



## Inspection Form

**Form WMSC-IR-1**

Washington Metrorail Safety Commission

**Agency/Department Information**

<b>Inspection Date</b>	YYYY	MM	DD	<b>Report Number</b>	20200920-WMATA-KEK-24		
	2020	09	20				
<b>Rail Agency Name</b>	Washington Metropolitan Area Transit Authority			<b>Rail Agency Department</b>	Signals & ATC	<b>Sub- Department</b>	ATCIN
<b>Rail Agency Department Contact Information</b>	<b>Name</b>		<b>Email</b>		<b>Office Phone</b>		<b>Mobile Phone</b>
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
<b>Inspection Location</b>	Signals/ATC and Communications						

**Inspection Summary**

Inspection Activity #	1	2	3	4	5	6
<b>Activity Code</b>	STC-RR-QAI					
<b>Inspection Units</b>	09					
<b>Inspection Subunits</b>	13					
<b>Defects (Number)</b>	22					
<b>Recommended Finding</b>	NO					
<b>Remedial Action Required<sup>1</sup></b>	NO					
<b>Recommended Reinspection</b>	NO					

**Activity Summaries**

<b>Inspection Activity #</b>	1	<b>Inspection Subject</b>	Records Review – Q&A				<b>Activity Code</b>		STC COMM	RR	QAI
<b>Job Briefing Employee Name/Title</b>	N/A		<b>Accompanied Inspector?</b>	N/A	<b>Out Brief Conducted</b>	PENDIN	<b>Time</b>	2:00(p)	<b>Outside Shift</b>	NO	
<b>Related Reports</b>	RTU 90 day		<b>Related CAPS / Findings</b>		WMATA System Safety Program Plan 2019						
<b>Related Rules, SOPs, Standards, or Other</b>	<b>Ref</b>		<b>Rule or SOP</b>		<b>Standard</b>		<b>Other / Title</b>		<b>Checklist Reference</b>		
	WMATA SSPP		APTA-TR-S-CS-027-03				REAM				
			ATPA-RT-S-024-03								
<b>Inspection Location</b>	<b>Main Track</b>	<b>Yard</b>	<b>Station</b>	<b>OCC</b>	<b>RTA Facility</b>	<b>WMSC Office</b>	<b>Track Type</b>	<b>At-grade</b>	<b>Tunnel</b>	<b>Elevated</b>	<b>Interlock</b>
	X	X	X					X	X	X	X
<b>Line(s)</b>	<b>All-Lines</b>		<b>Track Number</b>	<b>Mainline</b>	<b>Chain Marker and/or Station(s)</b>		<b>From</b>		<b>To</b>		
	N/A		N/A				System		System		
<b>Description</b>	Reliability review of ATC & Signal, and Communications Department failures.						<b>Number of Defects</b>		22		
	<b>PURPOSE:</b>						<b>Recommended Finding?</b>		YES		
							<b>Redial Action Required?</b>		Pending		

<sup>1</sup> 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.

<b>Inspector in Charge – Signature</b>	<b>Date</b>
KEMMERY ELAENE KENDRICK	09/20/2020
<b>Inspector in Charge – Name</b>	<b>Inspection Team</b>
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 &amp; Asset Management for assistance.</p> <p><b>GOVERNING COMPLIANCE STANDARD:</b>          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 – <b>Investigation of Repetitive Events states;</b> “The ATC &amp; 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"> <li>• 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.</li> <li>• 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.</li> </ul> <p><b>NOTABLE ITEMS:</b> June 2020 – August 2020 Reliability Report:</p> <ul style="list-style-type: none"> <li>• The highest RTU failures are occurring at C14-Eisenhower Ave, and A06-Van Ness. Other areas of concern are at J01-Quarner Lane, with at least 2 RTU anomalies. Investigation pending on manufacture type.</li> <li>• Informed by the ATC &amp; Signals Manager that the RTU Failures are a Communications Department item and discussion should focus repetitive reports to that department on their equipment.</li> <li>• RTU Failures component malfunctions are attached in this report by way of an attached link in the photo are of this report.</li> <li>• An email has been sent to WMSC Chief Safety Operating officer regarding this matter, September 9, 2020.</li> </ul>	<p><b>Recommended Reinspection?</b></p>	<p>YES</p>
<p><b>Remedial Action</b></p>	<ul style="list-style-type: none"> <li>• My recommendation would be to forward report to the <b>Department of Internal Compliance</b>. According to WMATAs SSPP, that department is responsible for driving improvement Authority-wide, and assures departments are fulfilling business objectives, addressing corrective actions.</li> <li>• ATC Branch Maintenance Control Policy – State of Good repair states “It 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.</li> <li>• Awaiting instructions from WMSC Management with remedial actions.</li> </ul>		