



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

Inspection Date	YYYY/MM/DD 2021/07/20	Report Number	20210720-WMATA-KEK-25
Rail Agency Name	Washington Metropolitan Area Transit Authority	Rail Agency Department	Name
Rail Agency Department	WMATA	Contact Information	
Inspection Location	C-99 Alexandria Yard, Zone "B" & "BB"		

Inspection Summary

Inspection Activity #	1
Activity Code	PI/STC/QAM
Inspection Units	2
Inspection Subunits	1
Defects (Number)	0
Recommended Finding	Yes
Remedial Action Required¹	Yes
Recommended Reinspection	Yes

Activity Summaries

Inspection Activity #	1	Inspection Subject	ATC Switch Survey for Operational Readiness/#141 & 147				Activity Code	PI/STC/QAM			
Job Briefing Employee Name/Title	RWIC #2160		Accompanied Inspector?		Yes	Out Brief Conducted	Yes	Time	09:00 AM	Outside Shift	No
Related Reports	TUN Phase I, 5/24/21, TUN Phase II & III, 2/15/21, TUN Phase IV 5/26/21,		Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard		Other / Title		Checklist Reference	
	PTASP, WMATA Program Standard,					PTASP, WMATA Program Standard		ASP			
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	WMSC Office	Track Type	At-grade	Tunnel	Elevated	N/A
		X						X			
Line(s) & Track Number	C-99 Alexandria Yard, Zone "B" & "BB"			Chain Marker and/or Station(s)			From		To		
							Zone "BB" – Sw #141 Tk #134T		Zone "B" – Sw #145, Tk #145T		
Vehicles	Head Car Number		Number of Cars			Equipment	N/A				
	N/A		N/A								
Description	<p>Inspection was due to an anonymous safety concern, brought the WMSC's attention by a conscientious employee. The safety concern was regarding a defect in the software. This issue is said to cause switch #141 to throw unexpectedly when train traffic is converging/diverging through the interlocking. Additionally, there is concern that the safety certification process did not properly go through the appropriate approval processes to operate this area safely. This caused ATCE to clamp Single End Switches' #141 & 145 for safety reasons until the software issue is corrected by the manufacture, and the proper Safety Certification Processes are performed adequately. WMATA (or the project owner, if different from WMATA) is responsible for certifying each project. WMSC Program standard; Section 10: Safety Certification. Physically Observed: ATCM & Engineering took all appropriate actions to assure that both single ended switch's #141 & #145 are appropriately clamped from movement while trains are converging/diverging over these switches and through the interlocking; inbound or outbound, until appropriate software changes have been implemented, assuring the safety of train movement in the yard. Inspection Included: A tour of the TCRs governing the 4 sections of the yard recently installed by the contractors Mott McDonald and M.C Dean. Additional Note's: ATCM, Engineering, and M.C. Dean are providing 24-hour support in the form of manual operation of affected switches in the interlocking (to include Fire Watch). This support is to assist with train movement in the yard until all proposed mitigations are implemented. Small cosmetic issues (TCR ATC racks/wiring) that should be addressed before WMATA takes ownership of this project.</p>							Number of Defects			
								Recommended Finding?		Yes	
								Remedial Action Required?		Yes	
								Recommended Reinspection?		Yes	
Remedial Action	Software update implementation and testing for appropriate safety certification processes.										

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's Signature	Date
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		2021/07/20
Inspector in Charge's Name Kemmerly Kendrick	Inspection Team	