



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

Inspection Date	YYYY/MM/DD 2023/10/02	Report Number	20230929-WMSC-1
Rail Agency Name	Washington Metropolitan Area Transit Authority	Rail Agency Department	Name
Rail Agency Department	WMATA	Contact Information	
Inspection Location	C10 ~ Reagan National Airport		

Inspection Summary

Inspection Activity #	1
Activity Code	STC-UM-PI
Inspection Units	1
Inspection Subunits	1
Defects (Number)	1
Recommended Finding	No
Remedial Action Required¹	No
Recommended Reinspection	Yes

Activity Summaries

Inspection Activity #	Inspection Subject	Activity Code	STC-UM-PI								
Job Briefing Employee Name/Title	N/A	Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	12:55 PM	Outside Shift	Yes		
Related Reports	Related CAPS / Findings		N/A								
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP	Standard	Other / Title		Checklist Reference					
	ATC 2000	N/A	N/A	N/A		ATC 2003.1					
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	C10 ~ Reagan National Airport		Chain Marker and/or Station(s)		From	To					
Vehicles	Head Car Number	Number of Cars		Equipment	7000 Series Rail Car/ ATC TCR room						
Description	<p>7000 Series Car Derailment Accident Upon arrival (09/29/23) I was stopped by a host of ATCM Upper Management Personnel to discuss the incident. They informed me that there were no damages to the ATC Wayside Equipment, and that they are there for protocol and support. I walked into the station to meet with one of the WMSC Team members to discuss the accident that had taken place. Once I was given a briefing on the accident, I proceeded upstairs with the WMSC Team members and the WMATA Staff. The train was still off the tracks during this time frame. I proceeded to the TCR rooms (C111 & C112) to verify that ATCM was following their ATC 2000 Procedure(s). I verified that the fuses have been removed inside the TCR room and the electronic switch machine (Switch 11 A/B) crossovers were clamped for the reverse moved, per ATC 2000/2000.3. I finished up my verification process with ATC and headed back upstairs with the WMATA Incident Command Staff and the WMSC team members to see what the next steps in the derailment process were. WMATA Incident Command Staff informed us that they were waiting for track rights and that the train wouldn't be re-aligned until midnight shift. Once given that information we realized that there wasn't much more investigating we could do. We had a brief discussion about our next steps in this process and proceeded for departure. Prior to my arrival several WMSC staff/team arrived soon after WMSC monitoring activities determined that a derailment had taken place near Reagan National Airport Station. This team of WMSC staff conducted various investigative activities upon learning of the derailment around 10:45AM and upon mobilizing to the accident location, immediately thereafter.</p>						Number of Defects	1			
							Recommended Finding?	No			
							Remedial Action Required?	No			
							Recommended Reinspection?	Yes			
Remedial Action											



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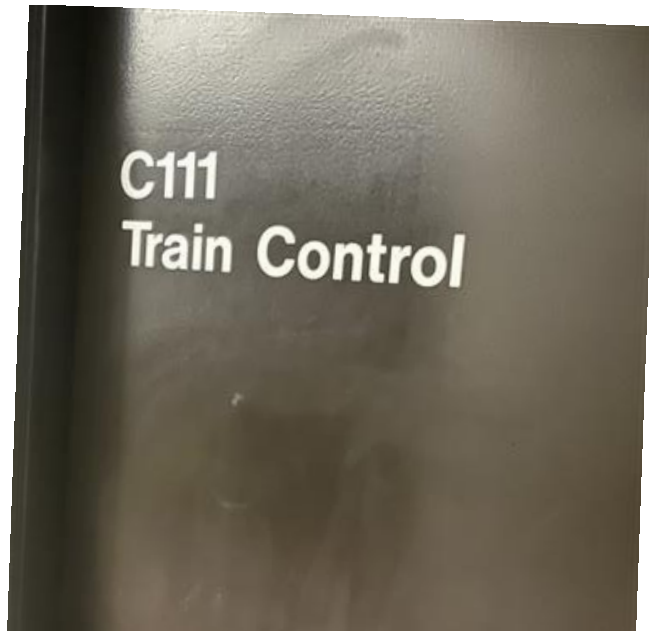
Washington Metrorail Safety Commission

Photos:

IMG_0219.jpeg



IMG_0231.jpeg



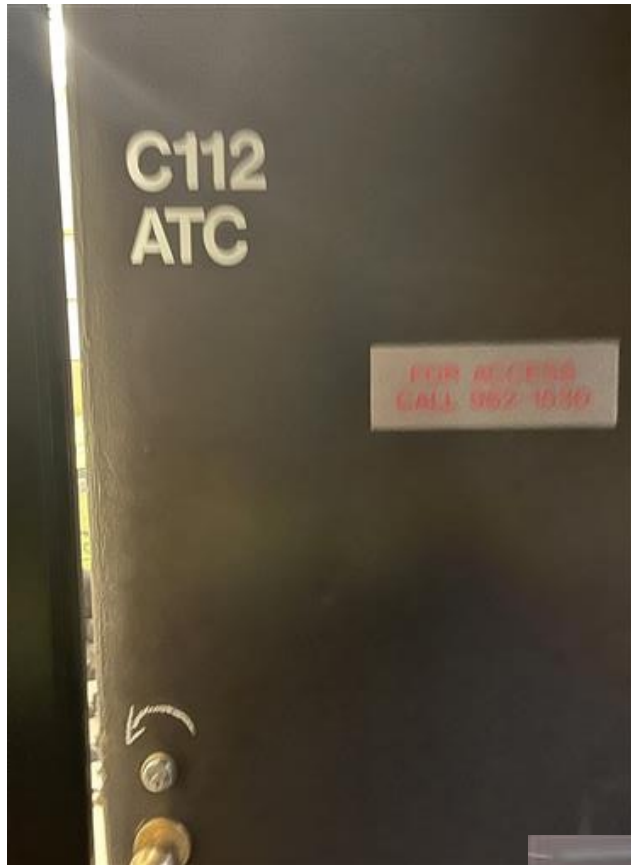


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A "SPECIAL ORDER" tag with the following text and handwritten entries:

SPECIAL ORDER	
DO NOT REPAIR OR OPERATE	
(Equipment Designation)	
SW-11A & 11B	
WNB - Fuse Removed	
WITHOUT CONSULTING	
(Person Requesting Tag)	
XXXXXXXXXX	
Placed By	
XXXXXXXXXX / XXXXXXXXXX	
Time	Date
16:54	9/28/23
Removed By	
XXXXXXXXXX	
Time	Date

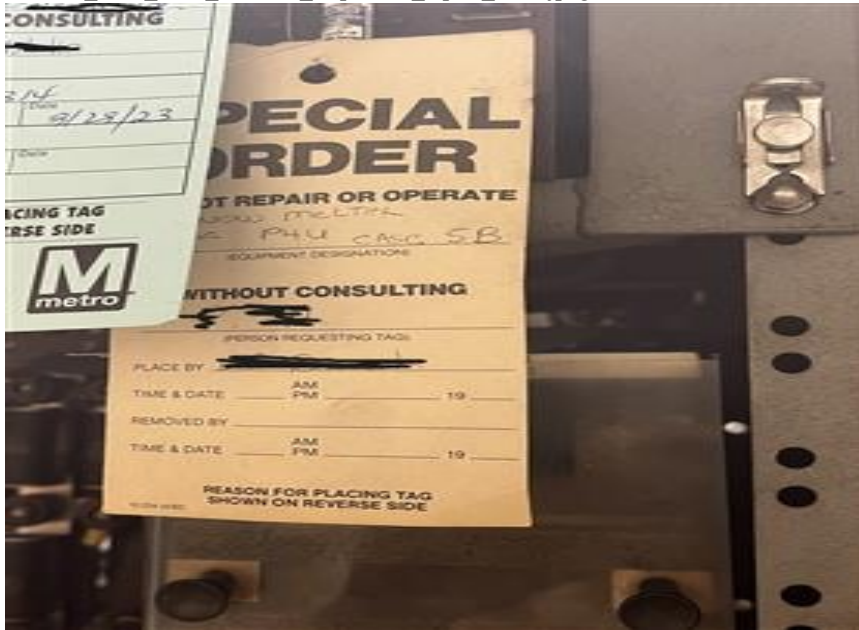


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¹ The rail transit agency must provide WMSC with the necessary evidence (e.g. maintenance work order system records, photos, documentation, records, data, or other evidence) to close out the Remedial Action. Closeout of Remedial Actions may also be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

Inspector in Charge's Signature		Date 2023/10/02
Inspector in Charge's Name Allen Freeman	Inspection Team Bruce Walker John DeRenzo Richard David Max Smith	