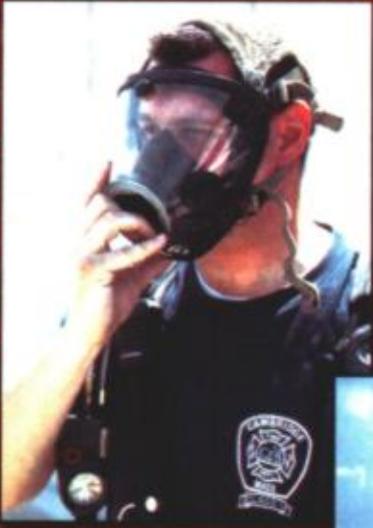


MBTA Safety Department
EMERGENCY RESPONSE EXERCISE
June 29, 2003



Massachusetts Bay
Transportation Authority



MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

SAFETY DEPARTMENT

RED LINE EMERGENCY RESPONSE EXERCISE

CAMBRIDGE, MASSACHUSETTS

JUNE 29,2003

FINAL REPORT

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STAFFING PHOTOGRAPHER**

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Cover Designed by:

Phil DeJoseph - MBTA Staff Photographer

A. INTRODUCTION

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

SAFETY DEPARTMENT

RED LINE EMERGENCY RESPONSE EXERCISE

CAMBRIDGE, MASSACHUSETTS

JUNE 29, 2003

PROJECT:

The Massachusetts Bay Transportation Authority's Safety Department sponsored a full-scale Emergency Response Exercise in Cambridge, Massachusetts on the Red Line. The exercise was conducted on Sunday, June 29, 2003 commencing at approximately 8:00 A.M.

PURPOSE:

The purpose of the exercise was to evaluate the ability of local emergency responders to manage a terrorist chemical release incident involving a Rapid Transit train. Also, the exercise enabled the MBTA the opportunity to assess the pre-exercise training, which was provided to Cambridge and surrounding fire, police and emergency medical service agencies.

EXERCISE SITE:

The exercise site is at Alewife Station on the Red Line.

EXERCISE PREPARATION:

Preparation for the Emergency Response Exercise began in mid-February, 2003 at a preliminary meeting with Captain Steve Persson of the Cambridge Fire Department. The Alewife Station was chosen as the most favorable site after several factors were considered. The MBTA RTL Training Department conducted several days of training for Cambridge and surrounding fire departments. The training consisted of train familiarization, hazard identification and victim extrication. Several meetings were held over a three-month period. Participating agencies were identified, a scenario was formulated, the scope was agreed on and responsibilities were assigned. On Sunday, June 29, 2003 at approximately 8:00 A.M., the simulated exercise was kicked off.

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

SAFETY DEPARTMENT

RED LINE EMERGENCY RESPONSE EXERCISE

CAMBRIDGE, MASSACHUSETTS

JUNE 29, 2003

GOAL:

The goal was for all participating agencies to target which aspects of the exercise they would like to concentrate on and translate this focus into specific goals for their agency.

SCENARIO:

The Emergency Response Exercise simulated a lone terrorist riding in the lead car of a four-car train. As the train pulled into Alewife Station on Track One, the terrorist released an unknown liquid substance from a specially engineered suitcase. The terrorist fled, exiting up to the roof of the parking garage. As passengers left the first car, they began falling to the floor at various locations including the mezzanine area. Passengers from the third car fled up through the mezzanine and to an area outside the station. The Chief Inspector made an initial telephone call to Central Control from his booth relaying what he had witnessed to kick off the Drill.

SCOPE:

- Cambridge Fire Department – Rescue, decontaminate and treat victims. Mitigation of the terrorist incident involving a hazardous material. Surrounding fire departments will assist.
- MBTA Police, Uniform Unit – Set up perimeter around scene to prevent entrance or exit from the scene. Apprehension of the terrorist. Crowd and vehicle control.
 - Major Case Unit: Comprehensive investigation of the incident.
- Massachusetts State Police (Crime Lab) - Assist and support the MBTA Detective Unit regarding the preservation/collection of evidence at the crime scene (hot zone).
 - Uniform Branch: Traffic control on Route 2.

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

SAFETY DEPARTMENT

RED LINE EMERGENCY RESPONSE EXERCISE

CAMBRIDGE, MASSACHUSETTS

JUNE 29,2003

SCOPE (CONT'D):

- Cambridge Police Department – Assist MBTA and State Police.
- Massachusetts National Guard – Collection and analysis of hazardous material in their on-scene mobile lab.
- Professional Ambulance – Treatment and transportation of victims. Set up a rehabilitation sector for emergency responders.
- Mount Auburn Hospital – Receiving and treatment of victims.
- Salvation Army – Care and support for all emergency responders.

EXERCISE SAFETY PLAN:

An exercise Safety staff separate from the Emergency Responders were in place during the exercise to monitor safety. The staff was under the control of an overall **Exercise Controller** who had the authority to stop the exercise at any time if he became aware of an unsafe condition. A distinctive yellow smock identified members of the Safety staff.

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

SAFETY DEPARTMENT

RED LINE EMERGENCY RESPONSE EXERCISE

CAMBRIDGE, MASSACHUSETTS

JUNE 29, 2003

PARTICIPATING AGENCIES

MBTA:

- Safety Department
- Police Department
- Subway Operations
- RTL Training
- Public Relations
- Bus Operations
- Power Department
- Central Control
- Subway Support

OUTSIDE AGENCIES:

- Cambridge Fire Department
- Cambridge Auxiliary Police Department
- Belmont Fire Department
- Brookline Fire Department
- Somerville Fire Department
- Cambridge Police Department
- Cambridge Emergency Communications Center
- Cambridge Emergency Operations Group
- Massachusetts State Police
- Massachusetts National Guard
- Professional Ambulance
- Mount Auburn Hospital
- Massachusetts Highway Department
- Salvation Army

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

SAFETY DEPARTMENT

RED LINE EMERGENCY RESPONSE EXERCISE

CAMBRIDGE, MASSACHUSETTS

JUNE 29,2003

EMERGENCY RESPONSE AGENCY OBSERVERS/MONITORS

<u>NAME</u>	<u>AGENCY</u>	<u>AREA</u>
Deputy Tom Stack	Cambridge Fire Department	Command Post
Deputy John O'Donoghue	Cambridge Fire Department	Floater
Captain Gerard Mahoney	Cambridge Fire Department	Staging Area
Bill Mergendahl	Professional Ambulance	EMS Control Transportation
Deputy Mike Morrissey	Cambridge Fire Department	Hazmat Team
Deputy Bob Rossi	Cambridge Fire Department	Decontamination
Deputy John Mahoney	MBTA Police	MBTA Police Activity
Lt. Charles Heaton	Mass. State Police	Mass. State Police Activity
Deputy Ed Mahoney	Cambridge Fire Department	National Guard CST

JUNE 29,2003

EXERCISE STAFF ASSIGNMENTS

<u>ASSIGNMENT</u>	<u>NAME</u>	<u>AGENCY</u>
Exercise Controller	Captain Steve Persson	Cambridge Fire Department
Assistant Exercise Controller	Michael Foley	MBTA Safety
Terrorist	Bill Grant	MBTA Safety
Safety Monitor #1/Observer	Bob Murphy	MBTA Safety
Safety Monitor #2/Observer	Tom Hastings	MBTA Safety
Safety Monitor #3/Observer	Dick DeStefano	MBTA Safety
Safety Monitor #4/Observer	Mike Brock	MBTA Safety
Video 1	Joseph Tombarello	JTV Productions
Video 1 Assistant	Al Gray	MBTA Safety
Video 2	Tim Dennesen	JTV Productions
Video 2 Assistant	Bill Sharkey	MBTA Safety
Video 3	Dana Giampaolo	JTV Productions
Video 3 Assistant	Ed Irvin	MBTA Safety
Video 4	Kirk Hartwell	JTV Productions
Video 4 Assistant	Paul Power	MBTA Safety
Photographer	Phil DeJoseph	MBTA Construction
Victim #1	Ken Ryan	MBTA Safety
Victim #2	Nancy Gooding	MBTA Safety
Victim #3	Janet Hampton	MBTA Safety



Massachusetts Bay Transportation Authority
MBTA Public Affairs • Ten Park Plaza, Boston, MA 02116 • (617) 222-3302

For Immediate Release
Thursday, June 12, 2003

Contact: Lydia Rivera
at (617) 222-3302

**MBTA To Conduct Emergency Response Training Exercise
At Alewife Station In Cambridge
*Sunday, June 29, 2003***

The Massachusetts Bay Transportation Authority (MBTA), in conjunction with emergency responders from surrounding municipalities will conduct an emergency response exercise at Alewife Station on the Red Line ***Sunday, June 29th at 8:00 a.m.*** This exercise will require bus replacement service between Davis Square and Alewife stations beginning at the start of service and continuing to approximately 12:00 p.m.

