



## W-0420 – Evacuation for Life Safety Reasons at Van Ness-UDC – May 16, 2025

### Document Purpose

*This WMSC written report on WMATA Metrorail's safety event investigation and review of Metrorail's findings in accordance with the WMSC Program Standard, in conjunction with the attached Metrorail investigation report that has undergone WMSC staff review, feedback, and Metrorail revision, describes the investigation activities, identifies factors causing or contributing to the accident, 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 report) as a unified item for adoption at the Washington Metrorail Safety Commission meeting on April 14, 2026*

*WMSC staff recommend adoption of this investigation.*

### Safety event summary:

On May 16, 2025, Van Ness-UDC station was evacuated due to smoke on the roadway, later determined to be caused by an arcing insulator. Following the event, Metrorail personnel failed to identify a melted insulator caused by the arcing until nearly two hours later.

At approximately 9:34 p.m., the Train Operator of Train 141 notified a rail traffic controller in the control center of smoke in the tunnel on track 1 on approach to Cleveland Park Station. The train, which had already traveled through the smokey area, continued in passenger service toward Glenmont. The rail traffic controller instructed the next train operator, operating Train 143, on track 1 to offload passengers on the platform at Van Ness-UDC Station, and then to conduct a track inspection towards Cleveland Park Station. The rail traffic controller attempted to have the Train Operator of Train 118 on track 2 hold at Woodley Park-Zoo/Adams Morgan Station. However, the train was already approaching Van Ness-UDC. The operator was instructed to stop their train, turn off the environmental system, reverse ends (move the train in the opposite direction) back to Cleveland Park Station, offload customers onto the platform, and conduct a track inspection in the direction of Van Ness-UDC. An assistant operations manager in the control center requested emergency assistance from the District of Columbia Fire and Emergency Medical Services (DCFEMS) at 9:37 p.m. Emergency Ventilation Fans were activated at Cleveland Park Station and set to exhaust and Metro Transit Police Department personnel were dispatched at 9:38 p.m. Train service was suspended between Friendship Heights and Dupont Circle stations. At approximately 9:43 p.m., Metrorail Emergency Response Team (ERT) notified the control center that their estimated time of arrival would be 30-40 minutes. DCFEMS personnel arrived at Cleveland Park and established incident command. The DCFEMS Battalion Chief reported radio communication transmission issues and



had to switch to their Digital Vehicle Repeater System Both trains reported smoke while conducting track inspections. The Train Operator of Train 743 (formerly 143) was instructed to reverse ends away from the smoke. At 9:51, the Train Operator of Train 718 (formerly 118) reported fire on track 2 near chain marker 181+00, and was also instructed to reverse ends away from the fire DCFEMS was dispatched to both Van Ness-UDC Station and to the emergency exit shaft located between Cleveland Park and Van Ness-UDC stations. During this time, smoke was observed entering the platform limits at Van Ness-UDC Station via closed-circuit television and at approximately 9:56 p.m., Van Ness-UDC, Cleveland Park, Woodley Park -Zoo/Adams Morgan, and Tenleytown-AU stations were all evacuated.

At 10:00 p.m., the Metrorail Fire Liaison advised the DCFEMS Battalion Chief serving as incident commander that the fire had dissipated. The Battalion Chief determined that DCFEMS personnel would remain on scene until Metrorail's Emergency Response Team arrived. ERT arrived at 10:36 p.m. and command was transferred to the group at 10:47 p.m. ERT performed riding track inspections on both tracks, reported nothing was found and determined normal train service could resume at approximately 12:43 a.m. on May 17, 2025. However, at 2:28 a.m., a track supervisor, sent to perform additional track inspections to determine the cause of the fire, found a melted insulator and removed it after notifying control center personnel.

The causes of and contributing factors include:

- Arcing due to water intrusion across the insulator, which caused smoke and fire
- Poor radio transmission quality

Metrorail is in the process of implementing related corrective action plan C-0293, which addresses a finding from the January 2025 Emergency Management and Life Safety Audit that Metrorail does not have a reliable communication system for operations or emergencies (Expected completion date September 2027).

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<sup>1</sup> A digital repeater is a network device that receives weak digital signals, regenerates them, and retransmits them to extend the range and improve the quality of communication networks.



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

**FINAL REPORT OF INVESTIGATION A&I E25634**

<b>Date of Event:</b>	May 16, 2025
<b>Type of Event:</b>	A-4: Evacuation for Life Safety Reasons
<b>Incident Time:</b>	21:35 hours
<b>Location:</b>	Van Ness Station, Track 2, Chain Marker A2 196+20
<b>Time and How received by Safety:</b>	21:36 hours Safety Information Official (SIO) Notification
<b>Washington Metrorail Safety Commission (WMSC) Notification Time:</b>	22:23 hours
<b>Responding Safety Officers:</b>	None
<b>Rail Vehicle:</b>	Train ID 141 (L6067/66x6140/41x6075/74x6123/22T)
<b>Injuries:</b>	None
<b>Damage:</b>	Melted Insulator
<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>	20250516#126588MX

Incident Date: 05/16/2025      Time: 21:35 hours  
Final Report – Evacuation for Life Safety Reasons v.1  
E25634

Drafted By: SAFE 708 – 06/18/2025  
Reviewed By: SAFE 707 – 06/18/2025  
Approved By: SAFE 707 – 06/18/2025

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# Van Ness Station – Evacuation for Life Safety Reasons

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## **Abbreviations and Acronyms**

<b>AIMS</b>	Advanced Information Management System
<b>AOM</b>	Assistant Operations Manager
<b>ARS</b>	Audio Recording System
<b>CCTV</b>	Closed-Circuit Television
<b>CM</b>	Chain Marker
<b>DCFEMS</b>	District of Columbia Fire and Emergency Medical Services
<b>DVRS</b>	Digital Vehicle Repeater System
<b>ERT</b>	Emergency Response Team
<b>ETO</b>	Exclusive Track Occupancy
<b>EV</b>	Environmental System
<b>FLO</b>	Fire Liaison Officer
<b>IB/OB</b>	Inbound/Outbound
<b>MICC</b>	Metro Integrated Command and Communications Center
<b>MOC</b>	Maintenance Operations Center
<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>RTC</b>	Rail Traffic Controller
<b>RTRA</b>	Department of Rail Transportation
<b>RVO</b>	Rail Vehicle Operator
<b>RWIC</b>	Roadway Worker In Charge
<b>SM</b>	Station Manager

<b>SUDS</b>	Safety Universal Data System
<b>TRST</b>	Track and Structures Department
<b>UPE</b>	Under Platform Exhaust
<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 Friday, May 16, 2025, at 21:34 hours, the Rail Vehicle Operator (RVO) of Train ID 141, an eight (8) car 6000 series consist (L6067/66x6140/41x6075x74x6123/22T), notified the Metro Integrated Command and Communications Center (MICC) OPS 1 Radio Rail Traffic Controller (RTC) of smoke in the tunnel while traveling inbound, approaching Cleveland Park Station on Track 1. The train continued in revenue service towards Glenmont Station. District of Columbia Fire and Emergency Medical Services (DCFEMS) and Metro Transit Police Department (MTPD) personnel were dispatched to Cleveland Park Station. The Radio RTC instructed Train ID 143, arriving on Track 1 at Van Ness Station, to offload their train and verify clear of customers to conduct a track inspection towards Cleveland Park Station, via Track 1. Train ID 118 in revenue service in approach to Van Ness Station, Track 2, was instructed to stop their train, key down, and reverse ends to Cleveland Park Station, Track 2. The RVO of Train ID 118 was also instructed to offload their train and verify clear of customers to conduct a track inspection back towards Van Ness Station, via Track 2. Train service between Friendship Heights and Dupont Circle Stations was suspended, and a bus bridge was requested.

Train ID 143's ID was re-blocked to non-revenue ID 743. The RVO of Train ID 743 began their track inspection and reported visible smoke in front of the train. The Radio RTC instructed Train ID 743 to shut off their Environmental Controls (EV) and reverse ends. Train ID 118's ID was re-blocked to non-revenue ID 718, and began their track inspection on Track 2. The RVO of Train ID 718 reported a small fire near Chain Marker (CM) A2 181+00. The RVO was instructed to key down and reverse ends. Once both trains cleared the area, third rail power was de-energized, and Emergency Ventilation fans were set to Exhaust. Closed Circuit Television (CCTV) footage of Van Ness Station showed smoke entering the platform limits, and the station was evacuated for life safety reasons. DCFEMS personnel were dispatched to Van Ness Station. After the third rail power was de-energized, the smoke at Van Ness Station began to dissipate.

DCFEMS personnel arrived at Van Ness Station and awaited the arrival of a Track and Structures Department (TRST) Emergency Response Team (ERT). Once ERT arrived at Van Ness Station, the incident was determined to be a maintenance issue, and Incident Command was transferred to ERT.

ERT was granted permission to enter the roadway and performed a track inspection on Track 2 to CM A2 181+00 and reported no issues being found. Third rail power was restored on Track 2, and a test train was driven past the area, and the incident could not be replicated. Third rail power was restored on Track 1, and ERT performed a riding inspection, which resulted in no issues being found. Normal service was resumed, and ERT personnel remained on location to monitor the situation.

On Saturday, May 17, 2025, at 02:28 hours, a Track Supervisor conducted another track inspection on Track 2 between Van Ness and Cleveland Park Stations and observed a melted insulator near CM A2 196+20. The melted insulator and surrounding insulators were removed.

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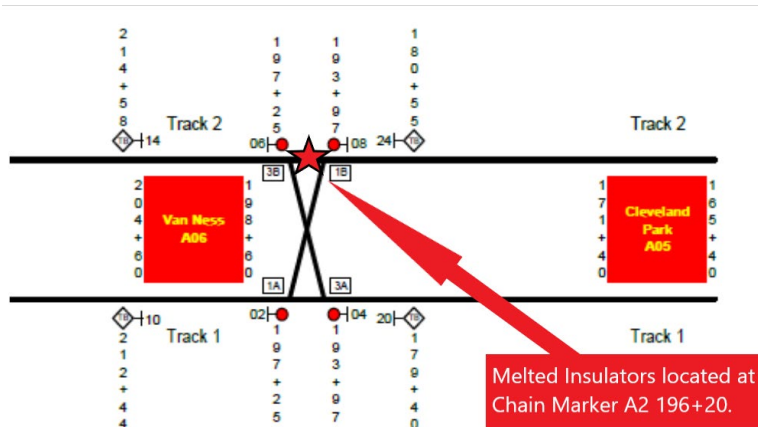
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The most probable cause for the Evacuation at Van Ness Station was smoke entering the platform limits due to an arcing insulator at CM A2 196+20.

## Incident Site

Van Ness Station is a below-ground station with a center platform and direct fixation track. There is an interlocking at the inbound side of the station. There are turnbacks on the inbound and outbound ends of the station.

