



## **W-0418 – Evacuation for Life Safety Reasons at Potomac Avenue Station – March 20, 2025**

### **Document Purpose:**

*This WMSC written report on WMATA Metrorail's safety event investigations and review of Metrorail's findings in accordance with the WMSC Program Standard, in conjunction with the attached Metrorail investigation reports that have undergone WMSC staff review and, if necessary, feedback and revision, describes the investigation activities, identifies factors causing or contributing to the safety events, and sets forth ongoing, additional, or upcoming corrective actions and further oversight work (such as inspections and audits) as necessary or appropriate. The WMSC's ongoing oversight during the investigative process, including safety event reporting and verification, participation in investigative interviews, data review, consistent communication with the Metrorail investigations team, and feedback on Metrorail's reports leads to further improvements prior to consideration of the reports by WMSC Commissioners for adoption. The WMSC's safety event investigation oversight assures the sufficiency and thoroughness of Metrorail's investigations. The WMSC Commissioners are considering these documents (the WMSC review and Metrorail's investigation reports) as a unified item for adoption at the Washington Metrorail Safety Commission meeting on March 17, 2026.*

*WMSC staff recommend adoption of this investigation.*

### **Safety event summary:**

On March 20, 2025, the Station Manager at Potomac Avenue Station initiated an evacuation of the station, after receiving reports of smoke within the platform limits, from a Metrorail custodian. The Station Manager notified the Control Center, which dispatched emergency personnel and activated emergency tunnel fans to ventilate the station. Due to the smoke being located in the tunnel, it did not cause the automated fire/smoke detection device in the station to activate. The Station Manager did not engage the manual fire alarm pull station as required by Metrorail procedure. The Station Manager went to the platform and reported to the Control Center that smoke was coming from the Track 2 tunnel in the direction of Eastern Market Station, but there was no active fire or electrical arcing. An initial review of closed-circuit television (CCTV) footage suggested Train 907, which was the last train to service Potomac Avenue Station prior to smoke reports, may have been the train emitting the smoke. The Control Center directed Train 907 to be removed from service at New Carrollton Station. While at New Carrollton Station, the Station Terminal Supervisor inspected Train 907 for brake odor and spoke to the Rail Vehicle Operator about motor overload indications. Neither was identified, and Train 907 was returned to service. Track inspections were performed on Tracks 1 and 2, between Eastern Market and Potomac Avenue Stations, and they revealed no active fire or damage.

A Control Center Assistant Director later reviewed CCTV footage of the Potomac Avenue Station, around the time of the smoke in the station and identified Train 603, bound for Downtown Largo Station, as the train with smoke emanating from the lead car. CCTV footage also showed no smoke from the lead car when it departed Benning Road Station, two stations after Potomac Avenue. Train 603 was left in service for approximately an hour after it was determined to have been the train that was emitting smoke at Potomac Avenue Station. The Rail Vehicle Operator of Train 603 did not recall seeing smoke, and the train did not display any operational faults.



The probable cause of the Evacuation for Life Safety Reasons event on March 20, 2025, was due to the report of smoke on the roadway and within station platform limits. Through CCTV footage, Metrorail determined that the smoke was emanating from Train 603. The train was inspected and the cause of smoke could not be determined.

Investigations W-0418 led to specific recommended corrective actions, including:

- Metrorail updated the Metrorail Operations Rulebook to include instructions for Metrorail Station Evacuations.
- Metrorail reviewed SOP 678, Managing Fire and Smoke on the Metrorail System to include in the Metrorail Operations Rulebook.



Washington Metropolitan Area Transit Authority  
Department of Safety  
Office of Safety Investigations

**FINAL REPORT OF INVESTIGATION A&I E25417**

<b>Date of Event:</b>	March 20, 2025
<b>Type of Event:</b>	A-4: Evacuation for Life Safety Reasons
<b>Incident Time:</b>	15:40 hours
<b>Location:</b>	Potomac Avenue Station
<b>Time and How received by Safety:</b>	15:43 hours/ Safety Information Official (SIO)
<b>Washington Metrorail Safety Commission (WMSC) Notification Time:</b>	16:17 hours
<b>Responding Safety Officers:</b>	Chief Safety Officer, Office of Emergency Preparedness (OEP)
<b>Rail Vehicle:</b>	Train ID 603 (L3110/11x3062/63x3029/28T)
<b>Injuries:</b>	None
<b>Damage:</b>	None
<b>Emergency Responders:</b>	Metro Transit Police Department (MTPD), Metropolitan Police Department (MPD), District of Columbia Fire and Emergency Medical Services (DCFEMS)
<b>Safety Universal Data System (SUDS) Number</b>	20250321#124981MX

# Potomac Avenue Station – Evacuation for Life Safety Reasons

March 20, 2025

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## **Abbreviations and Acronyms**

<b>AIMS</b>	Advanced Information Management System
<b>ARS</b>	Audio Recording System
<b>CCTV</b>	Closed-Circuit Television
<b>CMOR</b>	Office of the Chief Mechanical Officer
<b>DCFEMS</b>	District of Columbia Fire and Emergency Medical Services
<b>ERT</b>	Emergency Response Team
<b>FLO</b>	Fire Liaison Officer
<b>ICP</b>	Incident Command Post
<b>IIT</b>	Incident Investigation Team
<b>LVEM</b>	Low Voltage Maintenance
<b>MICC</b>	Metro Integrated Command and Communications Center
<b>MOL</b>	Motor Overload
<b>MOR</b>	Metrorail Operating Rulebook
<b>MTPD</b>	Metro Transit Police Department
<b>NOAA</b>	National Oceanic and Atmospheric Administration
<b>OM</b>	Operations Manager
<b>OSI</b>	Office of Safety Investigations
<b>RTC</b>	Rail Traffic Controller
<b>RVO</b>	Rail Vehicle Operator
<b>SPO</b>	Allied Security Special Police Officer
<b>SPOTS</b>	System Performance On-Time Summary
<b>SUDS</b>	Safety Universal Data System
<b>TRPM</b>	Traction Power Maintenance
<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 Thursday, March 20, 2025, at 15:40 hours, the Potomac Avenue Station Manager was notified of smoke within the station platform limits and initiated an evacuation for life safety purposes. The Station Manager notified the Metro Integrated Command and Communications Center (MICC) Communications Agent of the smoke, and emergency personnel were dispatched to the location. The smoke in the station did not activate the fire alarm system, and the manual fire alarm pull station was not engaged. The Station Manager went to the platform and reported that the smoke originated from the Track 2 tunnel in the direction of Eastern Market Station. No active fire or electrical arcing was observed. The MICC Rail Section's Operations Manager (OM) #1 was notified of the event and requested that Emergency Tunnel Fans be activated at Potomac Avenue Station, which removed the smoke from the station.

The District of Columbia Fire and Emergency Medical Services Department (DCFEMS) was dispatched to the location. Upon their arrival, there were no signs of an active fire, only a burning odor. A review of the Potomac Avenue Station's Closed-Circuit Television (CCTV) footage was conducted by the MICC Assistant Director (Metro 1). It was initially believed that Train ID 907, a six (6) car 7000 series consist (L7754/55x7499/98x7621/20T), was the cause of the smoke in the station. At 15:39 hours, this was the last train to service Potomac Avenue Station, via Track 2, before the report of smoke was initiated. It should be noted that this was an Orange Line train towards New Carrollton Station.

A further review of CCTV footage of the Potomac Avenue Station, Track 2 later identified that at 15:34 hours, Train ID 603, a six (6) car legacy consist (L3110/11x3062/63x3029/28T), was the train with smoke emanating from beneath the lead car. CCTV footage from the following two stations showed the smoke had dissipated before departing Benning Road Station.

At 15:55 hours, Operations Manager (OM) #2, assisting during the event, instructed the OPS 2 Button Rail Traffic Controller (RTC) to have Train ID 907 removed from service once it reached New Carrollton Station. At 15:57 hours, OM #1, who was managing the event, spoke with the New Carrollton Station Terminal Supervisor directly and instructed them to inspect Train ID 907 for a brake odor and to interview the Rail Vehicle Operator (RVO) regarding any Motor Overload (MOL) indications. The New Carrollton Station Terminal Supervisor checked Train ID 907 for a brake odor, spoke with Train ID 907's RVO, and reported no issues found to the Button RTC. The New Carrollton Terminal Supervisor placed the train back into revenue service towards Vienna Station.

Track inspections were performed on Tracks 1 and 2, between Eastern Market and Potomac Avenue stations, and they revealed no active fire or damage.

The probable cause of the Evacuation for Life Safety Reasons event on March 20, 2025, was a precaution by the Potomac Avenue Station Manager due to smoke emanating from Train ID 603, which dissipated. The train was inspected, and the cause of the smoke could not be determined.

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Incident Date: 03/20/2025    Time: 15:42 hours  
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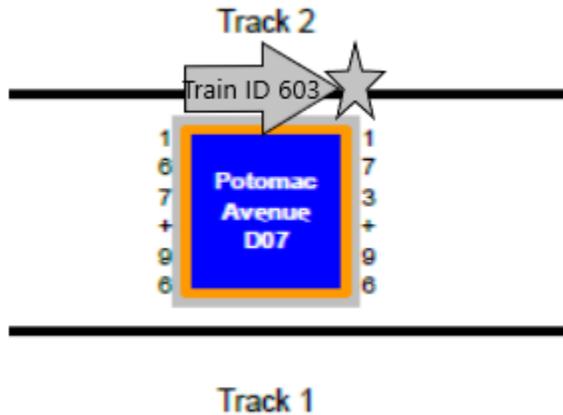
Drafted By: SAFE 708 – 05/17/2025
Reviewed By: SAFE 703 – 05/17/2025
Approved By: SAFE 707 – 05/28/2025

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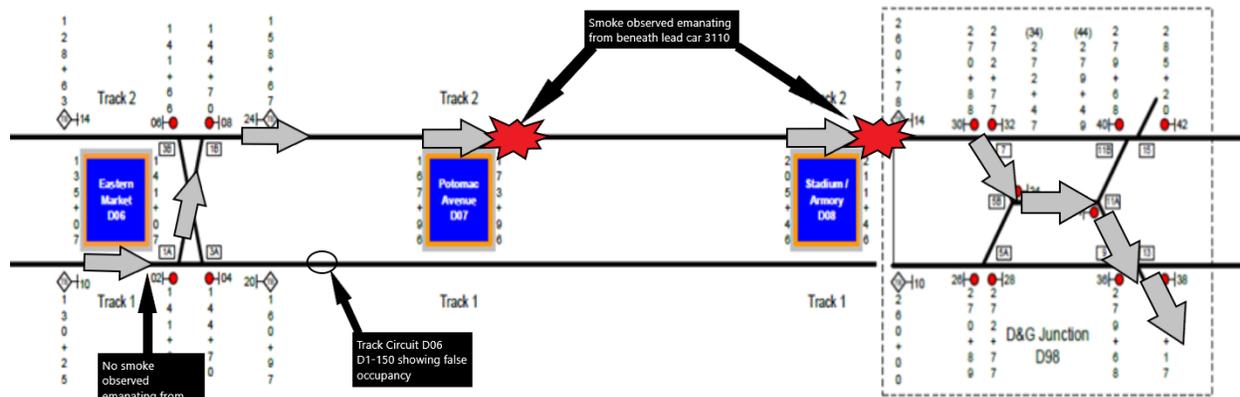
## Incident Site

Potomac Avenue Station is a below-ground station with a center platform and direct fixation tracks.

## Field Sketch/Schematics



The above depiction is not to scale.



**Path of Train ID 603**

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.

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## **Investigative Methods**

The investigative methodologies included the following:

- Site Assessment through video and document review.
  
- Formal Interviews – Safety interviewed five (5) individuals as part of this investigation. The interviews included persons present at, during, and after the incident, those directly involved in the response process, and representatives from the Washington Metrorail Safety Commission (WMSC). Safety interviewed the following individuals:
  - Train ID 603's RVO
  - Potomac Avenue Station Manager
  - Button RTC
  - Radio RTC
  - Operations Manager (OM) #1
  
- 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.
  
- Documentation Review – Collection of relevant work history information and process documentation contained in WMATA systems of record. These records include:
  - Metrorail Operating Rulebook (MOR)
  - National Oceanic and Atmospheric Administration (NOAA)
  - Metro Integrated Command and Control (MICC) Incident Report
  - Maximo Work Orders
  - Procedure 678 – Procedure for Managing Fire and Smoke on the Metrorail System
  - Metrorail Stations Standard Operating Procedures Handbook (MSSOPH)
  - Maintenance Section Emergency Tunnel Fan Operation Form
  
- System Data Recording Review – Collection of information contained in Metro Data Recording Systems. This data includes:
  - Audio Recording System (ARS) playback
  - The Office of the Chief Mechanical Officer Incident Investigation Team (IIT) Vehicle Monitoring and Diagnostic System (VMDS)
  - Closed-Circuit Television (CCTV)
  - System Performance On Time Summary (SPOTS) Report
  - Advanced Information Management System (AIMS)

## Investigation

On Thursday, March 20, 2025, at 14:52 hours, the Advanced Information Management System (AIMS) showed a down track circuit D1-150 on Track 1, between Eastern Market and Potomac Avenue stations, past the interlocking. Train ID 903, an Orange Line train towards New Carrollton Station, was the last train to pass the track circuit before the down track circuit was observed. At 14:56 hours, Train ID 601 reported losing speed commands after servicing Eastern Market Station, Track 1. The MICC OPS 2 Radio RTC informed the MICC Assistant Operations Manager (AOM) of the event and was instructed to begin single tracking between Eastern Market Station and the D&G Junction via Track 2.

