



WMSC Inspection Report 2020714

ISSUED 07/16/2025

Inspection Details

Title: Switch Monthly Inspection – Silver Line

Location: Interlocking 96

Date of Inspection: 7/14/2025

Time of Inspection: 9:30AM to 12:00 PM

Announced (via phone and email to ATC Maintenance assistant director)

Non-Risk-Based

Functional Area: Automatic Train Control & Signals

Hazard Rating: 3B

Overview

On July 14, 2025, a WMSC Inspector conducted an announced inspection of the Monthly Switch Inspection Preventative Maintenance Instruction (PMI) that was conducted by Metrorail's Automatic Train Control Maintenance personnel. This was adjacent to the N96 train control room (TCR) corresponding with interlocking 96. The purpose of this inspection was to observe and determine compliance with the prescribed maintenance outlined by the ATC 1007B – Ansaldo M3 monthly inspection procedure.

After concluding the inspection, the WMSC Inspector conducted a debrief with a superintendent, Automatic Train Control Maintenance, in accordance with Program Standard Section 6.F.1.

Defects and Corrective Actions

WMSC Inspections identify safety issues that may be classified as defects, findings, or recommendations. Findings and recommendations are defined by Program Standard Section 5.E.2 and 5.E.3, respectively. Ordinarily, issues identified in a WMSC inspection report are classified as defects. Defects are specific safety issues of non-conformance/non-compliance that are identified and that require remedial action.

This inspection did not identify any findings or recommendations and therefore does not require a WMSC Corrective Action Plan in accordance with Program Standard Section 5.E.4.



Defect Observations and Determinations

No defects or safety issues were observed by the WMSC Inspector during this inspection. The roadway worker in charge (RWIC) performed all required personal protective equipment (PPE) and credential checks and held a complete safety briefing prior to entering the roadway. Local control was requested by the RWIC and permission granted by the Rail Traffic Controller (RTC) for ATC to take control of the interlocking via local controls at N96 TCR granting them control of the lunar signals and the switch alignments per the process outlined in the Metrorail Operating Rulebook (MOR) section 17.19. Communication between roadway workers and the interlocking handler in the train control room was clear and concise with 100% repeat back to ensure all messages were received before any lunar signals were given to trains or switch movement for the procedure was allowed within the work zone.

All steps of the 1007B – Ansaldo M3 Monthly Inspection work instructions were completed in accordance with the procedure. This procedure included visual inspections of the exterior and interior of each switch machine's compartments, indication and correspondence verification, point detector testing, as well as hand crank cut-out circuit checks. This interlocking comprises four M3 switches that were each tested to ensure conformance. The maintenance personnel exhibited technical competence and adherence to established procedures throughout the activities.



Photo 1. Work zone inspection prior to accessing the roadway.



WASHINGTON METRORAIL SAFETY COMMISSION

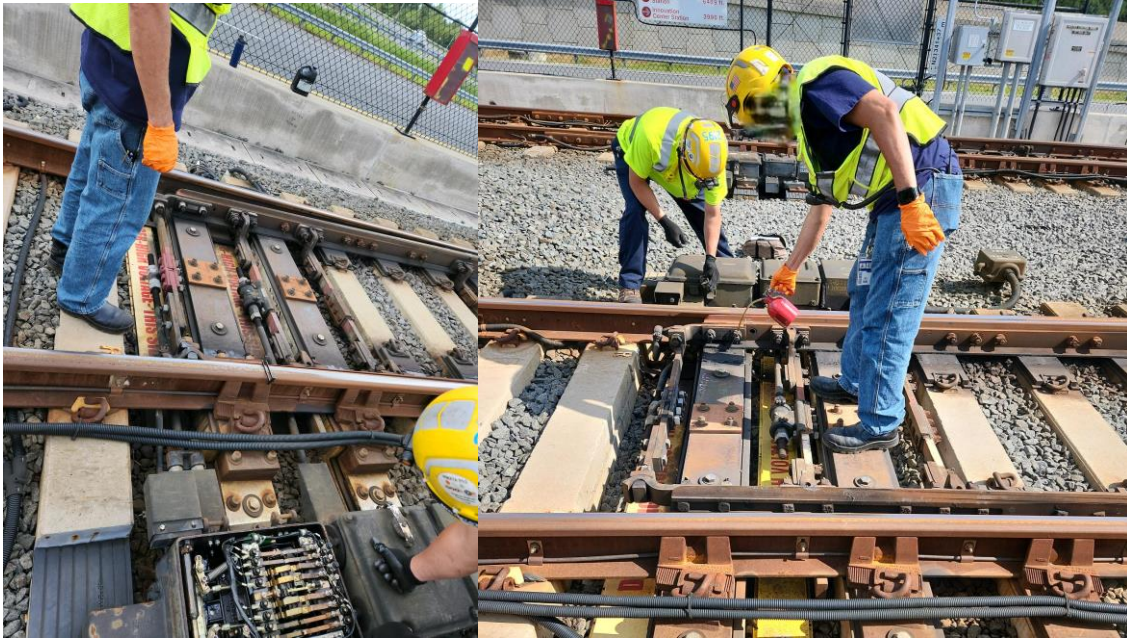


Photo 2 (left). Observation of point movement and switch behavior while exercising.

Photo 3 (right). Pad lubrication and accessing compartments for inspection.

Next Steps

Please respond **by Monday, July 21, 2025**, to acknowledge receipt.