## Field Sketch/Schematics



*The above depiction is not to scale.*

## Purpose and Scope

The purpose of this accident investigation and candid self-evaluation is to collect and analyze available facts, determine the probable cause(s) of the incident, identify contributing factors, and make recommendations to prevent a recurrence.

## Investigative Methods

The investigative methodologies included the following:

- Site Assessment through video and document review.
- Formal Interviews – Safety interviewed four (4) individual(s) as part of this investigation. The interview 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 individual(s):
  - ERT Supervisor
  - FLO (Fire Liaison Officer)
  - DCFEMS Battalion Chief of Special Operations
  - Track Supervisor
- 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.

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- 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 Communications (MICC) Incident Report
  - Procedure 678 – Procedure for Managing Fire and Smoke on the Metrorail System
- System Data Recording Review – Collection of information contained in Metro Data Recording Systems. This data includes:
  - Audio Recording System (ARS) playback
  - Closed-Circuit Television (CCTV)

## Investigation

On Friday, May 16, 2025, at 21:34 hours, the RVO of Train ID 141, notified the MICC OPS 1 Radio RTC of smoke in the tunnel while approaching Cleveland Park Station on Track 1. The train continued in revenue service towards Glenmont Station. The Radio RTC instructed Train ID 143, arriving on Track 1 at Van Ness Station, to offload their train and verify clear of customers to conduct a track inspection towards Cleveland Park Station, via Track 1. Train ID 118 in revenue service in approach to Van Ness Station, Track 2, was instructed to stop their train, key down, and reverse ends to Cleveland Park Station, Track 2. The RVO of Train ID 118 was also instructed to offload their train and verify clear of customers to conduct a track inspection towards Van Ness Station, via Track 2. Train service between Friendship Heights and Dupont Circle Stations was suspended. Third rail power between Cleveland Park Station and Van Ness Station remained energized to allow track inspections to be conducted.

At 21:37 hours, the MICC Rail Section Assistant Operations Manager (AOM) contacted the District of Columbia Emergency Dispatch Line and reported smoke in the tunnel at Cleveland Park Station. Emergency Ventilation Fans at Cleveland Park Station were set to "Exhaust", and MTPD personnel were dispatched. At 21:44 hours, DCFEMS personnel arrived at Cleveland Park Station. At this time, the Maintenance Operations Center (MOC) Desk Controller dispatched an Emergency Response Team (ERT) to Cleveland Park Station with an estimated time to arrive at the station of 30 minutes. It was discovered during a subsequent interview with the ERT Supervisor that they were at their division near the end of their tour for a shift change when the MOC Desk Controller informed them of smoke within the platform limit of Track 2 and dispatched their work crew.

At 21:45 hours, Train ID 118 on Track 2 at Cleveland Park Station was re-blocked to non-revenue ID 718 and given a permissive block to signal A06-08 at Van Ness Station.

At 21:46 hours, Train ID 143 on Track 1 at Van Ness Station was re-blocked to non-revenue ID 743. The train began moving on Track 1 towards Cleveland Park Station when the RVO reported smoke in front of their train. The RVO was instructed to key down and reverse ends. The RVO was unable to provide a CM of where the smoke was observed.

At 21:51 hours, Train ID 718 reported a track fire on Track 2 near CM A2 181+00. The RVO of Train ID 718 was instructed to key down and reverse ends. The location of CM A2 181+00 was closer to Van Ness Station. DCFEMS dispatched additional personnel and equipment to Van Ness Station and the Emergency Exit shaft between Van Ness and Cleveland Park Stations. CCTV footage at Van Ness Station showed smoke within the platform limits, and Tunnel Fan FA7 was set to Exhaust.

At 21:56 hours, Train IDs 743 and 718 were given absolute blocks away from the area, and third rail power was de-energized between Van Ness and Cleveland Park Stations. A MICC Communications Agent announced that Van Ness, Cleveland Park, Woodley Park, and Tenleytown Stations would be evacuated. At 22:00 hours, the Fire Liaison Officer (FLO) advised the Battalion Chief 5 Incident Commander that the smoke at Van Ness Station had dissipated, and ERT personnel were approximately 10 minutes from Van Ness Station. The Battalion Chief of Special Operations advised the Incident Commander that DCFEMS personnel should stand by until ERT arrived on the scene.

At 22:15 hours, Unified Command was established at Cleveland Park Station between DCFEMS, MTPD, and a MICC Service Delivery Assistant Superintendent (SDAS). At 22:23 hours, the Incident Command Post was moved from Cleveland Park Station to Van Ness Station, and all

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DCFEMS personnel at Cleveland Park Station returned to service. At 22:36 hours, ERT arrived at Van Ness Station. At 22:47 hours, the smoke and fire were determined to be a maintenance issue, and incident command was transferred to ERT.

At 22:54 hours, ERT requested foul time to enter the roadway to perform a track inspection on Track 2 to CM A2 181+00. The track inspection did not yield any findings, and ERT requested that third rail power be restored on Track 2 to observe if an arcing or fire would reignite. ERT did not locate the source of the smoke/fire and requested that a test train be sent along Track 2. Train ID 144 was instructed to offload customers at Dupont Circle Track 2 and was re-blocked to ID 744 to become the test train. After the test train passed between Cleveland Park and Van Ness Stations, ERT reported that no issues were identified.

On Saturday, May 17, 2025, at 00:01 hours, third rail power was restored on Track 1 between Cleveland Park and Van Ness Stations. Train ID 744 crossed from Track 2 to Track 1 at Friendship Heights Station to perform a track inspection back towards Cleveland Park Station, via Track 1. Train ID 744's RVO informed the Radio RTC that nothing unusual was found. ERT arrived at Cleveland Park Station and awaited Train ID 744 to perform a riding inspection on Track 1 towards Van Ness Station. At 00:35 hours, ERT reported that both track inspections resulted in nothing unusual being found, and both tracks were able to resume revenue service.

At 01:01 hours, a TRST department Roadway Worker In Charge (RWIC) contacted the OPS 1 RTC to establish an Exclusive Track Occupancy (ETO) work zone under a supervisory power outage between Woodley Park and Van Ness Stations, Tracks 1 and 2, for scheduled maintenance. At 02:25 hours, the RWIC notified the Radio RTC and informed them that they were in possession of their supervisory outage tag. The Radio RTC granted the RWIC permission to enter the roadway, confirm third rail power was de-energized, and install shunts.

At 02:28 hours, a TRST Track Supervisor was sent to Van Ness Station to perform additional track inspections to identify the cause of the earlier fire/smoke incident, and observed a melted insulator on Track 2 at CM A2 196+20. The Track Supervisor notified the MICC OM of their findings and requested the RWIC's permission to enter their work location to remove the damaged insulator.



## Chronological Event Timeline

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

Time	Description
<b>Friday, May 16, 2025</b>	
21:34:11 hours	<u>Train ID 141</u> : RVO reported a lot of smoke in the tunnel in approach to Cleveland Park Station. [Radio Ops 1]
21:34:20 hours	<u>Radio RTC</u> : Attempted to hold Train ID 118 at Woodley Park Trk 2. Train ID 118 was already moving and was instructed to stop the train in the tunnel between Cleveland Park and Van Ness Stations. [Radio Ops 1]
21:34:42 hours	<u>Radio RTC</u> : Asked Train ID 141 to confirm the location of smoke in the tunnel. <u>Train ID 141</u> : Informed the Radio RTC that when coming into Cleveland Park, there was a lot of smoke. <u>Radio RTC</u> : Stated to Train ID 141 that they were moving towards Woodley Park Station asked if smoke was in front of their train. <u>Train ID 141</u> : Stated they had passed the area of heavy smoke. <u>Radio RTC</u> : Instructed Train ID 141 to shut off their EV and properly berth at Woodley Park Track 1. [Radio Ops 1]
21:34:43 hours	<u>Button RTC</u> : Informed AOM that Train ID 141 reported observing smoke. [phone Rail 2]
21:34:56 hours	<u>AOM</u> : Informed the Operations Manager (OM) of the report of smoke. [Phone rail 1]
21:35:30 hours	<u>Radio RTC</u> : Asked Train ID 118 if they had stopped the train outside of the platform limits of Woodley Park Station. <u>Train ID 118</u> : Confirmed their train was stopped in the tunnel. <u>Radio RTC</u> : Instructed Train ID 118 to shut off their EV and reverse ends going back to Woodley Park. [Radio Ops 1]
21:35:35 hours	<u>Button RTC</u> : Informed the Power Desk Assistant Superintendent (PDAS) of reported smoke on Track 1 between Van Ness and Cleveland Park Stations. [PDAS 3 Phone]
21:36:02 hours	<u>OM</u> : Contacted the Button RTC for an update. <u>Button RTC</u> : Stated the Train ID 141 reported observing the smoke while they were approaching Cleveland Park Station. The RVO had already left Cleveland Park station. <u>OM</u> : Acknowledge the message. <u>Button RTC</u> : Stated Train ID 118 was reversing ends. [Rail 1 Phone]
21:36:19 hours	<u>Radio RTC</u> : Instructed Train ID 143 to properly berth and offload at Van Ness. <u>Train ID 143</u> : Acknowledged the message with 100% repeat back. [Radio Ops 1]
21:36:44 hours	<u>OM</u> : Informed SIO of a report of smoke in approach to Cleveland Park Station. [Rail 1 phone]
21:36:50 hours	<u>Police 1</u> : Notified MTPD Dispatcher to send a unit to Cleveland Park Station for a report of smoke. [Radio]
21:36:57 hours	<u>Button RTC</u> : Informed the Communications Agent of a report of smoke between Van Ness and Cleveland Park Station and requested for them to have the Cleveland Park Station Manager provide a radio check. [ROCC OPS 1 Phone]