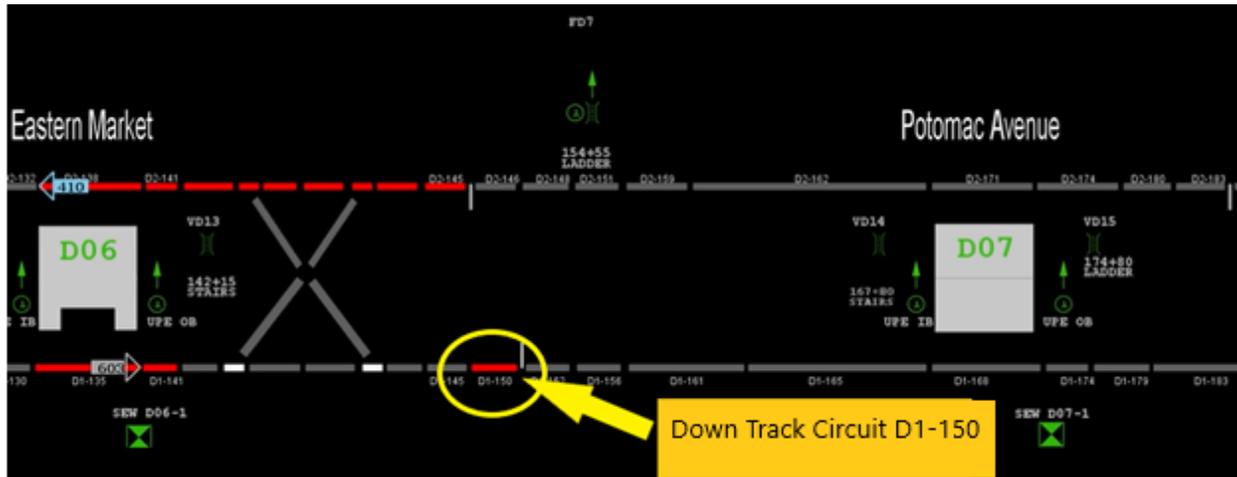


Figure 1 - Depicts down track circuit, D1-150, as Train ID 603 was berthed at Eastern Market Station, Track 1, and Train ID 410 was traveling inbound via Track 2.

At 15:15 hours, Train ID 603, a six (6) car legacy consist (L3110/11x3062/63x3029/28T), was granted a permissive block to the 8-car marker on Track 1 at Eastern Market Station, in the direction of Downtown Largo Station, where signal D06-02 displayed a red aspect. A review of the Eastern Market Station CCTV of Track 1 did not show any issues with Train ID 603 while stopped at Eastern Market Station.



Figure 2 - Depicts Train ID 603 at Eastern Market Station, Track 1. No smoke was observed emanating from the train.

At 15:34 hours, Train ID 603 departed Eastern Market Station, Track 1, crossing over from Track 1 to Track 2 at Potomac Avenue Station. Per the Chief Mechanical Officer (CMOR), Incident Investigation Team (IIT) report, the train came to a complete stop 14 feet short of the 8-car marker

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and lost speed commands. The RVO opened the platform side doors manually and serviced the station with all cars within the platform limits. Potomac Avenue Station CCTV of Track 2 showed a smoke-like haze emanating from beneath lead car 3110. The RVO then closed the doors, and according to the CMOR IIT report, entered Stop and Proceed mode and left the station at 15:37 hours.



Figure 3 - Depicts Train ID 603 at Potomac Avenue Station, Track 2. Smoke was observed emanating from the train.

At 15:40 hours, the Potomac Avenue Station Manager contacted the MICC Communications Section Specialist #1 via telephone to report that the station was being evacuated due to the presence of smoke. The station's Automatic Fire Detection devices did not activate, nor was the Manual Pull Station in the Station Manager's kiosk engaged. The Station Manager reported that the smoke originated from the tunnel in the direction of Eastern Market Station. This information was relayed to OM #1, who requested Emergency Ventilation Fan activation within the platform limits at Potomac Avenue Station. At 15:42 hours, the station's Emergency Ventilation Fans were activated which removed the smoke from the station.

At 15:41, an Allied Security Special Police Officer (SPO) at the Potomac Avenue Station notified the MTPD Communications Specialist via handheld radio of smoke in the station. The SPO reported the smoke originating from the tunnel in the direction of Eastern Market Station. MTPD personnel were dispatched to the location.

At 15:42 hours, the Communications Agent #1 notified DCFEMS, and personnel were dispatched to Potomac Avenue and Eastern Market stations due to the initial report of smoke originating from the tunnel between the two stations. MTPD personnel were dispatched to Potomac Avenue Station.



Figure 4 - Depicts Train ID 603 at Stadium-Armory Station, Track 2. Smoke was observed emanating from the train.

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At 15:49 hours, DCFEMS established an Incident Command Post (ICP) outside the Potomac Avenue Station. A DCFEMS Recon Officer went to the station platform to investigate and observed a burning odor, however, no smoke or active fire was observed in the station.

At 15:54 hours, MTPD arrived at Potomac Avenue Station, and Unified Command was established. A MICC Assistant Director (Metro 1) reviewed CCTV footage from Potomac Avenue Station and identified smoke emanating from beneath a rail car that passed through the station, on Track 2 in the outbound direction. The issue was believed to be caused by hot brakes. The incident train was initially identified as Train ID 907, which was the last revenue train to exit Potomac Avenue Station, Track 2, when the smoke was reported. This information was later found to be incorrect because the train observed from the CCTV footage was a legacy consist, as Train ID 907 consisted of 7000 series cars. Further investigation revealed Train ID 603 to be the train emanating smoke from beneath the lead car. CCTV footage of Train ID 603 at the following stations revealed that the smoke dissipated before arriving at Benning Road Station.

At 15:55 hours, OM #2 instructed the OPS 2 Button RTC to have the New Carrollton Station Terminal Supervisor remove Train ID 907 from service. Two (2) minutes later, OM #1 spoke directly with the New Carrollton Terminal Supervisor and instructed them to inspect Train ID 907 for a burning odor and to ask Train ID 907's RVO if the train had a MOL indication.

At 15:58 hours, Train ID 907 arrived at New Carrollton Station, Track 1, as Train ID 603 arrived at Downtown Largo Station, Track 2. The New Carrollton Station Terminal Supervisor inspected the train for a brake odor and spoke with the RVO, who reported no issues with the train. The Terminal Supervisor then notified the Button RTC of their findings and asked the Button RTC to relay the information to OM #1.

At 16:01 hours, after confirming there were no signs of fire or smoke emanating from the tunnels on Tracks 1 and 2, DCFEMS transferred Incident Command to WMATA.



*Figure 5 - Depicts Train ID 603 at Benning Road Station, Track 1. No smoke was observed emanating from the train.*

At 16:18 hours, Train ID 907, at New Carrollton Station, Track 1 was re-blocked to Train ID 934. At 16:33 hours, Train ID 934 departed New Carrollton Station in service to Vienna Station. At this time, Train ID 603 departed Downtown Largo Station in service to Franconia-Springfield Station. Upon its arrival at Franconia-Springfield Station, Train ID 603 was sent to Alexandria Yard for a scheduled lay-up. While at Alexandria Yard, an undercarriage inspection of the train was

conducted. No signs of arcing, smoke damage, or brake discoloration were observed. During the inspection, it was identified that the Vehicle Monitoring System (VMS) was not in communication with the propulsion system. The VMS was reset to re-establish communication. This issue was determined not to be a contributing factor to the event. Upon its arrival at Vienna Station, Train ID 934 was re-blocked to Train ID 945 and remained in revenue service to Federal Center SW Station, where the train was removed from service and sent to New Carrollton Yard.

On Saturday, March 22, 2025, at 02:51 hours, the Office of Power Maintenance’s Low Voltage (LVEM) and Traction Power (TRPM) groups, accompanied by Safety Investigations (OSI), performed a walking track inspection on Track 1 between Chain Marker D1 167+96 and D1 173+96 to inspect the track bed lighting at Potomac Avenue Station. All track bed lights were illuminated and operating as designed.

### Chronological Event Timeline

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

Time	Description
14:52:55 hours	Track Circuit D06 D1-150 showed a down track circuit on Track 1 between Eastern Market and Potomac Avenue stations. [AIMS]
14:56:30 hours	<u>Train ID 601</u> : Reported zero-speed commands after servicing Eastern Market Station. <u>Radio RTC</u> : Instructed Train ID 601 to stand by. [OPS 2 Radio]
14:58:10 hours	<u>Button RTC</u> : Informed the AOM of a down track circuit at Eastern Market Station. <u>AOM</u> : Instructed the Button RTC to begin single tracking around the area. [ROCC BL/OR Pone]
14:58:53 hours	<u>Radio RTC</u> : Instructed Train ID 601 Signal D06-02 would be displaying a red aspect. <u>Train ID 601</u> : Acknowledged with 100% repeat back. [OPS 2 Radio]
14:59:10 hours	<u>AOM</u> : Reported the down track circuit to the ATC Desk Controller. [Rail 3 Phone]
14:59:25 hours	<u>AOM</u> : Informed the OM #1 that they would be single tracking from Eastern Market Station to the D&G Junction due to a down track circuit and informed them that ATC had been dispatched. [Rail 3 Phone]
14:59:48 hours	<u>AOM</u> : Requested ATC and ERT be dispatched to the down track circuit. [Rail 3 Phone]
15:00:10 hours	<u>AOM</u> : Informed the Communications Agent that there was a down track circuit at Eastern Market Station, Track 1 and they would be single tracking from Eastern Market to the D&G Junction until ERT and ATC arrived on the scene. [Rail 3 Phone]
15:13:09 hours	<u>Radio RTC</u> : Announced to all OPS 2 RVOs that single-tracking via Track 2 was being conducted, from Eastern Market Station to the D&G Junction. [OPS 2 Radio]
15:15:35 hours	<u>Radio RTC</u> : Granted Train ID 603 a permissive block to the 8-car marker on Track 1 at Eastern Market Station. Signal D06-02 would be red. <u>Train ID 603</u> : Acknowledged with 100% repeat back. [OPS 2 Radio]
15:29:21 hours	<u>Radio RTC</u> : Announced to all OPS 2 RVOs that all Blue Line trains are offloading at Federal Center SW Station, clearing the interlocking towards Franconia-Springfield Station. All Orange and Silver Line trains are single-

Time	Description
	tracking between Eastern Market Station to the D&G Junction, via Track 2. [OPS 2 Radio]
15:33:27 hours	<u>Radio RTC</u> : Announced to all OPS 2 RVOs that due to a down track circuit between Eastern Market and Potomac Avenue stations on Track 1 Orange and Silver Line trains are single tracking by way of Track 2 between Eastern Market Station to the D&G Junction. All Blue Line trains are offloading at Federal Center SW Station, clearing the interlocking towards Franconia-Springfield Station. [OPS 2 Radio]
15:36:26 hours	<u>Train ID 603</u> : Informed the Radio RTC that they had no speed commands and the station at Eastern Market has already been serviced. <u>Radio RTC</u> : Informed Train ID 603 that after servicing the station they had a permissive block to the 8-car marker on Track 2 at Stadium-Armory Station. [OPS 2 Radio]
15:40:07 hours	<u>Station Manager</u> : Informed the Communications Agent #1 of smoke in the Potomac Avenue Station as the Station Manager evacuated the station. <u>Communications Agent #1</u> : Acknowledged the message and asked if the Fire Department was needed. <u>Station Manager</u> : Replied yes and stated the location where the smoke originated from was unknown. [ROCC ROIC 2 Phone]
15:40:22 hours	Customers observed rapidly exiting the station. [CCTV]
15:41:01 hours	<u>Communications Agent #2</u> : Informed the PDAS of reported smoke in the station at Potomac Avenue Station. [ROCC ROIC 1 Phone]
15:41:06 hours	<u>Station Manager</u> : Informed the OPS 5 Communications Agent #3 that they were evacuating Potomac Avenue Station due to the presence of heavy smoke on the platform and advised they had already called the ROIC. <u>Communications Agent #3</u> : Asked the Station Manager if the fire alarm was activated. <u>Station Manager</u> : Stated the fire alarm did not activate, however, there was heavy smoke on the platform that may have come from the tunnel. <u>Communications Agent #3</u> : Asked the Station Manager from which direction? <u>Station Manager</u> : Stated possibly from the tunnel towards Eastern Market Station. [OPS 5 Radio]
15:41:07 hours	<u>SPO</u> : Informed MTPD Communications Specialist of smoke emanating from the tunnel. <u>Police 1</u> : Asked the Communications Specialist if the report was at Potomac Avenue Station. <u>SPO</u> : Replied Yes at Potomac Avenue Station there was smoke emanating from the tunnel. <u>MTPD Cruiser</u> : Dispatched MTPD Officers to Potomac Avenue Station. <u>MTPD Cruiser</u> : Asked the Communications Specialist to have the SPO describe what area of the station the smoke originated from. <u>SPO</u> : Stated the smoke was coming from the end of the station in the direction of Eastern Market Station. [MTPD 1X Radio]
15:41:20 hours	<u>Button RTC</u> : Asked the ATC Desk Controller for an ETA for ATC at Eastern Market Station. <u>MOC Controller</u> : Stated ATC was on the scene. [BL-OR 2 Phone]
15:41:33 hours	<u>OM</u> : Contacted the MOC Desk Controller to request fan activation at Potomac Avenue Station.

