. that smoke was entering the station from the tunnel on Track 1, that it was restricting the view of Train Operators, and that they were evacuating the station. The station was evacuated.

A Metro Transit Police Department (MTPD) Liaison in the Rail Operations Control Center contacted the Security Operations Control Center (SOCC) to request MTPD respond. An MTPD Dispatcher called Arlington County for a fire department response.

The Fan Desk activated emergency ventilation fans at 8:20 a.m., and smoke subsequently dissipated.

The Radio Rail Traffic Controller instructed the Train Operator of an out-of-service train to perform a track inspection. That Train Operator and a secondary inspection by Metrorail's Emergency Response Team did not identify additional smoke or fire.

There were no injuries or infrastructure damage identified and no rail cars were identified to have mechanical issues such as a stuck brake that might have caused the event.

**Probable Cause:**

The probable cause of this event was smoke in the tunnel from an unknown source.



Washington Metropolitan Area Transit Authority  
Department of Safety (SAFE)  
Office of Safety Investigations (OSI)

**FINAL REPORT OF INVESTIGATION A&I E23155**

<b>Date of Event:</b>	March 7, 2023
<b>Type of Event:</b>	Evacuation for Life Safety Reasons – Smoke
<b>Incident Time:</b>	08:08 hours
<b>Location:</b>	Clarendon Station, track 1
<b>Time and how received by SAFE:</b>	09:21 hours Mission Assurance Coordinator (MAC)
<b>WMSC Notification Time:</b>	09:21 hours
<b>Responding Safety Officers:</b>	WMATA: None WMSC: None Other: None
<b>Rail Vehicle:</b>	None
<b>Injuries:</b>	None
<b>Damage:</b>	None
<b>Emergency Responders:</b>	Arlington County Fire Department (ACFD), Metro Transit Police (MTPD)
<b>SMS I/A Incident Number:</b>	20230308#106705

**Clarendon Station**

**March 7, 2023**

**Table of Contents**

Abbreviations and Acronyms----- 3  
Executive Summary ----- 4  
    Incident Site ----- 5  
    Field Sketch/Schematics ----- 5  
Purpose and Scope ----- 5  
Investigation Methods----- 5  
Investigation ----- 6  
    Chronological ARS Timeline ----- 7  
    Interview Findings----- 9  
        Station Manager (Informal Interview) ----- 9  
        RTRA Supervisor (Written Incident Report)----- 9  
Weather ----- 9  
Advanced Information Management System (AIMS) ----- 10  
Human Factors ----- 10  
    Evidence of Fatigue ----- 10  
    Post-Incident Toxicology Testing ----- 10  
Findings ----- 10  
Immediate Mitigation to Prevent Recurrence ----- 11  
Probable Cause Statement----- 11  
Recommended Corrective Actions ----- 11  
Appendices ----- 12  
    Appendix A – Interview Summary ----- 12  
    Appendix B – RTRA Supervisor’s Incident Report ----- 13  
    Appendix C – ROCC Incident Report----- 15  
    Appendix D - MTPD Incident Report----- 18  
    Appendix E - RTRA Supervisor Written Statement----- 20  
    Appendix F – PLNT Emergency Tunnel Fan Operation Form----- 21

## **Abbreviations and Acronyms**

<b>ACFD</b>	Arlington County Fire Department
<b>CAP</b>	Corrective Action Plan
<b>CCTV</b>	Closed-Circuit Television
<b>ERT</b>	Emergency Response Team
<b>MTPD</b>	Metro Transit Police Department
<b>MSRPH</b>	Metrorail Safety Rules and Procedures Handbook
<b>NOAA</b>	National Oceanic and Atmospheric Administration
<b>RTRA</b>	Office of Rail Transportation
<b>ROCC</b>	Rail Operations Control Center
<b>ROIC</b>	Rail Operations Information Center
<b>RTC</b>	Rail Traffic Controller
<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**

---

**Executive Summary**

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

On Tuesday, March 7, 2023, at 08:08 hours, an Office of Rail Transportation (RTRA) Station Manager located at Clarendon Station reported to the Rail Operations Information Center (ROIC) that there was smoke entering the station from the tunnel on track one. The Station Manager reported that the smoke was producing limited sightlines for the incoming train traffic, and they were evacuating the station. The Rail Operations Control Center (ROCC) Radio Rail Traffic Controller (RTC) requested an RTRA Rail Supervisor to respond to Clarendon Station and requested tunnel fan activation.