The training exercise will involve a simulated release of an unknown chemical substance onboard a Red Line train as it enters Alewife Station. Numerous emergency responders, who will be staged at the Fresh Pond Shopping Center Parking Lot, will be dispatched to the scene in a calculated manner. The purpose of the exercise is to ensure an efficient and professional operational response to the emergency situation.

Please be advised that the Cambridge Fire Department will distribute proper notification announcing the drill to the surrounding neighborhood, and signage indicating "Emergency Training Exercise in Progress" will be erected at key locations.

MBTA personnel will be available to direct commuters to the bus replacement service. Normal Red Line service will resume at approximately 12:00 p.m.

**B. OUTSIDE AGENCY
PRE-DRILL
PLANNING,
REPORTS, LOGS,
ETC.**



CITY OF CAMBRIDGE

FIRE DEPARTMENT
ISO Class 1
FIRE DEPARTMENT
HEADQUARTERS
491 BROADWAY, CAMBRIDGE, MA. 02138



GERALD R. REARDON
CHIEF OF DEPARTMENT

JOHN J. O'DONOGHUE
CHIEF OF OPERATIONS

(617) 349-4900
FAX (617)349-4912

April 10, 2003

Mr. Michael Mulhern
General Manager
Massachusetts Bay Transportation Authority
10 Park Plaza
3rd Floor
Boston, MA 02116

Dear Mr. Mulhern:

The Cambridge Fire Department has been designated as the lead organization in the City of Cambridge to develop, organize, coordinate and participate in any public safety training event held within the City of Cambridge.

We are committed to participating in this process and following through with any program that we have made a commitment to.

We have been participants in several training evolutions with the MBTA over the past several years. This training has involved a Red Line mass casualty incident, a commuter rail mass casualty incident, Red and Green Line rail car jacking exercises, fire management and right of way training on the Red Line, and diesel bus training. This training has involved members of our own department as well as other local metrofire departments.

The success of our operations at an emergency scene is predicated on the training that our members receive prior to the incident. We have been willing participants in this process with the MBTA. I understand that the MBTA and the Cambridge Fire Department are planning a terrorism exercise in June at the Alewife Red Line Station, I am confident that the MBTA and our Training Division can create a viable scenario to a training exercise that will benefit all who would take part.

Sincerely,

Gerald R. Reardon
Chief of Department



CITY OF CAMBRIDGE

FIRE DEPARTMENT
ISO Class 1
FIRE DEPARTMENT
HEADQUARTERS
491 BROADWAY, CAMBRIDGE, MA. 02138



GERALD R. REARDON
CHIEF OF DEPARTMENT

JOHN J. O'DONOGHUE
CHIEF OF OPERATIONS

(617) 349-4900
FAX (617)349-4912

July 15, 2003

To: Whom it May Concern

From: Training Division

Re: Terrorism Training Exercise

On Sunday, June 29, 2003 a terrorism-training exercise was conducted at the MBTA Alewife Red Line Station in Cambridge.

The exercise was designed to educate the initial responders in specific areas of concern to an incident of this magnitude. It was not meant to be an all-encompassing exercise with too many disciplines to be encountered thus taking away from the intent of the training.

The exercise was designed to test the participant's response from the initial notification through the termination of the incident. On the public safety side, the exercise was designed to test critical components of the Incident Management System, the practical use of the Decon Trailer, the Cambridge Fire Department's Haz Mat Response Team, the execution and operation of the fire department's mutual aid system, Emergency Medical Services including triage, treatment and transport of victims, identification of a hazardous material (biological, chemical or nuclear), crime scene preservation, criminal intervention and crowd control.

All of these components had to be tested within a specific time frame of approximately four (4) hours so that the MBTA could resume normal operations at the Alewife station.

The scenario involved a sole terrorist who releases an unknown agent from a pressurized container in the first car of an MBTA Red Line train as it entered the Alewife Station. Several passengers die on the train, on the platform and on the mezzanine level of the station. Approximately 50 survivors are milling around outside the station and approximately 100 others have left the scene when first responders arrive. The terrorist is identified on scene and needs to be apprehended. Responding personnel must size-up the incident and take action necessary to mitigate the situation.

Those participating in the exercise included:

The MBTA

The train crew, Chief Inspector and Central Control personnel

The MBTA Police Department

The MBTA Safety Division

The Cambridge Fire Department

Division 1 Deputy Chief (Incident Commander)

Engine Companies 1,2, 3 and 5

Ladder Companies 1 and 4

Rescue Companies 1 and 2

Haz Mat Unit 1

M-3 and the Decon Trailer

The Training Division

Liaison Staff Officers

Emergency Communications Center

Belmont Fire Department

Engine 1

Somerville Fire Department

Engine 7

Brookline Fire Department

Engine 4

Ladder 2

Professional Ambulance Service

National Guard Civil Support Team

State Police Survey Team

Cambridge Police Department

Cambridge Auxiliary Police Department

State Police

Mount Auburn Hospital

Somerville Hospital

American Red Cross

There were also approximately sixty (60) individuals who participated as victims in the exercise. These people played a vital role because they made the exercise realistic.

A critique was held after the training at the Cambridge Armory on Concord Avenue. Personnel from the participating organizations spoke about their agencies role in the training and what they had been able to accomplish. Individuals who participated in the training addressed those present regarding what they had observed. This included components of the exercise, which went favorably, as well as areas that may need improvement.

The exercise was a an experience of “training-in-progress” for all who were involved. This was the first multi-agency terrorism training exercise that any of us have participated in. We are committed to taking a pro-active position when confronting terrorism issues.

A meeting will be planned in the near future with the organizations that played a role in the training exercise. We will candidly review and discuss what exactly took place, specifically what went right and what went wrong. We will come to a consensus as to what can be done in the future to improve our commitment regarding this issue and ensure the safety of our members and the public during such an incident.

Respectfully submitted,

A handwritten signature in black ink that reads "Steve Persson". The signature is written in a cursive, slightly slanted style.

Captain Stephen G. Persson
Training Division

MBTA TERRORISM TRAINING EXERCISE

JUNE 29,2003

ALEWIFE MBTA STATION

See narrative for full description of drill

Terrorism incident involving a lone terrorist

Releases a product in the lead car of a Red Line train pulling into Alewife Station

Several victims dead in station

Approx. 25-65 are ambulatory and are milling around outside in busway

Approx. 100 victims have left the scene

Perpetrator is on scene and needs to be apprehended

Schedule of Events

- 0730 All participants (fire departments, MBTA, police, Pro Ambulance, National Guard CST, State Police, etc. staged at Fresh Pond Mall**
- 0800 Call received and first responders take action**
- 0810 Fire Department assumes COMMAND and sizes-up incident**
- 0815 COMMAND requests a HazMat response, the Decon Trailer and the National Guard CST and Professional Ambulance**
- 0900 Decon tent has been set up and victims begin to enter HazMat Task Force has set up and prepare to begin operations; decon has been established**
- 0905 HazMat Task Force enters station**
- 0905 COMMAND requests State Police Survey Team to respond**
- 0910 National Guard CST arrives and reports to CP**
- 1000 National Guard CST begins downrange operations**
- 1000 State Police Survey Team arrives and reports to CP**
- 1045 National Guard CST exits station**
- 1045 State Police Survey Team begins operations and enters station with CFD HazMat Task Force members**

On Sunday, June 29, 2003 at approximately 8:00 A.M., the MBTA will sponsor a full-scale Emergency Response Exercise at Alewife Station on the Red Line in Cambridge.

The scenario will involve the release by a terrorist of an unknown chemical substance onboard a Red Line train as it enters Alewife Station. Some passengers will almost immediately begin falling to the floor both on the car as well as at different locations as they attempt to exit the station. Passengers from other cars, seeing what is happening, will flee the station to an area outside.

The Chief Inspector (MBTA), who witnesses the activity from his/her enclosed office, will initiate the exercise by contacting the MBTA Central Control who will make appropriate notifications.

Numerous Emergency Responders, who will be staged at the Fresh Pond Shopping Center Parking Lot, will be dispatched to the scene in a calculated staggered manner.

The responding agencies will be tasked with the responsibility to secure the area, enter the "Hot" zone, begin the investigative process, rescue/decontaminate victims, set up an incident command, etc.

