



### Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

**Agency/Department Information**

<b>Inspection Date</b>	YYYY/MM/DD 2024/03/14	<b>Report Number</b>	20240313-WMSC-AJF-1
<b>Rail Agency Name</b>	Washington Metropolitan Area Transit Authority	<b>Rail Agency Department</b>	Name
<b>Rail Agency Department</b>	WMATA	<b>Contact Information</b>	
<b>Inspection Location</b>	5801 Sunnyside Avenue, College Park, MD 20740		

**Inspection Summary**

<b>Inspection Activity #</b>	1
<b>Activity Code</b>	STC-RM-OBS
<b>Inspection Units</b>	1
<b>Inspection Subunits</b>	4
<b>Defects (Number)</b>	1
<b>Recommended Finding</b>	No
<b>Remedial Action Required<sup>1</sup></b>	Yes
<b>Recommended Reinspection</b>	Yes

**Activity Summaries**

<b>Inspection Activity #</b>	1	<b>Inspection Subject</b>	Model 6 Switch (Monthly) Inspection			<b>Activity Code</b>	STC-RM-OBS		
<b>Job Briefing Employee Name/Title</b>	Shift Supervisor RWIC 2455	<b>Accompanied Inspector?</b>	Yes	<b>Out Brief Conducted</b>	Yes	<b>Time</b>	04:45AM	<b>Outside Shift</b>	Yes
<b>Related Reports</b>	N/A		<b>Related CAPS / Findings</b>						

Ref	Rule or SOP	Standard	Other / Title	Checklist Reference
Operations Administrative Policies (OAP) 204-01 and 113-23 TCR location Book-of-Plans (BOP) ATC-2000 - System Integrity Maintenance Practice Operations and Maintenance (O&M) Manual for Alstom P1383 Alstom Model 6	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

Line(s) & Track Number	5801 Sunnyside Avenue, College Park, MD 20740	Chain Marker and/or Station(s)	From	To
			Switch 45	switch 41

Vehicles	Head Car Number	Number of Cars	Equipment	ATCM required hand tools. Lint-free cloth or chamois Switch crank for applicable switch machine. Switch obstruction gauge. Switch wrenches (as required. for installation switch layout); Yellow Kiel marker Clamp current meter.
	N/A	N/A		

<b>Description</b>	<b>Number of Defects</b>	1
<p>ATC (Automatic Train Control) 1007A Alstom Model 6 (Monthly) Switch Inspection Greenbelt Rail Yard (E99) Introduction On March 13, 2024, Evening Shift, WMSC (Washington Metrorail Safety Commission) Inspectors Freeman and Minor performed a field inspection on WMATAs (Washington Metropolitan Area Transit Authority) ATCMs ATC 1007A Alstom Model 6 (Monthly) Switch Inspection. The purpose of this monthly inspection is for ATCM Personnel to perform the visual inspection of the exterior and interior of the switch machine layout, perform indication and correspondence verification, ensure correct contact configuration, check operating voltage, and ensure the voltage reading is within operating tolerance, and to perform dynamic snubbing testing. Yard Job Safety Briefing (JSB) The JSB was conducted prior to entering the roadway. RWIC ATC 2455, gave us a job safety briefing and went over the following topics: 3rd Rail is energized (HOT), working between the limits of switch 45 &amp; switch 41, ATCM Personnel who was designated to the tower and all personnel involved in this evening's switch inspection. Section 1 General Inspection WMSC Inspectors observed ATCM personnel perform all steps from section 1, General Inspection, of the Ansaldo M3 ATC 1000 1007A Switch PMI. Key steps include inspecting the switch layout, checking the switch indication letters ("N" &amp; "R") on the switch ties, checking that the switch covers are properly labeled, checking the switch rod insulation, tie conditions and checking that the switch machine and junction box are firmly mounted. Section 2 Motor Section Inspection The WMSC Inspectors observed ATCM Personnel performed all steps of section 2, Motor Section Inspection, a step that was skipped during previous field observations. A key step during this inspection is to check and ensure the motor compartment is clean and to confirm reliable switch operation will take place. Various components in the motor section include the terminal block, brush holder, brush, armature, and commutator. Section 3 7) Section Inspection The</p>	<b>Recommended Finding?</b>	No
	<b>Remedial Action Required?</b>	Yes
	<b>Recommended Reinspection?</b>	Yes



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	<p>WMSC Inspectors observed ATCM Personnel perform all steps of section 3. Key steps in this section include ensuring reliable switch operation, checking that the rail connection is secure, checking to make sure the contacts are not contaminated, burnt, or have excessive wear and tear, ensuring the compartment is free of water and debris, and checking that all screws, nuts and bolts are tight. Section 4 Switch Obstruction Test The WMSC Inspectors observed ATCM Personnel perform critical steps during this section of the PMI. Critical steps include inserting the 6" obstruction gauge 6" from the front of the switch point on the far side of the switch, verifying the switch is "out of correspondence" with the ATCM Personnel inside</p>		
<p><b>Remedial Action</b></p>	<p>During the Safety Briefing WMSC Inspectors noticed and informed ATCM Personnel they did not give a thorough explanation on the JSB Form, regarding place of safety, emergency plan, what to do in the event of an emergency, RWP rule(s), etc. ATCM Personnel, provided the information requested prior to entering the roadway, but stated that the YARD JSB Form does not have those items listed.</p>		



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Photos:

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**M Yard Safety Briefing Form**

Location: 3000 Connecticut Yard Date: 02-13-2024

Work Being Performed: Switch fix (Lead Lead Side)

Work Order #: 2024-0001

Project Director: [Redacted]

Supervisor: [Redacted]

Power Status:  Power Off  Power On

Power Considerations and Coordination with Other Crews:

Work Order Status:  Not Started  In Progress  Complete

Yard Specific Hazards:

- 1. Train movements in Yard can be unpredictable.
- 2. Yard equipment (locomotives, cranes, etc.) may be in use.
- 3. Yard tracks are multiple tracks and there may be cross-overs, crossing equipment, etc., especially in lead yards.
- 4. Yard tracks adjacent to existing tracks create an additional hazard - the presence of trains crossing with signal equipment.
- 5. Yard equipment in use may create unpredictable hazards.

Employee Acknowledgment:

I have attended safety training for this work with my MRC on track. I understand that signs and a reduced zone, when such present, do not ensure necessary safety of buffer stop, crossing, signal, equipment safety systems, signal timing safety attributes, and track work for the particular nature of this work and others.

Comments: 3rd rail hot and energized

Employee Name	Signature	Cell Number
[Redacted]	[Redacted]	34287
[Redacted]	[Redacted]	229
[Redacted]	[Redacted]	220
[Redacted]	[Redacted]	2472
[Redacted]	[Redacted]	410



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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 2024/03/14
Inspector in Charge's Name Allen Freeman	Inspection Team Tiffany Minor	