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<b>Time</b>	<b>Description</b>
21:37:01 hours	<u>Radio RTC</u> : Instructed Train ID 118 to inform them once they were on their Glenmont Station facing end of the train leaving Woodley Park Station. <u>Train ID 118</u> : Acknowledged the message and stated they were keying down the train. [OPS 1 Radio]
21:37:10 hours	<u>AOM</u> : Provided the OM with an update. Train ID 118 was reversing ends. Train ID 143 was offloading customers at Van Ness Station to perform a track inspection. Train ID 141 was the first train to report observing the smoke, and the OM was contacting DCFEMS. <u>OM</u> : Asked if Train ID 118 was returning to Woodley Park Station, offloading customers, and performing a track inspection. <u>AOM</u> : Replied yes. [Rail 1 Phone]
21:37:13 hours	<u>Radio RTC</u> : Instructed Train ID 143 at Tenleytown Station, Track 1 to offload customers at Van Ness Station, Track 1, and inform them once they verified the train was clear of customers. <u>Train ID 143</u> : Acknowledged the message with 100% repeat back. [OPS1 Radio]
21:37:47 hours	<u>AOM</u> : Contacted DCFEMS, informing them that a fire was reported at Cleveland Park, and requested DCFEMS services. [Rail 2 phone]
21:38:21 hours	<u>Cleveland Park Station Manager (SM)</u> : Requested a radio check <u>Radio RTC</u> : Stated the transmission was loud and clear. [OPS 1 Radio]
21:38:24 hours	Cleveland Station UPE IB/OB fans set to EXHAUST. [AIMS]
21:38:33 hours	<u>MTPD Dispatch</u> : Dispatched an MTPD unit to Cleveland Park Station for reports of smoke. [Radio]
21:38:41 hours	<u>Communications Agent #2</u> : Instructed the Van Ness SM to assist with offloading the train on Track 1 for a track inspection between Van Ness and Woodley Park Stations. [ROIC 1 Phone]
21:38:42 hours	<u>Radio RTC</u> : Asked the Cleveland Park SM if they observed any smoke at their location. <u>Cleveland Park SM</u> : Reported no sight of smoke but smelled something. <u>Radio RTC</u> : Asked the Cleveland Park SM if they smelled a brake odor. <u>Cleveland Park SM</u> : Stated it did not smell like a brake odor. [Radio Ops 1]
21:39:08 hours	<u>AOM</u> : Informed the Maintenance Operations Center (MOC) of the report of smoke in approach to Cleveland Park Station, Track 1. <u>MOC</u> : Acknowledged the message and asked if they had a Chain Marker. <u>AOM</u> : Stated they did not have a Chain Marker. [Rail 3 phone]
21:39:19 hours	<u>Radio RTC</u> : Instructed ROS to board train on track 1 at Grosvenor.
21:39:29 hours	<u>Woodley Park SM</u> : Informed Communications Agent #2 that they did not observe any smoke at their location. <u>Communications Agent #2</u> : Informed the Woodley Park SM that a train would be arriving on Track 2, offloading customers, and performing a track inspection. The Woodley Park SM was instructed to assist with offloading customers. [ROIC 1 Phone]
21:40:20 hours	<u>Radio RTC</u> : Instructed Train ID 118 to move back to Woodley Park Track 2 with an absolute block and offload the train. [Radio Ops 1]
21:40:22 hours	<u>AOM</u> : Informed the OM that DCFEMS was dispatched and all Red line trains were turning at Friendship Heights and Dupont Circle, Track 2. [Rail 1 Phone]

<b>Time</b>	<b>Description</b>
21:41:08 hours	<u>DCFEMS Communications Specialist</u> : Dispatched DCFEMS personnel to the Cleveland Park Station for a report of smoke observed from both entrances. [DCFEMS Dispatch]
21:41:32 hours	<u>FLO</u> : Informed Battalion Chief 5 that smoke was reported by an RVO on Track 1 in the portal towards Van Ness Station. The FLO did not observe anything from the CCTV cameras. The FLO informed the Battalion Chief that the station's Under Platform Exhaust (UPE) fans were activated, and the third rails remained energized on Tracks 1 and 2.
21:44:33 hours	<u>ERT</u> : Contacted the MOC Desk Controller to ask where the smoke event was located. <u>MOC Desk Controller</u> : Stated the smoke was reported at Cleveland Park Station platform limits. <u>ERT</u> : Acknowledged the message. <u>MOC Desk Controller</u> : Asked for an estimated time of arrival. <u>ERT</u> : Stated approximately 30 – 40 minutes. <u>MOC Desk Controller</u> : Acknowledged the message. [VAHQ ROCC Power PDAS 2 Phone]
21:44:56 hours	<u>Engine 28</u> : Informed the Battalion Chief 5 that they were on the Connecticut Avenue side of Cleveland Park Station. <u>Battalion Chief 5</u> : Stated they were on scene and would establish Incident Command. They informed Engine 28 that they would be the Recon Officer along with Engine 31 and Truck 14. <u>Battalion Chief 5</u> : Instructed Engine 28 to activate their Digital Vehicle Repeater System (DVRS) due to previous radio communications issues at Cleveland Park Station. [DCFEMS Incident 20 Radio]
21:45:18 hours	<u>MOC Desk Controller</u> : Asked the OM if they had a Chain Marker to provide to ERT. <u>OM</u> : Stated the smoke was reported between Van Ness and Cleveland Park Station, instructed the MOC Controller to dispatch ERT to Cleveland Park Station, and informed that a track inspection was going to be performed. <u>MOC Desk Controller</u> : Informed the OM that ERT has been dispatched, and their estimated time of arrival was 30 minutes. [Rail 1 Phone]
21:45:46 hours	<u>Battalion Chief 5</u> : Informed the DCFEMS Communications Specialist that they were topside at Cleveland Park Station and would be the Incident Commander. Engine 28 and Truck 14 were investigating. [DCFEMS Main Operation Radio]
21:45:57 hours	<u>Radio RTC</u> : Re-blocked Train ID 118, on Track 2 at Cleveland Park Station, to non-revenue ID 718, and gave them a permissive block to A06-08 signal red, to perform a track inspection with the EV off. [Radio Ops 1]
21:46:03 hours	<u>FLO</u> : Informed Battalion Chief 5 that MTPD personnel were enroute to establish Unified Command, and ERT was dispatched with their estimated time of arrival at 20 minutes. <u>Battalion Chief 5</u> : Acknowledged the message and stated that the Incident Command Post was in front of Engine 28. [DCFEMS Incident 20 Radio]
21:46:25 hours	<u>Police 1</u> : Informed MTPD Dispatch that DEFEMS was on scene at Cleveland Park Station. [Radio]
21:46:52 hours	<u>Radio RTC</u> : Re-blocked Train ID 143, on Track 1 at Van Ness Station, was to non-revenue ID 743.

Time	Description
	<p><u>Train ID 743</u>: Stated they had Train ID 743, verified a lunar aspect ahead of the train signal, and asked if they were to move at a restricted speed.</p> <p><u>Radio RTC</u>: Responded Affirmative, instructed Train ID 743 to verify their lunar aspect at signal A06-02, shut their EV off, and perform a track inspection at a restricted speed to Cleveland Park Station, Track 1.</p> <p><u>Train ID 743</u>: Replied with 100% repeat back. The RVO reported seeing smoke in the tunnel.</p> <p><u>Radio RTC</u>: Instructed Train ID 742 to stop their train. [Radio Ops 1]</p>
21:47:37 hours	<p><u>Engine 28</u>: Informed Battalion Chief 5 that there was a slight smokey haze on the platform at Cleveland Park Station. WMATA was initiating a track inspection.</p> <p><u>Battalion Chief 5</u>: Stated that there was a radio communications issue and asked Engine 31 for their location. [DCFMS Incident 20 Radio]</p>
21:47:51 hours	<p>RVO of Train ID 743 reported smoke outside the portal past the signal. [Radio Ops 1]</p>
21:48:15 hours	<p><u>Battalion Chief 5</u>: Instructed Engine 31 to relay Engine 28's information and instructed Engine 28 to switch their radio to the DVRS channel. [DCFMS Incident 20 Radio]</p>
21:48:33 hours	<p><u>Radio RTC</u>: Instructed RVO of Train ID 743 to reverse ends going back towards Shady Grove and identify a chain marker if possible. [Radio Ops 1]</p>
21:48:51 hours	<p><u>Police 1</u>: Informed MTPD Dispatch that Rail was advising that the fire was on the roadway between Cleveland Park and Van Ness Stations. Requested units be sent to Van Ness Station. [Radio]</p>
21:49:59 hours	<p><u>FLO</u>: Informed Battalion Chief 5 that an inspection train reported smoke in the tunnel closer to Van Ness Station. No Chain Marker was identified. The FLO was retrieving CCTV cameras for Van Ness Station.</p> <p><u>FLO</u>: Informed Battalion Chief 5 that light smoke was observed at the platform in Van Ness Station via the CCTV cameras, and Emergency Ventilation Fans were activated. [DCFMS Incident 20 Radio]</p>
21:50:41 hours	<p><u>Radio RTC</u>: Instructed RVO of Train ID 718 to stop their train in approach to signal A06-08. [Radio Ops 1]</p>
21:51:48 hours	<p><u>Train ID 718</u>: Informed the Radio RTC that their train was stopped, they observed a small fire ahead of their train and advised that they did not reach A06-08 signal.</p> <p><u>Radio RTC</u>: Acknowledged the message and instructed RVO of Train ID 718 to key down and reverse ends to their Glenmont Station end of the train. [Radio Ops 1]</p>
21:51:24 hours	<p><u>Engine 28</u>: Informed Battalion Chief 5 that the test train leaving Cleveland Park stopped in the tunnel between stations. Engine 28 reported no smoke or fire observed on the platform. Engine 28 reported a light haze observed in the tunnel where the test train stopped.</p> <p><u>Battalion Chief 5</u>: Acknowledged the message and dispatched Engine 11 and Truck 12 to Van Ness Station to provide a status report. [DCFMS Incident 20 Radio]</p>
21:52:08 hours	<p><u>Bus OPS 1 Specialist</u>: Informed all Bus Operations Supervisors of a Bus Bridge from Friendship Heights Station to Dupont Circle Station and instructed units to report to the affected stations. [Radio Bus OPS 1]</p>
21:52:10 hours	<p><u>Engine 11</u>: Asked the Battalion Chief 5 to confirm that they were to go to Van Ness Station.</p>

Time	Description
	<u>Battalion Chief 5</u> : Acknowledged and informed Engine 11 that the Battalion Chief of Special Operations was enroute to Van Ness Station as well. [DCFMS Incident 20 Radio]
21:52:32 hours	<u>Engine 28</u> : Informed Battalion Chief 5 that they were notified of a small fire in the tunnel on Track 2 near Van Ness Station. <u>Battalion Chief 5</u> : Acknowledged the message. [DCFMS Incident 20 Radio]
21:53:08 hours	<u>Battalion Chief 5</u> : Instructed the DCFEMS Communications Specialist to dispatch DCFEMS personnel to the Van Ness Station. [DCFEMS Main Operation Radio]
21:53:36 hours	<u>Police 1</u> : Informed MTPD Dispatch that it was confirmed that the fire was in the roadway closer to Van Ness Station. [Radio]
21:54:25 hours	<u>Train ID 718</u> : RVO reported fire located at chain marker A2 181+00. [Radio Ops 1]
21:54:29 hours	<u>DCFEMS Communications Specialist</u> : Dispatched DCFEMS personnel to the Van Ness Station for a report of smoke observed in the tunnel. [DCFEMS Dispatch]
21:55:02 hours	<u>FLO</u> : Informed the Battalion Chief 5 of a confirmed fire near Chain Marker A2 181+00 on Track 2. Once the inspection trains left the area, third rail power would be de-energized. [DCFMS Incident 20 Radio]
21:55:44 hours	<u>DCFEMS Communications Specialist</u> : Informed Battalion Chief 5 that personnel were enroute to Van Ness Station. [DCFEMS Main Operations Radio]
21:26:36 hours	<u>Battalion Chief 5</u> : Dispatched DCFEMS personnel to an emergency exit shaft at 3800 Connecticut Avenue NW. [DCFEMS Incident 20 Radio]
21:56:20 hours	<u>Train ID 718</u> : Informed the Radio RTC that they were keyed up on their Glenmont Station end of the train. <u>Radio RTC</u> : Acknowledged the message and gave Train ID 718 a permissive block to the 8-car marker at Cleveland Park Station, Track 2. [Radio OPS 1]
21:56:44 hours	<u>Radio RTC</u> : Asked Train ID 743 if they were keyed up on their Shady Grove Station end of the train. <u>Train ID 743</u> : Replied Affirmative. <u>Radio RTC</u> : Granted Train ID 743 an absolute block to the 8-car marker at Friendship Heights Station, Track 1. [Radio OPS 1]
21:56:37 hours	<u>Rail Operations Information Center (ROIC)</u> : Blanket announcement for DM of Van Ness, Cleveland Park, Woodley Park, Tenleytown to evacuate the stations. [Radio Ops 5]
21:57:06 hours	<u>Battalion Chief Special Operations</u> : Asked the FLO to confirm the position of Tunnel Fan FA7. [DCFEMS Incident 20 Radio]
21:58:08 hours	<u>OM</u> : Instructed the AOM to de-energize third rail power once the inspection trains left the area. <u>AOM</u> : Acknowledged the message and replied once Train ID 718 began moving, third rail power would be de-energized between Van Ness and Cleveland Stations. [Radio Ops 1]
21:58:53 hours	Third rail power de-energized at Van Ness Station, Track 2. [AIMS]
21:59:09 hours	<u>AOM</u> : Informed the PDAS that third rail power was de-energized at Van Ness Station, Track 2, and that additional power would be brought down, and they would keep the PDAS advised. [Phone Rail 2]
21:59:29 hours	<u>FLO</u> : Informed the Battalion Chief 5 that ERT was approximately 10 minutes from their location and Tunnel Fan FA7 was set to EXHAUST.