Participating agencies will include, but will not be limited to:

- Cambridge Fire Department
- Belmont Fire Department
- Somerville Fire Department
- MBTA Police
- Massachusetts State Police
- Cambridge Police
- Massachusetts National Guard
- Mount Auburn Hospital
- Professional Ambulance
- Cambridge Emergency Communications Center
- Cambridge Emergency Operations Group

All agencies will interact during the exercise in an effort to successfully manage the terrorist attack.

A bus diversion will be set-up to transport regular MBTA Red Line passengers between Davis and Alewife Stations, which will be closed from the start of service until noontime.

Proper notices will be given out through the local media prior to the exercise informing the citizenry of the drill. Also, the Cambridge Fire Department will canvas the neighborhood informing residents. Finally, numerous signs indicating “Emergency Training Exercise in Progress” signs will be posted all around the drill site.

EXERCISE MEETINGS

3-28-03

4-08-03

4-17-03

4-24-03

5-06-03

5-14-03

5-29-03

CAMBRIDGE FIRE DEPARTMENT PARTICIPANTS

DC O'Donoghue

DC Stack

DC Rossi

DC Mahoney

Capt G. Mahoney

RESPONDERS

E8-L4-E1-D1

E2-E3-L1-R1-R2-HM

BEL 1-SOML 7-BRKL

CAMBRIDGE AUX PD

CAMBRIDGE PD

TALK TO CHIEF ABOUT BUSES ON CAMERON AVENUE

DONUTS

PIZZA

ARMORY FOR CRITIQUE

NOTIFY APARMENT COMPLEX

NOTIFY FRESH POND MALL

NOTIFY MT AUBURN HOSPITAL

**MBTA BUS TO TAKE VICTIMS TO ENGINE 8 TO TOWEL OFF AND DRESS
THEN RETURN VICTIMS TO CARS**

MDC

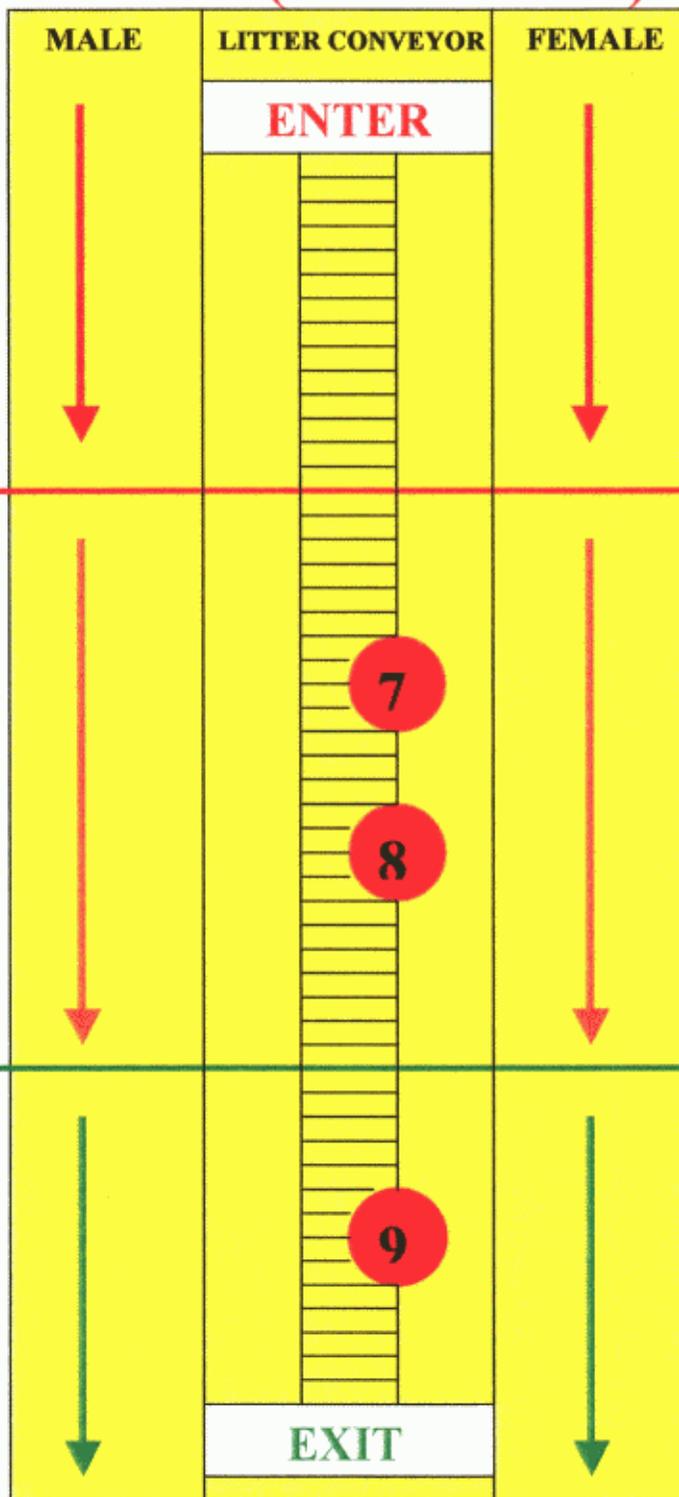
MASS DECON CORRIDOR

FIREFIGHTERS REQUIRED TO SETUP AND OPERATE MDC SYSTEM

- 1 DECON SECTOR OFFICER**
- 2. ENTRY CONTROL OFFICER**
- 3. PERSONAL INVENTORY CONTROL - MALE**
- 4. PERSONAL INVENTORY CONTROL - FEMALE**
- 5. CLEAN GARMENT SUPPLY-MALE**
- 6. CLEAN GARMENT SUPPLY-FEMALE**
- 7. LITTER CONVEYOR CONTROL**
- 8. LITTER CONVEYOR CONTROL**
- 9. LITTER CONVEYOR CONTROL**
- 10. EXIT CONTROL**
- 11. EQUIPMENT COORDINATOR**
- 12. EQUIPMENT COORDINATOR AIDE**
- 13. WATER SUPPLY**

2

DIRTY (HOT ZONE)



3

4

7

8

9

11

12

5

6

1

13

10

CLEAN (COLD ZONE)

**C. MBTA POLICE
INVESTIGATION**

Journal No. 03018888

Journal No. 03018888		MBTA POLICE DEPARTMENT <i>Journal Incident Report</i>				ORI No. MA013250	
Incident INVESTIGATE/REPORT		Date Reported 06/29/03	Date Occurred 06/29/03	Day of Week SUNDAY	Time Occurred 08:15	Status ACTIVE	
Location ALEWIFE			Area 01	Line RED LINE	County MIDDLESEX	City /Town CAMBRIDGE	Bus Line
Victim T Employee? YES	Disposition SERVICES RENDERED		Remarks 257 / EMERGENCY RESPONSE EXERCISE				
Unit	Officer	1	Officer 2	Received	Dispatched	Arrived	Cleared
T463	(463)	KARAYIANES, GREG		08:15	08:15	08:18	11:30
T517	(517)	GIARDINI, ANTHONY		08:15	08:15	08:18	11:30
T519	(519)	FEDERICO, GREGORY		08:15	08:15	08:20	12:30
T548	(548)	VALLES, JOHN		08:15	08:15	08:21	12:30
T547	(547)	PLOUFFE, JOHN		08:15	08:15	08:22	12:30
W-1	(546)	OSTERGREN, BRYAN	(541) GREGG, TAYLOR	08:15	08:15	08:22	12:30
M438	(438)	LEONARD, TERENCE		08:15	08:15	08:21	12:30
A214	(212)	SALISBURY S LT		08:15	08:15	08:23	12:30
TA3	(184)	MAHONEY J DEPY		08:15	08:15	08:30	12:30
Y203	(235)	LENEHAN R LIEUT		08:15	08:23	08:40	12:30
Y802	(257)	BEST L DET		08:15	08:24	08:33	12:30
Y805	(290)	SPRAGUE K		08:15	08:24	08:45	12:30
D404	(404)	CAMPOS RICHARD		08:15	08:25	08:50	12:30
D382	(382)	RICKETTS 0 DET		08:15	08:25	08:51	12:30
NARRATIVE							
<p>ON 06/29/03 AT 8:15 A.M., AN EMERGENCY RESPONSE EXERCISE WAS CONDUCTED AT ALEWIFE STATION BY THE MBTA SAFETY DEPARTMENT. THE EXERCISE WAS TO ASSESS AND EVALUATE THE ABILITY OF AN EMERGENCY RESPONSE TO A TERRORIST INCIDENT. THE SCENARIO WAS THAT A UNKNOWN CHEMICAL AGENT HAD BEEN RELEASED ON A SUBWAY TRAIN RESULTING IN A MASS CASUALTY EVENT WITH FATALITIES. THE EXERCISE WAS A MULTI-AGENCY RESPONSE DRILL AND INCLUDED EMERGENCY RESPONDERS FROM MBTA POLICE, CAMBRIDGE POLICE, STATE POLICE, CAMBRIDGE FIRE, SOMERVILLE FIRE, BELMONT FIRE, THE NATIONAL GUARD AND LOCAL EMS SYSTEMS. A COMPREHENSIVE INVESTIGATION WAS CONDUCTED BY MBTA POLICE WITH SUPPORT FROM THE STATE POLICE AND THE NATIONAL GUARD. A TOTAL OF TWELVE (12) FATALITIES WERE SIMULATED AND FORTY-EIGHT (48) ADDITIONAL VICTIMS WERE PROCESSED THROUGH A DECONTAMINATION TENT MANAGED BY THE CAMBRIDGE FIRE DEPARTMENT. A TOTAL OF SIXTY-SEVEN (67) LIVE VICTIMS WERE SIMULATED. ALL SEGMENTS OF THE EXERCISE WERE RECORDED. THE EXERCISE WAS SUCESSFULLY COMPLETED AT 12:30 P.M., AT WHICH TIME ALL PARTICIPANTS WERE DEBRIEFED AT THE CAMBRIDGE NATIONAL GUARD ARMORY. FOR FURTHER INFORMATION REFER TO MAJOR CASE REPORT.</p> <p style="text-align: center;">DET. BEST</p>							
Investigating Officer (463) KARAYIANES, GREG			Printed from terminal MCU - Det. Lewis Best (62) on 07/25/03 at 15:41			Page 1 of 1	