At 08:10 hours, the Metro Transit Police Department (MTPD) Liaison located within ROCC advised MTPD Dispatch that smoke was reported at Clarendon Station. The MTPD Dispatch requested units to respond. MTPD contacted and requested the Arlington County Fire Department (ACFD) to respond. At 08:15 hours, an MTPD Unit reported they were located at Clarendon Station. At 08:16 hours, the ACFD arrived and established the Incident Command Post at the entrance to Clarendon Station.

At 8:22 hours, the Radio RTC instructed non-revenue Train ID 902 to perform a track inspection. There was no source of smoke or any fire found. The smoke dissipated with assistance from the tunnel fans.

No rail cars were identified with potentially associated mechanical issues (e.g., stuck brake) within three days of the event. At 08:31 hours, ACFD deemed the station clear and no further inspections were necessary. The scene was turned over to MTPD.

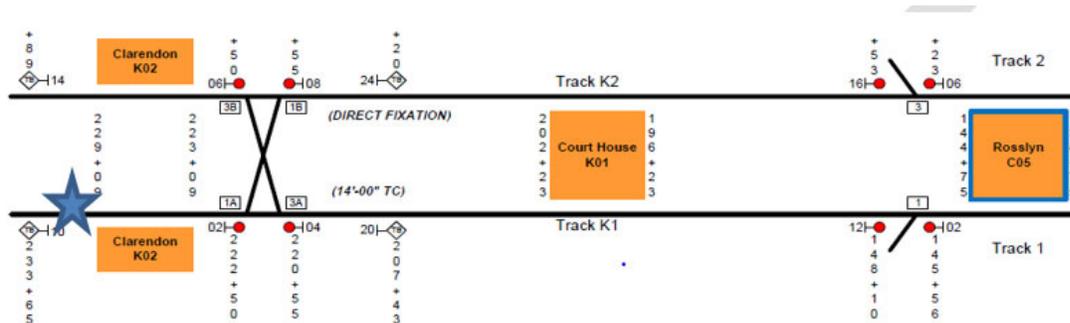
At 08:41 hours, an MTPD Unit gave the all-clear following secondary track inspections by Emergency Response Team (ERT) personnel. Emergency Response Team (ERT) reported negative findings of smoke or burning odor. The MTPD Unit reported no fire found and turned the scene over to RTRA. At 09:03 hours, revenue service resumed.

The probable cause for the evacuation for life safety reasons event was light, odorless smoke from an unknown source that was drawn into the station by a train entering. There were no significant findings related to the response and recovery from this event.

## Incident Site

Clarendon Station, track 1

## Field Sketch/Schematics



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

## 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.

## Investigation Methods

Upon receiving notification of the Evacuation for Life Safety Reasons event at the Clarendon Station on March 7, 2023, 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 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 by personnel present during the event.
  - Supervisor's Incident Report
  - Station Manager Incident Report
- Documentation Review – A collection of relevant work history information and process documentation contained in Metro systems of record. These records include:
  - Metrorail Safety Rules and Procedures Handbook (MSRPH)
  - National Oceanic and Atmospheric Administration (NOAA)
  - Rail Operations Control Center (ROCC) Incident Report

- System Data Recording Review – A collection of information contained in Metro Data Recording Systems. This data includes:
  - Audio Recording System (ARS) playback, including OPS 3 Radio
  - Closed-Circuit Television (CCTV)
  - ROCS SPOT Report
  - MTPD Incident Report
  - Open MHZ system
  - Advanced Information Management System (AIMS)

## **Investigation**

On Tuesday, March 7, 2023, at 08:08 hours, an RTRA Station Manager located at Clarendon Station reported an emergency to the ROIC of smoke entering the station from the tunnel on track one. The Station Manager reported that the smoke produced limited sightlines for the incoming train traffic, and they were evacuating the station. The ROCC Radio Rail Traffic Controller requested an RTRA Rail Supervisor to respond to Clarendon Station and requested tunnel fan activation.



*Figure 1 Light Haze of smoke observed -Platform level.*



*Figure 2 Inbound Train on the Platform -smoke emitting from the tunnel*



Figure 3 Train exiting station-smokes continues to enter the station.

At 08:10 hours, the MTPD Liason located within ROCC advised MTPD Dispatch that smoke was reported at Clarendon Station. The MTPD Dispatch requested Units to respond. At 08:15 hours, an MTPD Unit reported they were located at Clarendon Station. At 08:16 hours, the ACFD arrived and established the Incident Command Post at the entrance to Clarendon Station.

At 08:22 hours, the Radio RTC instructed Train ID 902 to perform a track inspection, and no fire was reported. The haze dissipated with the assistance of the tunnel fans. At 08:31 hours, ACFD deemed the station clear, and no further inspections were necessary. The scene was turned over to MTPD.

