



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

Inspection Date	YYYY/MM/DD 2023/04/24	Report Number	20230424-WMSC-DLB-1
Rail Agency Name	Washington Metropolitan Area Transit Authority	Rail Agency Department	Name
Rail Agency Department	Operations	Contact Information	
Inspection Location	Shady Grove to Glenmont aboard Train ID 805		

Inspection Summary

Inspection Activity #	1
Activity Code	OBS-STC-RI
Inspection Units	1
Inspection Subunits	0
Defects (Number)	10
Recommended Finding	No
Remedial Action Required¹	No
Recommended Reinspection	Yes

Activity Summaries

Inspection Activity #	1	Inspection Subject	ATO Testing			Activity Code	OBS-STC-RI					
Job Briefing Employee Name/Title	Completed by Office of Infrastructure (CAPD) Representative		Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	11:00 PM	Outside Shift	No		
Related Reports	N/A		Related CAPS / Findings		N/A							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard	Other / Title			Checklist Reference				
	N/A	N/A		N/A	N/A			N/A				
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	WMSC Office	Track Type		At-grade	Tunnel	Elevated	N/A
	X	X	X				X	X	X			
Line(s) & Track Number	Shady Grove to Glenmont aboard Train ID 805			Chain Marker and/or Station(s)		From			To			
						Shady Grove Station			Glenmont Station			
Vehicles	Head Car Number		Number of Cars		Equipment							
	7404		8-car consist									
Description	<p>7K Train ID 805 - Eight car consist departed from the Shady Grove rail yard Track 20 to the Alpha Line. The lead car number was 7404 traveling inbound track one to Glenmont Station for the purpose of Automatic Train Operation (ATO) and Automatic Door Operation testing. Other information: The train was the last of five test trains used for the preliminary ATO testing. 7404 departed Shady Grove railway yard late due to support personnel arriving late. The support crew was comprised of ATC, CMNT, ENG and Signal personnel. One WMSC Inspector and Metrorail vehicle operator completed the personnel involved in the test on this train. The rail vehicle operator stated, "that due to a nonrevenue code the train would not be able to pick up the Program Station Stop (PSS)". The rail vehicle operator contacted ROCC and requested a revenue code to conduct the ATO testing. Once the request was granted the operator was able to proceed to the mainline and commenced the testing. Shady Grove to Glenmont Track # 1: Anomalies encountered. Late pick up of the PSS indicators. Loss of speed commands in multiple locations. Doors failing to open automatically at multiple stations. 7404 stopping short of multiple platforms. 7404 stopped short and/or passed the eight-car marker at multiple platforms. Glenmont Station to Shady Grove Rail Yard Track #2 Lead car 7738: Anomalies encountered. 7738 overran the eight-car marker at Silver Spring Station by approximately eight feet, as stated by the WMATA engineer. 7738 lost speed commands at NoMa-Gallaudet University Station and stopped approximately 4 feet from eight car marker - stated by the WMATA engineer. 7738 loss speed commands departing from NoMa Station, and the train stopped and was subsequently operated in manual mode from NoMa to Union Station with a permissive block until ATO was restarted. Medical Center - No door opened. Also, the rail vehicle was operating in ATO and loss speed commands then switched to manual until ATO returned. At Shady Grove Station the doors failed to open. Another ATO test run is scheduled to depart from Shady Grove Yard Tuesday April 25, 2023 and it is recommended that further data/observations be made.</p>								Number of Defects		10	
									Recommended Finding?		No	
									Remedial Action Required?		No	
									Recommended Reinspection?		Yes	
Remedial Action												

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 2023/04/24
Inspector in Charge's Name	Inspection Team



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Darrell Braxton	Manny Lopez Bruce Walker John DeRenzo
-----------------	---------------------------------------