



## Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

**Agency/Department Information**

<b>Inspection Date</b>	YYYY/MM/DD 2021/08/13	<b>Report Number</b>	20210812-WMATA-KEK-27
<b>Rail Agency Name</b>	Washington Metropolitan Area Transit Authority	<b>Rail Agency Department</b>	Name
<b>Rail Agency Department</b>	ATCM	<b>Contact Information</b>	
<b>Inspection Location</b>	Telegraph Road, Alexandria Va.,		

**Inspection Summary**

<b>Inspection Activity #</b>	1
<b>Activity Code</b>	STC/TNG/OBS
<b>Inspection Units</b>	1
<b>Inspection Subunits</b>	0
<b>Defects (Number)</b>	1
<b>Recommended Finding</b>	
<b>Remedial Action Required<sup>1</sup></b>	
<b>Recommended Reinspection</b>	

**Activity Summaries**

<b>Inspection Activity #</b>	1	<b>Inspection Subject</b>	OJT GM 4000A Switch PMI			<b>Activity Code</b>	STC/TNG/OBS					
<b>Job Briefing Employee Name/Title</b>	N/A	<b>Accompanied Inspector?</b>	Yes	<b>Out Brief Conducted</b>	Yes	<b>Time</b>	06:30 AM	<b>Outside Shift</b>	No			
<b>Related Reports</b>	<b>Related CAPS / Findings</b>											
<b>Related Reports, SOPs, Standards, or Other</b>	Ref	Rule or SOP			Standard	Other / Title			Checklist Reference			
	ATC-1000 Rev 4.0, 05/2021	ATCMCP-Revision 1.1			ATCM OJT Manual	4000A Alstom Switch Manual			ATC-1007E - Monthly Test ATC-1008E - Quarterly Test			
<b>Inspection Location</b>	Main Track	Yard	Station	OCC	RTA Facility	WMSC Office	<b>Track Type</b>	At-grade	Tunnel	Elevated	N/A	
		X						X				
<b>Line(s) &amp; Track Number</b>	Telegraph Road, Alexandria Va.,			<b>Chain Marker and/or Station(s)</b>			From		To			
							Rail Training Facility (Fenced Yard Simulator)			Rail Training facility (Fenced Yard Simulator)		
<b>Vehicles</b>	<b>Head Car Number</b>		<b>Number of Cars</b>		<b>Equipment</b>	Switch Crank, ¼" Switch Obstruction Gauge, Point Detector Gauge, Point Detector Rod Gauge, GRS Cat.No. P85-1216, Switch Wrenches, Digital D.C./A.C Meter. 1 GM Alstom 4000A Switch machine.						
	N/A		N/A									
<b>Description</b>	<p>General Description: GM 4000A Alstom This switch machine uses 50% fewer parts than traditional electric switch machines and it is easily field modified to match specific site requirements. Designed for long life and low maintenance the GM 4000A is said to help reduce inventory due to its filed configurable change out design. Engineered with low stressed mechanical system, brushless motor, solid-state controller, and significantly fewer parts than existing switch machines. Purpose: On the Job Training Program Inspection for the newly installed Grand Master (GM) 4000A Alstom Switch about WMATA's property. Notable Items:</p> <ul style="list-style-type: none"> <li>Training performed 6:30am – approximately 10:00am to protect employees from heat related injuries. Hands on instruction is an outside set up at the rail training facility.</li> <li>Training consists of 4 blocks of hands-on demonstration instruction</li> <li>Monthly 1007E – Switch Hand Crank Cut-out Restoration, CWP and Point Detector Test and Lubrication test was demonstrated.</li> <li>Quarterly 1008E – Switch obstruction Test was also demonstrated.</li> <li>Instructor followed the OJT manual for step-by-step instruction</li> <li>Employees were able to gain answers to problems encountered during actual inspections. The instructor was very knowledgeable of the switch and provided answers for future troubleshooting tactics for the crew members.</li> <li>Class consisted of 6 employees, 1 instructor.</li> <li>Total time for all training involving the GM 4000A Switch machine to include other PMIs are 3 weeks in all.</li> <li>Instructor holds additional training which consists of total switch dismantle and reconstruction on Saturdays. ATCM has actively demonstrated that they are making every effort to assure the highest proficiency of all employees who may encounter the GM 4000A switch within their prospective territories.</li> </ul> <p>Area of Concern:</p> <ul style="list-style-type: none"> <li>Non-compliance of the application of appropriate PPE during training. Only 2 employees were equipped with the appropriate eyewear during training. An out briefing of this was given to the instructor at the out briefing.</li> </ul>						<b>Number of Defects</b>	1				
							<b>Recommended Finding?</b>					
							<b>Remedial Action Required?</b>					
							<b>Recommended Reinspection?</b>					
<b>Remedial Action</b>												



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<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.

Inspector in Charge's Signature		Date 2021/08/13
Inspector in Charge's Name Kemmerly Kendrick	Inspection Team N/A	