MBTA Police

Date: June 30, 2003

To: Chief Joseph Carter

From: Detective Lewis Best

Subject: *EMERGENCY RESPONSE EXERCISE
CHEMICAL AGENT/ALEWIFE STATION*

Sir:

1. On June 29, 2003 at 8:15 a.m., MBTA Subway Operations notified the MBTA Police via the hot line that the Station Manager at Alewife Station had reported that an individual had dispersed a chemical agent on an occupied subway train at Alewife Station. Subway Operations further advised that this was a Mass Casualty Event, with multiple victims down on the train, the station platform and on the mezzanine level of the station. Numerous MBTA Police units were deployed under the command of Deputy Chief Mahoney (refer to MBTA Police journal #03018888 for responding units and personnel). Additional emergency units were also deployed simultaneously from the Cambridge Police and Fire Departments, the Massachusetts State Police and the Professional Ambulance Service.
2. The Major Case Unit was notified and responded under the command of Detective Lieutenant Lenehan along with Detectives from the MBTA Police Investigative Services Division, to conduct the investigation. Upon arrival at the scene Detectives Sprague and Best met with Lieutenant Salisbury who briefed them on the situation. Lieutenant Salisbury advised them that the MBTA Operations Control Center was reporting that the train involved was a four car train on the northbound track inside the station. The train set consisted of cars #1821 (motorman's car,) #1820, #1845 and #1846. Officials monitoring the Operation Control Center's video surveillance cameras were indicating possible fatalities on the platform level of the station. Lieutenant Salisbury also advised that numerous victims who had fled the station were also being isolated in a restricted area on the east side of the station, to await further Emergency Medical Services and rescue units for evaluation and possible decontamination. An Incident Command Center was set up and put into operation outside the station on Cambridge Park Drive. Cambridge Fire Department Deputy Chief John Gelinas assumed the responsibility of Incident Commander and requested a Hazardous Material Response Team and the Cambridge Fire Department Decontamination Trailer. Notifications were made to the Middlesex District Attorney's Office and the Office of The Chief Medical Examiner.
3. Preliminary investigation revealed that Officers Karayianes and Giardini, who were the first responding police units on scene had encountered a witness who reported that the perpetrator had fled the Subway Station and was followed to the roof area of the Alewife Station Parking Garage. A witness who was later identified as Mr. Edward Irvin (d.o.b. 07/07/58, 240 Southampton St., Roxbury, MA.) positively identified the perpetrator to Officer Karyianes. The witness reported that he observed the subject spray something on the subway car and he then observed passengers falling to the floor. Officers Karyianes and Giardini subsequently apprehended the subject at gunpoint on the roof of the parking garage. This subject was later identified as one John P. Hynes (d.o.b. 03/17/52, 21 Arlington Ave., Charlestown, MA). The officers secured the area

with the assistance of additional back-up officers and remained a distance of approximately one hundred (100) feet away from Hynes. The Cambridge Fire Department Hazardous Response Team arrived on scene a short time later in Class A suits and approached and evaluated Hynes. Cambridge Fire Captain Stephen Persson who is the Team Leader of the Hazardous Response Team, subsequently reported that his team had determined that Hynes was not contaminated. At that time Hynes, who was uncooperative, was taken into custody.

4. Further investigation indicated that as many as twelve (12) people appeared dead inside the station. The first emergency units on the scene had secured the station and were treating the entire subway station as a hot zone. Cambridge Fire Deputy Chief Gelinis requested mutual aid assistance and activated additional fire companies and emergency medical services and support services from all surrounding communities. Additional support services were also requested from the State Police Crime Scene Services Hazardous Response Team and the National Guard RAID Team to identify the chemical agent. All area hospitals were alerted and advised of the situation. Numerous off site staging areas were created and MBTA Police protected the staging areas and the scene perimeter. All area traffic was rerouted by MBTA Police who also handled crowd control with the assistance of the Massachusetts State Police, the Cambridge Police and the Cambridge Auxiliary Police Departments.

5. Detectives Sprague and Best conducted an interview with the witness who chased the suspect to the parking garage roof. The witness identified himself, with a Massachusetts driver's license and work credentials, as Mr. Edward In/in, (d.o.b. 07/07/58, 240 Southampton St., Roxbury, MA). Irvin stated that he is employed at the N-Star Company and after completing his night shift, he had boarded a northbound train at Downtown Crossing at 7:55 a.m. Irvin stated that he was by himself and he took a seat in the rear of the first car of the four car subway train. Irvin stated that there were approximately twenty-five other passengers on that car. Irvin stated that his attention was drawn to a white male when the train was departing from Davis Station. Irvin described the white male as fifty years of age, medium build and height and stated he was wearing a blue shirt, a Boston Red Sox navy blue baseball cap, blue jeans and white sneakers. Irvin stated that when the train was departing from Davis Station, the subject walked the length of the subway car to the front end of the car and placed a black canvas suitcase on the floor of the train and in close proximity to where other passengers were seated. Irvin stated that the subject then walked the length of the subway car again, at a fast pace, and stood by the door where Irvin was seated. Irvin stated that the subject appeared extremely nervous and was constantly looking around the car and seemed quite impatient. Irvin stated that the subject was sweating profusely and was tapping his hand against the support bar, inside the subway car. Irvin stated that almost simultaneously when the train arrived at Alewife Station he heard a hissing type sound and observed a chemical powder emanating from the black canvas suitcase at the opposite end of the subway car. Irvin stated that when the train doors opened the subject ran from the subway car. Irvin stated that he yelled to the subject that he had forgotten his bag. Irvin stated that the subject then turned around and looked at Irvin and stated "your're all dead!" Irvin stated that almost immediately passengers started coughing and screaming on the train. Irvin stated that he alighted from the train and chased the subject. Irvin stated that he followed the subject to the mezzanine level of the station and then up five flights of stairs where he exited onto the roof of the Alewife Station Parking Garage. Irvin stated that he followed the subject and observed him

running behind parked vehicles on the roof level of the garage. Irvin stated that minutes later he observed an MBTA Police cruiser driving up the ramp to the roof level of the garage. Irvin stated that he flagged down the police cruiser and reported his observations to the police officer. Irvin stated that the officer instructed him to leave the area and to keep anyone else away from the roof level. Irvin stated that he then observed a second MBTA Police cruiser arrive on the roof level and observed both police officers draw their guns. Irvin stated that the officers ordered the subject to lay down and spread eagle. Irvin stated that additional officers then arrived and he was taken to an area to await the Detectives.