Time	Description
	<p><u>MOC Desk Controller</u>: Instructed the OM to call the Fan Desk Controller phone.  <u>OM</u>: Acknowledged the message. [Rail 1 Phone]</p>
15:41:59 hours	<p><u>OM #1</u>: Contacted the Fan Desk Controller to request fan activation at Potomac Avenue Station.  <u>Fan Desk Controller</u>: Asked if the fans should be activated within the platform limits.  <u>OM #1</u>: Replied Yes.  <u>Fan Desk Controller</u>: Acknowledged the message. [Rail 1 Phone]</p>
15:41:59 hours	<p><u>Station Supervisor #2</u>: Informed the Communications Agent #3 that they were at Eastern Market Station and asked if they should go to Potomac Avenue Station.  <u>Communications Agent #2</u>: Instructed Station Manager #1 to go to Potomac Avenue Station. [ROCC ROIC 1 Phone]</p>
15:42:42 hours	<p><u>Communications Agent #1</u>: Contacted DC Emergency Dispatch to report smoke in the Potomac Avenue Station. [ROIC 2 Phone]</p>
15:42:50 hours	<p>Potomac Avenue Station UPE OB/IB Fans turned on and set to Exhaust.</p>
15:43:00 hours	<p><u>Radio RTC</u>: Instructed Train ID 616 to verify they were past signal D98-52 with a permissive block of no closer than 10 feet of signal D98-32.  <u>Train ID 616</u>: Acknowledged the message with 100% repeat back. [OPS 2 Radio]</p>
15:43:11 hours	<p><u>SPO</u>: Informed MTPD Communications Specialist that they evacuated the Potomac Avenue station and were now clear of customers. [MTPD 1X Radio]</p>
15:43:22 hours	<p><u>Radio RTC</u>: Instructed Train ID 607 on Track 1 to make good announcements, offload their train, and verify clear of customers. [OPS 2 Radio]</p>
15:43:28 hours	<p><u>Station Supervisor #2</u>: Informed the OPS 5 Communications Agent #2 they were at Smithsonian Station and would be making their way to Potomac Avenue Station.  <u>Communications Agent #3</u>: Acknowledged the message and stated Station Supervisor #1 was also enroute to Potomac Avenue Station.  <u>Station Manager</u>: Stated that the smoke was emanating from the tunnel towards Eastern Market Station. They were positioned at the Stadium-Armory end of the platform and the smoke was not heavy at that location.  <u>Communications Agent #3</u>: Acknowledged the message.  <u>Station Manager</u>: Stated the fire alarm did not activate the emergency evacuation procedures.  <u>Communications Agent #3</u>: Asked the Station Manager if there were any signs of an active fire or electrical arcing.  <u>Station Manager</u>: Stated they did not see any signs of fire or arcing, only heavy smoke. [OPS 5 Radio]</p>
15:44:07 hours	<p><u>Radio RTC</u>: Instructed Train ID 607 on Track 1 at Eastern Market Station to make good announcements, offload their train, verify clear of customers, and notify Central once they have keyed up in the direction of Downtown Largo Station.  <u>Train ID 607</u>: Acknowledged the message with 100% repeat back. [OPS 2 Radio]</p>

<b>Time</b>	<b>Description</b>
15:44:38 hours	<u>Radio RTC</u> : Instructed Train ID 616 to inform their customers that the train would be clearing signal D98-30 and reversing ends towards Downtown Largo Station. <u>Train ID 616</u> : Acknowledged the message with 100% repeat back. [OPS 2 Radio]
15:44:56 hours	<u>Communications Agent #3</u> : Asked the Station Manager if the smoke was emanating from Track 1 or Track 2. <u>Station Manager</u> : Stated the fire appeared to be emanating from both tunnel entrances of the tracks at the Eastern Market Station end of the platform. <u>Communications Agent #3</u> : Acknowledged the message and instructed the Station Manager to return to their kiosk and call them by telephone. [OPS 5 Radio]
15:45:30 hours	<u>Radio RTC</u> : Announced to all OPS 2 RVOs of a possible smoke condition at Potomac Avenue Station and advised that they may be instructed to hold their location. [OPS 2 Radio]
15:45:32 hours	<u>Station Manager</u> : Stated the smoke appeared to be heavier on the Track 1 side. No fire was present. <u>Communications Agent #3</u> : Instructed the Station Manager to return to their kiosk and call them by telephone and verify that the station was clear of customers. <u>Station Manager</u> : Acknowledged the message and advised that the station had been cleared of customers. [OPS 5 Radio]
15:45:48 hours	<u>Radio RTC</u> : Instructed Train ID 616 to verify signal D98-32 displayed a lunar aspect. The RVO was given a permissive block to the turnback and instructed to notify Central once they were keyed up in the direction of Downtown Largo Station. <u>Train ID 616</u> : Acknowledged the message with 100% repeat back. [OPS 2 Radio]
15:46:16 hours	<u>Station Manager</u> : Advised the Communications Agent #3 they had completed their check of the platform. It was clear of customers. <u>Communications Agent #3</u> : Acknowledged the message and instructed the Station Manager to return to their kiosk and call them by telephone. [OPS 5 Radio]
15:47:02 hours	Potomac Avenue Station FD7 Tunnel Fan set to Supply [AIMS]
15:47:13 hours	Potomac Avenue Station FD8 Tunnel Fan set to Exhaust [AIMS]
15:47:14 hours	<u>Train ID 607</u> : Informed the Radio RTC that they verified that the train was clear of customers. <u>Radio RTC</u> : Acknowledged the message and instructed the RVO to reblock the Train ID to 707. [OPS 2 Radio]
15:47:22 hours	<u>DCFEMS Communications Specialist</u> : Announced a box alarm at the Potomac Avenue Station, 1400 Potomac Avenue SE, Washington, DC, for a report of smoke. <u>FLO</u> : Informed the Battalion 2 Chief that information was still being gathered, however, it is being reported that the smoke is in the direction of Eastern Market Station, Track 2. <u>Battalion 2 Chief</u> : Acknowledged the message and dispatched Truck 7 and Engine 7 to Eastern Market Station. [DCFEMS Incident 10 Radio]
15:47:41 hours	<u>Train ID 616</u> : Asked the Radio RTC if they had cleared the interlocking.

Time	Description
	<u>Radio RTC</u> : Informed Train ID 616 they were clear of the interlocking and were instructed to notify Central once they were keyed up in the direction of Downtown Largo Station. [OPS 2 Radio]
15:48:56 hours	<u>Radio RTC</u> : Instructed Train ID 707 to shut off their Environmental Controls (EV) and perform a track inspection from Eastern Market Station to Benning Road Station, via Track 1. <u>Train ID 707</u> : Acknowledged the message with 100% repeat back. [OPS 2 Radio]
15:49:32 hours	<u>Radio RTC</u> : Instructed Train ID 707 that signal D06-02 would be displaying a red aspect. <u>Train ID 707</u> : Acknowledged the message with 100% repeat back. [OPS 2 Radio]
15:49:55 hours	<u>FLO</u> : Informed DCFEMS that the Station Manager reported the smoke was emanating from the tunnel on Track 2 between Eastern Market and Potomac Avenue stations. No chain marker was identified. Power was still energized on Tracks 1 and 2. Rail was preparing trains to conduct track inspections. <u>Battalion 2 Chief</u> : Acknowledged the message and reported the Incident Command Post would be established topside near the entrance of Potomac Avenue Station. [DCFEMS Incident 10 Radio]
15:50:20 hours	D&G Junction switches D98-11A and D98-11B show out of correspondence [AIMS]
15:50:40 hours	<u>Train ID 618</u> : Informed the Radio RTC that they were located on Track 2 at Benning Road Station and asked if their train was being offloaded. <u>Radio RTC</u> : Instructed Train ID 618 to stand by. <u>Train ID 618</u> : Informed the Radio RTC that there was an RVO making announcements from the trailing end of the consist, and the Benning Road Station Manager informed them the train was being offloaded. <u>Radio RTC</u> : Acknowledged the transmission and instructed Train ID 618 to stand by. [OPS 2 Radio]
15:51:40 hours	DCFEMS on location at Potomac Avenue Station [CCTV]
15:52:09 hours	Truck 7 and Engine 7 informed Battalion 2 Chief that they were on location at Eastern Market Station. <u>Truck 7</u> : Reported that Eastern Market station has not been evacuated and would provide a status report. [DCFEMS Incident 10 Radio]
15:52:48 hours	<u>Engine 8</u> : Informed Incident Command that they were at Potomac Avenue Station mezzanine with the Station Manager, who reports that as trains arrive from the direction of Eastern Market Station, they are pulling in smoke from the tunnel. Engine 8 reports an odor but no signs of smoke in the station. [DCFEMS Incident 10 Radio]
15:53:14 hours	<u>Radio RTC</u> : Instructed all personnel on OPS 2 to stand by and instructed Train ID 616 to key up their train in the direction of Ashburn Station. <u>Train ID 616</u> : Asked the Radio RTC to confirm they wanted them to return to the Ashburn Station facing end of the train. <u>Radio RTC</u> : Acknowledged, stating the interlocking at the D&G Junction was out of correspondence. The Radio RTC instructed Train ID 616 to offload customers at Stadium-Armory Station. <u>Train ID 616</u> : Acknowledged the message with 100% repeat back. [OPS 2 Radio]

<b>Time</b>	<b>Description</b>
15:53:36 hours	<u>FLO</u> : Informed the Incident Commander that a review of CCTV footage revealed the possible source of the smoke may have come from the brakes of one of the trains entering the station from Eastern Market Station. <u>Battalion 2 Chief</u> : Acknowledged the message and instructed the FLO to inform them of the results of the track inspections. [DCFEMS Incident 10 Radio]
15:54:20 hours	MTPD on location at Potomac Avenue Station. [CCTV]
15:54:28 hours	<u>Truck 7</u> : Informed the Incident Commander that there was no smoke present on the platform at Eastern Market Station. They would look into the Track 2 tunnel to see if any smoke was observed. <u>Battalion 2 Chief</u> : Requested confirmation that no DCFEMS personnel were entering the roadway. <u>Truck 7</u> : Confirmed that no DCFEMS personnel were entering the roadway or the tunnel. <u>Battalion 2 Chief</u> : Acknowledged the message and instructed Truck 13 to go to the platform at Potomac Avenue Station with Engine 8 as the Recon Officer. <u>Truck 13</u> : Acknowledged the message. [DCFEMS Incident 10 Radio]
15:54:36 hours	<u>Button RTC</u> : Informed the ATC Desk Controller that switch 11 was out of correspondence. [BL-OR Phone 2]
15:54:52 hours	<u>MTPD</u> : Informed Police 1 they were on location at Potomac Avenue Station [MTPD 1X Radio]
15:55:46 hours	<u>OM #2</u> : Instructed the Button RTC to have Train ID 907 removed from service once it arrived at New Carrollton Station. This was reported as the incident train. [Rail 1 Phone]
15:55:56 hours	<u>Button RTC</u> : Instructed the Terminal Supervisor at New Carrollton Station to offload Train ID 907 and remove it from service. [ROCC BL-OR Phone]
15:57:04 hours	<u>OM #1</u> : Instructed the Terminal Supervisor at New Carrollton Station to inspect the train arriving on Track 1 for a brake odor and to ask the RVO if they had a Motor Overload indication. [Rail 1 Phone]
15:57:35 hours	<u>FLO</u> : Informed the Incident Commander that after a review of CCTV and speaking with Train ID 707, it was believed the cause of the smoke was due to hot brakes. The train would be removed from service and sent to the nearest rail yard. All smoke had appeared to dissipate from the station. <u>Battalion 2 Chief</u> : Acknowledged the message and asked to have that information verified by the track inspection test trains. [DCFEMS Incident 10 Radio]
15:57:54 hours	<u>WMATA Incident Command (WIC)</u> : Requested all units responding to Potomac Avenue Station switch to TAC channel MTPD 2X. [MTPD 1X Radio]
15:58:22 hours	<u>Truck 7</u> : Reported no smoke present at Eastern Market Station, including the tunnels to Tracks 1 and 2.
15:58:37 hours	<u>WIC</u> : Stated they were with the DCFEMS Battalion Chief, and Unified Command had been established. [MTPD 2X Radio]
15:59:50 hours	<u>Train ID 616</u> : Informed the Radio RTC they were keyed up on their Ashburn Station facing end of the train. <u>Radio RTC</u> : Granted Train ID 616 a permissive block to the 8-car marker on Track 2 to Stadium-Armory Station. [OPS 2 Radio]