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Time	Description
	<u>Battalion Chief 5</u> : Acknowledged the message and recommended keeping the tunnel fan set to EXHAUST. [DCFMS Incident 20 Radio]
22:00:06 hours	<u>Battalion Chief 5</u> : Informed the FLO to keep tunnel fan FA7 in EXHAUST and asked the FLO for a smoke condition update at Van Ness Station via the CCTV cameras. <u>FLO</u> : Informed the Battalion Chief 5 that the smoke was dissipating. [DCFMS Incident 20 Radio]
22:00:23 hours	<u>Button RTC</u> : Informed the Power Desk Controller (PDC) that third rail power was de-energized on Track 2, from Van Ness Station to Cleveland Park Station. The Button RTC informed the PDC that third rail power on Track 1 would be brought down as well. <u>PDC</u> : Confirmed third rail power was to be de-energized on Tracks 1 and 2. [Phone ROCC Ops 1]
22:00:37 hours	Third rail power de-energized at Van Ness Station, Track 1. [AIMS]
22:00:56 hours	<u>FLO</u> : Informed the Battalion Chief 5 that third rail power was de-energized between Cleveland Park and Van Ness Stations on Tracks 1 and 2. [DCFMS Incident 20 Radio]
23:03:18 hours	<u>Engine 11</u> : Informed Battalion Chief 5 that the smoke was dissipating at Van Ness Station with the activation of the tunnel fan FA7 set to EXHAUST. [DCFMS Incident 20 Radio]
22:03:45 hours	Emergency Ventilation Fan Activation reconfigured. Tenleytown Station UPE IB/OB and tunnel fan FA9 set to SUPPLY. Van Ness Station UPE IB/OB and tunnel fan FA8 set to SUPPLY. Van Ness Station tunnel fan FA7 set to EXHAUST. Cleveland Park Station UPE IB/OB fans set to SUPPLY. Woodley Park Station UPE IB/OB and tunnel fan FA6 set to SUPPLY.
22:04:10 hours	<u>Battalion Chief 5</u> : Informed the Battalion Chief of Special Operations that the smoke was dissipating at Van Ness Station, and they were awaiting the arrival of ERT. They requested a recommended course of action. [DCFMS Incident 20 Radio]
22:04:28 hours	<u>Battalion Chief of Special Operations</u> : Instructed DCFEMS personnel to stand by clear of the roadway until ERT arrives to assess the situation. <u>FLO</u> : Informed the Battalion Chief of Special Operations that the MICC Rail section reported that third rail power was de-energized on Tracks 1 and 2. <u>Battalion Chief of Special Operations</u> : Acknowledged the message and replied that all DCFEMS personnel would be standing by clear of the roadway until ERT arrived with a game plan. <u>Engine 11</u> : Acknowledged the instructions to stand by for ERT to arrive. [DCFMS Incident 20 Radio]
22:06:40 hours	Third rail power de-energized at Cleveland Park Station, Track 1. [AIMS]
22:06:47 hours	Third rail power de-energized at Cleveland Park Station, Track 2. [AIMS]
22:10:45 hours	<u>Battalion Chief 5</u> : Informed the FLO that MTPD was on scene. [DCFMS Incident 20 Radio]
22:11:36 hours	<u>DCFEMS Communications Specialist</u> : Informed Battalion Chief 5 that their incident duration time was at 30 minutes. [DCFMS Incident 20 Radio]
22:11:52 hours	<u>Service Delivery Assistant Superintendent</u> : Informed the Radio RTC that they were at Cleveland Park Station. [Radio OPS 1]
22:15:06 hours	<u>Battalion Chief 5</u> : Informed the DCFEMS Communications Specialist that Unified Command was established at the Cleveland Park Station with MTPD and RTRA personnel. [DCFEMS Main Operations Radio]

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<b>Time</b>	<b>Description</b>
22:15:29 hours	<u>Battalion Chief 5</u> : Asked the Safety Battalion Chief for a condition report of Van Ness Station. <u>Safety Battalion Chief</u> : Reported that the smoke has dissipated in the station platform and in both tunnels. Recommended to keep Tunnel Fan FA7 set to EXHAUST. [DCFMS Incident 20 Radio]
22:16:59 hours	<u>Battalion Chief 5</u> : Asked Engine 20 for a condition report of Cleveland Park Station. <u>Engine 20</u> : Reported Cleveland Park was clear of smoke. [DCFMS Incident 20 Radio]
22:18:01 hours	<u>FLO</u> : Informed Battalion Chief 5 that ERT was enroute to Van Ness Station and would report to DCFEMS personnel at that location to discuss an action plan. <u>Battalion Chief 5</u> : Acknowledged the message and stated the Special Operations Chief and Safety Battalion Chief were at Van Ness Station. [DCFMS Incident 20 Radio]
22:18:23 hours	<u>Service Delivery Assistant Superintendent</u> : Informed the Radio RTC that the Incident Command Post was located at Connecticut Avenue entrance of Cleveland Park Station. [Radio OPS 1]
22:22:48 hours	<u>Radio RTC</u> : Instructed the Rail Operations Supervisor to give them by telephone. [Radio OPS 1]
22:23:51 hours	<u>Battalion Chief 5</u> : Informed DCFEMS personnel that the Incident Command Post was relocating to Van Ness Station, and instructed DCFEMS personnel at Cleveland Park Station to return to service. [DCFMS Incident 20 Radio]
22:24:58 hours	<u>Service Delivery Assistant Superintendent</u> : Informed the Radio RTC that the Incident Command Post was relocating to Van Ness Station. [Radio OPS 1]
22:24:13 hours	<u>WIC</u> : Informed Police 1 that the Incident Command Post was relocating to Van Ness Station. [Radio MTPD 2X]
22:25:49 hours	<u>Engine 20</u> : Informed Battalion Chief 5 that all DCFEMS personnel at Cleveland Park Station were accounted for. <u>Battalion Chief 5</u> : Acknowledged the message and instructed DCFEMS personnel at Cleveland Park Station to return to service. [DCFMS Incident 20 Radio]
22:27:14 hours	<u>Radio RTC</u> : Announced Shuttle Bus service was established from Dupont Circle's Q Street entrance towards Van Ness Station. [Radio OPS 1]
22:27:09 hours	<u>Battalion Chief 5</u> : Informed the FLO that the Incident Command Post was relocating to Van Ness Station and transferring Incident Command at Cleveland Station over to WMATA. [DCFMS Incident 20 Radio]
22:30:52 hours	<u>FLO</u> : Informed Battalion Chief 5 that ERT arrived at Van Ness Station. <u>Battalion Chief 5</u> : Acknowledged the message and stated they were at Van Ness Station, where Unified Command had been established. [DCFMS Incident 20 Radio]
22:36:45 hours	<u>ERT Supervisor</u> : Informed the OM that ERT was on location at Van Ness Station and stated that it appeared the arcing subsided once the third rail power was de-energized. [Rail 1 Phone]
22:41:07 hours	<u>DCFEMS Communications Specialist</u> : Informed Battalion Chief 5 that their incident duration time was at 60 minutes. [DCFMS Incident 20 Radio]
22:47:00 hours	<u>Police 1</u> : Requested an update regarding ERT from the WIC.

Time	Description
	<u>WIC</u> : Informed Police 1 that DCFEMS deemed the event a maintenance issue and was transferring Incident Command over to RTRA. [Radio MTPD 2X]
22:47:16 hours	<u>Battalion Chief Special Operations</u> : Informed Battalion Chief 5 that ERT advised that the cause of the fire was a maintenance issue, which they would correct. The Battalion Chief Special Operations stated all units could return to service. <u>Battalion Chief 5</u> : Acknowledged the message and informed all DCFEMS personnel that Incident Command was being transferred to ERT. All units could return to service, and instructed Engine 11 to inform them once all personnel cleared Van Ness Station and were accounted for. [DCFMS Incident 20 Radio]
22:51:30 hours	<u>Police 1</u> : Confirmed with the WIC that Incident Command was to be transferred to ERT. [Radio MTPD 2X]
22:52:40 hours	<u>DCFEMS Communications Specialist</u> : Informed Battalion Chief 5 that their incident duration time was at 70 minutes. <u>Battalion Chief 5</u> : Informed the DCFEMS Communications Specialist that Incident Command has been transferred to WMATA and instructed them to discontinue the incident duration reminder. [DCFMS Incident 20 Radio]
22:53:20 hours	<u>Engine 11</u> : Informed Battalion Chief 5 that all personnel had exited Van Ness Station. [DCFMS Incident 20 Radio]
22:54:20 hours	<u>ERT</u> : Contacted the Radio RTC to request foul time on Track 2 to CM A2 182+00 to conduct a track inspection. [Radio OPS 1]
22:56:15 hours	<u>WIC</u> : Informed Police 1 that Incident Command was transferred to ERT. [Radio MTPD 1X]
22:57:36 hours	<u>Radio RTC</u> : Granted ERT permission to enter the roadway to CM A2 182+00. ERT was instructed to hot stick and confirm that third rail power has been de-energized. <u>ERT</u> : Acknowledged the message with 100% repeat back. [Radio OPS 1]
23:06:24 hours	<u>ERT</u> : Confirmed third rail power has been de-energized at CM A2 198+00. <u>Radio RTC</u> : Acknowledged the message and granted ERT foul time to perform their track inspection. [Radio OPS 1]
23:19:42 hours	<u>ERT</u> : Requested the Radio RTC to have third rail power restored on Track 2 to identify the maintenance issue.
23:21:22 hours	<u>Radio RTC</u> : Made a third rail power restoration announcement between Van Ness and Cleveland Park Stations. [Radio OPS 1]
23:24:40 hours	Third rail power restored at Cleveland Park Station and Van Ness Station, Track 2. [AIMS]
23:26:40 hours	<u>Radio RTC</u> : Informed ERT that third rail power was restored on Track 2 between Cleveland Park and Van Ness Stations. [Radio OPS 1]
23:32:09 hours	<u>ERT</u> : Informed the Button RTC that nothing unusual was observed and requested a test train for Track 2 between Van Ness and Cleveland Park Stations. ERT reported they would be setting up Advanced Mobile Flagging Roadway protection. [Phone ROCC OPS ]
23:34:28 hours	<u>Radio RTC</u> : Informed Train ID 144 that they would be a test train and instructed the RVO to offload customers at Dupont Circle. [Radio OPS 1]
23:36:10 hours	<u>ERT</u> : Informed the Radio RTC that their AMF was in place at Cleveland Park Station, Track 2, and requested to have a test train between Cleveland Park Station and Van Ness Station, Track 2. [Radio OPS 1]