At 08:41 hours, an MTPD Unit gave the all-clear based on the secondary track inspections by ERT personnel. The MTPD Unit reported no fire found, ERT reported no burning odor and turned the scene over to RTRA. At 09:03 hours, revenue service resumed.

### Chronological ARS Timeline

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

Time	Description
08:08:34 hours	<u>Station Manager</u> : Reported smoke condition in the station. They report limited sightlines and notified the ROCC that they are evacuating the station. <u>Information Controller</u> : Acknowledged and repeated. [Radio OPS 5]
08:09:19 hours	<u>Operations Manager</u> : Inquired about the evacuation, instructed the AOM to offload trains at Court House Station and utilize them as inspection trains. <u>Assistant Operations Manager</u> : Acknowledged and repeated. [Phone]
08:10:38 hours	<u>MTPD Dispatcher</u> : ROCC 1 reported smoke in the tunnel at Clarendon Station, and there were no trains in the tunnels. Requested MTPD units to respond to Clarendon and Court House Stations. [MTPD 1X]
08:10:40 hours	<u>Radio RTC</u> : Train 902 offloaded customers at Court House Station. "We have a report of smoke at Clarendon. Turn off EV and advise when offloaded." <u>Train 902</u> : Acknowledged and repeated. [Radio OPS 2]
08:12:00 hours	ACFD arrived on scene. [CCTV]
08:12:13 hours	<u>Radio RTC</u> : Announced to Train Operators to make announcements of a smoke condition at Clarendon Station, delays expected. [Radio OPS 2]
08:12:32 hours	<u>ACFD</u> : Reported smoke condition at Clarendon Train Station. [Open MHZ]

Time	Description
8:13:55 hours	<u>RTC Radio</u> : Requested Train ID 902 [now ID 702] to conduct a track inspection on track 2. Instructed the Train Operator to turn off the EV. <u>Train ID 902</u> : Acknowledged and repeated. [Radio OPS 2]
08:15:29 hours	<u>MTPD Unit</u> : Arrived at Clarendon Station and requested the Fire Department. Reported moderate smoke coming from the tunnels. [MTPD 1X]
08:16:25 hours	<u>ROCC1</u> : Inquired if [Unit#1] was designated as the Incident Commander. [Radio MTPD1X]
08:16:36 hours	<u>ACFD</u> : Established Incident Command Post at the top side of Clarendon Station. [Open MHZ]
08:17:16 hours	<u>ACFD</u> : Reported a light haze and that the station was evacuated. [Open MHZ]
08:17:37 hours	<u>MTPD Unit</u> : Reported light smoke in the station, and the station was evacuated. [MTPD 1X]
08:19:02 hours	<u>ROCC 1</u> : Asked If an Incident Command was established. Updated that a track inspection was being performed. [Radio MTPD1X]
08:20:08 hours	Emergency Fans are activated in the area of Clarendon Station [AIMS]
08:20:32 hours	<u>MTPD Unit</u> : Reported that the Command Post was established at the top side of Clarendon with Arlington Fire Department and the Station Manager. [MTPD 1X]
08:21:32 hours	<u>MTPD Unit</u> : Reported the tunnel inspection was completed from Clarendon to Court House with negative results on fire conditions; smoke and haze in the tunnel was dissipating. [MTPD 1X]
08:22:02 hours	<u>Train ID 902</u> : Train Operator reported the all-clear for the track inspection. The train operator said that they smelled something but did not observe any track obstructions. [Radio OPS 2]
08:22:01 hours	<u>ROCC#1</u> reports that fans are operational. [Open MHZ]
08:22:57 hours	<u>MTPD Unit</u> : Reported that ACFD is clearing, and the inspection was completed. [Radio MTPD 2X]
08:23:10 hours	Assistant Operations Manager updated the Operations Manager that track inspections were clear, and no fire or smoke condition (brake dust) were found. [Phone]
08:23:58	ACFD reported good track inspections; smoke had dissipated. [OpenMHZ]
08:26:35 hours	<u>MTPD</u> : Reported that ERT was on the scene. [MTPD 2X]
08:26:46 hours	<u>MTPD</u> : Reported a good track inspection. Tunnels clear of smoke. [MTPD 2X]
08:27:53 hours	Operations Manager confirmed the shuttle bus service and instructed to close the station until the scene was released. [RAIL#1]
08:31:50 hours	ACFD reported all clear, and no further inspections were needed.
08:35:46 hours	Operations Managers updated Assistant Operation Manager that ACFD cleared to resume normal operations. MTPD requested a secondary inspection. [Radio Rail1]
08:41:10 hours	<u>MTPD</u> : Reported all clear at Clarendon Command Post after a secondary track inspection. Noted that no fire was found. [MTPD 2X]
08:41:27 hours	Incident Command Post released the channel and instructed all units were instructed to go back in service. [MTPD 2X]
09:03:00 hours	Normal Service resumed. [Radio Ops2]

