



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20200918-WMATA-KEK-22		
	2020	09	18				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Signals & ATC	Sub- Department	ATCIN
Rail Agency Department Contact Information	Name		Email	Office Phone		Mobile Phone	
	[REDACTED]		[REDACTED]	[REDACTED]		[REDACTED]	
Inspection Location	Signals/ATC and Communications						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	STC-RR-QAI	COM-RR-QAI				
Inspection Units	144 ATC WOs	22				
Inspection Subunits	20	4				
Defects (Number)	73	22				
Recommended Finding	NO	NO				
Remedial Action Required¹	NO	NO				
Recommended Reinspection	YES	YES				

Activity Summaries

Inspection Activity #	2	Inspection Subject	Records Review – Q&A				Activity Code	STC COMM	RR	QAI	
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	N/A	Out Brief Conducted	PENDIN	Time	10:00a	Outside Shift	NO	
Related Reports	RTU & Switch Machine 90 day		Related CAPS / Findings		WMATA System Safety Program Plan 2019						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	WMATA SSPP										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	WMSC Office	Track Type	At-grade	Tunnel	Elevated	Interlock
	X	X	X						X	X	X
Line(s)	All-Lines	Track Number	Main & Yards	Chain Marker and/or Station(s)			From		To		
	N/A		N/A								
Description	Reliability review of ATC & Signal, and Communications Department failures.						Number of Defects		95		
	PURPOSE:						Recommended Finding?		YES		
							Redial Action Required?		Pending		

¹ The rail transit agency must provide WMSC with the necessary evidence (e.g. maintenance work order system records, photos, documentation, records, data, or other evidence) to close out the Remedial Action. Closeout of Remedial Actions may also be subject to ongoing WMSC verification inspections to ensure corrections are sufficient and effective.

Inspector in Charge – Signature	Date
KEMMERY ELAENE KENDRICK	09/18/2020
Inspector in Charge – Name	Inspection Team
KEMMERY E. KENDRICK	WASHINGTON METRO SAFETY COMMISSION (WMSC) - SIGNALS & AUTOMATIC TRAIN CONTROL SUBJECT MATTER EXPERT



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	<p>Inspection generated due to WMSC concern of recent frequency of switch and RTU failures. A report was generated by the Department Reliability Engineering & Asset Management for assistance.</p> <p>GOVERNING COMPLIANCE STANDARD: WMATA System Safety Plan (SSPP)-2019, page 84. Investigation of Repetitive Events; which states that Engineering, Statistical Review, and SAFE Managers reviews SMS, MAXIMO and other data which includes searching for repetitive events that might have safety implications.</p> <p>WMATA SSPP, page 200 – Investigation of Repetitive Events states; “The ATC & Signals Department has built in integrated, designed procedures, people and all other elements of a transit system using the principles of fail safety and system safety in such a manner that equipment failures or personnel errors, or combinations of both, must not result in an increased hazard level.” WMATA SSPP page 200.</p> <ul style="list-style-type: none"> • In accordance with WMATAs SSPP-2019-page 54; Engineers review computerized reports after each rush hour and investigate “every” anomaly they identify, and ATC then takes immediate actions to correct them. • In some cases, the problem can’t be corrected quickly, while other take more time. In the instances where repairs are lengthy, ATC may temporarily take a track circuit out of service to work on a repair. When a track circuit is disabled or deactivated for repair, trains are slowed to 15 mph through the affected area. Train operators maintain radio contact with controllers in the ROCC. <p>NOTABLE ITEMS: June 2020 – August 2020 Reliability Report</p> <ul style="list-style-type: none"> • The highest numbers of repeated Switch Failures are occurring in the yards. D96 New Carrollton Yard have the most failures out of all the yards in the system. The switches in that yard are old and ATC performs maintenance regularly. 2019 Inspections have photos of such switches that are slated for a future yard upgrade. Presently parts are scarce, and manufactures are no longer making replacement parts. • The RTU Failures are a Communications Department item and discussion should focus repetitive reports to that department on their equipment. 	<p>Recommended Reinspection?</p>	<p>YES</p>
Remedial Action	<ul style="list-style-type: none"> • My recommendation would be to forward report to the Department of Internal Compliance. According to WMATAs SSPP, that department is responsible for driving improvement Authority-wide, and assures departments are fulfilling business objectives, addressing corrective actions. • ATC Branch Maintenance Control Policy – State of Good repair states “ Its is the policy of the Automatic Train Control Branch to maintain systems within a state of good repair give the limitations of logistics supportability of aged equipment and authorized budget.” Page #30. • Awaiting instructions from WMSC Management with remedial actions. 		