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23:40:23 hours	<u>ERT</u> : Relinquished their foul time. [Radio OPS 1]
23:53:20 hours	<u>AMF</u> : Informed ERT that the test train was approaching ERT's location. [Radio OPS 1 Radio]
23:56:58 hours	<u>ERT</u> : Informed the Radio RTC that no electrical arcing was observed. [Radio OPS 1]
<b>Saturday, May 17, 2025</b>	
00:01:14 hours	<u>Radio RTC</u> : Made a third rail power restoration announcement between Van Ness and Cleveland Park Stations, Track 1. [Radio OPS 1]
00:10:51 hours	Third rail power restored at Cleveland Park Station and Van Ness Station, Track 1. [AIMS]
00:15:58 hours	<u>Radio RTC</u> : Granted ERT foul time via Track 2 to Cleveland Park Station. [Radio OPS 1]
00:21:31 hours	<u>ERT</u> : Informed the Radio RTC that all personnel and equipment were clear of the roadway and standing by for a riding track inspection on Track 1 to Van Ness Station. <u>Radio RTC</u> : Acknowledged the message and informed ERT that the test train would be arriving on Track 1 at Cleveland Park Station. [Radio OPS 1]
00:22:27 hours	<u>Radio RTC</u> : Instructed Train ID 744 to perform a track inspection at a restricted speed on Track 1 [Radio OPS 1]
00:25:01 hours	<u>Radio RTC</u> : Asked ERT to confirm that Track 2 between Cleveland Park Station and Van Ness Station was good for service. <u>ERT</u> : Replied Affirmative. <u>Radio RTC</u> : Acknowledged, stating that it was safe for trains to operate between Cleveland Park and Van Ness Stations on Track 2.
00:26:01 hours	<u>Radio RTC</u> : Asked ERT to confirm that Track 2 between Cleveland Park Station and Van Ness Station was safe for train service. <u>ERT</u> : Replied Affirmative, stating no arcing or sparks were observed after the test train passed the area. ERT stated that it was safe for train movement on Track 2. [OPS 2 Radio]
00:26:50 hours	<u>Train ID 744</u> : Reported a good track inspection on Track 1. [Radio OPS 1]
00:28:33 hours	<u>Radio RTC</u> : Instructed ERT to perform a riding inspection from Cleveland Park Station to Van Ness Station, Track 1. [Radio OPS 1]
00:30:19 hours	<u>Radio RTC</u> : Gave Train ID 744 an absolute block from Cleveland Park Station to Van Ness Station, Track 1. <u>Train ID 744</u> : Acknowledged the message with 100% repeat back. [Radio OPS 1]
00:35:28 hours	<u>ERT</u> : Reported Track 1 between Cleveland Park and Van Ness Stations was good for service. No issues found. [Radio OPS 1]
00:43:55 hours	<u>ERT</u> : Informed the OM that no issue was found. <u>OM</u> : Informed ERT that due to a confirmed fire, an ERT crew must remain at the location until AM service. [Phone Rail 1]
02:28:55 hours	<u>Track Supervisor</u> : Informed the OM that they located a melted insulator on Track 2 near CM A2 196+20 [Phone Rail 1]
02:59:50 hours	<u>OM</u> : Informed the AOM that track repairs were being performed at Van Ness Station. Melted insulators were found near CM A2 196+20 [Phone Rail 2]

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

### **Advanced Information Management System (AIMS)**

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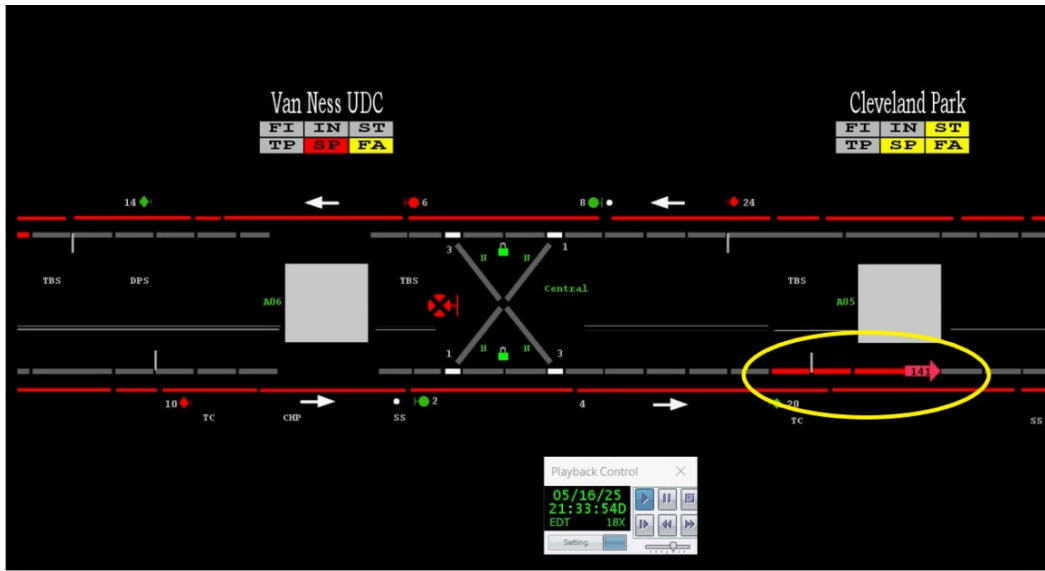


Figure 1 - Train ID 141 arriving at Cleveland Park Station, Track 1, where they reported observing smoke.

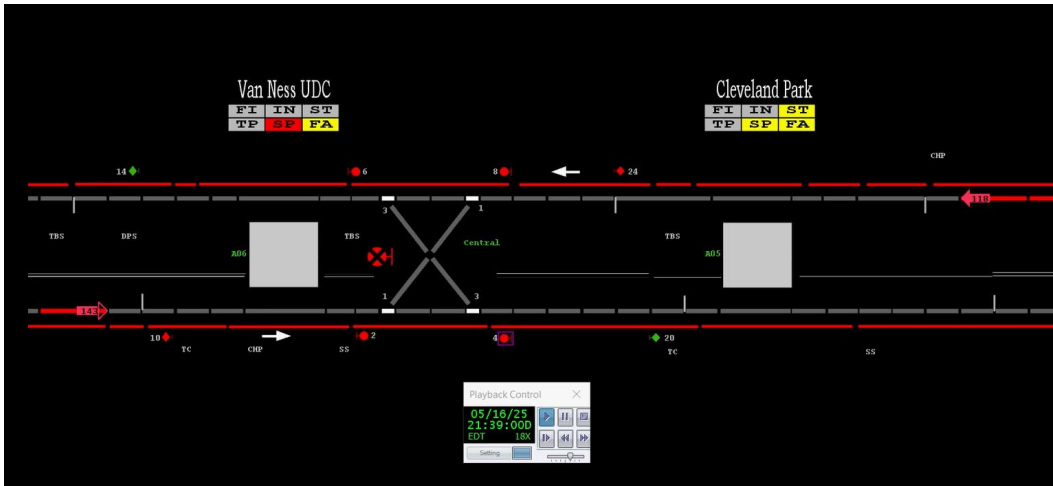


Figure 2 - Train ID 143 arriving at Van Ness Station, Track 1, and Train ID 118 arriving at Cleveland Park Station, Track 2.

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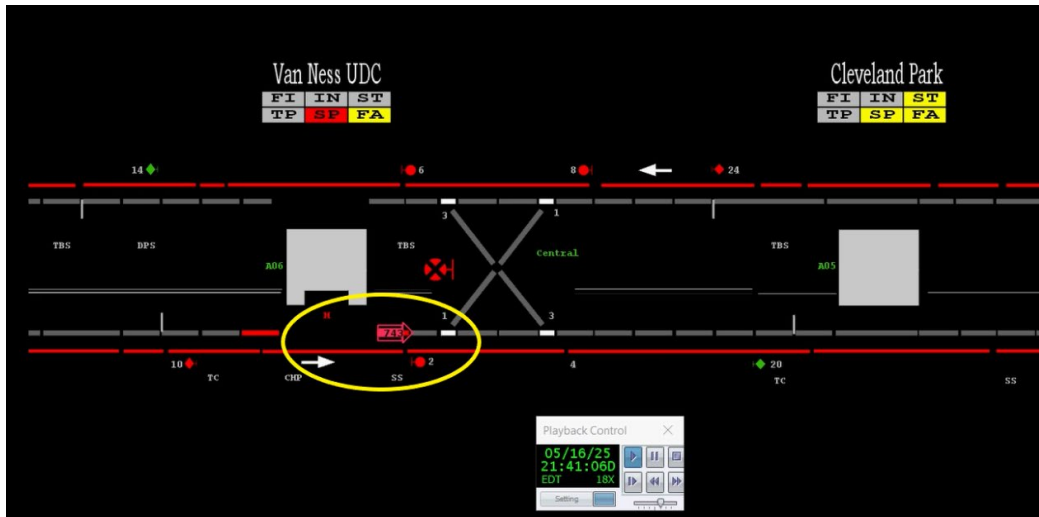


Figure 3 - Train ID 743 performed a track inspection on Track 1, where smoke was observed.