6. Major Eric Furey, Deputy Commander of the National Guard RAID (Rapid Assessment and Initial Detection) Team, reported that the team had completed an on-scene analysis of the chemical agent in their mobile laboratory and identified the agent as a Serin Nerve Agent. A short time later, Major Furey advised that air quality tests indicated the scene was now safe for emergency personnel to render assistance to the victims who had fled the station. The temperature was recorded at seventy-eight (78) degrees (Fahrenheit) and weather conditions were clear. All wind speed and weather conditions were monitored by the National Guard RAID Team.

7. The Cambridge Fire Department set up a decontamination tent in the Alewife Station busway and processed all potential victims. Cambridge Fire Deputy Chief Gelinas reported that a total of forty-eight (48) victims were processed through the decontamination site (see MBTA victim roster).

8. Detectives Sprague and Best met with Sergeant Paul Petrino of the State Police Hazardous Response Team, who responded to assist the MBTA Police with the collection of hazardous material evidence and hazardous scene documentation. Sergeant Petrino was advised of the aforementioned facts and deployed his team in Class A suits and processed the scene. All pertinent evidence was subsequently collected and later transported to the Massachusetts State Crime Laboratory for processing (see evidence collection reports, crime scene sketches, photographs and videography).

9. Mr. Bill Mergendahl, Professional Ambulance Chief Executive Officer, served as Chief Medical Officer and coordinated all EMS personnel, patient triage at the scene, victim transportation and rehabilitation for all emergency responders. Mr. Mergendahl reported that a total of three (3) victims were transported to the Mt. Auburn Hospital by ambulances where they were admitted. Mr. Mergendahl also reported that all forty-eight (48) people that were processed through the decontamination site were also transported to area hospitals by MBTA buses, where they were treated for a variety of minor injuries and evaluated. MBTA Police were deployed to all area hospitals to ascertain victim identities (see victim roster and supplemental MBTA Police reports in file).

10. Interviews were conducted with all witnesses and MBTA personnel who were present at the scene (see MBTA Police Crime Scene log and witness interview reports in file). The motorman of train #1821, who was identified as Mr. Robert E. Murphy (d.o.b. 03/15/54, 10 Park Plaza, Boston), was found dead on the platform.

11. Detectives Sprague and Best conducted an interview with the train attendant who was assigned to #1821 and who identified herself as Mrs. Keanita Burrell (d.o.b.

12/19/80, 2361 Massachusetts Ave., Cambridge, MA). Burrell stated that she was on the third car (car #1846) and when the train arrived at Alewife Station, she first looked out the window of her cab to scan the platform before she opened the doors. Burrell stated that when she opened the doors she heard a woman screaming in the first car of the train. Burrell stated that she then observed passengers coughing and wheezing when they disembarked from the first car and several passengers collapsed on the platform floor as soon as they stepped onto the platform. Burrell stated that many people started yelling "get out of here, it's poison!" Burrell stated that many passengers began running up the stairs and were coughing and gagging. Burrell stated that she then contacted the Operations Control Center on the train radio and stated that there was an emergency on train #1821. Burrell stated that she told the dispatcher that passengers were screaming and fainting and they needed help. Burrell stated that she then ran from the train along with other passengers and ran outside the station. Burrell stated that many of the passengers were walking about the bus way. Burrell stated that a short time later police and fire units arrived at the station. Burrell stated that someone on a loud speaker told everyone to walk to an open area away from the station and to wait there for further help and instructions. Burrell stated that she remained with the group and was later instructed to walk through the decontamination tent.

12. Detectives Sprague and Best conducted an interview with the Station Manager who identified himself as Ronald Faust (d.o.b. 06/09/84, 275 Dorchester Ave., South Boston). Faust stated that he was on the mezzanine level of the station when the train arrived at the platform. Faust stated that he observed the doors open and passengers disembark. Faust stated that his attention was then drawn to the first car of the train (car #1821) after he heard several screams. Faust stated that he then observed that the passengers that were exiting from that car were coughing and several passengers were covering their faces. Faust stated that he observed a white male who was chasing another white male run up the staircase to the mezzanine level. Faust stated that both men ran up another staircase to the parking garage and the second male yelled, "somebody call 911, that guy just sprayed a chemical on everybody on the train!" Faust stated that several passengers ran from the first car and he then observed many of them fall to the floor of the platform. Faust stated that he then observed several more passengers who began to collapse as they ascended the stairs to the mezzanine level. Faust stated that he then removed himself from the area and immediately contacted the Operations Control Center via his portable radio and reported the emergency. Faust stated he opened the doors of the station and many people followed him outside the station. Faust stated that several passengers who had disembarked from the train approached him and informed him that a white male had placed a black suitcase on the floor of the train before he exited the train. Faust stated that the passengers reported that a chemical mist began emanating from the suitcase and passengers immediately started choking and experienced difficulty breathing. Faust stated that he relayed that information to the Operations Control Center.

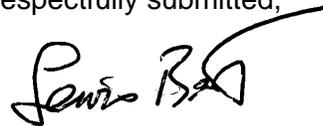
13. Technicians from the Office of the Chief Medical Examiner removed a total of twelve (12) bodies after the scene was processed. The bodies were transported for The Medical Examiner's Office without incident by Medical Examiner Technicians Peter Burke, Charlene Willoughby, Edward Doyon, Robert Rich, Derek Kingman, Paul Talusan, Marc Daudelin and Glen Chandler. Autopsies were performed on June 30, 2003. Notifications were later made to all families and next of kin of the victims by MBTA Police Detectives (see supplemental Detective reports in file).

14. All rescue and victim treatment efforts were completed at 10:30 a.m. and Cambridge Fire Department Deputy Chief Gelinias turned the incident command over to Deputy Chief Mahoney at that time. Further investigation indicated that an additional sixteen (16) victims had walked into area hospitals with symptoms of exposure to the chemical agent and were treated accordingly (supplemental patient information reports in file).

15. All MBTA Departments involved had proper representation with the Unified Command System and coordinated with the MBTA Police Command Center. MBTA Bus Operations utilized buses for victim transportation and stood by for possible evacuations. MBTA Police maintained security at the scene and media personnel were advised where to report and were briefed periodically by the MBTA Media Relations Department in conjunction with the MBTA Police Department. Train #1821 was moved to the Cabot Rail Shop, where it will be impounded pending decontamination procedures and further investigation. A Hazardous Material Cleanup Team was deployed to Alewife Station and the station was ordered closed, per order of the MBTA Safety Department, until all areas have been cleaned and inspected. All emergency responders were directed to attend a debriefing which was held at the Cambridge National Guard Armory. The MBTA Police released the station to the control of Mrs. Maureen Shirkus, Division Chief of MBTA Subway Operations at 12:30 p.m.

16. Post incident investigation revealed that the suspect who was transported and held at MBTA Police Headquarters was a member of the terrorist group known as 'Hayden's Boys'. This group had recently been connected to bank robbery and car bombing in Boston. This investigation will continue by the MBTA Police Major Case Unit in conjunction with the Boston FBI Office. For further information see Officer and Detective reports, Affidavit and Major Case file.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Lewis Best", with a long horizontal flourish extending to the right.

Detective Lewis Best



MBTA POLICE DEPARTMENT CRIME SCENE ENTRY LOG

Date: 06-29-03	Location: ALEWIFE STATION	Incident: CHEMICAL RELEASE / FATAL
Journal: 03018888	Officer in Charge: DEP.CHIEF JOHN MAHONEY	Investigator in Charge: DET. LIEUT. ROBERT LENHAN

Name	Rank	Agency	Time In	Time Out
GREG KARAYIANES	P.U.	MBTA POLICE	8:18 A	11:30 A
ANTHONY GIARDINI	P.U	MBTA POLICE	8:18 A	11:30 A
GERG FEDERICO	P.U	MBTA POLICE	8:20 A	12:30 P
JOHN VALLES	P.U	MBTA POLICE	8:21 A	12:30 P
JOHN PLOUFFE	P.U	MBTA POLICE	8:22 A	12:30 P
BRYAN OSTERGREN	P.U	MBTA POLICE	8:22A	12:30P
GREGG TAYLOR	P.U	MBTA POLICE	8:22 A	12:30P
TERENLR LEONARD	P.U	MBTA POLICE	8:21 A	12:30P
STEPHEN SALISBURY	LIEUT	MBTA POLICE	8:23 A	12:30P
JOHN MAHONEY	DEP CHIEF	MBTA POLICE	8:30 A	12:30P
ROBERT LENEHAN	DET.LT	MBTA POLICE	8:40 A	12:30P
LEW BEGT	DET	MBTA POLICE	8:34 A	12:30P
KEN SPRAGLLE	DET	MBTA POLICE	8:45 A	12:30P