Time	Description
16:00:35 hours	<p><u>Radio RTC</u>: Asked ERT at Eastern Market Station to board Train ID 707 on Track 1 for a track circuit showing a down track circuit.</p> <p><u>ERT</u>: Asked if it was for the track circuit previously reported between D151 and D152.</p> <p><u>Radio RTC</u>: Replied Affirmative. [OPS 2 Radio]</p>
16:00:41 hour	<p><u>Forward Liaison</u>: Informed the WIC that DCFEMS personnel are leaving the platform area at Potomac Avenue Station. No fire or smoke was observed, only a faint odor of smoke. Once a good track inspection was reported they would allow customers back into the station.</p> <p><u>Police 1</u>: Informed the WIC that Rail was about to commence track inspections and would inform them once they were completed. [MTPD 2X Radio]</p>
16:01:03 hours	<p><u>FLO</u>: Informed the Incident Commander that inspection trains are being operated on Tracks 1 and 2 between Eastern Market and Potomac Avenue stations. Both tracks are clear. The cause of the smoke was believed to be a maintenance issue due to hot brakes, and WMATA was ready to assume command from DCFEMS to address the maintenance issue.</p> <p><u>Battalion 2 Chief</u>: Acknowledged the message and asked Engine 8/ Recon Officer for their concurrence.</p> <p><u>Engine 8/ Recon Officer</u>: Confirmed there was no smoke or odor present at Potomac Avenue Station and deemed the event to be a maintenance issue.</p> <p><u>Battalion 2 Chief</u>: Acknowledged the message and instructed all DCFEMS personnel at the scene to return to service. [DCFEMS Incident 10 Radio]</p>
16:02:29 hours	DCFEMS exited Potomac Avenue Station [CCTV]
16:02:37 hours	<p><u>Terminal Supervisor</u>: Instructed the Button RTC to inform the OM that there was no issue found with Train ID 907. [ROCC BL-OR Phone]</p>
16:04:20 hours	<p><u>Radio RTC</u>: Instructed Train ID 707, on Track 1 at Eastern Market Station to perform a personnel drop off at CM D1 150+00, key down, and perform a radio check.</p> <p><u>Train ID 707</u>: Repeated the instruction providing CM D1 707.</p> <p><u>Radio RTC</u>: Replied Affirmative and instructed the RVO to turn of their EV. [OPS 2 Radio]</p>
16:05:50 hours	<p><u>ERT</u>: Informed the Radio RTC that they were aboard the train. [OPS 2 Radio]</p>
16:07:18 hours	<p><u>Train ID 616</u>: Asked for instructions.</p> <p><u>Radio RTC</u>: Instructed Train ID 616 to offload customers and stand by.</p> <p><u>Train ID 616</u>: Stated they had offloaded the train but did not verify clear of customers. Asked if they must verify the train is clear of customers.</p> <p><u>Radio RTC</u>: Replied Affirmative. [OPS 2 Radio]</p>
16:07:40 hours	<p><u>Radio RTC</u>: Instructed Train ID 707 to verify that signal D06-02 displayed a lunar aspect. The RVO was granted a permissive block to CM D1 150+00, key down, give Central a radio check, and drop off personnel at that location.</p> <p><u>Train ID 707</u>: Acknowledged the message with 100% repeat back. [OPS 2 Radio]</p>
16:10:14 hours	<p><u>ERT</u>: Advised Central they were standing by at D1 150+00 aboard Train ID 707.</p> <p><u>Radio RTC</u>: Replied Affirmative and asked Train ID 707 if they were keyed down.</p> <p><u>Train ID 707</u>: Replied Affirmative.</p>

Time	Description
	<u>Radio RTC</u> : Granted permission for ERT to enter the roadway and was instructed to stand in a place of safety in preparation of train movement. <u>ERT</u> : Acknowledged the message with 100% repeat back. [OPS 2 Radio]
16:11:34 hours	<u>Bus OPS 1 Specialist</u> : Requested Bus Operations Supervisor to report to Stadium-Armory Station for a Bus Shuttle between Stadium Armory and Easter Market stations [Bus OPS 1 Radio]
16:12:05 hours	<u>ERT</u> : Advised Central they were standing in a place of safety. <u>Radio RTC</u> : Acknowledged the message. <u>Radio RTC</u> : Instructed Train ID 707 to key up and continue on with their track inspection to Stadium-Armory Station. <u>Train ID 707</u> : Acknowledged the message with 100% repeat back. [OPS 2 Radio]
16:14:03 hours	<u>AOM #2</u> : Instructed the Button RTC to get an update from Train ID 616 to inquire if the train was offloaded. [Rail 1 Phone]
16:14:35 hours	Train ID 707 arrived at Potomac Avenue Station, Track 1. [AIMS][CCTV]
16:15:21 hours	<u>Radio RTC</u> : Instructed Train ID 616 to key up on the Ashburn Station end of the train. <u>Train ID 616</u> : Replied that they had keyed up the train. <u>Radio RTC</u> : Instructed Train ID 616 to go in service from Stadium-Armory Station to Ashburn Station. <u>Train ID 616</u> : Asked the Radio RTC to confirm the instructions. <u>Radio RTC</u> : Instructed Train ID 616 to stand by. <u>Train ID 616</u> : Acknowledged the message with 100% repeat back. [OPS 2 Radio]
16:16:27 hours	<u>Radio RTC</u> : Asked Train ID 707 for an update. <u>Train ID 707</u> : Reported that nothing unusual was observed. <u>Radio RTC</u> : Acknowledged the message and instructed Train ID 707 to go in service from Stadium-Armory Station to Downtown Largo Station. [OPS 2 Radio]
16:18:53 hours	<u>Radio RTC</u> : Instructed Train ID 616 to re-block to ID 716 and to perform a track inspection from Stadium-Armory Station to Eastern Market Station. <u>Train ID 616</u> : Acknowledged the message with 100% repeat back. [OPS 2 Radio]
16:21:17 hours	ROS arrived at Potomac Avenue Station, via Train ID 913, Track 1. [CCTV]
16:21:17 hours	<u>ERT</u> : Requested permission to enter the roadway on Track 1 under AMF protection for the purpose of a track inspection from CM D1 148+00 to D1 152+00. [OPS 2 Radio]
16:26:07 hours	Train ID 616 arrived at Potomac Avenue Station, Track 2 and went in service. [AIMS][CCTV]
16:27:13 hours	<u>Train ID 716</u> : Reported a good track Inspection from Stadium-Armory Station to Potomac Avenue Station, via Track 2. <u>Radio RTC</u> : Acknowledged the message with 100% repeat back. [OPS 2 Radio]

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

# Advanced Information Management System (AIMS)

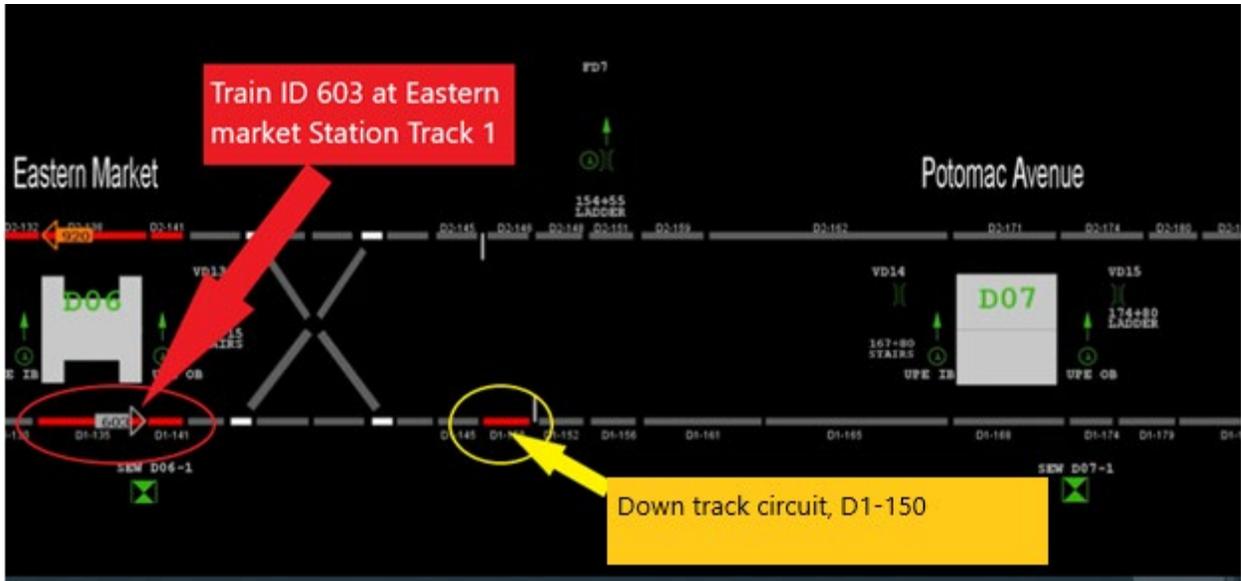


Figure 6 - Depicts Train ID 603 on Track 1 at Eastern Market Station and down track circuit D1-150.

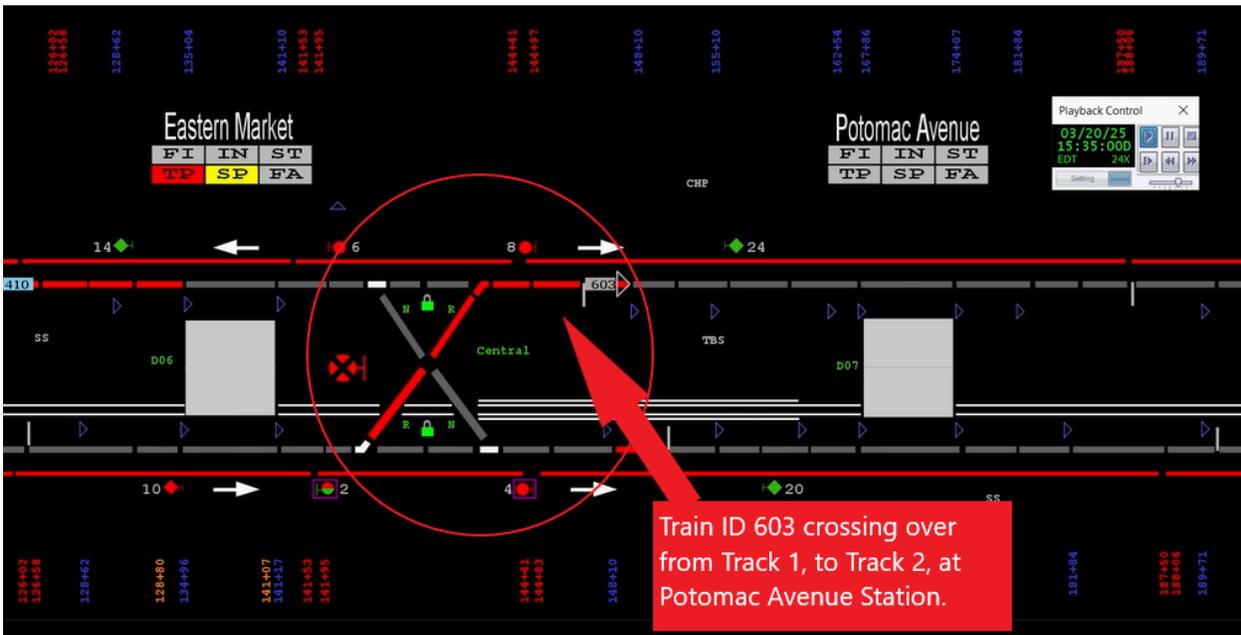


Figure 7 - Depicts Train ID 603 crossing over from Track 1 to Track 2 at Potomac Avenue Station.

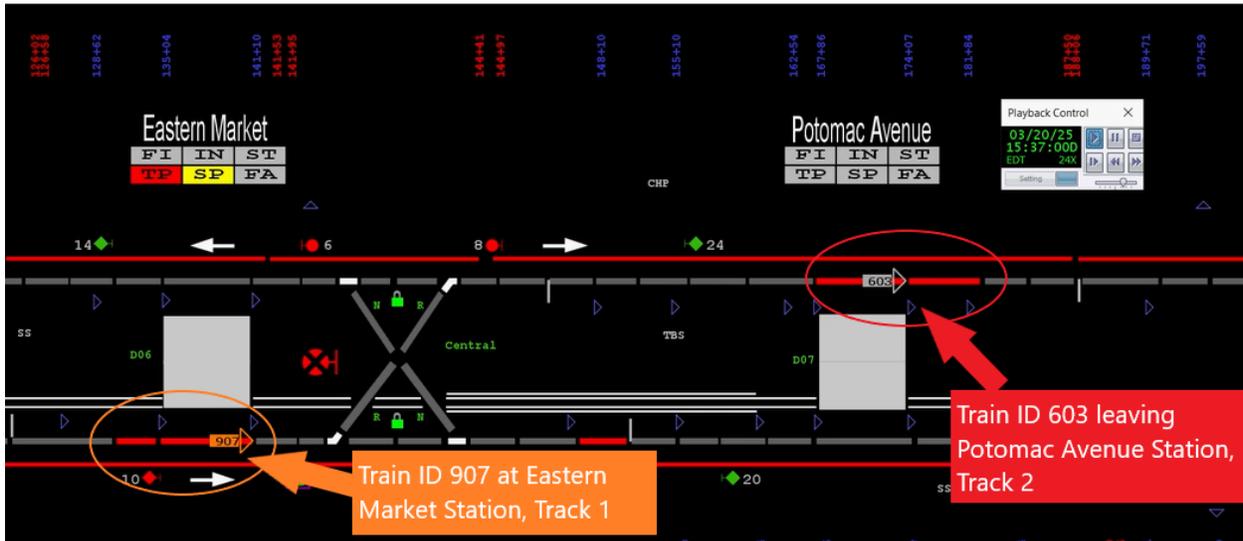


Figure 8 - Depicts Train ID 603 leaving Potomac Avenue Station, Track 2, as Train ID 907 was berthed at Eastern Market Station, Track 1.