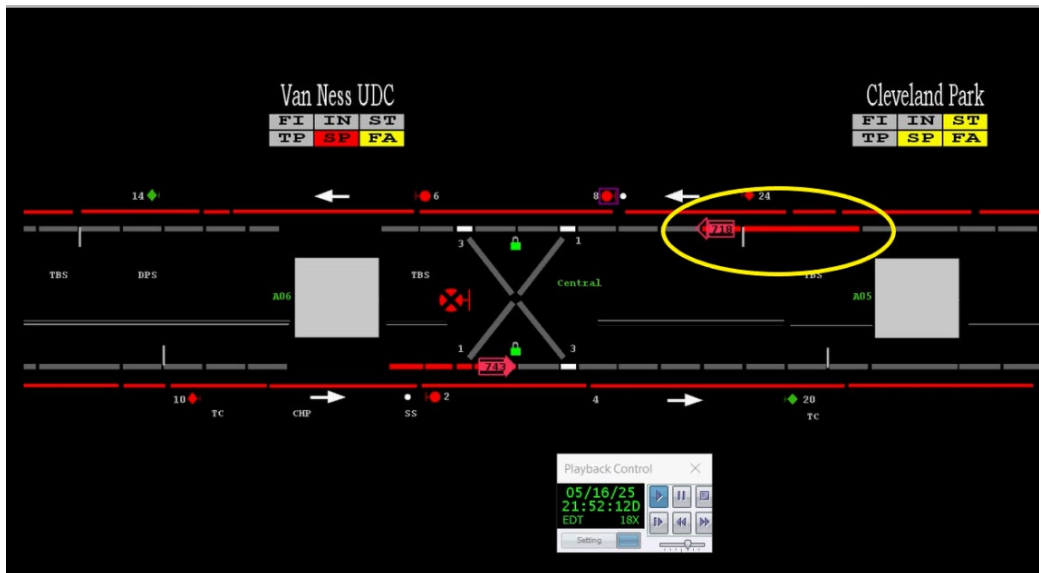


Figure 4 - Train ID 718 performed a track inspection on Track 2, where a small fire was observed in front of the train.

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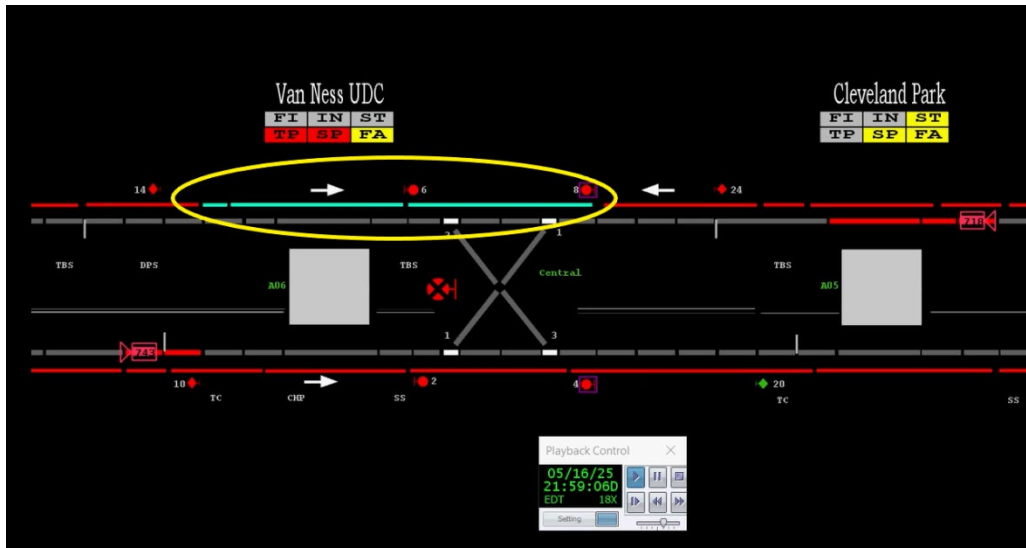


Figure 5 - Third rail power was de-energized on Track 2 after Train ID 718 left the area.

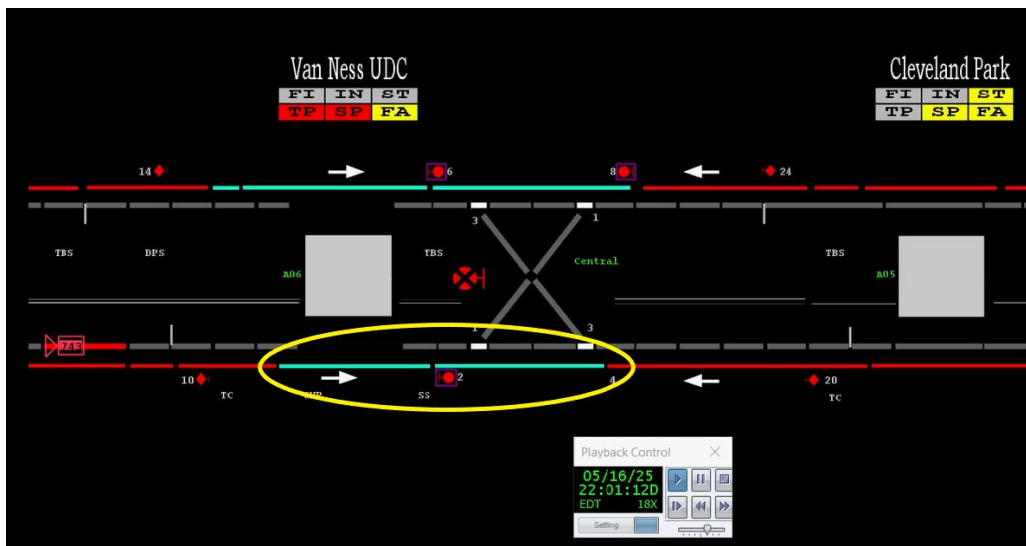


Figure 6 - Third rail power was de-energized on Track 1 after Train ID 743 left the area.

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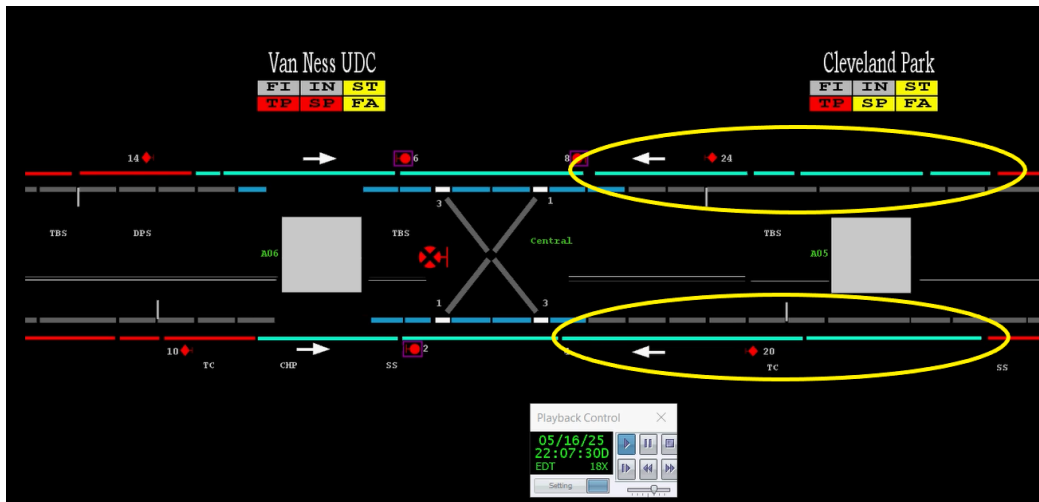


Figure 7 - De-energization was extended to Cleveland Park Station, Tracks 1 and 2.

### Office of Systems Maintenance, Office of Radio Communications

The Office of Communications and Signaling (COSI) Radio Communications section performed comprehensive radio checks between Cleveland Park Station (A05) and Van Ness Station (A06). Radio Communication was intermittent with audio and Press-To-Talk (PTT) issues identified on Tracks 1 and 2. In addition, frequency noise was observed on Track 2. The Radio Communications section adjusted the uplink signal on the cellular enhancer by 10 decibels, repeated radio checks, and found the issue resolved.

### Interview Findings and Written Statements

As part of the investigation launched into the event, Safety interviewed four (4) people. The interview(s) 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.

#### Fire Liaison Officer (FLO)

- Was informed of smoke reported at the Cleveland Station.
- Was in communication with the DCFEMS Incident Commander.

#### ERT Supervisor

- Was informed of a fire at CM 181+00.
- Was at Pennsy Drive when they were dispatched to Van Ness Station.
- It took them approximately 40 minutes to arrive at Van Ness Station.
- Stated they were given three (3) different locations for the fire in the roadway.
- Did not observe any issues on Tracks 1 and 2.

#### Battalion Chief of Special Operations

- Made the recommendation not to enter the roadway until ERT arrived.
- Decided not to enter the roadway due to no immediate life safety concern.

### *Track Supervisor*

- Was sent to perform track inspections at Van Ness Station on Tracks 1 and 2.
- Identified a melted insulator on Track 2 near CM A2 196+20.
- Removed the insulator and the two surrounding insulators.
- Believed a water leak from recent rain may have caused arcing across the insulator.

### **Weather**

On Friday, May 16, 2025, at the time of the incident, NOAA recorded the temperature as 76°F, with partly cloudy skies, winds 4.3 mph, and 69% humidity. [Washington, DC]. Weather was not a contributing factor in this incident (Weather source: NOAA) – Location: [Washington, DC].

### **Human Factors**

#### 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

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

### **Findings**

- Train ID 141 reported observing smoke as they approached Cleveland Park Station, via Track 1.
- Train ID 743 performed a track inspection on Track 1 from Van Ness Station and observed smoke in front of their train.
- Train ID 718 performed a track inspection on Track 2 from Cleveland Park Station and observed a small track fire near CM 181+00.
- At 21:59 hours, Tunnel Fan FA7 was set to Emergency on Exhaust, which dissipated the smoke at Van Ness Station.
- Third rail power was de-energized on Tracks 1 and 2 between Vann Ness and Cleveland Park Stations.
- Due to a shift change, it took ERT 45 minutes to arrive at Van Ness Station.
- DCFEMS personnel did not enter the roadway and awaited the arrival of ERT.
- DCFEMS transferred incident command to ERT rather than to an RTRA Supervisor/ Service Delivery Assistant Superintendent.

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

- Service was suspended between Friendship Heights Station and Dupont Circle Station.
- DCFEMS was requested.

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- Trains offloaded and performed track inspections on Tracks 1 and 2 between Van Ness and Cleveland Park Stations.
- Once the presence of fire was confirmed on Track 2 near CM A2 181+00, the test trains were moved away from the area, third rail power was de-energized on both tracks, and the Emergency Tunnel Fan configuration was changed.
- ERT performed initial track inspection on Tracks 2 between Van Ness and CM A2 181+00, which yielded nothing unusual being found.
- Third rail power was restored, and test trains were run on Tracks 1 and 2 between Van Ness and Cleveland Park Stations, which yielded nothing unusual being found.
- TRST personnel remained on scene after the tracks were determined to be revenue ready.
- Additional track inspections were conducted where a damaged insulator was found near CM A2 196+20, which was removed.

**Probable Cause Statement**

The most probable cause for the Evacuation at Van Ness Station was smoke entering the platform limits due to an arcing insulator at CM A2 196+20.