**\*\*Note:** Times above may vary from other systems' timelines based on clock settings and reporting sources

## Interview Findings

*As part of the investigation launched into the event, SAFE interviewed one employee. The interview identified the following key findings associated with this event. The findings detailed below include reported information from involved personnel and may conflict with other data sources contained in the report.*

### Station Manager (Informal Interview)

- The Station Manager stated that the train entered the station on the track 1 side and received notification from an exiting customer of a smoke condition on the platform.
- The Station Manager stated that they began their investigation and walked to the platform, where they observed an “extreme smoke condition” coming from the tunnel on the track 1 side.
- The Station Manager stated that they returned to the Kiosk and notified the ROCC of the current situation and began the evacuation process for safety reasons.
- The Station Manager further stated that the entire platform and tunnels were billowing smoke which produced limited sightlines for train operation and customer safety.
- The station manager stated that the smoke condition began to dissipate with the operation of the tunnel fans and ventilation efforts from the ACFD.

### RTRA Supervisor (Written Incident Report)

- The RTRA Supervisor stated that they were contacted by the ROCC to respond and assist with an Evacuation for Life Safety Reasons that occurred at Clarendon Station.
- The RTRA Supervisor stated that they responded to Virginia Square Station and assisted in the offloading of customers on Train ID 604 and utilized Train ID 604 as an inspection train.
- The RTRA supervisor said they conducted a track inspection from Virginia Square to Clarendon Station, where they observed light smoke.
- The RTRA Supervisor stated that after a unified investigation, it was concluded that the smoke dissipated, and the station resumed revenue service.

## Weather

On March 7, 2023, at the time of the incident, NOAA recorded the temperature as 52°F, with clear skies. The weather did not contribute to this incident (Weather source: NOAA) – Location: Arlington, VA.