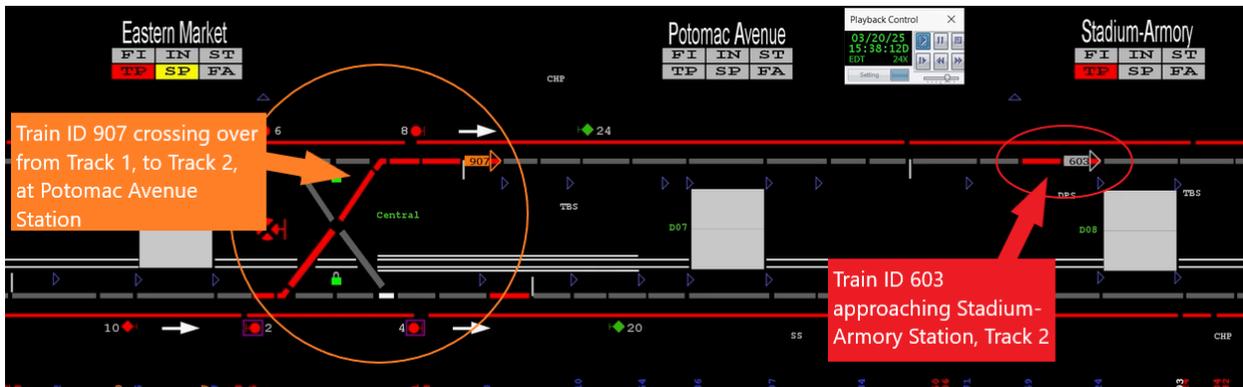


Figure 9 - Depicts Train ID 603 approaching Stadium-Armory Station, Track 2, as Train ID 907 crossed over from Track 1 to Track 2, at Potomac Avenue Station.

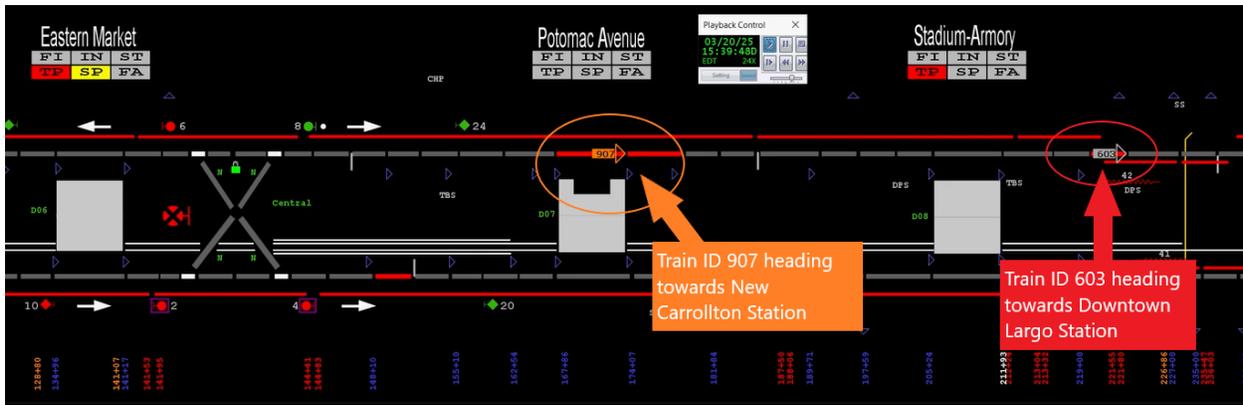


Figure 10 - Depicts Train ID 907 at Potomac Avenue Station, Track 2, as the smoke in the station was initially reported.

Thu Mar 20 16:01:32 EDT 2025	Potomac	Avenue TRACK CIRCUITS D07-D1-156 THROUGH D07-D1-168 BLOCKED BY [REDACTED] T vawksob-commpp	OB	LAMR	EVENT
Thu Mar 20 15:48:19 EDT 2025	Potomac	Avenue VD14 Ventilation Shaft Damper CURRENT STATE = Normal ALARM FINAL ACK. BY SYSTEM AT vasc-hostapva	OB	FM	EVENT
Thu Mar 20 15:48:09 EDT 2025	Potomac	Avenue VD15 Ventilation Shaft Damper CURRENT STATE = Normal ALARM FINAL ACK. BY SYSTEM AT vasc-hostapva	OB	FM	EVENT
Thu Mar 20 15:47:47 EDT 2025	Potomac	Avenue VD15 Ventilation Shaft Damper CURRENT STATE = Normal ACKNOWLEDGED BY [REDACTED] T vawkspower9pp	OB	FM	EVENT
Thu Mar 20 15:47:47 EDT 2025	Potomac	Avenue VD14 Ventilation Shaft Damper CURRENT STATE = Normal ACKNOWLEDGED BY [REDACTED] T vawkspower9pp	OB	FM	EVENT
Thu Mar 20 15:47:19 EDT 2025	Potomac	Avenue VD14 Ventilation Shaft Damper CURRENT STATE = Normal	OB	FM	4-MINOR
Thu Mar 20 15:47:14 EDT 2025	Potomac	Avenue FD8 Fan Status COMMANDED CHANGE = Emergency On	OB	LAFM	EVENT
Thu Mar 20 15:47:13 EDT 2025	Potomac	Avenue FD8 Fan Exhaust COMMANDED Exhaust BY [REDACTED] T vawkspower4pp	OB	LAFM	EVENT
Thu Mar 20 15:47:13 EDT 2025	Potomac	Avenue FD8 Fan On COMMANDED Emergency On BY [REDACTED] T vawkspower4pp	OB	LAFM	EVENT
Thu Mar 20 15:47:09 EDT 2025	Potomac	Avenue VD15 Ventilation Shaft Damper CURRENT STATE = Normal	OB	FM	4-MINOR
Thu Mar 20 15:47:07 EDT 2025	Potomac	Avenue VD14 Ventilation Shaft Damper CURRENT STATE = Abnormal	OB	FM	4-MINOR
Thu Mar 20 15:47:02 EDT 2025	Potomac	Avenue FD7 Fan Orientation COMMANDED CHANGE = Supply	OB	LAFM	EVENT
Thu Mar 20 15:47:02 EDT 2025	Potomac	Avenue FD7 Fan Status COMMANDED CHANGE = Emergency On	OB	LAFM	EVENT
Thu Mar 20 15:47:01 EDT 2025	Potomac	Avenue FD7 Fan On COMMANDED Emergency On BY [REDACTED] T vawkspower4pp	OB	LAFM	EVENT
Thu Mar 20 15:47:01 EDT 2025	Potomac	Avenue FD7 Fan Exhaust COMMANDED Supply BY [REDACTED] T vawkspower4pp	OB	LAFM	EVENT
Thu Mar 20 15:46:59 EDT 2025	Potomac	Avenue VD15 Ventilation Shaft Damper CURRENT STATE = Abnormal ALARM FINAL ACK. BY SYSTEM AT vasc-hostapva	OB	FM	EVENT
Thu Mar 20 15:45:59 EDT 2025	Potomac	Avenue VD15 Ventilation Shaft Damper CURRENT STATE = Abnormal	OB	FM	4-MINOR
Thu Mar 20 15:45:19 EDT 2025	Potomac	Avenue FD7 Fan Status COMMANDED CHANGE = Emergency Off	OB	LAFM	EVENT
Thu Mar 20 15:45:18 EDT 2025	Potomac	Avenue FD7 Fan On COMMANDED Emergency Off BY [REDACTED] T vawkspower4pp	OB	LAFM	EVENT
Thu Mar 20 15:44:24 EDT 2025	Potomac	Avenue FD8 Fan Status COMMANDED CHANGE = Emergency Off	OB	LAFM	EVENT
Thu Mar 20 15:44:23 EDT 2025	Potomac	Avenue FD8 Fan On COMMANDED Emergency Off BY [REDACTED] T vawkspower4pp	OB	LAFM	EVENT
Thu Mar 20 15:44:13 EDT 2025	Potomac	Avenue UPE IB Fan Status COMMANDED CHANGE = Emergency On	OB	LAFM	EVENT
Thu Mar 20 15:43:08 EDT 2025	Potomac	Avenue UPE IB Fan On COMMANDED Emergency On BY [REDACTED] T vawkspower4pp	OB	LAFM	EVENT
Thu Mar 20 15:43:08 EDT 2025	Potomac	Avenue UPE IB Fan Exhaust COMMANDED Exhaust BY [REDACTED] T vawkspower4pp	OB	LAFM	EVENT
Thu Mar 20 15:42:56 EDT 2025	Potomac	Avenue UPE OB Fan Status COMMANDED CHANGE = Emergency On	OB	LAFM	EVENT
Thu Mar 20 15:42:50 EDT 2025	Potomac	Avenue UPE OB Fan On COMMANDED Emergency On BY [REDACTED] T vawkspower4pp	OB	LAFM	EVENT
Thu Mar 20 15:42:50 EDT 2025	Potomac	Avenue UPE OB Fan Exhaust COMMANDED Exhaust BY [REDACTED] T vawkspower4pp	OB	LAFM	EVENT

Figure 11 - AIMS log of Potomac Avenue Station denoting Emergency Tunnel Fan activation.

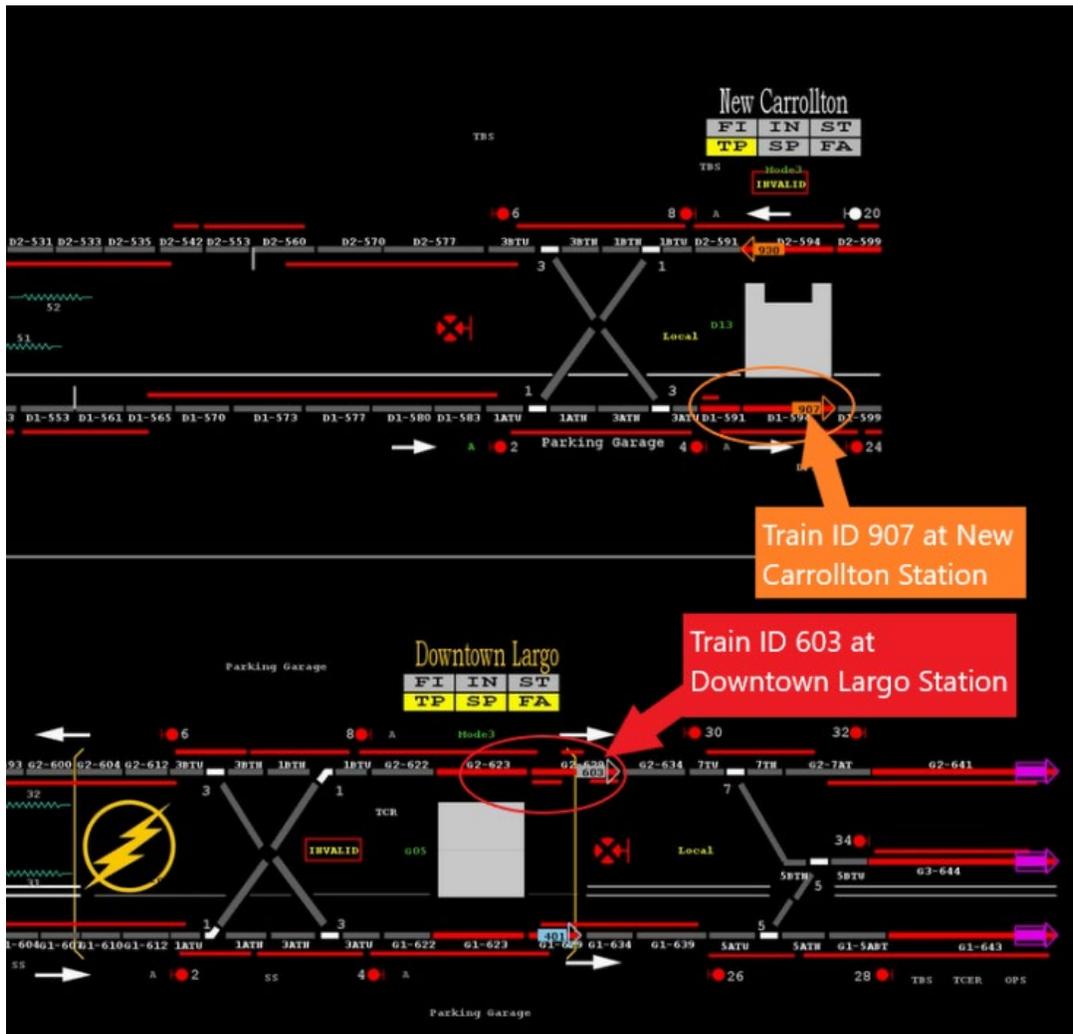
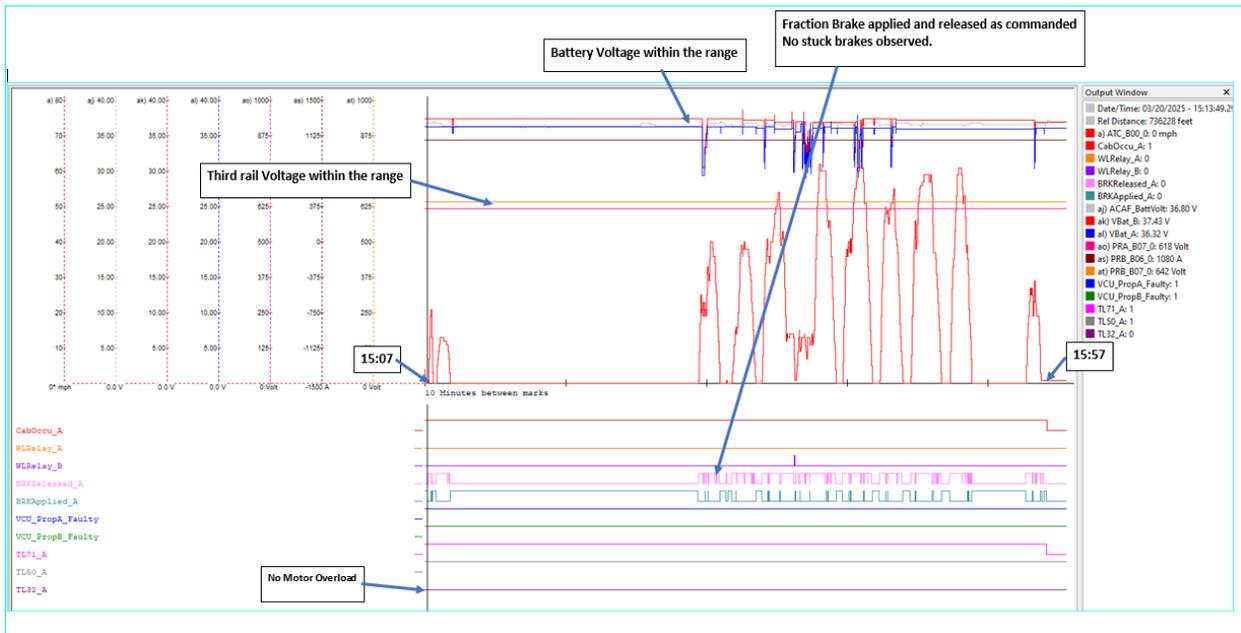