**Recommended Corrective Actions**

Corrective Action Code	Description	Responsible Party	Estimated Completion Date
	No corrective actions for this event were identified		

## **Appendices**

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

*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.*

#### **DCFEMS**

##### ***Fire Liaison Officer (FLO)***

The FLO is a Captain with the DC Fire Department and has one-half (0.5) year of experience as the FLO. When asked questions related to fatigue during this event, the FLO stated that they were fully alert.

During the interview, the FLO described how they relay information from the MICC to jurisdictional emergency services during events. The FLO then went into detail regarding their recollection of the evacuation of Van Ness Station. The FLO stated they were informed by the OM of smoke present at Cleveland Park Station within the platform limits. DCFEMS were dispatched to Cleveland Park Station and arrived on scene within a minute of being dispatched. Once they arrived, the OM informed the FLO that smoke was also reported at Van Ness Station and the MICC would have trains perform track inspections on Tracks 1 and 2 between Cleveland Park and Van Ness Stations.

It was reported that the inspection on Track 2 revealed a track fire near CM As 181+00. The FLO relayed that information to the DCFEMS Incident Commander. The Incident Commander decided to move the Incident Command Post from Cleveland Park Station to Van Ness Station based on the proximity of the CM A2 181+00 to Van Ness Station. DCFEMS remained on the platform and waited for ERT to arrive on scene. The FLO was asked if it were normal for DCFEMS to stand by when there is a confirmed fire in the roadway after third rail power has been de-energized. The FLO responded that this may be the case unless there was an immediate life safety hazard. This allows DCFEMS to assess the situation and determine the best course of action. This decision would be made by the DCFEMS Incident Commander, with recommendations from the Battalion Chief of Special Operations.

Once ERT arrived on scene, the FLO was informed that ERT determined the event to be due to a maintenance issue, DCFEMS assistance was no longer needed, and incident command was transferred to ERT. When asked, the FLO was unaware if any track inspections had been performed by ERT prior to incident command being transferred.

##### ***Battalion Chief of Special Operations***

The Battalion Chief of Special Operations is a Battalion Chief with the DC Fire Department with 24.5 years of service and a total of two and one-half (2.5) years of experience as the Battalion Chief of Special Operations. When asked questions related to fatigue during this event, the Battalion Chief of Special Operations stated that they were fully alert.

During the interview, the Battalion Chief of Special Operations stated that they received a station box alarm for smoke at the Cleveland Park Station. Battalion Chief 5 was the first to arrive on the scene and assumed Incident Command. The Battalion Chief of Special Operations arrived at

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Cleveland Park Station and remained topside. DCFEMS personnel were sent to the Cleveland Park Station platform to assess the situation. The Battalion Chief of Special Operations stated that radio communication from the platform to the topside of the station was poor, so they switched to their Digital Vehicle Repeater System<sup>1</sup> (DVRS). DCFEMS personnel on the Cleveland Station platform observed a light haze of smoke. At this time, they received another report of smoke at Van Ness Station. Additional DCFEMS personnel were dispatched to that location and to the entrance of an Emergency Exit shaft between stations. DCFEMS personnel reported moderate smoke at Van Ness Station, and the station was evacuated.

WMATA ran test trains for track inspections, and it was reported of a fire on Track 2 near CM A2 181+00. The Battalion Chief of Special Operations noticed the nearest tunnel fan to that location was FA-7 and instructed the FLO to have WMATA set the fan to exhaust. This dissipated the smoke at Van Ness Station. Due to the proximity of the fire location to Van Ness Station, the Battalion Chief of Special Operations requested to have the Incident Command Post moved to Van Ness Station.

Once the test trains were moved away from the area third rail power was de-energized. DCFEMS determined that there were no life safety concerns and requested ERT personnel to the scene. The Battalion Chief of Special Operations was informed that ERT was approximately 20 minutes away from the scene, and all DCFEMS personnel stood by and did not enter the roadway.

When asked if it was the normal procedure for DCFEMS to remain out of the roadway if there was a confirmed fire present and third rail power was de-energized, the Battalion Chief of Special Operations stated that due to the smoke dissipating with the tunnel fan activation and no jeopardy to life safety, they recommended to wait for the arrival of ERT. The Battalion Chief of Special Operations stated had there were a significant fire that the removal of third rail power could not manage, then DCFEMS personnel would have entered the roadway to extinguish the fire.

Upon ERT's arrival at Van Ness Station, they spoke with ERT and determined that the cause of the fire/smoke was a maintenance issue and transferred incident command to ERT. DCFEMS personnel then left the station. When asked if ERT had performed a track inspection before incident command was transferred, the Battalion Chief of Special Operations stated they did not. The Battalion Chief of Special Operations was also asked if DCFEMS remained on scene until third rail power was restored, and they stated they did not.

The Battalion Chief of Special Operations stated that had the initial report been described as occurring in between stations, known as a Tunnel Box Alarm, DCFEMS personnel would have been initially dispatched to both stations.

## TRST

### ***ERT Supervisor***

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<sup>1</sup> A Digital Vehicle Repeater System (DVRS) extends portable radio coverage and the overall system footprint without the need for expensive fixed-antenna site equipment. It improves portable radio coverage for emergency personnel by using the higher power of the mobile radio in the vehicle to extend the range of the portable back to the radio system.

The ERT Supervisor is a WMATA employee with 25.5 years of service and a total of 15 years of experience as an ERT Supervisor. The ERT Supervisor holds a Roadway Worker Protection (RWP) Level 4 certification that expires in August 2025.

During the formal interview, the ERT Supervisor stated that they were fully alert when the incident occurred and experienced no symptoms of fatigue. The ERT Supervisor stated they were at their division near the end of their tour for a shift change when the Maintenance Operations Center (MOC) Desk Controller informed them of smoke within the platform limit of Track 2 and dispatched their work crew to Van Ness Station. The ERT Supervisor stated that it took them approximately 40 minutes to arrive at Van Nes Station. The ERT Supervisor stated they received two additional updates changing the location of the smoke. Once the ERT Supervisor arrived on scene, they spoke with the DCFEMS personnel on the platform and were informed that the smoke/fire was at CM A2 181+00. The ERT Supervisor stated that while they were conducting the Roadway Job Safety Briefing (RJSB), DCFEMS transferred incident command over to them.

When asked if the ERT Supervisor reported to DCFEMS that the event was a maintenance issue, the ERT Supervisor denied making any statements of that nature to DCFEMS personnel.

The ERT Supervisor stated that after conducting their RJSB, they requested foul time to perform a track inspection from Van Ness Station to CM A2 181+00. The ERT Supervisor did not observe anything unusual and requested that third rail power be restored to see if the condition returned. Still not seeing anything unusual, the ERT Supervisor requested a test train the pass through on Track 2. The ERT Supervisor sent a crew member to Cleveland Park Station, Track 2, to act as the Advanced Mobile Flagger (AMF). The test train was sent through Track 2 to Van Ness Station, and nothing unusual was observed.

The ERT Supervisor and their crew continued to Cleveland Park Station, where the third rail power was restored on Track 1, and the test train arrived to perform a riding track inspection via Track 1 from Cleveland Park Station to Van Ness Station. Nothing unusual was observed. Normal service was restored once the track inspections did not reveal any issues.

When asked if it was normal for DCFEMS to transfer incident command to an ERT Supervisor, they responded that it would be based on the situation if incident command were transferred to them. The ERT Supervisor stated DCFEMS usually retains incident command until ERT verifies that the cause was a maintenance issue before they transfer incident command.

### ***Track Maintenance Supervisor***

The Track Maintenance Supervisor is a WMATA employee with five (5) years of service and a total of 1.5 years of experience as a Track Maintenance Supervisor. The Track Maintenance Supervisor holds a Roadway Worker Protection (RWP) Level 4 certification that expires in January 2026.

During the formal interview, the Track Maintenance Supervisor stated that they were fully alert when the incident occurred and experienced no symptoms of fatigue. The Track Maintenance Supervisor stated that approximately 00:30 hours on May 17, 2025, they were notified by their Assistant General Superintendent of smoke/fire reported, and ERT were unable to identify the source.

The Track Maintenance Supervisor spoke with the MICC OM on duty to gather information and was informed of a confirmed fire observed on Track 2 at Van Ness Station. Once they arrived on

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scene, they were advised that a work zone had been established between Cleveland Park and Van Ness Stations, with third rail power de-energized on Tracks 1 and 2. The OPS 1 RTC instructed the Track Maintenance Supervisor to get permission from the RWIC to enter their work zone. The Track Maintenance Supervisor was granted permission to perform a track inspection and observed an insulator with heat damage near CM A2 196+20. The Track Maintenance Supervisor believes that water intrusion due to heavy rain may have caused the arcing across the insulator. The Track Maintenance Supervisor removed the damaged insulator and the two (2) surrounding insulators to prevent a recurrence. The Track Maintenance Supervisor stated that there were no other damages to equipment or infrastructure observed. The Track Maintenance Supervisor also performed a track inspection on Track 1, where no issues were identified.

# Appendix B – Maintenance Section Emergency Tunnel Fan Operation Forms

<b>M</b> <b>Maintenance Section Emergency Tunnel Fan Operation Form</b>		MOC-FRM-0001-R01.0	
<b>metro</b> <b>WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY</b>		Approved: 5/21/2024	
Call Time:	Reported By:	Incident Description: <i>(Arcing Insulator / Trash Fire / etc.)</i>	
09:40PM	OPS-1 & Rail-1	Smoke	
Nearest Station: <i>(Metro Center A01)</i>	Chain marker: <i>(xxx-xx)</i>	Track #:	Train ID:
A05	Not Provided	1	N/A
Proposed Evacuation Route: <i>(towards which station)</i>		Playbook/Page Reference:	Incident Zone(s):
Fan Controller Name:	Date:	MAINT 1 Name:	Date:
	5/16/25	Fasil	5/16/25

### Remote Legacy Fan Configuration

Station	Fan Name	Configuration (E/S/OFF)	Station	Fan Name	Configuration (E/S/OFF)
A05 IB/OB	UPE	E			
A07 IB/OB	UPE	OFF			
	FA9	OFF			
	FA8	OFF			
A06 IB/OB	UPE	OFF			
	FA7	OFF			
	FA6	OFF			
A04 IB/OB	UPE	OFF			
	FA5	OFF			
	FA4	OFF			

### Manually-Operated UPE Fan Configuration

MAINT 1 shall scan and save this form in the "M" Shared Network Drive.

Figure 8 - Maintenance Section Emergency Tunnel Fan Operation Forms, Call Time 21:40 hours, page 1 of 2.

Incident Date: 05/16/2025 Time: 21:35 hours  
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Drafted By:	SAFE 708 – 06/18/2025
Reviewed By:	SAFE 707 – 06/18/2025
Approved By:	SAFE 707 – 06/18/2025

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 stations (ex. A04 and A05)

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

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

Figure 9 - Maintenance Section Emergency Tunnel Fan Operation Forms, Call Time 21:40 hours, page 2 of 2.