# Advanced Information Management System (AIMS)

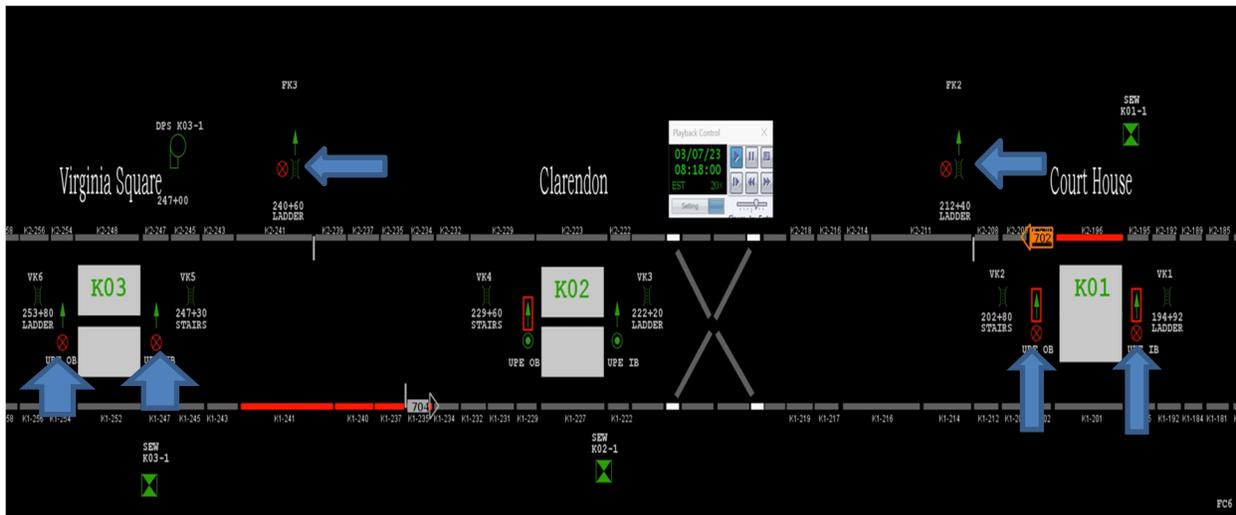


Figure 4 AIMS Visual Playback showing Tunnel Fan Activation

08:20:08.749	03/07/23	Clarendon	UPE IB Fan Exhaust	COMMANDED Supply	BY 015175 AT ctwkspower9pp
08:20:08.749	03/07/23	Clarendon	UPE IB Fan	On COMMANDED Emergency On	BY 015175 AT ctwkspower9pp
08:20:09.905	03/07/23	Clarendon	UPE IB Fan	Status COMMANDED CHANGE = Emergency On	
08:20:09.905	03/07/23	Clarendon	UPE IB Fan	Orientation COMMANDED CHANGE = Supply	
08:20:10.796	03/07/23	Shaw/Howard U	FE3 Fan Shaft Damper	CURRENT STATE = Abnormal	ALARM FINAL ACK. BY SYSTEM AT ctsc-hostapva
08:20:11.874	03/07/23	Clarendon	UPE OB Fan Exhaust	COMMANDED Supply	BY 015175 AT ctwkspower9pp
08:20:11.874	03/07/23	Clarendon	UPE OB Fan	On COMMANDED Emergency On	BY 015175 AT ctwkspower9pp
08:20:13.032	03/07/23	SYSTEM	A work Crew(7913)	is added on Track E06-E1-276	By 004984 At ctwksyg-wkstpp
08:20:13.298	03/07/23	Clarendon	UPE OB Fan	Status COMMANDED CHANGE = Emergency On	
08:20:13.298	03/07/23	Clarendon	UPE OB Fan	Orientation COMMANDED CHANGE = Supply	
08:20:13.298	03/07/23	Clarendon	UPE OB Fan	Orientation CURRENT STATE = Supply	
08:20:19.579	03/07/23	Glenmont	TRAIN U12	ENTERED MONITORED TERRITORY AT TRACK CIRCUIT: B11-B2-733	
08:20:20.689	03/07/23	Greenbelt	TRAIN 503	TURNBACK ON TRACK E10-E1-662	
08:20:20.689	03/07/23	Greenbelt	TRAIN 503	TWC DESTINATION CODE 43 ACCEPTED FROM FIELD	
08:20:22.019	03/07/23	Clarendon	FK2 Fan Exhaust	COMMANDED Supply	BY 015175 AT ctwkspower9pp
08:20:22.019	03/07/23	Clarendon	FK2 Fan	On COMMANDED Emergency On	BY 015175 AT ctwkspower9pp
08:20:22.863	03/07/23	Glenmont	TRAIN 115	TURNBACK ON TRACK B11-B2-719	
08:20:23.566	03/07/23	Clarendon	FK2 Fan	Status COMMANDED CHANGE = Emergency On	
08:20:23.566	03/07/23	Clarendon	FK2 Fan	Orientation COMMANDED CHANGE = Supply	
08:20:23.973	03/07/23	Glenmont	TRAIN U12	EXITED FROM TRACK B11-B2-733	
08:20:25.176	03/07/23	Court House	UPE IB Fan Exhaust	COMMANDED Supply	BY 015175 AT ctwkspower9pp
08:20:25.176	03/07/23	Court House	UPE IB Fan	On COMMANDED Emergency On	BY 015175 AT ctwkspower9pp
08:20:27.973	03/07/23	Court House	UPE OB Fan Exhaust	COMMANDED Supply	BY 015175 AT ctwkspower9pp
08:20:27.973	03/07/23	Court House	UPE OB Fan	On COMMANDED Emergency On	BY 015175 AT ctwkspower9pp
08:20:34.866	03/07/23	Clarendon	K02-2 Fresh Air AHU Fan	CURRENT STATE = Normal	ALARM FINAL ACK. BY SYSTEM AT ctsc-hostapva
08:20:43.619	03/07/23	Pentagon	C07-1 Battery Room Ventilation Fan	CURRENT STATE = No	ALARM FINAL ACK. BY SYSTEM AT ctsc-hostapva
08:20:45.806	03/07/23	Court House	UPE IB Fan Orientation	CONTROL FAILURE = Supply	TIMEOUT
08:20:47.713	03/07/23	Clarendon	K02-1 Fresh Air AHU Fan	CURRENT STATE = Normal	
08:20:47.713	03/07/23	Clarendon	K02-2 Fresh Air AHU Fan	CURRENT STATE = Abnormal	

Figure 5 - AIMS Event Log indicating Fan Activation

## Human Factors

### Evidence of Fatigue

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

### Post-Incident Toxicology Testing

This incident did not meet the criteria for WMATA's Drug and Alcohol Policy and Testing Program 7.7.3/6

## Findings

- Smoke condition was identified by a customer, which was relayed to ROIC by the Station Manager immediately.

- Riding track inspections on Tracks 1 and 2 and walking inspections performed by ERT did not identify the source of the smoke. No infrastructure damage was found.
- SOP 1A protocols were implemented during the event.
- Reopening of the station was decided in coordination with the Fire Department.

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

- Clarendon Station was closed to customers.
- Station exhaust fans were activated to dispel the smoke.
- Track inspections were conducted to ensure track safety.
- ACFD responded to the station and deemed the station safe in coordination with WMATA personnel.
- An After-Action Review meeting was held to review the event and resolve any command issues.