MBTA POLICE DEPARTMENT CRIME SCENE ENTRY LOG

Date: 06-29-03	Location: ALEWIFE STATION	Incident: CHEMICAL RELEASE / FATAL
Journal: 03018888	Officer in Charge: DEP.CHIEF JOHN MAHONEY	Investigator in Charge: DET. LIEUT. ROBERT LENHAN

Name	Rank	Agency	Time In	Time Out
EDWARD FOSS	EMT	PROFESSIONAL AMBULANCE	8:55 A	12:30 P
BRAD SKIKNE	EMT	PROFESSIONAL ABULANCE	8:55 A	12:30 P
CRISPIN MCCAY	EMT	PROFESSIONAL AMBULANCE	8:55 A	12:30 P
JEFF DRESS	EMT	PROFESSIONAL AMBULANCE	8:55 A	12:30 P
ANDREW SANDOWSKI	EMT	PROFESSIONAL AMBULANCE	8:55 A	12:30 P
MICHAEL WAINWRIGHT	EMT	PROFESSIONAL AMBULANCE	8:55 A	12:30 P
KEVIN GOFF	EMT	PROFESSIONAL AMBULANCE	8:55 A	12:30 P
ELI McKENNA-WEISS	EMT	PROFESSIONAL AMBULANCE	8:55 A	12:30 P
JENNIFER SALISBURY	EMT	PROFESSIONAL AMBULANCE	8:55 A	12:30 P
JOHN O' DONOGHUE, FIRS OPERATIONS	DEP.CHIEF	CAMBRIDGE FIRE	8:30 A	12:30 P
MARK CUNNINGHAM	CAPT	CAMBRIDGE FIRE	8:30 A	12:30 P
STEVEN LAWLESS	LIEUT	CAMBRIDGE FIRE	8:30 A	12:30 P
WILLIAM McGEVERN	FF	CAMBRIDE FIRE	8:30 A	12:30 P



MBTA POLICE DEPARTMENT CRIME SCENE ENTRY LOG

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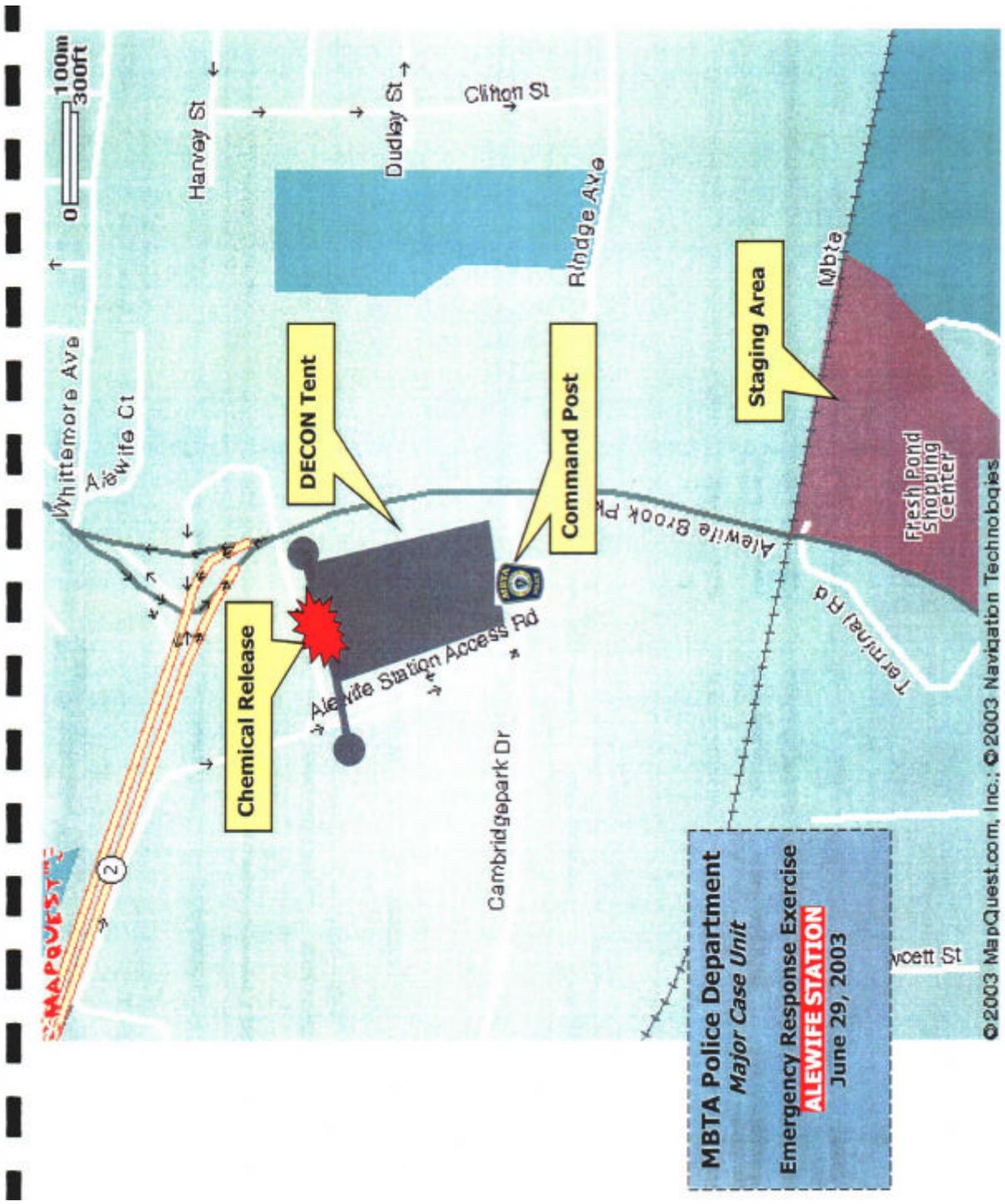
Name	Rank	Agency	Time In	Time Out
RICHARD CAMPUS	DET	MBTA POLICE	8:50 A	12:30 P
OMAR RICKETTS	DET	MBTA POLICE	8:51 A	12:30P
STEPHEN PERSSON	CAPT	CAMBRIDGE FIRE	8:55 A	12:30 P
BRIAN HIGGINS	LIEUT	CAMBRIDGE FIRE	8:55 A	12:30 P
JOHN GELINAS	DEP-CHIEF	CAMBRIDGE FIRE	8:55 A	12:30 P
BILL MERGENDAHL, EMS CONTROLLER	CEO (EMT-P)	PROFESSIONAL AMBULANCE	8:55 A	12:30 P
PAUL PETRINU	SGT	MA-STATE POLICE	9:05 AM	12:30 P
ERIL FUREY	MAJOR	NATIONAL GAURD RAID TEAM	9:45 A	12:30 P
JAY STARZYNSKI EMS OPERATIONS OFFICER	EMT	PROFESSIONAL AMBULANCE	8:55 A	12:30 P
LUCAS PETERSON TRINE OFFICER	EMT	PROFESSIONAL AMBULANCE	8:55 A	12:30 P
JAMES HIDLEBRAND TREATMENT OFFICER	EMT	PROFESSIONAL AMBULANCE	8:55 A	12:30 P
MICHAEL TRAVERS LOADING OFFICER	EMT	PROFESSIONAL AMBULANCE	8:55 A	12:30 P
NORM HARVEY STAGING OFFICER	EMT	PROFESSIONAL AMBULANCE	8:55 A	12:30 P