Incident Date: 05/16/2025 Time: 21:35 hours  
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Drafted By: SAFE 708 – 06/18/2025  
Reviewed By: SAFE 707 – 06/18/2025  
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Call Time:	Reported By:	Incident Description: <i>(Arcing Insulator / Trash Fire / etc.)</i>	
22:00 continuation of earlier incident	FLO reported reconfiguration due to reported CM for incident	Reports smoke at CM-A1187+25	
Nearest Station: <i>(Metro Center A01)</i>	Chain marker: <i>(xxx-xx)</i>	Track #:	Train ID:
A05	187+25	1	NA
Proposed Evacuation Route: <i>(towards which station)</i>		Playbook/Page Reference:	Incident Zone(s):
NA		OPS 1/A62	
Fan Controller Name:	Date:	MAINT 1 Name:	Date:
	5/16/2025		5/16/2025

**Remote Legacy Fan Configuration**

Station	Fan Name	Configuration (E/S/OFF)	Station	Fan Name	Configuration (E/S/OFF)
A07	UPE IB/OB	EOS	A04	FA6	EOS
A07	FA9	EOS	A04	UPE IB/OB	EOS
A06	FA8	EOS			
A06	UPE IB/OB	EOS			
A06	FA7	EOE			
A05	UPE IB/OB	EOS			

**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		

MAINT 1 shall scan and save this form in the "M" Shared Network Drive.

Figure 10 - Maintenance Section Emergency Tunnel Fan Operation Forms, Call Time 22:00 hours, page 1 of 2.

Incident Date: 05/16/2025 Time: 21:35 hours  
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Drafted By: SAFE 708 – 06/18/2025  
 Reviewed By: SAFE 707 – 06/18/2025  
 Approved By: SAFE 707 – 06/18/2025

	UPE-OB	Behind End Gate on Track 2	#108		
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<sup>1</sup>Incidents occurring at stations with manual UPE fans may require remote operation of fans at adjacent stations (ex. A04 and A05)

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

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

*Figure 11 - Maintenance Section Emergency Tunnel Fan Operation Forms, Call Time 22:00 hours, page 2 of 2.*

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Drafted By: SAFE 708 – 06/18/2025 Reviewed By: SAFE 707 – 06/18/2025 Approved By: SAFE 707 – 06/18/2025
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# Appendix D – Radio Communications MAXIMO Work Orders



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

Work Order #: 19535498  
Type: TST

# \*19535498\*

Status: CLOSE  
06/10/2025 05:38

Work Description: A05, Safety request radio operational test between A05/A06 Track#2, A2 181+00 and A2 196+20., please extend cheks to OPS#1  
Job Plan Description:

Work Information	
Asset: 60034 RADIO, CRCS, A04	Owning Office: COMM-TSSM-RADO
Asset Tag:	Maintenance Office: COMM-TSSM-RADO
Asset S/N: CRCSA04	Labor Group: COMMR3RADO
Location: 4481 A04, WOODLEY PARK ZOO/ADAMS MORGAN, STATION, PLATFORM, ROOM 105, COMMUNICATIONS ROOM	Crew:
Work Location:	Parent: Create Date: 05/25/2025 11:05
Failure Class: COMR004 CRCS TUNNEL EQUIPMENT	Actual Start: 05/29/2025 01:28
Problem Code:	Actual Comp: 06/10/2025 05:38
Requested By: [REDACTED]	Lead: [REDACTED] Item: N60040084
	GL Account: WMATA [REDACTED]
	Supervisor: [REDACTED] Target Start:
	Requestor Phone: [REDACTED] Target Comp:
	Scheduled Start:
Create-Mileage: 0.0	Complete-Mileage: 0.0

Task IDs					
Task ID	Component	Work Accomplished	Reason	Status	Warranty?
10	RADIO CHECKS	TECHS [REDACTED] AND [REDACTED] AT RADIO SHOP PERFORMED RADIO CHECKS AT A06 PLATFORM ALL LOUD AND CLEAR. RADIO CHECKS AT A05 PLATFORM WAS ALL LOUD AND CLEAR. TECH [REDACTED] PERFORMED RADIO CHECKS WITH OOPS 1 AT A05 PLATFORM ALL LOUD AND CLEAR. TECH [REDACTED] PERFORMED RADIO CHECKS WITH [REDACTED] FROM A05 TO A06 TRACK 2. THE FIRST TWO RADIO CHECKS IN THE TUNNEL WERE LOUD AND CLEAR. MIDWAY IN THE TUNNEL TO A06 THERE ARE PTT PROBLEMS TO THE PLATFORM AT A06. MIGHT NEED FURTHER TROUBLESHOOTING FROM A05 TO A06 AS [REDACTED] WAS LONE WORKER IN THE FIELD.		CLOSE	N
20	see description	[REDACTED] and [REDACTED] continued working on this ticket. We found uplink issue A06/A04. Performed uplink scan, the uplink frequency 493.5375 MHz did not go thru. We checked the BDA at CM A1 134+00, found unbalanced gain between uplink Low&high bands by 20 dB. The Uplink high bank gain is too high that cause noise at the head end; however, the low band gain is too low that signal will not make it to the headend. Need realignment.		CLOSE	N
30	Manager QC Inspection	SUPERVISOR QC OBSERVATIONAL	INSPECTION	CLOSE	N

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01/31/2026 11:41

Figure 14 - COMR MAXIMO WO 19535498, page 1 of 3.

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Drafted By: SAFE 708 – 06/18/2025  
Reviewed By: SAFE 707 – 06/18/2025  
Approved By: SAFE 707 – 06/18/2025



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

Work Order #: 19535498  
Type: TST

**\*19535498\***

Status: CLOSE  
06/10/2025 05:38

Work Description: A05, Safety request radio operational test between A05/A06 Track#2, A2 181+00 and A2 196+20., please extend cheks to OPS#1  
Job Plan Description:

Task IDs										
Task ID	See description									
40	<p>See description</p> <p>█ and █ conducted radio check A04-A06 both tracks. Radio communication was intermittent, no audio and PTT issue on both tracks. We checked the noise floor at the HE, which is about -100dBm. But at the splitter, going OB, we saw noise. The noise on track 2 fluctuates and goes as high as -70dBm. On track 1 it is stable at about -80dBm. We then switched off the CE at A06, and we did not see any significant change.</p> <p>We have attached the screen shots.</p> <p>Note:- there seems to be an UL amplifier issue in the tunnel, specifically on the low band.</p>									
Component:		Work Accomp:		Reason:		Status: CLOSE		Position:		Warranty?: N
50	<p>see long description</p> <p>Test signal at CM165+00 track 2 amplifier = DL -32 in both bands and +4 out . Uplink we had -34 both bands at the amp. Adjusted the uplink signal on cell enhancer by 10db. radio checks at platform are repaired. Track 2 between A05-A06 needs has intermitted coverage</p>									
Component:		Work Accomp:		Reason:		Status: CLOSE		Position:		Warranty?: N
Actual Labor										
Task ID	Labor	Start Date	End Date	Start Time	End Time	Approved?	Regular Hours	Premium Hours	Line Cost	
10	█	05/25/2025	05/25/2025	16:00	18:00	Y	02:00	00:00	\$99.25	
20	█	05/26/2025	05/26/2025	16:00	22:00	Y	00:00	06:00	\$397.52	
20	█	05/26/2025	05/26/2025	16:00	22:00	Y	06:00	00:00	\$299.21	
30	█	05/27/2025	05/27/2025	00:15	00:25	Y	00:10	00:00	\$8.82	
40	█	05/27/2025	05/27/2025	08:00	13:00	Y	05:00	00:00	\$248.13	
40	█	05/27/2025	05/27/2025	08:00	13:00	Y	05:00	00:00	\$248.13	
50	█	05/28/2025	05/29/2025	23:00	02:00	Y	03:00	00:00	\$148.88	
50	█	05/28/2025	05/29/2025	23:00	02:00	Y	03:00	00:00	\$132.51	
							Total Actual Hour/Labor:	24:10	06:00	\$1,582.45
Related Work Orders										
WO	Description	Class			Status	Relationship				
19540103	A06, INTERMITTENT RADIO COMMUNICATIONS REPORTED ON TRACK 1	WORKORDER			CLOSE	RELATED				
Failure Reporting										
Cause	Remedy			Supervisor			Remark Date			
				█			06/10/2025			

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01/31/2026 11:41

Figure 15 - COMR MAXIMO WO 19535498, page 2 of 2.

Incident Date: 05/16/2025 Time: 21:35 hours  
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E25634

Drafted By: SAFE 708 – 06/18/2025  
Reviewed By: SAFE 707 – 06/18/2025  
Approved By: SAFE 707 – 06/18/2025



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

Work Order #: 19535498  
 Type: TST

**\*19535498\***

Status: CLOSE  
 06/10/2025 05:38

Work Description: A05, Safety request radio operational test between A05/A06 Track#2, A2 181+00 and A2 196+20., please extend cheks to OPS#1

Job Plan Description:

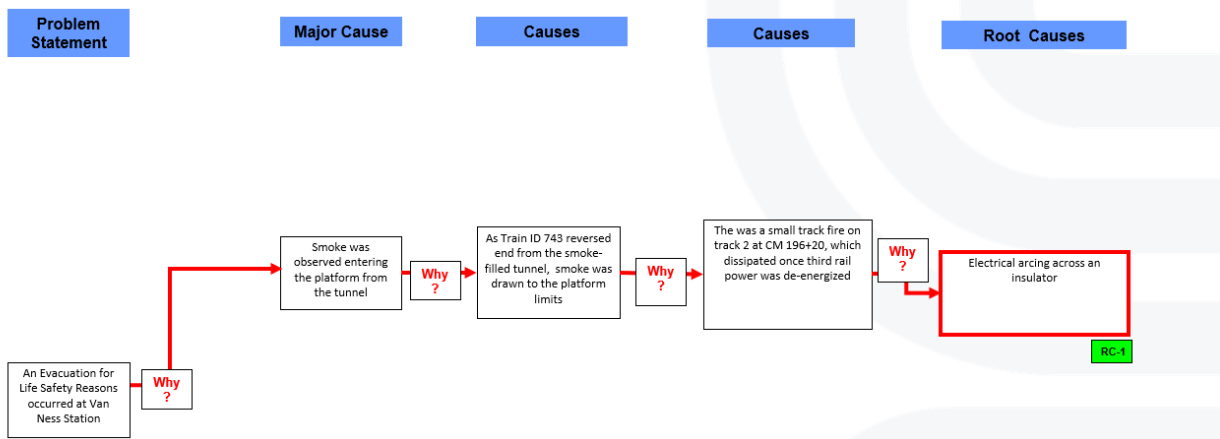
Failure Reporting			
Cause	Remedy	Supervisor	Remark Date
Remarks: Duplicate ticket problem resolved			

Figure 16 - COMR MAXIMO WO 19535498, page 3 of 3.

Incident Date: 05/16/2025 Time: 21:35 hours  
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## Appendix E – Why-Tree Analysis



## Root Cause Analysis