FINAL REPORT OF INVESTIGATION A&I E16203
July 18, 2016
Collision

Adopted by the Metrorail Safety Commission at its meeting on April 8, 2019.

Washington Metrorail Safety Commission
777 North Capitol Street, NE, Suite 402
Washington, DC 20002
EXECUTIVE SUMMARY

On Monday July 18, 2016, at 05:15 hrs., SAFE was notified by the Maintenance Operations Center (MOC) that at 02:44 hrs. on 7/18/16 there was a report of a tripped Intrusion Detection Warning (IDW) alarm between Ballston and East Falls Church Station (Orange Line), Track 2 at Chain Marker (CM) K2-320+00. After further investigation, Track and Structures (TRST) personnel revealed that an IDW was damaged and required replacement. There were no reported injuries or further damage to any other components related to this event.

NOTIFICATION

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INCIDENT SITE

Between Ballston and East Falls Church, K2 320+00
**Investigation**

The General Orders Track Rights System (GOTRS) request number 201616701400 was assigned for this nature of work. The work was being performed by the TRST Productions department. The nature of the work included railroad tie prep work that involved staging ties and materials along the right of way for future track improvement work. Hand tools were used, and the work equipment scheduled for use was a Prime Mover, Flat Car and Tie Crane. The work crew has been prepping the area since 7/10/2016, besides no reports were made prior that there was any damage to the IDW. There was no indication that a post inspection was performed after the task since the IDW alarmed at 05:15 hours. There were no Maximo records showing the IDW was disabled prior to the work assignment.

The protected area for this work zone was CM K2-276+00 to K2-402+00, Track 2. The reported incident occurred 1000 feet south of the Ballston Portal and

Based on the MOC summary report for July 18, 2018, a Track Supervisor responding to the work zone reported finding a damaged cable associated with the IDW on Track 2, CM K2-320+00. Track Supervisor reported track vehicle #802, a tie crane, while working in the area more than likely, damaged the IDW cable located on the fence line separating the WMATA right of way from I-66 roadway. MOC notified Automatic Train Control (ATC) personnel and dispatched the group to repair the damaged cable. Upon ATC arrival an assessment was performed of the damaged equipment. The entire IDW Box required replacement. The IDW cable was reinstalled to the box, the alarm was reset and the IDW system for this area was placed back in service. SAFE was informed of the damage to the cable/fence and Work order #12860253 was generated. (See attachment 1).

There were no injuries reported as a result of this incident and no further damage was reported.

**Weather**

At the time of the incident, the temperature was 79°F, and SAFE has concluded that weather was not a contributing factor in this incident (Weather source: National Oceanic Atmospheric Administration (NOAA) – Location: Falls Church, VA)

**Findings**

- MOC received a report of a tripped IDW alarm
- Investigation revealed that the IDW box and cable was damaged
- ATC repaired the damaged cable

**Immediate Mitigation**
• An investigation was performed by ATC personnel who responded to the reported damage identified by Track Supervisor
• The IDW cable was repaired by ATC personnel.

**Conclusion**

Based on the salient facts, it is most probable that the tie crane made contact with the IDW box while positioning the ties along the fence line. SAFE has no further actions on this matter and recommends E16203 for closure.

**Attachment**

Assessment 1 – Work Order for repair made on IDW