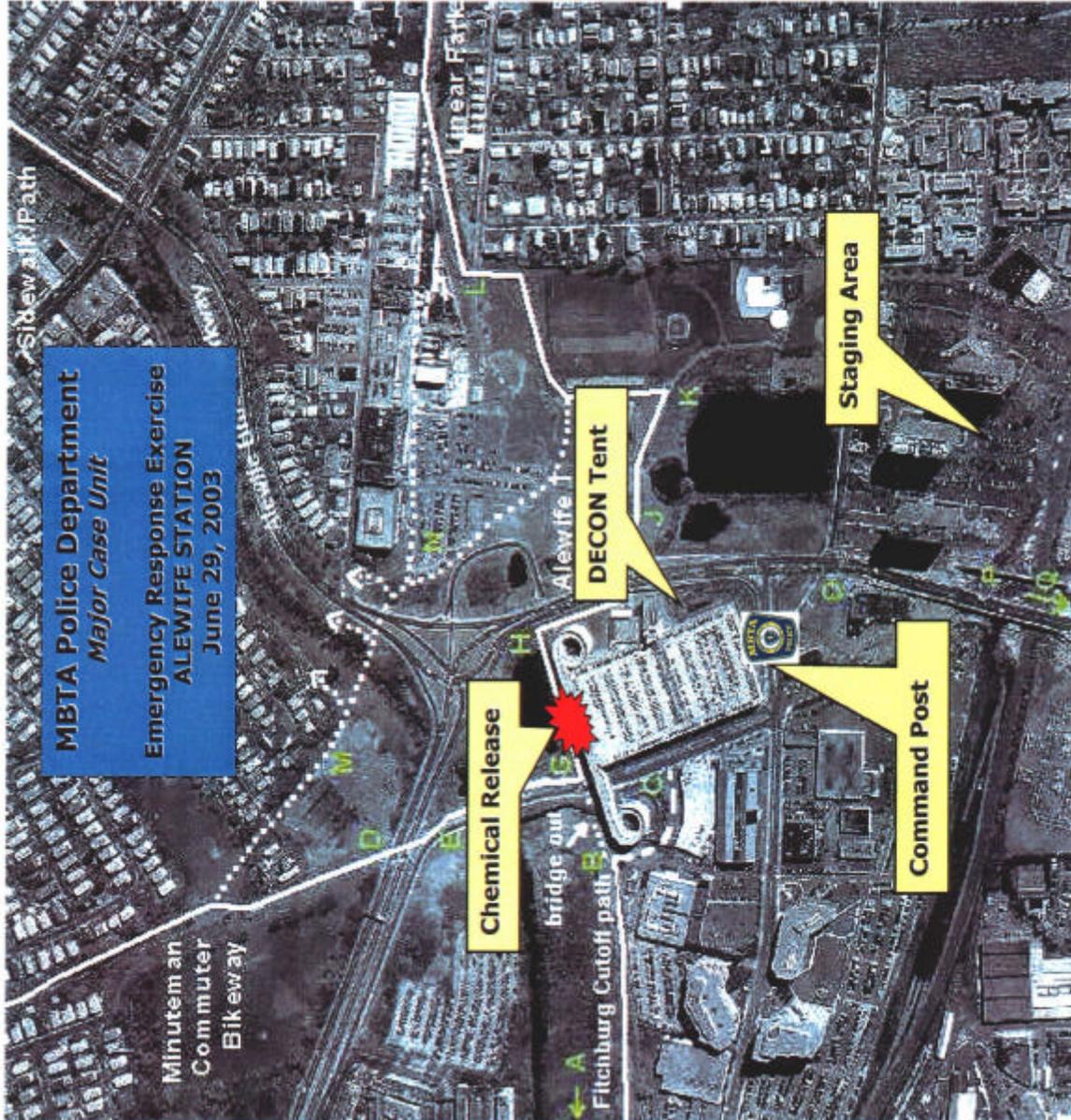
MBTA POLICE DEPARTMENT CRIME SCENE ENTRY LOG

Date: 06-29-03	Location: ALEWIFE STATION	Incident: CHEMICAL RELEASE / FATAL
Journal: 03018888	Officer in Charge: DEP.CHIEF JOHN MAHONEY	Investigator in Charge: DET. LIEUT. ROBERT LENHAN

Name	Rank	Agency	Time In	Time Out
WALTER GRACE	F.F	CAMBRIDGE FIRE	8:55 A	12:30 P
BRADFORD TENNEY	LIEUT	CAMBRIDGE FIRE	8:55 A	12:30 P
JERRY M'CABE	FF	CAMBRIDGE FIRE	8:55 A	12:30 P
STEPHEN BROGAN	LIEUT	CAMBRIDGE FIRE	8:55 A	12:30 P
JOHN MULLIGAN	FF	CAMBRIDGE FIRE	8:55 A	12:30 P
BOB HAYDEN ASST. GENERAL MANAGER	DEP DIR	MBTA SAFETY DEPT	9:15 A	12:30 P
MAUREEN SHIRKUS	DIV.CHIEF	MBTA SUBHAY OPPTS	9:15 A	12:30 P
AL GRAY	INSPECTOR	MBTA SAFETY DEPT	9:15 A	12:30 P
CINDY GALLO	DIRECTOR	MBTA SAFETY DEPT	9:15 A	12:30 P
KEN RYAN	INSPECTOR	MBTA SAFETY DEPT	9:15 A	12:30 P
Lewis Best 06-29-03				



MBTA Police Department
Major Case Unit
 Emergency Response Exercise
ALEWIFE STATION
 June 29, 2003



MBTA Police Department
Major Case Unit
Emergency Response Exercise
ALEWIFE STATION
June 29, 2003

Chemical Release

DECON Tent

Command Post

Staging Area

Sewall Path

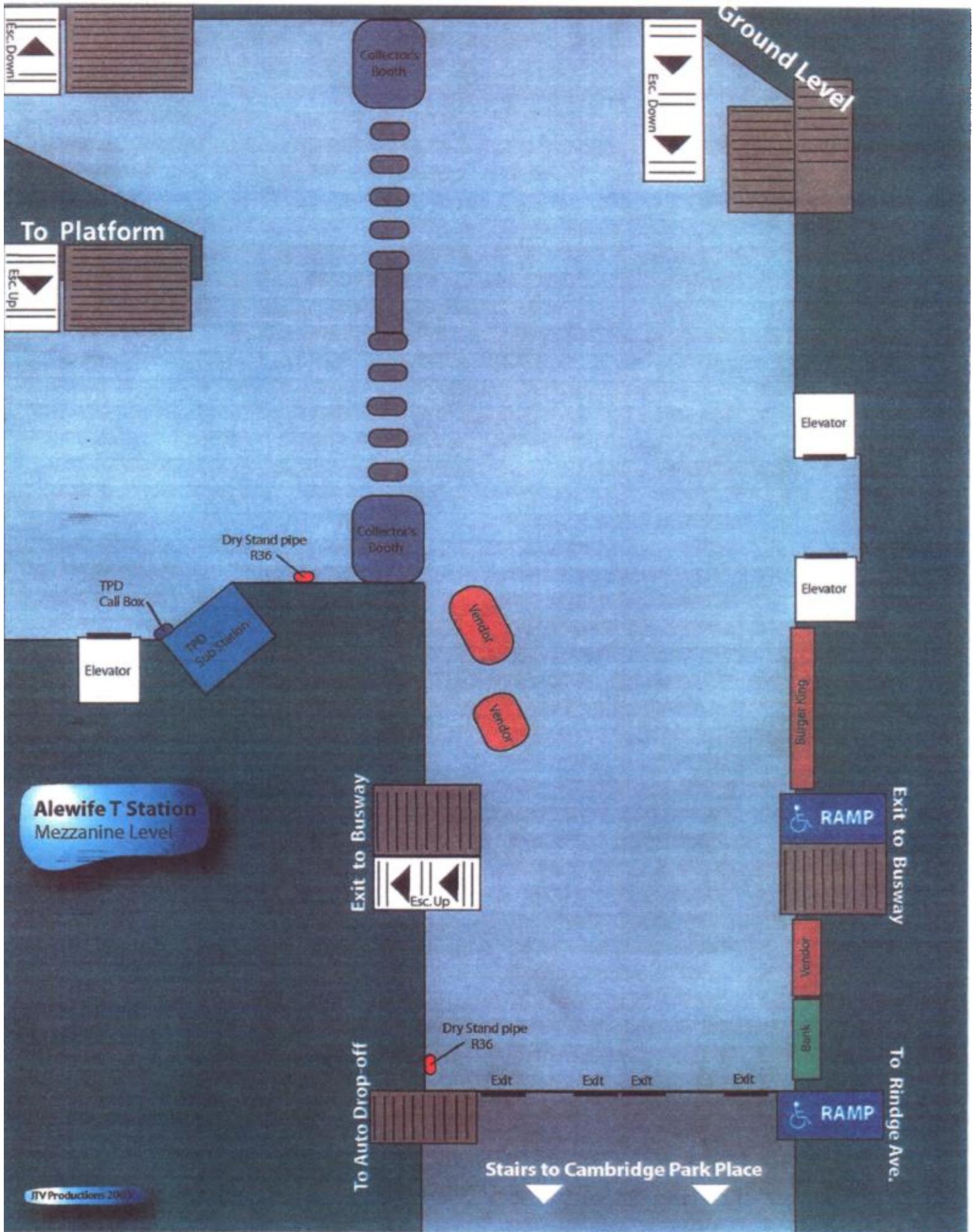
Minuteman
Commuter
Bikeway

Fitchburg Cutoff path
Alewife bridge out

near Park



D. DRILL SITE

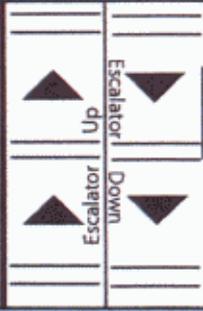


To South Mezzanine (Ground Level)

Elevator

Alewife T Station
Platform Level

Dry Stand Pipe
R36



Exit

Bench

Bench

Bench

Dry Stand Pipe
R36



Police
Call Box

Bench

Bench

Bench



To Mezzanine

Dry Stand Pipe
R36



To Mezzanine

Dry Stand Pipe
R36

Police
Call Box

Chief Inspector's Booth

Elevator

Exit

Exit



Chemical
Release



**E. PARTICIPANT
QUESTIONNAIRES**

**MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
SAFETY DEPARTMENT**

**CAMBRIDGE EMERGENCY RESPONSE EXERCISE -
SUNDAY, JUNE 29, 2003**

PARTICIPANT QUESTIONNAIRE

CHECK HOW YOU PARTICIPATED:

- Passenger (uninjured); Passenger (injured/moulaged); Responder (Police)
 Responder (Fire Fighter); Responder (EMS); Responder (Other _____)
 Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise. Both positive comments and constructive criticism are welcome.