Figure 12 - Depicts Train ID 603 at Downtown Largo Station, Track 2, as Train ID 907 arrived at New Carrollton Station, Track 1.

**The Office of Chief Mechanical Officer / Vehicle Monitoring and Diagnostic System (VMDS)**  
*Adopted from the Office of Chief Mechanical Officer IIT report with minor formatting and grammatical edits:*

IIT performed a Vehicle Monitoring System (VMS) data review of Train ID 603 from 15:07 hours to 15:57 hours. No abnormalities were found, with all train signals within specification. The propulsion sub-system was not communicating with VMS, however, Motor Overload (MOL) Trainline displayed no motor overload during that timeframe.

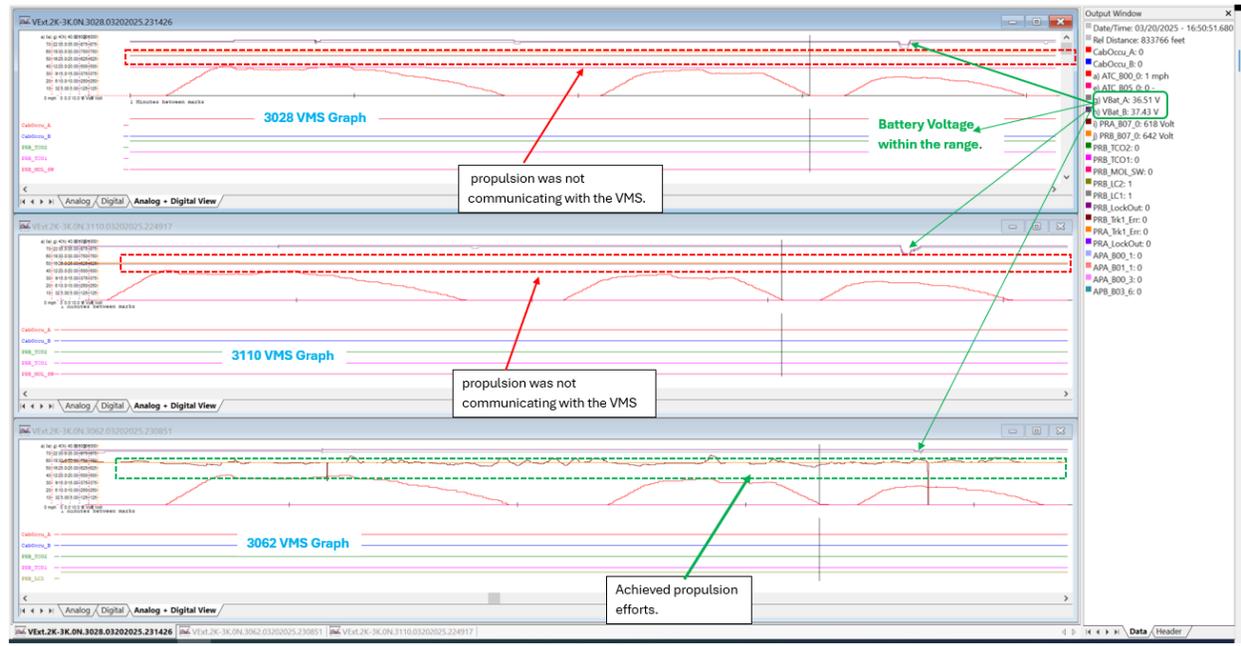
Alexandria Service and Inspection (S&I) shop performed an undercarriage inspection and did not find any issue with car 3110.



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

### Office of Car Maintenance

Car Maintenance personnel at the Alexandria Rail Yard completed the undercar inspection on cars **3110/11x3062/63x3028/29**. The inspection revealed no evidence of smoke, flashing, or arching. All brake discs were inspected for odor and discoloration, and no irregularities were detected. Additionally, no damaged cables or equipment were identified. A comprehensive Daily Inspection (DI) and functional check was conducted on all cars, with no issues reported.



Incident Date: 03/20/2025 Time: 15:42 hours  
 Final Report – Evacuation for Life Safety Reasons v.1  
 E25417

Drafted By: SAFE 708 – 05/17/2025  
 Reviewed By: SAFE 703 – 05/17/2025  
 Approved By: SAFE 707 – 05/28/2025

## System Performance On-Time Summary (SPOTS)

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
443	D07-2	6	16				15:03:18	15:03:38	20	15:02:41	15:04:01	7446-7447.7471-7470.7427-7426	-
918	D07-2	8	23				15:07:45	15:08:01	16	15:07:07	15:08:27	7240-7241.7463-7462.7184-7185.7227-7226	4:27
601	D07-2	8	51	15:12:38	15:12:53	15				15:12:04	15:13:16	7126-7127.7343-7342.7292-7293.7353-7352	4:53
401	D07-2	6	72	15:14:26	15:14:47	21				15:13:56	15:15:08	7488-7489.7102-7103.7207-7206	1:48
905	D07-2	6	20	15:16:20	15:16:36	16				15:15:49	15:16:54	7208-7209.7128-7129.7253-7252	4:04
614	D07-2	6	68				15:27:12	15:27:40	28	15:26:38	15:28:01	3024-3025.3117-3116	10:52
920	D07-2	8	23				15:29:04	15:29:20	16	15:28:39	15:29:43	7745-7746.7697-7696.7202-7203.7455-7454	1:52
603	D07-2	6	51	15:35:46	15:36:06	20				15:35:22	15:37:05	3028-3029.3063-3062.3111-3110	6:42
907	D07-2	4	20	15:39:23	15:39:40	17				15:38:48	15:40:01	7554-7555.7499-7498.7621-7620	3:37
616	D07-2	8	68				16:28:56	16:29:21	25	16:26:07	16:29:50	7721-7722.7720-7721.7493-7492	49:33
928	D07-2	6	23				16:30:46	16:31:02	16	16:30:14	16:31:23	7736-7737.7555-7554	1:50
418	D07-2	0	16				16:34:10	16:34:27	17	16:33:40	16:34:56	7730-7731.7655-7654	3:24

Train ID 603 at Potomac Avenue Station, Track 2, between 15:35 and 15:37 hours.

Train ID 907 at Potomac Avenue Station, Track 2, between 15:38 and 15:40 hours.

### Interview Findings and Written Statements

As part of the investigation launched into the event, Safety interviewed five (5) people. The interviews 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.

#### Train ID 603 Rail Vehicle Operator (RVO)

- Did not observe or smell any smoke emanating from Train ID 603.
- Lost speed commands when they arrived at Potomac Avenue Station, Track 2.
- Did not observe any warning indicator lights (MOL/FMOL)
- Legacy Trains have plexiglass windows in the operator's cab that appear slightly blurry.
- Stated Eastern Market, Potomac Avenue, and Stadium-Armory are not well-lit stations.
- At Downtown Largo Station, the train remained in service, and a different RVO operated the train towards Ashburn Station.

#### Potomac Avenue Station Manager

- Stated they were in the kiosk reporting an escalator outage when the custodian informed them of smoke on the platform.
- Contacted the MICC and reported heavy smoke in the station, coming from the direction of Eastern Market Station.
- Stated that they were instructed by Central to evacuate the station.
- Did not see any signs of an active fire.
- Stated that the smoke dissipated after the Emergency Ventilation Fans were activated.

### *Button RTC*

- Stated they were monitoring their console when they overheard a Communications Agent inform Rail Section management of a station evacuation due to smoke/fire.
- The OM notified the Button RTC that the incident occurred at Potomac Avenue Station, but did not provide a specific location within the station.
- Contacted the MOC Desk to have Emergency Ventilation Fans activated.
- Was instructed by OM #2 to have Train ID 907 removed from service.
- Informed the New Carrollton Terminal Supervisor to offload Train ID 907 and remove it from service.

### *Radio RTC*

- Stated that prior to the event, there was a down track circuit on Track 1 between Eastern Market and Potomac Avenue stations.
- Single-tracking was being performed from Potomac Avenue Station to the D&G Junction, via Track 2.
- Overheard a report of an evacuation due to smoke at the Potomac Yard Station that was initially reported to the OPS 3 RTC.
- Was later made aware by the Button RTC that a train was identified as the cause of the smoke and had to be removed from service.
- Was not aware of the source of the smoke prior to this information being provided.

### *Operations Manager (OM) #1*

- Stated they were seated on the Command Line at the Rail 1 console when they overheard a Station Manager report smoke in the station via the Communications Radio channel.
- Informed the AOM that the Communications Section had contacted the Fire Department.
- Was informed by Metro 1 that the smoke originated from Train ID 907 heading towards New Carrollton Station.
- Instructed the New Carrollton Terminal Supervisor to check the train arriving on Track 1 for a brake odor and to ask the RVO if they experienced any MOL conditions.

## **Weather**

On Thursday, March 20, 2025, at the time of the incident, NOAA recorded the temperature as 70°F, with mostly cloudy skies, winds 10.7 mph, and 67% humidity. [Washington, DC]. Weather was not a contributing factor in this incident (Weather source: NOAA) – Location: [Washington, DC].

## **Related Rules and Procedures**

### **Procedure 678: Procedure for Managing Fire and Smoke on the Metrorail System, April 22, 2024**

#### **6.2 Initial Actions of the MICC**

6.2.1 Directing the employee reporting the emergency to initiate the facility fire alarm system if occupant notification is not already activated.

#### **6.5 Procedures for Fire or Smoke Issuing from a Railcar**

6.5.1 The RTC shall confirm with the Operator, or personnel who reported the fire or smoke, if the fire or smoke is coming from within the railcar or outside the railcar.

6.5.5 The RTC shall inform the Communications Agent to notify the next Station Manager there is a reported train on fire on approach to their station. Instruct the Station Manager to take appropriate measures to mitigate public endangerment.

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- 6.5.6 The RTC shall confirm the Operator has secured the train and evacuated all customers from the train to the station platform confirming the customers clear the platform area around the train.
- 6.5.7 The RTC shall verify the Operator has secured the doors of the train if the fire or smoke is issuing from the underside or outside of the affected car.
- 6.5.8.3 Once customer safety is confirmed, the Operator shall secure the train and investigate the source of the fire or smoke if safe to do so.
- 6.6 **Procedures for Fire or Smoke at a Passenger Station**
- 6.6.9 Activation of a manual fire alarm device or fire sprinkler system water flow device will immediately initiate the station's "Evacuation" message, to be broadcast throughout the station, directing the evacuation of all customers and occupants in the station. Fare gates will automatically open, inbound escalators will stop, and elevators will turn off.
- 6.7 **Station Managers Investigation Phase Procedures**
- 6.7.3.2 If confirmation of fire or smoke is present, or if visual confirmation cannot be acquired, the Communications Agent shall:
  - 6.7.3.2.4 If the evacuation message has not already been activated, instruct the Station Manager to locate the nearest fire alarm pull station or communicate to another Station Manager at the station to activate the station evacuation message.
  - 6.7.3.2.6 Notify RTC so no trains service the station and allow customers to enter the station.

