

# VMS DATA ANALYSIS AND COMPARISON

L'Enfant Plaza Incident  
VMS Data Analysis and Comparison  
Train 302: (L)6134/35 - 1285/84 - 3030/31(T)

<u>NTSB and WMATA Analysis of VMS Data</u>	<u>Data Reported to DGMO</u>
3:14:25: Departs L'Enfant Plaza Station	3:14:24: Departs L'Enfant Plaza Station
3:14:41: 6134/35 LVPS dropped to 32V	3:14:35: LVPS begins to drop from 37.5V
3:15:15: Train comes to a complete stop	3:15:15: Train comes to a complete stop
3:15:22: MCP to P1	
3:16:34: 6134 is keyed down	3:16:35: Lead car 6134 is keyed down
3:18:45: 3031 is keyed up	3:18:45: Trailing car 3031 is keyed up
3:18:48: MCP moved to B5	
3:18:54: MCP moved to P5	
3:18:57: MCP moved to B5	
3:22:36: MCP moved to P5 for 6 seconds	
3:22:42: MCP moved to PF five times	
3:25:18: MCP moved to B5	
3:27:30: MCP moved to EMG	
3:28:10: MCP moved to B5	
3:32:10: MCP is moved to EMG	
	3:32:28: Train 302 dumps at 70 psi
	3:33:28: Multiple attempts are made to re-charge the brake pipes
3:38:50 Car 3031 is keyed down	

Note:  
MCP- Master Controller Position