Rollers kept collapsing when victims were being pushed through.

More than 2 Men needed at entrance of tent, to assist with bags

clothing victims etc....

**MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
SAFETY DEPARTMENT**

**CAMBRIDGE EMERGENCY RESPONSE EXERCISE -
SUNDAY, JUNE 29, 2003**

PARTICIPANT QUESTIONNAIRE

CHECK HOW YOU PARTICIPATED:

- Passenger (uninjured); ___ Passenger (injured/moulaged); ___ Responder (Police)
___ Responder (Fire Fighter); ___ Responder (EMS); ___ Responder (Other _____)
___ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise. Both positive comments and constructive criticism are welcome.

The drill went well and everything Not well Structured, However the patients we
were awaiting decon I felt were made to wait too long. Disposable Haemat suits for
patients were too small for tall people. Everything else went well.

loved the oatmeal vomit.

**MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
SAFETY DEPARTMENT**

**CAMBRIDGE EMERGENCY RESPONSE EXERCISE -
SUNDAY, JUNE 29, 2003**

PARTICIPANT QUESTIONNAIRE

CHECK HOW YOU PARTICIPATED:

- Passenger (uninjured); Passenger (injured/moulaged); Responder (Police)
 Responder (Fire Fighter); Responder (EMS); Responder (Other _____)
 Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise. Both positive comments and constructive criticism are welcome.

I was involved in the communicating aspect of the drill.

Only potential problem that should be addressed

is the loss of communication thru a central unit

once multiple agencies arrive

**MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
SAFETY DEPARTMENT**

**CAMBRIDGE EMERGENCY RESPONSE EXERCISE -
SUNDAY, JUNE 29, 2003**

PARTICIPANT QUESTIONNAIRE

CHECK HOW YOU PARTICIPATED:

- Passenger (uninjured); ___ Passenger (injured/moulaged); ___ Responder (Police)
___ Responder (Fire Fighter); ___ Responder (EMS); ___ Responder (Other _____)
___ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise. Both positive comments and constructive criticism are welcome.

I NOTICE THE SALVATION ARMY TRACK WAS ON THE HOT OR
WARM SIDE OF THE DECON TENT, AND IF IN THE FIRM IT
WOULD BE OUT OF PLACE. OTHER THAN THAT IT WAS
A GOOD LEARNING EXPERIENCE AND WILL HELP ME IN MY
HAZMAT AND FIRST RESPONSE VOLUNTEER WORK AT DRAPER.

**MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
SAFETY DEPARTMENT**

**CAMBRIDGE EMERGENCY RESPONSE EXERCISE -
SUNDAY, JUNE 29, 2003**

PARTICIPANT QUESTIONNAIRE

CHECK HOW YOU PARTICIPATED:

- Passenger (uninjured); ___ Passenger (injured/moulaged); ___ Responder (Police)
___ Responder (Fire Fighter); ___ Responder (EMS); ___ Responder (Other _____)
___ Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise. Both positive comments and constructive criticism are welcome.

Quickly Exercising the tent. Taking care of the Passengers Good order after the
shows starts,and I think you can do all the staff with the name tags etc. all in a row
so everybody is all set with one turn.

I enjoyed myself !good job!

**MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
SAFETY DEPARTMENT**

**CAMBRIDGE EMERGENCY RESPONSE EXERCISE -
SUNDAY, JUNE 29, 2003**

PARTICIPANT QUESTIONNAIRE

CHECK HOW YOU PARTICIPATED:

- Passenger (uninjured); Passenger (injured/moulaged); Responder (Police)
 Responder (Fire Fighter); Responder (EMS); Responder (Other _____)
 Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise. Both positive comments and constructive criticism are welcome.

Emergency Vehicles Too Close To Building

Support Vehicles i.e. SALVATION Army Too Close To Building

All Personnel Were Prepared AND Willing To Work.

**MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
SAFETY DEPARTMENT**

**CAMBRIDGE EMERGENCY RESPONSE EXERCISE -
SUNDAY, JUNE 29, 2003**

PARTICIPANT QUESTIONNAIRE

CHECK HOW YOU PARTICIPATED:

- Passenger (uninjured); Passenger (injured/moulaged); Responder (Police)
 Responder (Fire Fighter); Responder (EMS); Responder (Other _____)
 Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise. Both positive comments and constructive criticism are welcome.

a problem This large has its own built in problem. Things that are parachial to
the CFD can be addressed at our own review. I Think The real benefit of
This drill was the introperability of the FD, PD & military responders.
We are getting a better handle on how to work with each other
Well Done.

Asst Chief John D. Danaglan

Cambridge Fire Dept.

**MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
SAFETY DEPARTMENT**

**CAMBRIDGE EMERGENCY RESPONSE EXERCISE -
SUNDAY, JUNE 29, 2003**

PARTICIPANT QUESTIONNAIRE

CHECK HOW YOU PARTICIPATED:

- Passenger (uninjured); Passenger (injured/moulaged); Responder (Police)
 Responder (Fire Fighter); Responder (EMS); Responder (Other _____)
 Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise. Both positive comments and constructive criticism are welcome.

The emergency exercise went very well. I feel it was the best we could do.

You can never be ready for Something of this nature, but exercises like this

one give us an Idea of what we might face in the field.

All together it was great training.

**MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
SAFETY DEPARTMENT**

**CAMBRIDGE EMERGENCY RESPONSE EXERCISE -
SUNDAY, JUNE 29, 2003**

PARTICIPANT QUESTIONNAIRE

CHECK HOW YOU PARTICIPATED:

- Passenger (uninjured); Passenger (injured/moulaged); Responder (Police)
 Responder (Fire Fighter); Responder (EMS); Responder (Other 1st CST (WMD))
 Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise. Both positive comments and constructive criticism are welcome.

Good excercise. Good to see all civil services working together.

I think we wasted a bit of time when arriving @ the scene. trying to

stage the vehicles. also even thought it was a FIX The red cross/Salvation

army should of parked away or behind the Hot Zone.

**MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
SAFETY DEPARTMENT**

**CAMBRIDGE EMERGENCY RESPONSE EXERCISE -
SUNDAY, JUNE 29, 2003**

PARTICIPANT QUESTIONNAIRE

CHECK HOW YOU PARTICIPATED:

- Passenger (uninjured); Passenger (injured/moulaged); Responder (Police)
 Responder (Fire Fighter); Responder (EMS); Responder (Other _____)
 Drill Staff

Comments: Please note anything that you feel is important in analyzing the emergency exercise. Both positive comments and constructive criticism are welcome.

As a professional Ambulance BLS transport for one of the
victims (who went to mount auborn hospital) I felt the was
some failure in the continuation of care from CFD triage area
transport. The patients were dropped in triage post decon without
much info & on a board which was retrived without putting
patient into another board. At Mount Auburn, Dr asked why
pt. was not collared/boarded. Good question! As a bls transport
truck were given a patient on a non-rebreather & lifted
onto a stretcher. Also: At Mt. Auburn a security guy sent
us into a decon room...& pts deconed @ scene. It
was more of a haphazard drill than a hazard drill.

But, That's the more likely scenario, right.

Patrick McIntyre
PRO AMB
pmaccor@yahoo.com
please email drill write up.
Thank you.

**F. PHOTOGRAPHS BY
PHIL DeJOSEPH,
MBTA STAFFING
PHOTOGRAPHER**