### **Probable Cause Statement**

The probable cause for the evacuation for life safety reasons event was light, odorless smoke from an unknown source that was drawn into the station by a train entering. There were no significant findings related to the response and recovery from this event.

### **Recommended Corrective Actions**

No corrective actions were identified for this event.

## **Appendices**

### **Appendix A – Interview Summary**

*The below narratives summarize the incident and represent the statements made by the involved individual. As such, times and details may present a conflict with the data contained in systems of record.*

#### **Station Manager (Informal Interview)**

The Station Manager is a WMATA employee with twenty-two years of service and ten years of experience as a Station Manager. The Station Manager holds a Roadway Worker Protection (RWP) Level 2 certification that expires in February 2024.

The Station Manager stated that the train entered the station on track#1 side and received notification from an exiting customer of a smoke condition on the platform. The Station Manager stated that they began their investigation and walked to the platform where they observed an extreme smoke condition coming from the tunnel on the track 1 side. The Station Manager stated that they returned to the kiosk and notified the ROCC of the current situation and began the evacuation process for safety reasons. The Station Manager further stated that the entire platform and tunnels were billowing smoke which produced limited sightlines for train operation and customer safety. The station manager stated that the smoke condition began to dissipate with the operation of the tunnel fans and ventilation efforts from the ACFD.

#### **RTRA Supervisor (Written Incident Report)**

The RTRA Supervisor reported that they were contacted by the ROCC to respond and assist with an Evacuation for Life Safety Reasons that occurred at Clarendon Station. The RTRA Supervisor stated that they responded to Virginia Square Station and assisted in the offloading of customers on Train ID 604 and utilized Train ID 604 as an inspection train. The RTRA supervisor stated that they conducted a track inspection from Virginia Square to Clarendon Station where they observed light smoke. The RTRA Supervisor stated that after a unified investigation, it was concluded that the smoke dissipated, and the station resumed revenue service.

## Appendix B – RTRA Supervisor’s Incident Report

 <b>RTRA SUPERVISOR REPORT</b>				
Date 3/7/2023	Incident Time 8:15 AM	Incident Location (Station Mezzanine #) Clarendon / Mezz 97	Track/Mezzanine # Tracks 1 & 2	
Equipment Number (Train ID & Car Numbers; Escalator/Elevator #) N/A				
Incident Description Smoke reported in station				
WMATA Personnel Involved	Employee #	Rule Violation?	Home Division	Post Incident
		No	WFC	No
Customer Information (Detailed Information must be recorded on Station Manager Incident Report)				
Name N/A	Address N/A		Injury? N/A	
Name	Address		Injury?	
Name	Address		Injury?	
Fire Department/EMS/Other External Agency Responding (Use Supplemental sheet if necessary)				
Arrival Time	Unit Number	Person In Charge	Remarks	
8:05 AM	Engine 104		N/A	
8:05 AM			N/A	
Chronological Account of Incident				
8:15 AM - ROCC had me assist with offloading train 604 at Virginia Square so that 604 could be used for a track inspection at Clarendon.				
8:19 AM - I arrived at Clarendon track 1 on train 604 and saw light smoke.				
8:21 AM - Myself and the Fire Dept. personnel concluded that the smoke had dissipated from the station.				
8:42 AM - After several track inspections, normal train service resumed.				
(Note time for each entry; Include statement of Employee or Witness at conclusion)				
Your Arrival Time: 8:19 AM				
Supervisor Submitting Report	(Payroll #)	Date	Report Reviewed By	Date
		3/7/2023		
Report must be faxed to ROCC 202-962-2808 at end of Tour				

Figure 6 RTRA's Supervisors Incident Report PG-1

Incident Date: 3/7/2023 Time: 08:08 hours  
 Final Report – Evacuation for Life Safety Reasons  
 E23155

Drafted By: SAFE 706 – 05/02/2023  
 Reviewed By: SAFE 71 – 05/08/2023  
 Approved By: SAFE 71 – 05/08/2023

--

**Key Findings (Detail Below)**

--

Supervisor Submitting Report (Initials)	Report Review By (Initials)
Report must be faxed to ROCC 202-962-2808 at end of tour	