## Human Factors

### Fatigue

#### *Signs and Symptoms of Fatigue*

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

#### *Fatigue Risk*

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

### Post-Incident Toxicology Testing

As a result of this incident, the MICC Operations Manager #1 was removed from service for instructing the Terminal Supervisor to check Train ID 907, rather than having them remove the train from service. WMATA's Drug and Alcohol Program determined that Operations Manager #1 complied with the Drug and Alcohol Policy and Testing Program 7.7.3/6.

## **Findings**

- Potomac Avenue Station was evacuated without incident.
- No injuries were reported as a result of this incident.
- No damages to equipment or infrastructure were identified as a result of this incident.
- The station's Automatic Fire Detection devices were not activated during this event.
- The Manual Pull Station in the Kiosk was not activated.
- Unified Command was established.
- DCFEMS inspected the station and found no signs of an active fire or smoke.
- Station CCTV showed Train ID 603 on Track 2 at Potomac Avenue and Stadium-Armory stations emitting smoke from underneath the lead car.
- No smoke was observed emanating from Train ID 603 as it arrived at Benning Road Station, Track 1.
- Train ID 907 was misidentified as the incident train.
- No RM was dispatched to inspect Train ID 907.
- Track Inspections were performed on Tracks 1 and 2 between Potomac Avenue and Eastern Market stations. No issues were observed.
- Tunnel fan activation dissipated the smoke at Potomac Avenue Station.
- The RVO of Train ID 603 had no knowledge of smoke emanating from underneath the train and observed no warning indications on their console.
- Train 603 was inspected at Alexandria Yard. No brake issues were identified. A VMS propulsion communication issue not related to the incident was identified and corrected.
- An inspection of the track bed lights at Potomac Avenue Station revealed all lights were illuminated. No issues found.

## **Immediate Mitigation to Prevent Recurrence**

- Potomac Avenue Station was evacuated.
- CCTV video was reviewed to identify the cause of the smoke.
- Emergency Fan activation was requested.
- The New Carrollton Station Terminal Supervisor inspected Train ID 907.
- Track inspections were performed.
- Track bed lights at Potomac Avenue Station were inspected.
- Train 603 was inspected at Alexandria Yard.

## **Probable Cause Statement**

The probable cause of the Evacuation for Life Safety Reasons event on March 20, 2025, was a precaution by the Potomac Avenue Station Manager due to smoke emanating from Train ID 603, which dissipated. The train was inspected, and the cause of the smoke could not be determined.

## **Recommended Corrective Actions**

<b>Corrective Action Code</b>	<b>Description</b>	<b>Responsible Party</b>	<b>Estimated Completion Date</b>
124981_SAFE CAPS_RTRA _001	OOP and RTRA will work in partnership to update the Metrorail Operations Rulebook to include instructions for Metrorail Station evacuations. (CF-1)	OOP/RTRA SRC	Ongoing
124981_SAFE CAPS_OOP_ 001	OOP will review SOP 678, Managing Fire and Smoke on the Metrorail System to include in the Metrorail Operations Rulebook. (CF-2)	OOP SRC	Ongoing

## Appendices

### **Appendix A – Interview Summaries**

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

#### **RTRA**

##### *Train ID 603 Rail Vehicle Operator (RVO)*

The RVO is a WMATA employee with 10 years of service and six (6) total years of experience as an RVO. The RVO holds a Roadway Worker Protection (RWP) Level 2 certification that expires in September 2025.

During the formal interview, the RVO was asked to recall the incident that occurred on March 20, 2025. The RVO stated there was single tracking between Eastern Market Station and the D&G Junction, via Track 2. When they arrived at Potomac Avenue Station, Track 2, they lost speed commands, causing the train to come to a halt. The RVO requested permission from Central to move the train. The RVO remembered getting permission to move the train. The RVO stated that they did not observe any smoke emanating from the train. The RVO did state there is a plexiglass window in the operator's cab of legacy cars that typically appears slightly blurry. The RVO did note that Eastern Market, Potomac Avenue, and Stadium-Armory are less well-lit stations. Once the RVO arrived at Stadium-Armory Station, they remembered hearing the Potomac Avenue Station Manager reporting smoke in the station over the radio.

The RVO was asked if they applied the handbrake while holding at Eastern Market Station. The RVO did not recall applying the handbrake. When asked if the RVO observed any smoke emanating from the train once they arrived at Potomac Avenue Station, the RVO stated they did not observe or smell any smoke emanating from the train. The RVO stated there were no Motor Overload (MOL) or Flashing Motor Overload (FMOL) indicator lights on their console. Once the RVO arrived at Downtown Largo Station, the train remained in service, and a different RVO operated the train towards Ashburn Station.

##### *Potomac Avenue Station Manager*

The Station Manager is a WMATA employee with 24 years of service and 20 total years of experience as a Station Manager. The Station Manager holds a Roadway Worker Protection (RWP) Level 2 certification that expires in December 2025.

During the formal interview, the Station Manager was asked to recall the incident that occurred on March 20, 2025. The Station Manager stated they were in the kiosk reporting an escalator outage when the custodian informed them of smoke on the platform. The Station Manager contacted the MICC, and reported heavy smoke in the station, coming from the direction of Eastern Market Station, as customers began evacuating the station. The Station Manager stated that they were instructed by Central to evacuate the station and to observe if there was any signs of an active fire or electrical arcing. As they proceeded to the platform with their handheld radio, they observed that the fire alarm did not activate. They were contacted by Central and instructed to evacuate the station, and they replied that the station evacuation had already begun. The Station Manager stated the presence of smoke was heavy toward the Eastern Market end of the station and lighter toward the Stadium-Armory end of the station. They did not see any signs of

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an active fire. The Station Manager was informed by Central that the Emergency Ventilation Fans were activated, and by the time the Fire Department arrived, the smoke had dissipated. The Fire Department inspected the platform, observed no active fire, and left the station.

## **MICC**

### *OM #1*

The Operations Manager (OM) is a WMATA employee with 19 years of service and nine (9) total months of experience as an OM. The OM holds a Roadway Worker Protection (RWP) Level 2 certification that expires in March 2025.

During the formal interview, the OM was asked to recall the incident that occurred on March 20, 2025. The OM stated they were seated on the Command Line at the Rail 1 console when they overheard a Station Manager report smoke in the station via the Communications Radio channel. The Station Manager reported heavy smoke at Potomac Avenue Station. Prior to the report of smoke, single-tracking was being performed between Eastern Market Station to the D&G Junction due to a down track circuit. The OM instructed personnel to have a train located at Eastern Market, Track 1, offload customers and trains in the D&G Junction turning back towards New Carrollton and Downtown Largo stations. The OM notified the Maintenance Operations Center (MOC) Desk to request Emergency Ventilation Fan activation and informed the Assistant Operations Manager (AOM) that the Communications Section had contacted the Fire Department. The OM then went to the Rail Section area to assist the AOM due to several issues occurring simultaneously.

The OM instructed personnel to have a train at Stadium-Armory Station, Track 2, offload customers, reverse ends, and perform a track inspection through the area where the smoke was reported. The OM stated when they arrived back at the Rail 1 console, a MICC Assistant Director (Metro 1) instructed them to have the New Carrollton Station Terminal Supervisor check Train ID 907 for a MOL indication or brake odor from the train. The OM instructed the New Carrollton Station Terminal Supervisor to check the train and call them back with an update.

As the OM continued to manage the incidents, the Fire Department reported no signs of an active fire, track inspections on Tracks 1 and 2 showed no signs of an active fire, and ERT reported a clear track inspection via Track 1 where the down track circuit was located. Train service was returned to normal.

An investigation into the incident was initiated with a review of audio and CCTV footage, which identified smoke emanating from a train with lead car 3110, which was not part of the Train ID 907 consist identified earlier. The OM identified 3110 was the lead car for Train ID 603, which was a Blue Line train that went to Downtown Largo Station and was at Alexandria Yard during the time the investigation took place.

When asked about the change in plans for the track inspection via Track 2, the OM stated that they decided not to move trains through the D&G Junction due to the reported smoke. The train approaching the D&G Junction was instructed to reverse ends and proceed back toward New Carrollton Station. The train at Benning Road was designated to conduct the track inspection; however, by the time the RVO on the train at the D&G Junction reached the trailing end of the train, an interlocking switch at the D&G Junction went out of correspondence. This required an additional change in plans, resulting in the train at the D&G Junction reversing ends once again and proceeding toward Stadium-Armory Station.

### *Radio RTC*

The Radio RTC is a WMATA employee with 11 years of service and one (1) total year of experience as an RTC. The Radio RTC holds a Roadway Worker Protection (RWP) Level 4 certification that expires in July 2025.

During the formal interview, the Radio RTC stated that prior to the event, there was a down track circuit on Track 1 between Eastern Market and Potomac Avenue stations, and single-tracking, via Track 2, was being performed from Potomac Avenue Station to the D&G Junction. Blue Line trains were being turned at Federal Triangle Station to ease congestion, while Orange and Silver Line trains continued to be sent to New Carrollton and Downtown Largo stations. The Radio RTC overheard a report of an evacuation due to smoke at the Potomac Yard Station that was initially reported to the OPS 3 RTC. The information was later corrected, and Potomac Avenue Station was identified as the incident location. The Radio RTC suspended single-tracking at Potomac Avenue Station. The Radio RTC attempted to reroute a train in the D&G Junction (Train ID 616) towards Downtown Largo Station, when switches in the D&G Junction went out of correspondence, causing a delay. The RVO of Train ID 616 was then instructed to reverse ends once more towards their Ashburn Station facing end of the train. The Radio RTC stated that ERT had been given permission to enter the roadway and fixed the issue with the down track circuit on Track 1 between Eastern Market Station and Potomac Avenue Station. Good track inspections were conducted on Tracks 1 and 2, no smoke/fire was observed, and normal service resumed.

The Radio RTC was later made aware by the Button RTC that a train was identified as the cause of the smoke and had to be removed from service. The Radio RTC was not aware of the source of the smoke prior to this information being provided.

### *Button RTC*

The Button RTC is a WMATA employee with 14.5 years of service and two (2) total years of experience as an RTC. The Button RTC holds a Roadway Worker Protection (RWP) Level 4 certification that expires in July 2025.

During the formal interview, the Button RTC stated they were monitoring their console when they overheard a Communications Agent inform Rail Section management of a station evacuation due to smoke/fire. The OM notified the Button RTC that the incident occurred at Potomac Avenue Station, but did not provide a specific location within the station. The Button RTC contacted the Maintenance Operations Center (MOC) Desk Controller to request Emergency Ventilation Fan activation. During this time, there was a separate issue of a down track circuit at Potomac Avenue Station on Track 1, which was being managed with Automatic Train Control Maintenance (ATCM) and Emergency Response Teams (ERT) enroute. The Button RTC began cancelling signals and turning trains away from the affected area.

The Button RTC stated approximately 15 minutes later, they were informed of a train enroute to New Carrollton Station as being the possible cause of the smoke in the station. They contacted the New Carrollton Station Terminal Supervisor and instructed them to offload customers and remove the train from service once it arrived at their location. The Button RTC stated that they were not informed of where on the train the smoke/fire emanated from. The Button RTC stated as trains were being turned away from the affected area switches in the D&G Junction went out of correspondence, causing some RVOs to be redirected to the opposite operating ends of their

train. The New Carrollton Station Supervisor informed the Button RTC that they inspected the train in question (Train ID 907), did not identify any issues, and it remained in service.

The Button RTC believed that track inspections on Track 2 were delayed due to an RVO at Stadium-Armory failing to provide regular updates. However, once communication was made a good track inspection was performed.

## Appendix B – Maintenance Section Emergency Tunnel Fan Operation Form

<b>M</b> Maintenance Section Emergency Tunnel Fan Operation Form		MOC-FRM-0001-R01.0	
metro WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY		Approved: 5/21/2024	
Call Time:	Reported By:	Incident Description: (Arcing Insulator / Trash Fire / etc.)	
15:42	Rail 1 [REDACTED] and at 15:47 Metro 1 [REDACTED] requests to change Fan configuration.	Smoke at platform.	
Nearest Station: (Metro Center A01)	Chain marker: (xxx-xx)	Track #:	Train ID:
D07(Potomac Ave.)	N/A		N/A
Proposed Evacuation Route: (towards which station)		Playbook/Page Reference:	Incident Zone(s):
D07 - Potomac Ave		D62	Platform.
Fan Controller Name:	Date:	MAINT 1 Name:	Date:
[REDACTED]	3/20/2025	[REDACTED]	3/20/2025

### Remote Legacy Fan Configuration

Station	Fan Name	Configuration (E/S/OFF)	Station	Fan Name	Configuration (E/S/OFF)
D07	UPE	E	D08	FD8	OFF
D07	FD7	OFF	D08	FD9	OFF
D06	UPE	OFF			
D06	FD6	OFF			
D05	UPE	OFF			
D08	UPE	OFF			

### Manually-Operated UPE Fan Configuration

Station <sup>1</sup>	Manual Fan (IB/OB)	Location	Room Sequence	Config. (E/S/OFF)	X <sup>2</sup>
A01	UPE A01-BLine	East Mezzanine Level	#E208		
A02	UPE-IB	Behind End Gate on Track 2	#103		
	UPE-OB	Behind End Gate on Track 2	#108		
A03	UPE-IB	Upper Mezzanine Level	#222		
	UPE-OB	Upper Mezzanine Level	#219		
B01	UPE-OB	West Mezzanine Level	#W200, #W202		
B02	UPE-IB	Mezzanine Level	#200, #204		
	UPE-OB	Mezzanine Level	#201, #205		
B03	UPE-IB	Behind End Gate on Track 2	#113		
	UPE-OB	Behind End Gate on Track 2	#108		

<sup>1</sup>Incidents occurring at stations with manual UPE fans may require remote operation of fans at adjacent  
MAINT 1 shall scan and save this form in the "M" Shared Network Drive.