Figure 7 RTRA's Supervisors Incident Report PG-2

# Appendix C – ROCC Incident Report

## View Approved Incident Report

**INCIDENT ID: 2023066SILVER2**

<b>DATE</b> 2023-03-07	<b>TIME</b> 0807	<b>LINE</b> Silver	<b>ITEM</b> 2
<b>LOCATION (STATION/YARD)</b> Clarendon (K02)		<b>LOCATION/CHAIN MARKER (If Applicable)</b>	<b>REPORTED BY</b> ROIC
<b>TRAIN ID</b> 604	<b>DIRECTION</b> I/B	<b>TRACK NUMBER</b> 1	<b>DEPTS NOTIFIED</b> Everbridge Alert/Messaging
<b>CAR NUMBERS (XXXX-XXXX)</b> 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> SMKW-SMOKE OBSERVED ON THE WAYSIDE		<b>RESP CODE</b> OTH	

---

**TYPE INCIDENT**  
Report Of Smoke In The Station

**ACTION PLAN**  
Track Inspection, Offload, Dispatched RTRA Supervisor and ERT

DELAYS IN MINUTES			
LINE	INCIDENT	TRAIN	TOTAL DURATION
33	33	4	0

TRIPS MODIFIED					
PARTIAL	GAP TRAIN	LATE DISPATCHES	REROUTED	NOT DISPATCHED	OFFLOADS
8	0	0	0	0	4

FIVE PRIMARY CONSOLE INDICATIONS				
BCP	BRAKES ON ILLUMINATED	ALL DOORS CLOSED ILLUMINATED	AUTO\MANUAL ILLUMINATED	BPP
			AUTO	

INCIDENT CHRONOLOGY	
TIME	DESCRIPTION
0807	ROIC reported smoke in the tunnel Clarendon Station track 1. Unit 30 RTRA Supervisor Pinkard was instructed to board train ID 604 track one Ballston and assist the operator in offloading at Virginia Square for a track inspection. AOM, MTPD, ROIC and all concern personnel were notified.

Figure 8 ROCC Incident Report PG-1

## View Approved Incident Report

0816	Train 604 reported clear of customers with the assistance of [REDACTED] Train 604 was instructed to perform a track inspection track one from Virginia Square to Court House with Supervisor Pinkard and the EV off.
0819	Train 902 was instructed to offload the train track 2 Court House and verify clear of all customers for a track inspection track 2 Court House to Virginia Square.
0823	[REDACTED] board train 604 reported light fog but no smell of smoke track one Clarendon. Train ID 704 was instructed to continue on with the inspection to Court House track one.
0826	Train ID 902 went back in service track two Ballston towards Vienna and reported no sign or smell of smoke. Train 604 went back in service at Court House track 1 towards Downtown Largo.
0830	Fire Department still has not released the scene at Clarendon, Service adjustment has been implemented, Orange and Silver line trains coming from Vienna and Ashburn will turn back for service at Ballston. Orange and silver line trains coming from New Carrollton and Largo will turn back at Arlington Cemetery. Train ID 908 track one Ballston was instructed to make good announcements to their customers offload their train and clear the interlocking for service back to Vienna. Shuttle bus service was requested.
1833	Train 903 track 2 Rosslyn was instructed to offload their train and continue on to clear the interlocking at Arlington Cemetery for service back to New Carrollton.
0838	MAC and the FLO reported all fire department personnel are clear they have turned the scene back to RTRA and normal service can resume.
0836	Train 612 track 2 Court House was instructed to offload their train and verify clear of customers and to make good announcements for customers to utilize Line bus service or to standby for Shuttle bus service.
0839	Train ID 909 was first to go normal track one Ballston servicing all stations.
0845	Train ID 605 serviced Train 604 customers Ballston track one in the direction of Downtown Largo ending the customers delay.
0849	ERT#699 arrived on the scene and requesting to do a riding inspection tracks one and two between Virginia Square and Clarendon Station.
0903	ERT#699 reported a clear track inspection both tracks.

**MAXIMO TICKET#**  
8656998

REPORT PREPARED BY	NAME	CLICK TO SIGN
RADIO CONTROLLER 1	[REDACTED]	✓
BUTTON CONTROLLER 1	[REDACTED]	✓
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** Rail 1 notified

Figure 9 ROCCS Incident Report PG-2

## View Approved Incident Report

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

© 2014 - Washington Metropolitan Area Transit Authority

Figure 10 ROCC Incident Report PG-3

# Appendix D - MTPD Incident Report

<b>Event Report</b>		
Metro Transit Police Department		ORI-DCMTP0000
Type of Report <b>Closed</b>	MTPD CCN <b>2023-01921</b>	Local Jurisdiction <b>Arlington, VA</b>
<b>Event Location</b>		
Street <b>3100 Wilson Blvd</b>	City, State <b>ARLINGTON, VA 22201</b>	
Date and Time of Event From <b>3/7/2023 8:14:00 AM</b> To		Date and Time Reported <b>3/7/2023 8:11:33 AM</b>
Reporting officer (Print) [REDACTED]	Badge # [REDACTED]	Second officer (Print) [REDACTED]
Supervisor's Name (Electronically Approved)		
<b>Incidents</b>		
Incident: <b>Fire/Smoke Local Alarm</b>	Location Type: <b>Rail Station</b>	
Incident Detail:		
<b>Involved Party</b>		
[REDACTED]		
Age: [REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
Occupation: [REDACTED]	Place of Employment:	Place of Birth:
Work/School Address - Adnl. Contact Info: <b>Wmata300 7th ST SW, DC</b>		
Notes:		

MTPD CCN:  
ORI-DCMTP0000

Event Report Page 1 of 3

Figure 11 MTPD Incident Report PG-1

Incident Date: 3/7/2023 Time: 08:08 hours  
Final Report – Evacuation for Life Safety Reasons  
E23155

Drafted By: SAFE 706 – 05/02/2023  
Reviewed By: SAFE 71 – 05/08/2023  
Approved By: SAFE 71 – 05/08/2023

*Narrative Information*

Report of smoke or fire at CLRN. ACPD,ACFD, and MTPD responded with nothing found. Potential brake dust.

If second CCN is available, insert here:

Additional Narrative on Supplemental Report

MTPD CCN:  
ORI-DCMTP0000

Event Report Page 2 of 3

Figure 12 MTPD Incident Report PG-2

Incident Date: 3/7/2023 Time: 08:08 hours  
Final Report – Evacuation for Life Safety Reasons  
E23155

Drafted By: SAFE 706 – 05/02/2023  
Reviewed By: SAFE 71 – 05/08/2023  
Approved By: SAFE 71 – 05/08/2023

Appendix E - RTRA Supervisor Written Statement

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

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

Date: 3/7/23 Incident Time: 8:08A Time Reported: 8:15A Reported by: Customer  Employee   
 ROCC  Other

Location: Station: CLARENSON Mezzanine #: 97 Track #/Destination: TRK #1-LAN90 Chain Marker/Signal Number: \_\_\_\_\_

**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** Clear  Rain  Snow  Sleet/Ice  **LIGHT CONDITIONS (natural lighting)** Dawn/Dusk  Daylight  Dark  Tunnel/Underground  **LIGHTING (artificial lighting)** Lights On  Lights Off  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  ROADWAY

Name of Responding Supervisor: \_\_\_\_\_ Name/Department of PI, MT/AFC or other WMATA responder: \_\_\_\_\_

**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.

A Large Film of Smoke was billowing through Tunnel on Track #1-LAN90-NEW Carrollton Platform. Notified ROCC EVACUATED station, Fire Dept was notified through ROCC, MTPD [REDACTED] AFD ARRIVED @ 8:25A Engine # 104. ERT/TRST ARRIVED @ 8:30A. System was Reopened to ME AS OSC @ 8:45 AM. No Injuries

Employee Completing Report: [REDACTED]

Division: WFC Run #: 26 Block #: \_\_\_\_\_ Assigned Days: 3/7/23

To Be Completed By Reviewing Manager: \_\_\_\_\_

Figure 13 RTRA's Supervisor Incident Report PG-1

Incident Date: 3/7/2023 Time: 08:08 hours  
 Final Report – Evacuation for Life Safety Reasons  
 E23155

Drafted By: SAFE 706 – 05/02/2023  
 Reviewed By: SAFE 71 – 05/08/2023  
 Approved By: SAFE 71 – 05/08/2023

Appendix F – PLNT Emergency Tunnel Fan Operation Form

**M** PLNT Desk Emergency Tunnel Fan Operation Form 110-ROCC-ALL-04-00  
metro WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY 0807-841

Incident Description: Arcing Insulator / Trash Fire / etc.  
Smoke reported in the station  
and then in the tunnel

Nearest Station: Metro Center A01  
K02 Clarendon  
Chainmarker: xxx + xx

Track #:  
1  
Train ID:  
—

Proposed Evacuation Route: (towards which station)  
K02 Clarendon  
Playbook/Page Reference:  
K20 Pg 91, K25 Pg 96, K29 Pg 100  
Incident Zone(s)  
Unclear  
Date:  
3/7/23

\*Maintenance Lead will archive this form for record keeping purposes. Approved 06/24/2021 51.931 11/21

Figure 14 Plant Emergency Tunnel Fan Operation Form PG-1

Incident Date: 3/7/2023 Time: 08:08 hours  
Final Report – Evacuation for Life Safety Reasons  
E23155

Drafted By: SAFE 706 – 05/02/2023  
Reviewed By: SAFE 71 – 05/08/2023  
Approved By: SAFE 71 – 05/08/2023