Figure 13 - Emergency Tunnel Fan Operation form for the event at Potomac Avenue Station, page 1 of 2.

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stations (ex. A04 and A05)

<sup>2</sup>Mark "X" in the right-hand box for all fans that needed to be configured

As per Metro 1 [REDACTED] request the fan configuration as follows: -

1. D07 – UPE Fans in exhaust.
2. D07 – FD7 Fan in Supply.
3. D08 – FD8 Fan in Exhaust.
4. D08 – FD9 Fan in Exhaust.

MAINT 1 shall scan and save this form in the "R" Shared Network Drive.  
pg. 2 of 2

*Figure 14 - Emergency Tunnel Fan Operation form for the event at Potomac Avenue Station, page 2 of 2.*

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# Appendix C – Work Orders

## I. Car Maintenance (CMNT)



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

Work Order #: 19372453  
Type: CM

# \*19372453\*

Status: COMP  
03/21/2025 11:29

Work Description: REPORTS OF SMOKE NEAR THIS CAR, 51/47, D07, OTH, SMKT, 618  
Job Plan Description:

Work Information			
Asset: R3110	3110, RAIL CAR, BREDA, 3000 AC, A CAR	Owning Office: CMNT-CMNT-CMNT	Parent:
Asset Tag: R3110		Maintenance Office: CMNT-WFCH-INSP	Create Date: 03/20/2025 23:14
Asset S/N: 3110		Labor Group: CMNT	Actual Start: 03/20/2025 23:16
Location: 2494	K99, WEST FALLS CHURCH YARD	Crew:	Actual Comp: 03/21/2025 11:29
Work Location: 1213	C99, ALEXANDRIA YARD	Lead:	Item: L18050002
Failure Class: CMNT001	RAIL CAR	GL Account: WMATA-02-33370-50499160-041-*****-OPR**	
Problem Code: 3035	SMOKE OBSERVED	Supervisor: [REDACTED]	Target Start:
Requested By:		Requestor Phone: [REDACTED]	Target Comp:
Chain Mark Start:		Chain Mark End:	Scheduled Start:
Create-Mileage: 2774287.0		Complete-Mileage: 2774681.0	

#### Task IDs

Task ID	Description	Component	Work Accomp	Reason	Status	Position	Warranty?:
10	PERFORMED UNDERCAR INSPECTION IN SHOP. FOUND NO SIGNS OF SMOKE AT THIS TIME. NO SIGNS OF FLASHING OR ARCHING. INSPECTED BRAKE DISC. NO BRAKE ODOR OR DISC DISCOLORATION.	000-300 RAIL CAR; 2K/3K/6K/7K	INSPECTED	INCIDENT//ACCIDENT	COMP		N
20	VERIFIED PROPULSION NO COMMUNICATION WITH VMS BOTH CARS, RESET PROPULSION C/B BOTH CARS VERIFIED BOTH CARS WORK OK.	000-300-D00 SUBSYSTEM; PROPULSION; 2K/3K/6K/7K	TROUBLE SHOT	INOPERATIVE	COMP		N

Task ID	Labor	Start Date	End Date	Start Time	End Time	Approved?	Regular Hours	Premium Hours	Line Cost
10	[REDACTED]	03/21/2025	03/21/2025	00:00	01:30	Y	01:30	00:00	\$78.07
20	[REDACTED]	03/21/2025	03/21/2025	06:00	08:00	Y	02:00	00:00	\$104.09
Total Actual Hour/Labor:							03:30	00:00	\$182.16

Ticket	Description	Class	Status	Relationship
8875476	REPORTS OF SMOKE NEAR THIS CAR, 51/47, D07, OTH, SMKT, 618	SR	RESOLVED	ORIGINATOR

Figure 15 - WO 19372453, Car Maintenance Inspection cars 3110/3111, page 1 of 2.

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Approved By: SAFE 707 – 05/28/2025



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

Work Order #: 19372453  
 Type: CM

Status: COMP  
 03/21/2025 11:29

**\*19372453\***

Work Description: REPORTS OF SMOKE NEAR THIS CAR, 51/47, D07, OTH, SMKT, 618  
 Job Plan Description:

Failure Reporting			
Cause	Remedy	Supervisor	Remark Date
2475	NO DEFECT; NO REPAIRS PERFORMED	3192 TESTED / INSPECTED	03/21/2025
Remarks: UNDERCAR INSP DONE, NO SIGN OF SMOKE, ESTABLISHED COMM BETWEEN PROP AND VMS, DI PASSED, NTF.			

Figure 16 - WO 19372453, Car Maintenance Inspection cars 3110/3111, page 2 of 2.

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 Reviewed By: SAFE 703 – 05/17/2025  
 Approved By: SAFE 707 – 05/28/2025



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

Work Order #: 19372882  
Type: CM

**\*19372882\***

Status: COMP  
03/21/2025 06:42

Work Description: VMS NOT COMMUNICATING WITH PROPULSION SYSTEM  
Job Plan Description:

Work Information									
Asset: R3028	3028, RAIL CAR, BREDA, 3000 AC, A CAR	Owning Office: CMNT-CMNT-CMNT	Parent:						
Asset Tag: R3028		Maintenance Office: CMNT-WFCH-INSP	Create Date: 03/21/2025 06:35						
Asset S/N: 3028		Labor Group:	Actual Start: 03/21/2025 06:37						
Location: 2494	K99, WEST FALLS CHURCH YARD	Crew:	Actual Comp: 03/21/2025 06:42						
Work Location: 1213	C99, ALEXANDRIA YARD	Lead:	Item: L18050002						
Failure Class: CMNT019	VEHICLE MONITORING SYSTEM (VMS)	GL Account: WMATA-02-33370-50499160-041-*****-OPR**	Target Start:						
Problem Code: 555	NO COMMUNICATION	Supervisor: [REDACTED]	Target Comp:						
Requested By:		Requestor Phone: [REDACTED]	Scheduled Start:						
Chain Mark Start:		Chain Mark End:							
Create-Mileage: 2833517.0		Complete-Mileage: 2833517.0							
Task IDs									
Task ID	10 DURING IIT REVIEW OF INCIDENT LOGS, FOUND VMS NOT COMMUNICATING WITH PROPULSION. RESET VMS, RE-ESTABLISHED COMMUNICATION. OPS CHECK GOOD.								
000-300-V02 VEHICLE MONITORING SYSTEM; VMS;									
Component: 2K/3K/6K	Work Accomp: RESET	Reason: FAILED DIAGNOSTIC	Status: COMP	Position:	Warranty?: N				
Actual Labor									
Task ID	Labor	Start Date	End Date	Start Time	End Time	Approved?	Regular Hours	Premium Hours	Line Cost
10	[REDACTED]	03/21/2025	03/21/2025	00:30	01:00	Y	00:30	00:00	\$26.02
Total Actual Hour/Labor:							00:30	00:00	\$26.02
Failure Reporting									
Cause	Remedy		Supervisor		Remark Date				
1588	DIAGNOSTIC FAIL; RESET	2841	RESET	[REDACTED]	03/21/2025				
Remarks: IIT FOUND NO COMMS WITH VMS AND PROPULSION. RESET. GOOD COMMUNICATION WITH PROPULSION.									

Figure 17 - WO 19372882, Car Maintenance Inspection cars 3028/3029, page 1 of 1.

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## II. Low Voltage (LVEM)



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

Work Order #: 19372123  
Type: CM

**\*19372123\***

Status: APPR  
03/21/2025 14:09

Work Description: D07: SMOKE/FIRE REPORTED - POTOMAC AVENUE, TRPM UNIT [REDACTED] AND LVEM UNIT [REDACTED] HAVE BEEN DISPATCHED TO INVESTIGATE.

Job Plan Description:

Work Information			
Asset: 440198	EXTERIOR LIGHTING, D07	Owning Office: LVEM	Parent:
Asset Tag:		Maintenance Office: POWR-LVEM	Create Date: 03/20/2025 20:21
Asset S/N:		Labor Group: LVEMT11	Actual Start:
Location: 8169	D07, POTOMAC AVENUE, STATION	Crew:	Actual Comp:
Work Location:		Lead:	Item: POWRMJL0001
Failure Class: LVEM001	LIGHTING SYSTEM	GL Account: WMATA-02-33571-50499950-042-*****-OPR**	Target Start:
Problem Code:		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 ID	Description
10	After Initial investigation, there is nothing found

Component:	Work Accomplished:	Reason:	Status:	Position:	Warranty?:
			APPR		N

Ticket	Description	Class	Status	Relationship
8875432	The Station Manager at Potomac Avenue reported smoke in the station. RTRA Supervisor and Station Supervisor was dispatched. AOM, PLNT COMMs and all concerned personnel were notified. Train 618 was instructed to hold at Benning Road track two. Track inspections were performed. Nothing found.	SR	PENDING	RELATED

Cause	Remedy	Supervisor	Remark Date
Remarks: After Initial investigation, there is nothing found			

Figure 18 - WO 19372123, Low Voltage Track Inspection at Potomac Avenue Station, page 1 of 1.

Incident Date: 03/20/2025 Time: 15:42 hours  
Final Report – Evacuation for Life Safety Reasons v.1  
E25417

Drafted By:	SAFE 708 – 05/17/2025
Reviewed By:	SAFE 703 – 05/17/2025
Approved By:	SAFE 707 – 05/28/2025

### III. Traction Power Maintenance (TRPM)



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

Work Order #: 19372100  
Type: CM

**\*19372100\***

Status: CLOSE  
03/21/2025 06:49

Work Description: D07: SMOKE/FIRE REPORTED - POTOMAC AVENUE, TRPM UNIT [REDACTED] AND LVEM UNIT [REDACTED] HAVE BEEN DISPATCHED TO INVESTIGATE.  
Job Plan Description:

Work Information		
Asset: TRPM3060: D07TPSS-DCSWGR	Owning Office: TRPM	Parent:
Asset Tag:	Maintenance Office: TRPM	Create Date: 03/20/2025 20:20
Asset S/N:	Labor Group: TRPME99	Actual Start: 03/21/2025 06:45
Location: D07-TP-DCSWGR D07, TP, DC SWITCHGEAR	Crew:	Actual Comp: 03/21/2025 06:45
Work Location:	Lead:	Item: R981400000
Failure Class: TRPM999 TRPM, MISCELLANEOUS	GL Account: WMATA-02-33570-50499950-042-*****-OPR**	Target Start:
Problem Code: 3135 SUPPORT REQUESTED	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 IDs**

Task ID	Description
10	Crew responded it was the Brakes off the train smoking

Component:	Work Accomplished:	Reason:	Status:	Position:	Warranty?:
			CLOSE		N

Actual Labor									
Task ID	Labor	Start Date	End Date	Start Time	End Time	Approved?	Regular Hours	Premium Hours	Line Cost
[REDACTED]	[REDACTED]	03/21/2025	03/21/2025	16:00	17:00	Y	01:00	00:00	\$38.99
[REDACTED]	[REDACTED]	03/21/2025	03/21/2025	16:00	17:00	Y	01:00	00:00	\$44.62
Total Actual Hour/Labor:							02:00	00:00	\$83.61

Related Incidents				
Ticket	Description	Class	Status	Relationship
8875432	The Station Manager at Potomac Avenue reported smoke in the station. RTRA Supervisor and Station Supervisor was dispatched. ACM, PLNT COMMs and all concerned personnel were notified. Train 618 was instructed to hold at Benning Road track two. Track inspections were performed. Nothing found.	SR	PENDING	RELATED

Figure 19 - WO 19372100, Traction Power Inspection at Potomac Avenue Station, page 1 of 2.

Incident Date: 03/20/2025 Time: 15:42 hours  
Final Report – Evacuation for Life Safety Reasons v.1  
E25417

Drafted By:	SAFE 708 – 05/17/2025
Reviewed By:	SAFE 703 – 05/17/2025
Approved By:	SAFE 707 – 05/28/2025



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

Work Order #: 19372100  
 Type: CM

**\*19372100\***

Status: CLOSE  
 03/21/2025 06:49

Work Description: D07: SMOKE/FIRE REPORTED - POTOMAC AVENUE, TRPM UNIT [REDACTED] AND LVEM UNIT [REDACTED] HAVE BEEN DISPATCHED TO INVESTIGATE.

Job Plan Description:

Failure Reporting			
Cause	Remedy	Supervisor	Remark Date
3136	3134 SUPPORT COMPLETED		03/21/2025
Remarks: Crew responded it was the Brakes off the train smoking			

*Figure 20 - WO 19372100, Traction Power Track Inspection at Potomac Avenue Station, page 1 of 2.*

Incident Date: 03/20/2025 Time: 15:42 hours  
 Final Report – Evacuation for Life Safety Reasons v.1  
 E25417

Drafted By: SAFE 708 – 05/17/2025 Reviewed By: SAFE 703 – 05/17/2025 Approved By: SAFE 707 – 05/28/2025
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